



SCOPING REPORT

June 2018



U.S. Department of Transportation
Federal Highway Administration

and



MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION



TABLE OF CONTENTS

1	INTRODUCTION	1
2	PUBLIC SCOPING	3
2.1	Notice of Intent	3
2.2	Website	3
2.3	Public Scoping Open House Notification	3
2.4	Public Scoping Open Houses	4
2.5	Survey and Results	5
2.6	Public Comment Themes	7
2.7	Responses to Public Comments	8
3	AGENCY SCOPING	10
3.1	Interagency Working Group Meetings.....	12
3.1.1	IAWG #1	12
3.1.2	IAWG #2	12
3.2	Agency Scoping Comments.....	12
3.2.1	Coordination with the National Capital Planning Commission.....	13
3.2.2	Coordination with the National Park Service.....	13
3.2.3	Coordination with the Virginia Department of Conservation and Recreation	13
3.2.4	Coordination with the Virginia Department of Environmental Quality.....	13
3.2.5	Coordination with the Virginia Department of Game and Inland Fisheries	14
3.2.6	Coordination with the Virginia Department of Health	14
4	CONCLUSION AND NEXT STEPS.....	15

LIST OF TABLES

Table 1: Summary of Public Scoping Open Houses.....	5
Table 2: Summary of Transportation Improvement Elements Importance	6
Table 3: Percentage of Respondents Who Provided Input by Segment.....	6
Table 4: Summary of Comments by Theme.....	7
Table 5: Lead, Cooperating, Participating and Notified Agencies.....	11
Table 6: General NEPA Schedule.....	15

LIST OF FIGURES

Figure 1: I-495 & I-270 Managed Lanes Study Corridors	2
---	---



LIST OF APPENDICES

Appendix A	Notice of Intent
Appendix B	Notification Materials and Media Report
Appendix C	Public Scoping Meeting Materials
Appendix D	Survey Results
Appendix E	Public Comments
Appendix F	Agency Scoping Comments

1

1 INTRODUCTION

The Federal Highway Administration (FHWA), as the lead federal agency and Maryland Department of Transportation (MDOT) State Highway Administration (MDOT SHA), as the local study sponsor and joint lead agency, are preparing an Environmental Impact Statement (EIS) under the *National Environmental Policy Act of 1969* (NEPA) for the I-495 & I-270 Managed Lanes Study. This Scoping Report summarizes the process to introduce the I-495 & I-270 Managed Lanes Study to the public and agencies, and reviews public and agency involvement efforts conducted during the scoping period, from March 6 to May 1, 2018. The scoping process was conducted consistent with the NEPA regulations, Council on Environmental Quality (40 CFR Parts 1500-1508) regulations, and the FHWA Environmental Impact and Related Procedures found in 23 CFR Part 771.

MDOT announced the Traffic Relief Plan (TRP) in September 2017. The TRP is a statewide initiative to provide a comprehensive transportation network to relieve congestion and benefit millions of users. The I-495 & I-270 Public-Private Partnership (P3) Program is the largest effort of the TRP and includes all of I-495 in Maryland and the entirety of I-270 from I-495 to I-70. The first element of the broader I-495 & I-270 P3 Program is the I-495 & I-270 Managed Lanes Study.

Located primarily within Montgomery and Prince George's Counties, Maryland, the I-495 & I-270 Managed Lanes Study extends from south of the American Legion Bridge in Fairfax County, Virginia, to east of the Woodrow Wilson Bridge, and on I-270 (Dwight D. Eisenhower Memorial Highway) from I-495 to I-370 including the east and west I-270 spurs (**Figure 1**). The intent of the I-495 & I-270 Managed Lanes Study is to develop a travel demand management solution that addresses congestion, improves trip reliability on I-495 and I-270 within the study limits and enhances existing and planned multimodal mobility and connectivity.

The scoping process for the I-495 & I-270 Managed Lanes Study is the first step in gathering data and input to use during the later phases of the study, including development of the purpose and need, identification of potential alternatives, consideration of major environmental resources, and determination of how to assess impacts. The scoping process included comprehensive engagement with members of the public (e.g., citizens, elected officials, and key stakeholders), as well as federal, state, regional, and local agencies.

Figure 1: I-495 & I-270 Managed Lanes Study Corridors



2

2 PUBLIC SCOPING

MDOT SHA conducted Public Scoping activities to inform the public about the I-495 & I-270 Managed Lanes Study and receive their input on the need for the study, environmental concerns and other topics that should be considered in the study. Public Scoping activities began with the publication of the Notice of Intent (NOI) and continued with the publication of study information and materials to the I-495 & I-270 P3 Program website, Public Scoping and Open House notifications, a series of Public Scoping Open Houses, a Public Scoping comment period, and the evaluation and consideration of all comments received. This section summarizes all Public Scoping activities and the comments received from the public.

2.1 Notice of Intent

The NOI was published in the Federal Register on March 16, 2018, to officially announce the initiation of the study (see **Appendix A**). The NOI provided background information on the study, the purpose of the study, upcoming opportunities for public involvement, a link to the I-495 & I-270 P3 Program website, and details on how to provide comments and contact information for the Study Team.

2.2 Website

The I-495 & I-270 P3 Program website (495-270-p3.com) was developed and launched in March 2018 to share information on the I-495 & I-270 P3 Program, including the I-495 & I-270 Managed Lanes Study, and to gather feedback from the public. The website provides background information on the study and will be updated throughout the development of the EIS to provide pertinent information to the public and agencies. The website also includes contact information, instructions to submit study-related questions or comments, and allows individuals to sign up for study-related email notifications.

2.3 Public Scoping Open House Notification

To reach the tens of thousands of commuters who use the corridors, as well as those living along the corridors, a range of approaches were employed to advertise the Public Scoping Open Houses and comment period. These included: notification via the I-495 & I-270 P3 Program website; print ads and newspaper flyers; a MDOT SHA press release; social media promotion; and emails to all federal, state, and local elected officials. Public Scoping Open House notification materials as well as a detailed report of media coverage during the Public Scoping period, are presented as **Appendix B**.

The announcement of the Public Scoping Open Houses was posted to the I-495 & I-270 P3 Program website on March 16, 2018. A half-page newspaper printed ad was placed in *The Washington Post* three weeks (March 23, 2018) before the Public Scoping Open Houses. Additional half-page newspaper printed ads were placed during the weeks of March 23 and April 5, 2018, in the following newspapers:

- *Frederick-News Post*
- *Laurel Leader*
- *Howard County Times*
- *Prince George's Sentinel*
- *El Tiempo Latino*
- *Washington Hispanic*

The Public Scoping Open Houses were announced via press release on April 3, 2018, by MDOT SHA. The original press release generated articles from *BayNet*, *WTOP*, *MyMCMedia* (a Montgomery County outlet), *Greater Greater Washington*, and *Bethesda Magazine*. Notifications included social media promotions on MDOT SHA's Facebook, Instagram, and Twitter pages concurrent with the press release and throughout the month of April. Posts focused on promoting meeting dates and locations, survey opportunity and a general focus on encouraging persons to view the I-495 & I-270 P3 Program website. A postcard insert was included in *The Washington Post* Local Living Section Thursday Edition, April 5, 2018, which reached 693,000 subscriber and non-subscriber households in and around the study corridors. Media coverage of the Public Scoping Open Houses was provided by *WTOP*, *WJLA/ABC*, and *WTTG/Fox5* as well as the *Montgomery County Sentinel*, *MyMCMedia* and *LocalDMV.com*.

On March 22, 2018, an email was sent to all federal, state, and local elected officials representing Frederick, Montgomery, and Prince George's Counties notifying them of the I-495 & I-270 Managed Lanes Study and the scheduled Public Scoping Open Houses. A follow-up email notification was sent on April 11, 2018, providing further information to the scoping process and providing a link to the schedule of Public Scoping Open Houses to be held the following week.

2.4 Public Scoping Open Houses

The MDOT SHA hosted Public Scoping Open Houses about the I-495 & I-270 Managed Lanes Study to provide an introduction and overview of the study; introduce staff who could answer study-related questions; and provide the public the opportunity to provide written comments on the study scope, including: purpose and need, potential alternatives to be studied, environmental impacts to be considered, and evaluation methods to be used. The Public Scoping Open Houses were held from 6:30 pm to 8:30 pm on April 17, 18, 19, and 24 at four locations near the study corridors. Public Scoping Open House locations and a summary of attendees are presented in **Table 1**.

The Public Scoping Open House materials included a video and display boards (**Appendix C**). These materials, accompanied by a narrated description, were made available on the website (495-270-p3.com/your-participation/) and will remain available through the study duration. The video and display boards provided an overview of the study, including information on the preliminary purpose and need, the study schedule, and the study corridors. Public Scoping Open House attendees were invited to browse the display boards and share comments and questions with representatives from FHWA and MDOT SHA. The representatives were available to converse with attendees and to notify the public of the commenting options and availability of materials on the I-495 & I-270 P3 Program website.

Public Scoping Open House attendees were invited to submit written comments at the Public Scoping Open Houses via comment forms. The comment form template is found with meeting materials in **Appendix C**. Attendees were also invited to submit comments following the open houses via: the I-495 &

I-270 P3 Program website; email to 495-270-p3@sha.state.md.us; by calling toll-free at 833-858-5960; or by mail to MDOT SHA, I-495 & I-270 P3 Office 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202. Additionally, attendees were invited to participate in an on-line survey (summarized in **Section 2.5**) to provide feedback on their use of I-495 and I-270.

The Public Scoping comment period closed May 1, 2018. Comments received prior to this date are included in the Scoping Report as part of the study record. FHWA and MDOT SHA will continue to welcome comments for the duration of the study. Comments submitted after May 1, 2018 will be considered and included as part of the study record. As of June 21, 2018, we have received an additional 46 comments that will be included in the study record.

As summarized in **Table 1**, a total of 374 people attended the four Public Scoping Open Houses, and 143 written comments were received. A matrix of these comments along with all comments received during Public Scoping is included as **Appendix E**. Written comments were assigned themes and are presented in the Summary of Comments by Theme matrix, presented as **Section 2.6**.

Table 1: Summary of Public Scoping Open Houses

Open House Dates and Locations	Number of Attendees ¹	Number of Written Comments
Tuesday, April 17, 2018 Dr. Henry A. Wise Jr. High School 12650 Brooke Lane, Upper Marlboro, MD 20772	22	0
Wednesday, April 18, 2018 Clarksburg High School 22500 Wims Road, Clarksburg, MD 20871	109	35
Thursday, April 19, 2018 Bethesda Chevy Chase High School 4301 East West Highway, Bethesda, MD 20814	191	89
Tuesday, April 24, 2018 Eleanor Roosevelt High School 7601 Hanover Parkway, Greenbelt, MD 20770	52	19
TOTAL	374	143

¹ The number of meeting attendees does not include elected officials and media representatives.

2.5 Survey and Results

In addition to the Public Scoping Open Houses and conventional comment methods, the I-495 & I-270 P3 Program website was used to post a survey between March 19 and May 1, 2018. Links to the survey were provided via the website, at public meetings, and through sharing on social media. Tablets were also available at the public meetings to allow the survey to be completed by attendees. Seven-hundred thirteen (713) survey responses were received during the Public Scoping period, and 44 percent of respondents signed up for future notifications. Survey results are presented as **Appendix D** and summarized in the text that follows.

Questions one through three pertained generally to driving habits within the study corridors and knowledge of the proposal to address congestion on the study corridors. Sixty-four percent of respondents indicated that they travel on I-495 in Maryland often or frequently. Fifty-five percent of respondents indicated that they travel on I-270, between I-495 and Frederick often or frequently. Sixty-nine percent had heard of the proposal to address congestion on I-495 and I-270.

Question four asked respondents how important specific transportation improvement elements are to them. The results of this question are summarized in **Table 2**.

Table 2: Summary of Transportation Improvement Elements Importance

Transportation Improvement Element	Somewhat or Very Important ¹
Reducing Congestion	90%
Faster Travel Times	87%
Better Travel Time Reliability	87%
Safer Roads and Ramps	88%
Implementing Improvements Quickly	77%

¹ Percentages are rounded to the nearest one percent.

Questions five through 34 of the survey divided the study corridors into six distinct segments and asked specific questions about respondents' use of those segments. Survey respondents were able to choose the segments they wanted to provide input on. The segments and percentage of respondents providing input are presented in **Table 3**.

Table 3: Percentage of Respondents Who Provided Input by Segment

Study Corridor Segment	Percentage of Respondents Who Provided Input
1. I-495 from the American Legion Bridge to the I-270 Split	68%
2. I-495 from the I-495/I-270 Split to the I-495/I-95 Interchange	76%
3. I-495 from the I-495/I-95 Interchange to the I-495/US 50 Interchange	39%
4. I-495 from the I-495/US 50 Interchange to the Woodrow Wilson Bridge	21%
5. I-270 from I-495 to the I-370 Interchange	77%
6. I-270 from the I-370 Interchange to Frederick	52%

Question 35 stated, "If you have any additional comments about improvements on I-495 or I-270, please enter them in the box below. If commenting on a specific segment, please be sure to identify that segment in your comments." This question allowed respondents to enter original comments about improvements on I-495 or I-270. Forty-eight percent of respondents chose to provide an individual comment in response to Question 35. These comments are included in a matrix of public comments (**Appendix E**) and summarized with remaining public comments, **Section 2.6**.

In addition to the study-oriented questions, Questions 36 through 39 asked demographic questions. Notable trends included: 71 percent of respondents indicated that they reside in Montgomery County; eight percent of respondents indicated that they reside in Prince George's County; 81 percent of respondents identified as white or Caucasian; seven percent of respondents identified as black; three

percent identified as Hispanic/Latino; five percent identified as Asian or Asian American; and three percent identified as another race.

2.6 Public Comment Themes

A total of 620 comments were submitted during the Public Scoping comment period, from March 16, 2018 to May 1, 2018. In addition to the 143 written comments received at the Public Scoping Open Houses, 125 comments were submitted via the I-495 & I-270 P3 Program website or email, 345 original comments were generated via the I-495 & I-270 Managed Lanes Study survey, and six comments were submitted by phone to the toll-free number. One additional comment letter was received by mail. Other letters received by mail that were also received by email were only logged as emailed comments. The comments were summarized by theme, as presented in **Table 4**. Note, many comments address more than one topic. As such, the “Number of Comments” column reflects a sum greater than the 620 total comments received. Similarly, the sum of the percentages is greater than 100. A matrix of the comments received and their assigned themes is presented as **Appendix E**.

Table 4: Summary of Comments by Theme

Comment Theme	Definition	Number of Comments	Percent of Comments ¹
Support	Declared support of the study	56	9%
Does Not Support	Against the study, sometimes accompanied by a suggested alternative (such as improving transit)	112	18%
Transit	Supported transit, adding or improving WMATA’s Metrorail service, MDOT MTA MARC Train service along the Brunswick Line, and regional/local bus service in and around Montgomery and Prince George’s Counties	234	38%
Specific Recommendations	Recommended spot improvements (e.g., Georgia Avenue ramps, noting numerous potholes) or advocating for specific projects (i.e., second Potomac River bridge crossing, improvements to MD 200)	187	30%
Environmental	Mentioned environmental aspects, such as wildlife, natural resources	138	22%
Noise	Specific noise concerns	47	8%
Air	Specific air concerns	39	6%
Property	Specific right-of-way concerns	108	17%
Quality of Life	Areas of concern such as the character of a community, loss of home	115	19%
Fix Congestion	Generally advocated a congestion fix, but without any recommendations or clear support of the study	58	9%
Boost Telework	Recommended use of Transportation Demand Management tools such as telework to support the reduction in highway congestion	5	1%
Bicycle and Pedestrian	Specific bike and pedestrian interest or concern	12	2%

Comment Theme	Definition	Number of Comments	Percent of Comments ¹
Opposed to Tolls	Concerned about tolling, indicating that it impacts their study support. Respondents reflected concern that toll pricing could have a negative impact on low-income users and noted doubts regarding the use of road pricing as a congestion mitigation tool	57	9%
Opposed to P3 Program	Concern in utilizing a private firm to manage and finance managed lanes	29	5%
Study Integrity	Concerned with the study's timeline, goals, and ability to accurately assess impacts	101	16%
Add High-Occupancy Vehicle Lanes	Desire for more use of HOV benefits including free use of the managed lanes, and better use of HOV lanes within the Maryland portion of the highway corridors	16	3%
Outreach	Commented on outreach/notification methodology or requested to be on future mailing/notification lists	99	16%

¹ Percentages are rounded to the nearest one percent.

2.7 Responses to Public Comments

Comments submitted via email or through the I-495 & I-270 P3 Program website received an immediate automated response:

“Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Study Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. *The MDOT SHA P3 Program Team*”

Calls received through the P3 Program toll-free line received the following message:

“Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comment will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Study Team will respond by the next business day.

Additional project information is available at 495-270-P3.com. Thank you.”

During the Public Scoping period, inquiries from all sources – email, website, toll-free line, etc. – often requested specific information regarding purpose and location of the Public Scoping Open Houses. Responses to many of these inquiries included information on the Public Scoping Open Houses, specifically the date, time and location of events and a link to the I-495 & I-270 P3 Program website. When a comment was received, it was logged and reviewed by the Team. Where a specific question was asked, original responses were provided. (Refer to **Appendix E**.)



The Team will consider the comments received during the scoping process in development of the purpose and need and Preliminary Range of Alternatives, future public outreach efforts, and environmental analysis. In response to a common theme, multimodal connectivity will be considered in development of the purpose and need and Preliminary Range of Alternatives. The study will consider environmental impacts (including, but not limited to, air and noise) and will seek to avoid, minimize and mitigate the impacts when avoidance is not feasible. Innovative approaches to public involvement will be considered by the Team, and MDOT SHA will continue to seek public comments throughout the duration of the study.

3

3 AGENCY SCOPING

FHWA and MDOT SHA coordinated with numerous agencies to collect their input during the scoping process. Coordination included outreach to federal and state agencies, as well as local agencies, counties, metropolitan planning organizations (MPO), and other stakeholders. Agency Scoping for the I-495 & I-270 Managed Lanes Study focused on collecting information relevant to the study such as existing and previous transportation studies and plans, county transportation goals, key data sources to be considered in the environmental evaluation and developing the methodology for identifying environmental resources.

Potential Cooperating, Participating, and Notified Agencies were initially identified by the Lead Agencies in accordance with 40 CFR 1501.6 and 23 U.S.C. § 139.

Cooperating Agencies include those federal, state, and local agencies that would ultimately be responsible for identifying and approving the preferred alternative, pursuant to NEPA, Sections 401 and 404 of the Clean Water Act, and/or the Maryland Nontidal Wetlands Protection Act and/or Maryland Tidal Wetlands Act. In addition, other key federal, state, regional, and local agencies with regulatory or management jurisdiction over sensitive resources are invited to act as Cooperating Agencies. It is also anticipated that right-of-way or a permit may be needed from these agencies.

Participating Agencies include those federal, state, and local agencies that have jurisdiction over a potentially affected resource, could ultimately be involved with issuing a permit or approval, have expertise or information relevant to the study, or otherwise may intend to submit comments on the study.

Notified Agencies have been defined for this study to include all other agencies who could have an interest in the study, or that have a role that is yet to be determined. These agencies would be notified of study milestones concurrently with the public and those milestone notification points are part of the public involvement plan.

By email, dated February 21, 2018, FHWA and MDOT SHA invited potential Cooperating and Participating Agencies to attend Interagency Working Group (IAWG) meeting #1 on March 14, 2018, initiating the Agency Scoping period. Ten agencies (six federal, three state, and one regional stakeholder) were initially invited as Cooperating Agencies and 16 agencies (seven federal, seven state, and two county) were invited as Participating Agencies for the study. The notified agencies and stakeholders include four federal and six state agencies, two counties, and one MPO. **Table 5** provides an overview of Lead, Cooperating, Participating, and Notified agencies. Note, this list may change as the study progresses.

Table 5: Lead, Cooperating, Participating and Notified Agencies

Role	Federal Agencies	State Agencies	Local Agencies and Regional Stakeholders
Lead Agency	<ul style="list-style-type: none"> Federal Highway Administration (FHWA) – Maryland Division 	<ul style="list-style-type: none"> MDOT State Highway Administration (MDOT SHA) 	
Cooperating Agencies	<ul style="list-style-type: none"> US Army Corps of Engineers (USACE) Baltimore and Norfolk Districts Environmental Protection Agency (EPA) National Park Service (NPS) US Department of Agriculture (USDA- Beltsville Agricultural Resources Center) <i>(invited)</i> National Capital Planning Commission (NCPC) US Coast Guard 	<ul style="list-style-type: none"> Maryland Department of Environment (MDE) Maryland Department of Natural Resources (MDNR) Virginia Department of Transportation (VDOT) 	<ul style="list-style-type: none"> Maryland-National Capital Park and Planning Commission (M-NCPPC)
Participating Agencies	<ul style="list-style-type: none"> Federal Transit Administration (FTA) US Fish and Wildlife Service (USFWS) Federal Railroad Administration (FRA - Amtrak) National Marine Fisheries Service (NMFS)- NOAA Natural Resources Conservation Service (NRCS) US Department of Defense Joint Base Andrews (JBA) US Postal Service (USPS) 	<ul style="list-style-type: none"> Maryland Historical Trust (MHT) Maryland Department of Planning (MDP) MDOT Maryland Transit Administration (MTA) MDOT Maryland Transportation Authority (MDTA) Virginia Department of Environmental Quality (VDEQ) <i>(Invited)</i> Virginia Department of Historic Resources (VDHR) Virginia Department of Conservation and Recreation (VDCR) 	<ul style="list-style-type: none"> Prince George’s County Public Works and Transportation Montgomery County Department of Transportation

Role	Federal Agencies	State Agencies	Local Agencies and Regional Stakeholders
Notified Agencies	<ul style="list-style-type: none"> National Institute of Standards and Technology (NIST) US Geological Survey Federal Emergency Management Agency (FEMA) Advisory Council on Historic Preservation (ACHP) 	<ul style="list-style-type: none"> Maryland State Police Maryland Department of Agriculture MDOT Motor Vehicle Administration (MDOT MVA) Maryland Commission on Indian Affairs Maryland Natural Resources Police DNR Critical Area Commission (CAC) 	<ul style="list-style-type: none"> Howard County Frederick County Metropolitan Washington Council of Governments (MWCOC) National Capital Regional Transportation Planning Board (TPB)

3.1 Interagency Working Group Meetings

MDOT SHA and FHWA will regularly engage with the agencies throughout the study. IAWG Meetings are convened monthly by MDOT SHA and attended by Lead, Cooperating, and Participating Agencies. IAWG Meetings focus on presenting the study approach and results of major study findings at key milestones. MDOT SHA will seek comments from all Participating Agencies, and written concurrence at IAWG meetings from the Cooperating Agencies at concurrence milestones.

Two IAWG meetings were held during the Agency Scoping period. These meetings were held to communicate the overall study approach, study limits, and preliminary purpose and need. Outside of IAWG meetings, agencies were invited to submit formal scoping comments by letter or email. Monthly IAWG meetings will continue beyond the Agency Scoping period.

3.1.1 IAWG #1

The first IAWG was held at MDOT SHA Headquarters on March 14, 2018. A presentation was given to introduce the I-495 & I-270 Managed Lanes Study limits, context, and approach. The overall topics covered at the meeting included an overview of the study; an overview of agency coordination expectations, roles, and responsibilities, along with the IAWG framework; the preliminary purpose and need; and a description of current activities, and the study schedule. It was explained that FHWA is the lead federal agency while MDOT SHA is the local study sponsor and joint lead agency.

3.1.2 IAWG #2

The second IAWG was held at the MDOT SHA I-495 & I-270 P3 Office on April 12, 2018. The IAWG meeting included: a status report on the Cooperating and Participating Agency letter responses, a review of the Public Scoping Open House plan and advertisement strategy, presentation of the Agency Coordination Plan and schedule, and presentation of the preliminary purpose and need.

3.2 Agency Scoping Comments

Agencies were able to submit comments via the same methods as the public, including the I-495 & I-270 P3 Program website, the I-495 & I-270 P3 Program e-mail address, and the I-495 & I-270 P3 Program mailing address. Agency Scoping comments received during the scoping period are described below and included as **Appendix F**.

3.2.1 Coordination with the National Capital Planning Commission

By letter, dated May 3, 2018, the National Capital Planning Commission (NCPC) requested Cooperating Agency status during the I-495 & I-270 Managed Lanes Study due to their advisory review authority over federal projects that may impact federal property under the National Capital Planning Act (40 USC § 8722 (b) (1)) and approval authority over development within stream valley parks acquired with federal funding appropriated under the 1930 Capper-Cramton Act. The NCPC identified federal properties within the study area that they would have review authority over, if impacted. NCPC's letter noted support for the components of the purpose and need. However, NCPC recommended revising the "Accommodating Traffic" component to include multi-occupant vehicle use such as carpool/vanpool, bus transit, and commuter bus traffic, in addition to general vehicle traffic.

3.2.2 Coordination with the National Park Service

National Park Service (NPS) scoping comments were submitted to MDOT SHA by letter, dated May 1, 2018. This letter identified NPS units within the study corridor and cited its preliminary concerns. Specific NPS units cited included:

- The Chesapeake and Ohio National Historical Park (C&O Canal NHP)
- The George Washington Memorial Parkway (GWMP)
- The Baltimore-Washington (BW) Parkway and Suitland Parkway
- Oxon Cove Park
- Greenbelt Park

Further, NPS explained that all the NPS-administered properties listed above are considered Section 4(f) properties as they are significant historic properties and publicly owned parklands.

3.2.3 Coordination with the Virginia Department of Conservation and Recreation

The Virginia Department of Conservation and Recreation (VDCR) submitted scoping comments by letter, dated May 3, 2018. This letter outlined comments from DCR Divisions, including the Division of Planning and Recreation Resources, who recommended coordination with National Park Service due to the potential for the study to affect the George Washington Parkway, a National Scenic Byway. DCR's Division of Natural Heritage provided a table of documented natural heritage resources within two miles of the study corridor in Virginia and recommended continued coordination with this division to identify potential impacts to natural heritage resources. Under Memorandum of Agreement, DCR represents the Virginia Department of Agriculture and Consumer Services (VDACS) in comments regarding potential impacts on state-listed threatened or endangered plant and insect species. There are no State Natural Area Preserves under DCR's jurisdiction in the project vicinity. Further, DCR's letter indicated that project information and a map should be resubmitted if the scope of the project changes and/or six months has passed.

3.2.4 Coordination with the Virginia Department of Environmental Quality

The Virginia Department of Environmental Quality (VDEQ) submitted scoping comments by letter, dated March 19, 2018. This letter outlined VDEQ – Office of Environmental Impact Review's responsibility for coordinating Virginia's review of federal environmental NEPA documents responding to appropriate federal officials on behalf of the Commonwealth of Virginia and federal consistency documents prepared pursuant to the Coastal Zone Management Act.



Further, VDEQ provided notice of the I-495 & I-270 Managed Lanes Study Scoping request to several state agencies and those localities and planning district commissions. VDEQ also provided a list of databases that may assist in the preparation of the NEPA document.

VDEQ provided further comments regarding consistency with the provisions of the *Chesapeake Bay Preservation Area Designation and Management Regulations* by memorandum, dated March 26, 2018. The proposed project would impact lands in Fairfax County analogous to locally-designated Chesapeake Bay Preservation Act (CBPA) lands and would be considered exempt from the Regulations (see §9VAC25-830-150 B1), provided the project is constructed in accordance with regulations promulgated pursuant to the *Erosion and Sediment Control Law* and the *Stormwater Management Act* of the Code of Virginia.

3.2.5 Coordination with the Virginia Department of Game and Inland Fisheries

The Virginia Department of Game and Inland Fisheries (VDGIF) responded to the notice of scoping request by email, dated April 5, 2018, stating that VDGIF is presently unable to review and provide comments on projects that are not currently involved in the regulatory review processes for which VDGIF is a consultative agency. VDGIF's response included links to databases to determine VDGIF's regulatory authority, what wildlife resources under VDGIF's jurisdiction may be present near the study site, and additional information about VDGIF's Environmental Programs.

3.2.6 Coordination with the Virginia Department of Health

The Virginia Department of Health (VDH) responded to the notice of scoping request by email, dated March 30, 2018, and the following comments related to the study's proximity to public drinking water sources (groundwater wells, springs and surface water intakes). There are no public groundwater wells within a one-mile radius of the study corridor. There are no surface water intakes located within a five-mile radius of the study corridor. The study corridor is not within the watershed of any public surface water intakes. There are no apparent impacts to public drinking water sources due to this study.

4

4 CONCLUSION AND NEXT STEPS

FHWA and MDOT SHA initiated coordination with the public and agencies for the I-495 & I-270 Managed Lanes Study through the scoping process. This coordination will continue throughout the remainder of the NEPA study. The scoping process has provided valuable input for FHWA and MDOT SHA to understand the issues and concerns of the agencies and the public. Opportunities will be available throughout the study process for additional input. Comments will be accepted through the I-495 & I-270 P3 Program website, by email, mail, or phone. Additionally, updates regarding specific outreach activities, public meetings, the study schedule, and next steps will be made available on the I-495 & I-270 P3 Program website (495-270-p3.com) through the study duration. The NEPA schedule is presented in **Table 6**.

Table 6: General NEPA Schedule

Milestone	Timeframe
Notice of Intent to Initiate NEPA Study	March 16, 2018
Public Scoping Open Houses	April 17-24, 2018
45-Day Comment Period	March 16 - May 1, 2018
Develop Purpose and Need	Spring/Summer 2018
Alternatives Development	Summer/Fall 2018
Public Workshop #2 (Preliminary Range of Alternatives and Purpose and Need)	July 2018
Public Workshop #3 (Alternatives Retained for Detailed Study)	Winter 2018/2019
Development of Draft EIS	Spring/Summer 2019
Draft EIS Notice of Availability	Summer 2019
Public Hearing – Identification of Lead Agency’s Preferred Alternative	Fall 2019
Final EIS/Record of Decision	Summer 2020



APPENDIX A: Notice of Intent

telephone at (202) 833-9339, fax at (202) 833-9434, or website at <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., App.), notice is hereby given for a meeting of the Thirty Ninth RTCA SC-216 Aeronautical Systems Security Plenary.

The agenda will include the following:

1. Welcome and Administrative Remarks
2. Introductions
3. Agenda Review
4. Meeting-Minutes Review
5. Review Joint Action List
6. Review/Resolution of DO-356A/ED-203A Final Review and Comment(Frac)/Open Consultation Comments
7. Decision to Approve Release of DO-356A/Ed-203A for Presentation to Program Management Committee/Council for Publication
8. Schedule Update
9. Potential Future Joint Activities
10. Date, Place and Time of Next Meeting
11. New Business
12. Adjourn Plenary

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC on March 13, 2018.

Michelle Swearingen,

*Systems and Equipment Standards Branch,
AIR-6B0, Policy and Innovation Division,
AIR-600, Federal Aviation Administration.*

[FR Doc. 2018-05344 Filed 3-15-18; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Intent To Prepare Environmental Impact Statement, I-495 & I-270 Managed Lanes Study, Montgomery and Prince George's Counties, Maryland and Fairfax County, Virginia

AGENCY: Maryland Department of Transportation State Highway Administration (MDOT SHA), Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The FHWA, as the Lead Federal Agency, and MDOT SHA, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare an EIS for the I-495 & I-270 Managed Lanes Study (Study). The Study is the first element of a broader Traffic Relief Plan as announced by Governor Larry Hogan in September 2017, which considers improvements along the entire length of I-495 (Capital Beltway), as well as the entire length of I-270 (Dwight D. Eisenhower Memorial Highway) up to I-70 in Frederick County, Maryland. This EIS will evaluate the potential environmental impacts of alternatives that address congestion within the specific Study scope of I-495 from south of the American Legion Bridge in Fairfax County, Virginia to east of the Woodrow Wilson Bridge and on I-270 from I-495 to I-370, including the east and west I-270 spurs in Montgomery and Prince George's Counties, Maryland. The EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA) and provisions of the Fixing America's Surface Transportation (FAST) Act and will include a range of reasonable alternatives, including a "No Build" alternative.

FOR FURTHER INFORMATION CONTACT:

Jeanette Mar, Environmental Program Manager, Federal Highway Administration, Maryland Division, George H. Fallon Federal Building 31 Hopkins Plaza, Suite 1520, Baltimore MD 21201, (410) 779-7152, or email at jeanette.mar@dot.gov. Lisa B. Choplin, Project Director, I-495 & I-270 P3 Project Office, Maryland Department of Transportation State Highway Administration, 707 North Calvert Street, Baltimore, MD 21202, (833) 858-5960, or email at 495-270-P3@sha.state.md.us.

SUPPLEMENTARY INFORMATION: The purpose of this notice is to: (1) Alert interested parties to the FHWA and MDOT SHA plan to prepare the EIS; (2) provide information on the nature of the proposed action; (3) solicit public and agency input regarding the scope of the EIS, including the purpose and need, alternatives to be considered, and impacts to be evaluated; and (4) announce that public and agency scoping meetings will be conducted.

The Study limits extend to areas in Montgomery and Prince George's counties, Maryland along I-495 (Capital Beltway) from south of the American

Legion Bridge in Fairfax County, Virginia, to east of the Woodrow Wilson Bridge and on I-270 (Dwight D. Eisenhower Memorial Highway) from I-495 to I-370 including the east and west I-270 spurs.

At the present time, high travel demand from commuter, business, and recreational trips results in severe congestion nearly 10 hours a day in the Study corridors. Travelers place a high value on reaching their destinations in a timely manner, and in recent years, the Study corridors have become so unreliable that uncertain travel times are experienced daily. Managed lanes are needed to provide more dependable travel times and congestion relief. Motorists on I-495 and I-270 do not have an option for efficient travel during extensive periods of congestion. Additional roadway management options are needed to improve travel choices.

Additional capacity and improvements to enhance reliability must be financially viable. MDOT's traditional funding sources would be unable to effectively finance, construct, operate, and maintain highway systems of this magnitude. A revenue source that provides necessary funding, such as tolling options, is needed to provide additional capacity and improvements addressing existing and anticipated high travel demand. A Public-Private Partnership (P3) with the state will be pursued to develop innovative approaches to design, build, finance, operate, and maintain the potential improvements developed through the NEPA Study.

The intent of the proposed action to be assessed in the Study is to accommodate existing traffic and long-term traffic growth, enhance trip reliability, and provide an additional roadway travel choice. Additional roadway options would also accommodate homeland security needs and improve the movement of goods and services throughout the Study corridor. The EIS will include a review of existing and future traffic, existing roadway infrastructure, and existing environmental conditions to establish context for the identification of alternatives and assessment of potential impacts. The analyses undertaken during the EIS will result in identification of the alternative that best meets the Study purpose and need while considering the environmental impacts of that alternative. The alternatives evaluated in the EIS will include build alternatives which provide additional capacity and offer travel choices for travelers on I-495 and I-270. The "No Build" alternative will

be carried forward for baseline comparison purposes throughout the EIS development process.

The EIS will be prepared by MDOT SHA for FHWA to fulfill the requirements established in NEPA pursuant to current FHWA regulations and guidance. MDOT SHA intends to recommend a preferred alternative in the Draft EIS. The FHWA may issue a single Final EIS and Record of Decision (Final EIS/ROD), unless FHWA determines statutory criteria or consideration precluding issuance of a combined decision document.

Previous analyses which evaluated managed lanes in the Study corridors will be considered and incorporated by reference, as appropriate. The Study will consider relevant resource identification and field investigations from previous studies. To the extent consistent with FHWA NEPA regulations, conclusions reached as part of previous planning studies could inform the initial range of alternatives and focus the alternatives evaluation. Since 1990, several studies have examined various sections of I-495 and I-270 within the current Study limits in an effort to evaluate potential congestion relief and operational improvements. Among other issues, these studies considered the potential to provide additional capacity along I-495 and I-270 that could connect with adjacent transportation facilities. Recommendations resulting from each of these studies included the implementation of managed lanes (including Express Toll Lanes [ETL], High-Occupancy vehicle [HOV] lanes, and High-Occupancy Toll [HOT] lanes) on I-495 and radial facilities, (*i.e.*, I-270 and I-95). Studies have included: the *Statewide Commuter Assistance Study Corridor Profile Reports* (MDOT, 1990); the *Capital Beltway HOV Feasibility Study* (MDOT, 1992); *The Potential for Circumferential Transit in the Washington Region* (MWCOC, August 1993); the *I-270/US 15 Multi-Modal Corridor Study* (MDOT, 2002); the *Capital Beltway Study EIS* (VDOT, 2006); *Maryland's Statewide Express Toll Lanes Network Initiative* (MDOT, 2007); the *West Side Mobility Study* (MDOT and VDOT, 2009); and the *Purple Line Study and the Capital Beltway Study* (MDOT *et al.*, 2013).

The *Maryland's Statewide Express Toll Lanes Network Initiative* (MDOT, 2007) built on the studies listed above and provided an overview of the state's vision for a Statewide Express Toll Lanes Network on the State's busiest highway segments in the Baltimore-Washington Region, including I-495 and I-270. The major benefit of the

Express Toll Lanes cited in the study was the ability to provide needed highway lane capacity to ease the impact of congestion by providing transportation improvements sooner than traditional approaches could otherwise achieve. As a result, Metropolitan Washington Council of Governments (MWCOC) recognized this statewide approach to Express Toll Lanes as regionally significant and Express Toll Lanes on I-495 and I-270, as well as other corridors in the Baltimore Washington Region, became part of the Constrained Long-Range Plan.

In July 2017, the National Capital Region Transportation Planning Board at the MWCOC approved a set of ten regional initiatives for further study, which includes analyzing managed lanes on the portions of I-495 and I-270 that are included in the I-495 and I-270 Managed Lanes Study. In September 2017, Maryland Governor Hogan announced the intent to develop additional capacity along sections of I-270, I-495, and the Baltimore-Washington Parkway (MD 295). For I-495 and I-270, the Governor has proposed a P3 to design, build, finance, operate, and maintain this project to accelerate the delivery of improvements for congestion relief.

Scoping Process

FHWA and MDOT SHA will undertake a scoping process for the I-495 & I-270 Managed Lanes Study that will solicit input from the public and interested agencies on the issues that will be evaluated in EIS. This public outreach effort will educate and engage stakeholders regarding the nature and extent of the proposed action. FHWA and MDOT SHA will invite all interested individuals, organizations, and public agencies to comment on the scope of the EIS, including the purpose and need, potential alternatives to be studied, environmental impacts to be considered, evaluation methods to be used, and potential mitigation measures.

More information on public outreach activities, including future public workshops, will be available in a project coordination plan on the Study website. All public meetings related to the Study will be held in locations accessible to persons with disabilities. Any person who requires special assistance, such as a language interpreter, should contact the I-495 & I-270 P3 Office at (833) 858-5960 via email at 495-270-P3@sha.state.md.us at least 48 hours before the workshop.

Letters inviting agencies to be cooperating or participating in the environmental review process are being

sent to those agencies that have jurisdiction or may have an interest in the EIS. Additionally, FHWA and MDOT SHA will notify cooperating and participating agencies of a separate agency scoping meeting.

DATES: Four initial public workshop presentations will be held in April 2018 to solicit public input regarding the scope of issues that will be included in the EIS. Written comments on the scope of the EIS should be provided to MDOT SHA by May 1, 2018, using the email address or physical mailing address listed below. Comments may also be provided in writing at the public workshops.

ADDRESSES: The public and other interested parties are encouraged to comment on-line at the Study's website (www.495-270-P3.com), via email at 495-270-P3@sha.state.md.us, or by hard copy during the public workshops. Hard copy comments can also be mailed to the I-495 & I-270 Project Office at 707 North Calvert Street, Baltimore MD 21202.

Authority: 23 U.S.C. 315; 49 CFR 1.48; 23 CFR 771.111 and 771.123.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: March 8, 2018.

Gregory Murrill,

Division Administrator, Federal Highway Administration, Baltimore, Maryland.

[FR Doc. 2018-05354 Filed 3-15-18; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2018-0015]

Agency Information Collection

Activities: Request for Comments for a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) for approval of a new information collection. We published a **Federal Register** Notice with a 60-day public comment period on this information collection on June 19, 2017. We are required to publish this notice in the



APPENDIX B: Notification Materials and Media Report

POLITICS & THE NATION

Warm coats, dress shoes and a message: Parkland students head to D.C.

BY LORI ROZSA
AND KATIE ZEJIMA

FORT LAUDERDALE, Fla. — Early Thursday, dozens of beary-eyed teenagers wearing matching maroon T-shirts gathered in an airport terminal here to head out of town, even though schoolwork was piling up at the end of the academic quarter.

The Floridians fretted about how cold it would be at their destination — one teen was chided for showing up in flip-flops. They hugged their parents good-bye and excitedly talked about their trip to Washington, a place many had visited before as tourists — but this time would be different.

About 200 students, teachers and chaperons from Marjory Stoneman Douglas High School — where a former student is accused of killing 17 people last month — and other schools in Broward County flew to Washington on Thursday to lobby legislators and participate in Saturday's March for Our Lives. Organizers are expecting up to 500,000 participants in Washington. More than 800 marches are planned worldwide, according to the group Everytown for Gun Safety.

The students' trip to the District was organized by Giffords, a gun-control group that is also bringing in students from Boston; Baltimore; Chicago; Irvington, N.J.; Omaha; New York City and Tucson, where then-Rep. Gabrielle Giffords (D-Ariz.) was shot at a constituent event in 2011. The organization has arranged for injured students and family members of shooting victims to come to Washington on the private plane of New England Patriots owner Robert Kraft.

"Not only did their friends and teachers get shot and killed, other friends shot and injured... most of them they had bullets flying

over their heads," said Mark Kelly, a retired astronaut and Navy veteran who founded Giffords with his wife. "This is not fair that they have to deal with something like this at their age. They wanted to go to Washington and be heard, and so I felt it was our obligation to help them."

The students, who spent the week packing while juggling homework and school projects, said they are still grappling with trauma and survivor's guilt. But in interviews they said sharing their stories and views was too important an opportunity not to take.

"I want to tell people, honestly, that they don't know what we went through," said Elinav Cohen, a 15-year-old Stoneman Douglas student. "We're the only ones who can explain how it was."

Cohen said she can't escape the shootings. She returns every day to the place where they happened. Students are pulled out of class for counseling, and school workloads have been lightened for the month so students are not overstressed — something that will end with the start of the fourth quarter.

Cohen said she leans on her friends from school — the only other people who can fully understand what she is going through.

"It's been difficult," she said. "It's been hard to go back to a normal routine."

The specter of mass shootings can be hard to escape — the students flew out of the Fort Lauderdale airport, where five people were killed last year when a gunman opened fire in the baggage-claim area.

Florence Yared, 17, said she will keep the reason she is making the trip at the front of her mind — to honor the 17 people who were killed at her school. Yared said she once eschewed politics but has become politically active since the shooting. She hopes to start a dialogue with politicians who do



Alondra Gittleson of Marjory Stoneman Douglas High School takes part in a gun-policy discussion last month in Tallahassee. She said she "kind of got some peace" after lobbying state lawmakers there.

not agree with her call for gun control.

"I kind of want to understand people's opinions, why they think the way they do, and explain my point of view to help them understand why I think the way that I do," she said.

Yared said she feels an obligation to push for gun control because she feels as though no one else is doing so right now.

"Even though we're teenagers, we're still American citizens," she said.

Alondra Gittleson, 16, has lobbied lawmakers before — she was one of a group of Stoneman Douglas students who went to Tallahassee as the Florida legislature weighed, and ultimately voted down, an assault-weapons ban.

The body ultimately passed a new set of gun regulations signed into law by Gov. Rick Scott (R), marking a major shift in a state known as a laboratory for gun rights.

"It was good when we talked to the state lawmakers," Gittleson said. "Now we want to take it to the federal level. We all want to explain our stories."

During the Feb. 14 shooting, she was hunkered down in the school's auditorium.

"I feel survivor's guilt sometimes. I wasn't in that building. I didn't experience the horrors they heard. I didn't hear the gunshots," she said. "I just remember the yelling, and the SWAT teams with their guns."

Gittleson said she has spoken with therapists at school and is

seeing a private therapist with her mother.

She said what also helps is being active in the #NeverAgain movement.

"After I went to Tallahassee, I kind of got some peace. I kind of calmed down," she said. "I wanted to do something so badly, to speak to someone who could actually do something. Now we're doing it again in Washington, and I really hope they listen to us and that it makes a difference."

This is Gittleson's first trip to Washington, and while she is ready to talk with lawmakers and join the march Saturday, she is less confident about the weather. She brought a quilted coat, something she doesn't need often in Parkland.

"I hope it's enough," she said. "They're saying it's going to be really cold."

One girl showed up to the airport in sandals.

"You brought other shoes, right?" said Debby Miller, the lead chaperon. "Listen to me — I'm such a mother."

Miller is also a Broward County teacher. She reminded the students that they need to dress professionally when they visit the Capitol — no jeans — and that they need to stay cool if someone disagrees with them and keep their language appropriate.

Miller said the shooting at Stoneman had a powerful impact on her. She attended a rally at the courthouse in Fort Lauderdale three days after the shooting and was inspired by the students' speeches. She volunteered to help with the bus trip to Tallahassee, and the trip to Washington.

"The day after it happened, I was standing in front of my class and I cried," she said. "This is one of those moments where you have to choose whether you want to be on the right side of history or the wrong side. It's a moral choice."

She's been impressed by the students, whom she describes as poised and mature in light of the tragedy they experienced. And while the trip's itinerary has some leisure activities built into it — such as a trip to the National Museum of African American History and Culture — the main reason for it is never far from the students' minds.

"The kids are super-excited," Miller said. "They're really determined. At the end of the day, they're 15 and 16 years old, and they're excited about all these opportunities, and their sad about all these opportunities, because of the reason they're doing it."

katie.zejima@washpost.com

Zejima reported from Washington.

DIGEST

ALABAMA

Nitrogen gas approved for use in executions

Alabama will become the third state to authorize the untested use of nitrogen gas to execute prisoners, under legislation signed into law Thursday by Gov. Kay Ivey (R).

As lethal injection drugs become difficult to obtain, states have begun looking at alternative ideas for carrying out death sentences. While lethal injection would remain the state's primary execution method, the new law would allow the state to asphyxiate condemned inmates with nitrogen gas if lethal injection drugs are unavailable or lethal injection is ruled unconstitutional.

Lawmakers who supported the change suggested that it would be more humane.

The Death Penalty Information Center, a group that compiles death penalty statistics, says no state has carried out an execution by nitrogen gas. Two other states — Oklahoma and Mississippi — have voted to authorize execution by nitrogen gas as a backup method of execution, according to the center.

Oklahoma announced last week that it will begin using nitrogen for executions when the state resumes death sentences, because of difficulty obtaining lethal injection drugs.

—Associated Press

NORTH CAROLINA

Mother charged with giving pot to 1-year-old

A North Carolina mother helped her 1-year-old daughter smoke marijuana in videos of the child puffing on a cigarillo that garnered millions of views online, according to an arrest warrant.

Authorities were alerted Wednesday by concerned social media users after two videos of the girl smoking stirred outrage. One of the videos showed the hand of an adult off-screen holding the cigarillo to the girl's lips. The child makes a coughing sound, appears to inhale and lets out a puff of smoke before turning toward the adult with an expressionless look.

The newly released warrant said the mother inflicted harm by having the child inhale marijuana smoke from a blunt more than once over a two-month period starting last December. The girl has been placed with county child protective services.

The mother, Brianna Ashanti Lofton, 20, was held on charges of

child abuse, marijuana possession and contributing to the delinquency of a minor.

During a brief court hearing Thursday, a Wake County judge set Lofton's bond at \$100,000 and ordered her to have no contact with her daughter.

Police issued a thank-you on Facebook on Wednesday to members of the public who alerted them to the video.

—Associated Press

MICHIGAN

Police raid church buildings in Saginaw

Police in Michigan raided the Catholic Diocese of Saginaw, the residence of the bishop and a rectory Thursday following the recent arrest of a priest accused of committing sex crimes.

Saginaw County Assistant



A powerful storm spread more rain across California on Thursday, flooding streets in the community of Tarpey Village, above, and threatening to unleash mud and debris flows into areas burned bare by wildfires. The National Weather Service said there were numerous reports of flooding in the Central Valley cities of Fresno and Clovis.

JOHN WALKER/FREDDO BEE/ASSOCIATED PRESS

495
MANAGED
LANES STUDY
270

JOIN US AT ONE OF THESE OPEN HOUSES!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation has introduced an innovative Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways, I-495 and I-495. The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are preparing an Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

This Study is the first element of a broader Traffic Relief Plan which considers improvements along the entire length of I-495, as well as I-270. The first phase limits extended along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including the east and west I-270 spurs. The study will include a review of existing and future traffic, roadway, and environmental conditions to identify alternatives.

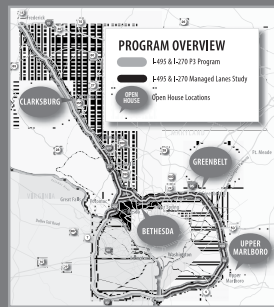
The state will hold a series of Open Houses in April which will:

- Provide the public with an introduction and overview of the study.
- Introduce staff who can answer study-related questions.
- Welcome public comment on the study scope, including the purpose and need, potential alternatives to be studied, environmental impacts to be considered, and evaluation methods to be used.

Note: The meetings will be an Open House format, allowing attendees to review display boards and dialogue with MDOT SHA Study Team staff.

Can't Attend?

Meeting materials, including an online meeting presentation, will be available on the study website at 495-270-P3.com.



Tuesday, April 17, 2018

6:30 p.m. – 8:30 p.m.
Dr. Henry Wise Jr. High School
12650 Brook Lane, Upper Marlboro, MD 20772

Wednesday, April 18, 2018

6:30 p.m. – 8:30 p.m.
Clarksburg High School
22500 Wines Road, Clarksburg, MD 20871

Thursday, April 19, 2018

6:30 p.m. – 8:30 p.m.
Bethesda Chevy Chase High School
4301 East West Highway, Bethesda, MD 20814

Tuesday, April 24, 2018

6:30 p.m. – 8:30 p.m.
Eleanor Roosevelt High School
7601 Hanover Parkway, Greenbelt, MD 20770

REQUEST FOR ASSISTANCE: The Maryland Relay Service can assist telephone users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the project toll-free number at 833-858-5960 by April 10, 2018.



Services

BOB'S HAULING
Removal of Bulk
Junk/Trash/Apple/Furn
from Attic, Garage, Bsmt,
Yard, Demo Hot Tubs &
Sheds. Short Notice. Res.
Rates. Sm. Int. Paint Jobs.
Small Jobs & Entire
Clean-outs. 301-606-6316

Foreclosures

BP FISHER LAW GROUP, LLP
174 Waterfront Street, Suite 400
Oxon Hill, MD 20745
Telephone (301) 599-7700
Case No.: C-10-CV-17-000038
FORECLOSURE SALE
VALUABLE IMPROVED DWELLING
6583 Willard Horne Court,
Frederick, MD 21703

In enforcement of a Security Instrument granted by Jose David Munoz and Olga A. Rojas dated August 26, 2005 and recorded among the Land Records of Frederick County, Maryland in Liber 5983 at folio 0611, the undersigned, will sell at public auction at the Courthouse entrance of the

CIRCUIT COURT FOR FREDERICK COUNTY
at the Court House Door, 100 W. Patrick Street,
Frederick, Maryland

Thursday, April 12, 2018 at 11:15AM

All that fee simple property described in said Security Instrument, being in the 23 Election District of Frederick County, Maryland, and being improved by a dwelling bearing the street address of 6583 Willard Horne Court, Frederick, MD 21703. Subject to all covenants, restrictions and easements of record, if any. Additional information is available at www.first-legal.com.

TERMS OF SALE: A deposit of \$32,000.00 in the form of certified check, cashier's check or money order will be required at the time of sale, the balance to be payable in cash within ten (10) business days after ratification of the sale by the Circuit Court, with interest on said balance from the date of sale to date of receipt of funds by the undersigned at the rate of 2.62500% per annum. Upon the failure of the purchaser to settle, time being of the essence, subject to court order, the entire deposit will be retained as liquidated damages and not as a penalty and the purchaser will be released from any further liability. If the court determines that the amount of retained deposit is a penalty, the court is to set an amount of damages or otherwise fashion the remedy for the purchaser's default. The defaulted purchaser shall not be entitled to any surplus proceeds resulting from a resale even if the defaulted purchaser improved the property. The undersigned reserve the right to waive the deposit requirements as to a purchaser representing the interests of the party secured by the Security Instrument. Sale is "AS-IS" and the undersigned make no warranty regarding the physical condition, physical description, title, or any other matter with respect to the property. All due and/or unpaid water and sewer facilities charges and front foot benefit payments are payable by the purchaser without adjustment. Taxes, rents (other than ground rents) and any other annually payable public charges and assessments, including any condominium fees and/or homeowner's association dues, if applicable, will be adjusted to the day of sale and thereafter assumed by the Purchaser. All costs of conveyancing, including transfer taxes and recordation taxes will be paid by the Purchaser. The Purchaser will pay a reasonable fees for any services rendered by counsel for the undersigned at the request of the purchaser or due to the failure of the purchaser to comply with the terms of sale. The Purchaser shall be responsible for obtaining possession of the property, in the event the undersigned are unable to convey marketable title or in the event the borrower entered into a repayment plan, reinstated or paid the loan off prior to the sale, if the ratification of the sale is declared by the Circuit Court for any reason, or if for any other reason, the undersigned did not have the right to sell, the sale is null and void and the Purchaser is not entitled to any legal or equitable remedy other than return of the deposit without interest and any and all other claims of the purchaser are hereby released. Other terms and conditions may be announced at the sale.

Matter No. 16-00987

Services

HARDSCAPING
Spring Cleaning, Mulching,
Mowing, etc.
Call J & R Conestone
at 240-439-5084
Expecting calls any time!

Services

!!FATHER AND SONS!!
HANDYMAN
HANDYMAN
& PAINTING
PAINTING
301-694-9630
LIC #74117



Brick/Block & Stone
Installations, Cleaning,
Repair & Restoration
240-772-7990 Free ests.
www.ceresvillemasonry.com

Bulk Trash Removal
Yard & Property Clean Up
Curbside & Garage Pick-up
Jeff 301-401-9131

Decks & Screened Porches
D.J. Richards
Carpentry, LLC
MHIC 71674
301-965-5773

HANDYMAN 35 years exp.
drywall, Rotten ext. trim,
Handicap ramps. Free
estimate. 240-409-5537
MHIC 96257

KNIGHT CONTRACTING
• Roofing and Repairs
• Gutters & Gutter Cleaning
• Basement Finishing
• Bath Remodel,
• Renovations
• Painting, Drywall/Trimwork
240-674-4959 MHIC#123-674
knightcontracting.comcast.net

Lawn Care and Landscaping
Spring Flower Bed
Cleanup, Mulch, Edging,
Trimming, Mowing, etc.
Call KCJ Lawncare
301-834-9502 or text
301-573-9347 Free est.
Residential/Commercial
Over 10 yrs. exp.

Mike's Lawn Care
Reasonable rates.
Senior discount.
Many services offered.
Call 301-604-4721
or 301-514-2992

Services

MR. Power Painting
Prof. Painting
Power Washing.
Drywall Repair. Warranty
Quality & On-Time!
Free est. Licensed & Ins'd.
301-370-5884
www.facebook.com/MrbrushPainting

Mulching, Mowing, Trimming, Hardscaping & more. 10 Years Experience.
Free Estimates
Reasonable Rates.
301-401-7653

PAINTING: Interior & exterior custom painting.
Free est. lic. & ins.
MHIC38177
KNK PAINTING CO.
301-865-4883 Local Refs

POTOMAC WINDOW CLEANING CO.
Residential window cleaning. 30 years exp. Family operated. Lic/Ins.
301-662-5072

Power Washing
Ask about our gentle, low pressure, no damage service. (Soft brushing by hand removes dirt.)
We also offer Floor Waxing Services:
Buffing, polishing, using paste wax for wood floors. No dust/no sanding

R. Wayne Kline Builder
MHIC17886
All types of renovations & carpenter work. Additions, Basements, Replacement Windows, Doors, Siding, Decks, Kitchen, Bathrooms, and Painting. All types of repair work. Call 301-606-7819 for a free estimate.

SELECT HOME EXTERIORS, LLC
MHIC#106434
-ROOFING -SIDING -REPLACEMENT
WINDOWS -GUTTERS -DECKS OVER 25 YEARS OF EXPERIENCE
LICENSED, BONDED AND INSURED
301-845-7470
WWW.SELECTHOMEEXTERIORS.COM

*** Snow Removal ***
Frederick & Middletown
Call 301-748-6640

Services

Spring Sale! Limited time, 4.5% Full-Service resident Real Estate Services.
Let me Help You Get to SOLD For LESS
Travis M Dyer Direct: 202.280.9442
Samson Properties Office: 240.630.8689

Order of Nisi

CIRCUIT COURT FOR FREDERICK COUNTY, MARYLAND
100 West Patrick Street
Frederick, Maryland 21701
Clerk of the Court: 301-600-1976 Assignment Office: 301-600-2015

Case Number: 10-C-17-002218
Other Reference Numbers: WARD VS UDEZE
NOTICE OF SALE

Notice is hereby issued by the Circuit Court for Frederick County this day, that the sale made and recorded by Carrie M. Ward for the sale of the property described in these proceedings at 123 Polaris Drive, Walkersville MD 21793 be ratified and confirmed thirty (30) days from the date of this Notice, unless cause to the contrary be shown, provided a copy of this Notice be inserted in some Newspaper published in this County, once in each of three (3) successive weeks. The report states the amount of the sale to be \$289,000.00.

Sandra K. Dalton
Clerk of the Circuit Court
Mar. 15, 22 & 29, 2018

CIRCUIT COURT FOR FREDERICK COUNTY, MARYLAND
100 West Patrick Street
Frederick, Maryland 21701
Clerk of the Court: 301-600-1976 Assignment Office: 301-600-2015

Case Number: C-10-CV-17-000008
Other Reference Numbers: CARRIE WARD VS. BERNARD MCAFFEE, ET AL.

Order of Nisi

NOTICE OF SALE

Notice is hereby issued by the Circuit Court for Frederick County this day, that the sale made and recorded by Carrie M. Ward, et al. for the sale of the property described in these proceedings at 17334 Sabillasville Road, Sabillasville, MD 21780 be ratified and confirmed thirty (30) days from the date of this Notice, unless cause to the contrary be shown, provided a copy of this Notice be inserted in some Newspaper published in this County, once in each of three (3) successive weeks. The report states the amount of the sale to be \$30,000.00.

Sandra K. Dalton
Clerk of the Circuit Court
Mar. 15, 22 & 29, 2018

CIRCUIT COURT FOR FREDERICK COUNTY, MARYLAND
100 West Patrick Street
Frederick, Maryland 21701
Clerk of the Court: 301-600-1976 Assignment Office: 301-600-2015

Case Number: 10-C-17-000058
Other Reference Numbers: WARD VS BURLEY
NOTICE OF SALE

Notice is hereby issued by the Circuit Court for Frederick County this day, that the sale made and recorded by Carrie M. Ward for the sale of the property described in these proceedings at 9318 Penrose Street, Frederick MD 21704 be ratified and confirmed thirty (30) days from the date of this Notice, unless cause to the contrary be shown, provided a copy of this Notice be inserted in some Newspaper published in this County, once in each of three (3) successive weeks. The report states the amount of the sale to be \$303,950.34.

Sandra K. Dalton
Clerk of the Circuit Court
March 15, 22 & 29, 2018



JOIN US AT ONE OF THESE OPEN HOUSES!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation has introduced an innovative Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways, I-270 and I-495. The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are preparing an Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

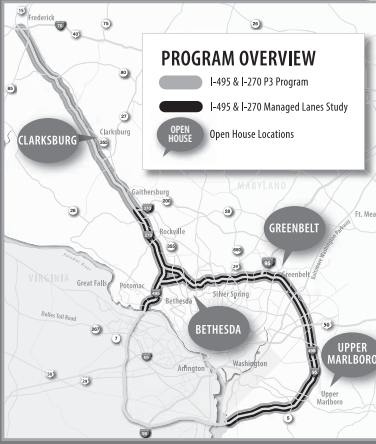
This Study is the first element of a broader Traffic Relief Plan which considers improvements along the entire length of I-495, as well as I-270. The first phase limits extend along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including the east and west I-270 spurs. The study will include a review of existing and future traffic, roadway, and environmental conditions to identify alternatives.

The state will hold a series of Open Houses in April which will:

- Provide the public with an introduction and overview of the study.
- Introduce staff who can answer study-related questions.
- Welcome public comment on the study scope, including the purpose and need, potential alternatives to be studied, environmental impacts to be considered, and evaluation methods to be used.

Note: The meetings will be an Open House format, allowing attendees to review display boards and dialogue with MDOT SHA Study Team staff.

Can't Attend?
Meeting materials, including an online meeting presentation, will be available on the study website at 495-270-P3.com.



Tuesday, April 17, 2018
6:30 p.m. – 8:30 p.m.
Dr. Henry Wise Jr. High School
12650 Brook Lane, Upper Marlboro, MD 20772

Wednesday, April 18, 2018
6:30 p.m. – 8:30 p.m.
Clarksburg High School
22500 Wims Road, Clarksburg, MD 20871

Thursday, April 19, 2018
6:30 p.m. – 8:30 p.m.
Bethesda Chevy Chase High School
4301 East West Highway, Bethesda, MD 20814

Tuesday, April 24, 2018
6:30 p.m. – 8:30 p.m.
Eleanor Roosevelt High School
7601 Hanover Parkway, Greenbelt, MD 20770

REQUEST FOR ASSISTANCE: The Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the project toll-free number at 833-858-5960 by April 10, 2018.



Notice To Creditors

entative of the estate of Marilyn F. Sawyer-Janzon who died on March 20, 2018 with a will. Further information can be obtained by reviewing the estate file in the office of the Register of Wills or by contacting the personal representative or the attorney. All persons having any objection to the appointment (or to the probate of the decedent's will) shall file their objections with the Register of Wills on or before the 27th day of September, 2018.

Any person having a claim against the decedent must present the claim to the undersigned personal representative or file it with the Register of Wills with a copy to the undersigned on or before the earlier of the following dates:

- (1) Six months from the date of the decedent's death, except if the decedent died before October 1, 1992, nine months from the date of the decedent's death; or
 - (2) Two months after the personal representative mails or otherwise delivers to the creditor a copy of this published notice, notifying the creditor that the claim will be barred unless the creditor presents the claims within two months from the mailing or other delivery of the notice.
- A claim not presented or filed on or before that date, or any extension provided by law, is unenforceable thereafter. Claim forms may be obtained from the Register of Wills.

Michelle M Martin
Personal Representative

Sharon Keller
Register of Wills
for Frederick County
100 W. Patrick Street
Frederick, MD 21701
April 5, 12 & 19, 2018

Lena A Clark
Law Office of Lena Clark
129 West Patrick Street,
Suite 10
Frederick, MD 21701

**NOTICE OF
APPOINTMENT
NOTICE TO
CREDITORS
NOTICE TO**

Notice To Creditors

**UNKNOWN HEIRS
ESTATE NO. 43414**

To all persons interested in the estate of Mona Sue Singleton
Notice is given that Carol Reynolds 1182 Carson Valley Road Duncansville, PA 16635 was on March 22, 2018 appointed Personal Representative of the estate of Mona Sue Singleton who died on March 10, 2018 without a will. Further information can be obtained by reviewing the estate file in the office of the Register of Wills or by contacting the personal representative or the attorney. All persons having any objection to the appointment (or to the probate of the decedent's will) shall file their objections with the Register of Wills on or before the 22nd day of September, 2018.

Any person having a claim against the decedent must present the claim to the undersigned personal representative or file it with the Register of Wills with a copy to the undersigned on or before the earlier of the following dates:

- (1) Six months from the date of the decedent's death, except if the decedent died before October 1, 1992, nine months from the date of the decedent's death; or
- (2) Two months after the personal representative mails or otherwise delivers to the creditor a copy of this published notice, notifying the creditor that the claim will be barred unless the creditor presents the claims within two months from the mailing or other delivery of the notice.

A claim not presented or filed on or before that date, or any extension provided by law, is unenforceable thereafter. Claim forms may be obtained from the Register of Wills.

Carol Reynolds
Personal Representative
Sharon Keller
Register of Wills
for Frederick County
100 W. Patrick Street
Frederick, MD 21701
April 5, 12 & 19, 2018

Notice To Creditors

**Jacob Deaven, Esquire
Parker, Simon,
& Kokolis, LLC
110 N. Washington Street,
Suite 500
Rockville, MD 20850**

**SMALL ESTATE
NOTICE OF
APPOINTMENT
NOTICE TO CREDITORS
NOTICE TO UNKNOWN HEIRS**

ESTATE NO. 43307

TO ALL PERSONS INTERESTED IN THE ESTATE OF Philip Ray Stambaugh, Jr.
Notice is given that Thomas J. Kokolis, Esquire 110 N. Washington Street #500, Rockville, Maryland 20850 was on March 28, 2018 appointed personal representative of the small estate of Philip Ray Stambaugh, Jr. who died on March 7, 2017 without a will.

Further information can be obtained by reviewing the estate file in the office of the Register of Wills or by contacting the personal representative or the attorney. All persons having any objection to the appointment (or to the probate of the decedent's will) shall file their objections with the Register of Wills within 30 days after the date of publication of this Notice. All persons having an objection to the probate of the decedent's will shall file their objections with the Register of Wills within six months after the date of publication of this Notice. All persons having claims against the decedent must serve their claims on the undersigned personal representative or file them with the Register of Wills with a copy to the undersigned on or before the earlier of the following dates:

- (1) Six months from the date of the decedent's death, except if the decedent died before October 1, 1992, nine months from the date of the decedent's death; or
- (2) Thirty days after the personal representative mails or otherwise delivers to the creditor a copy of the publication notice or other written notice, notifying the creditor that the claims will be barred unless the creditor

Notice To Creditors

presents the claim within thirty days from the mailing or other delivery of the notice. Any claim not served or filed within that time, or any extension provided by law, is unenforceable thereafter.

Thomas J. Kokolis, Esquire
Personal Representative

Sharon Keller
100 W. Patrick Street
Frederick, MD 21701
April 4, 2018

Martin W Snyder, Esq.
129 West Patrick Street,
Suite 11
Frederick, MD 21701

**NOTICE OF
APPOINTMENT
NOTICE TO CREDITORS
NOTICE TO UNKNOWN HEIRS**

ESTATE NO. 43113

To all persons interested in the estate of Sarah Jane Greene

Notice is given that Rebecca A Weaver 429 W Lincoln Avenue, P.O. Box 531 Emmitsburg, MD 21727 was on March 28, 2018 appointed Personal Representative of the estate of Sarah Jane Greene who died on December 27, 2017 with a will.

Further information can be obtained by reviewing the estate file in the office of the Register of Wills or by contacting the personal representative or the attorney. All persons having any objection to the appointment (or to the probate of the decedent's will) shall file their objections with the Register of Wills on or before the 28th day of September, 2018.

Any person having a claim against the decedent must present the claim to the undersigned personal representative or file it with the Register of Wills with a copy to the undersigned on or before the earlier of the following dates:

- (1) Six months from the date of the decedent's death, except if the decedent died before October 1, 1992, nine months from the date of the decedent's death; or
- (2) Two months after the

Notice To Creditors

personal representative mails or otherwise delivers to the creditor a copy of this published notice or other written notice, notifying the creditor that the claim will be barred unless the creditor presents the claims within two months from the mailing or other delivery of the notice.

A claim not presented or filed on or before that date, or any extension provided by law, is unenforceable thereafter. Claim forms may be obtained from the Register of Wills.

Rebecca A Weaver
Personal Representative

Sharon Keller
Register of Wills
for Frederick County
100 W. Patrick Street
Frederick, MD 21701
April 5, 12 & 19, 2018

**NOTICE OF
APPOINTMENT
NOTICE TO CREDITORS
NOTICE TO UNKNOWN HEIRS**

ESTATE NO. 43399

To all persons interested in the estate of Shirley Lunora Nining

Notice is given that Glenn Edward Nining 2821 Lander Road Jefferson, MD 21755 was on March 27, 2018 appointed Personal Representative of the estate of Shirley Lunora Nining who died on March 15, 2018 with a will.

Further information can be obtained by reviewing the estate file in the office of the Register of Wills or by contacting the personal representative or the attorney. All persons having any objection to the appointment (or to the probate of the decedent's will) shall file their objections with the Register of Wills on or before the 27th day of September, 2018.

Any person having a claim against the decedent must present the claim to the undersigned personal representative or file it with the Register of Wills with a copy to the undersigned on or before the earlier of the following dates:

- (1) Six months from the date of the decedent's

Notice To Creditors

death, except if the decedent died before October 1, 1992, nine months from the date of the decedent's death; or

(2) Two months after the personal representative mails or otherwise delivers to the creditor a copy of this published notice or other written notice, notifying the creditor that the claim will be barred unless the creditor presents the claims within two months from the mailing or other delivery of the notice.

A claim not presented or filed on or before that date, or any extension provided by law, is unenforceable thereafter. Claim forms may be obtained from the Register of Wills.

Glenn Edward Nining
Personal Representative

Sharon Keller
Register of Wills
for Frederick County
100 W. Patrick Street
Frederick, MD 21701
April 5, 12 & 19, 2018

Auctions

IT IS HEREBY GIVEN that the contents of the following rental unit/s located at **SELF STORAGE PLUS**, 201 Stauffer Court, Walkersville, MD 21793 will be offered at public auction for non-payment of rent.

Terms: Cash.
We reserve the right to reject all bids. Contents include household, business and miscellaneous items. All contents must be removed within 24 hours once purchased.

DATE OF SALE:
April 13, 2018
TIME OF SALE: 10 am

UNIT # NAME

1114 Joseph Nichols Jr.
1448 Melissa Watts
2221 Sandy Bissell
2234 James Smith
3119 Angela Spencer
3204 Deborah Clark

**24/7
browse.
buy. sell.**
fnpClassifieds.com

**495
MANAGED
LANES STUDY
270**

JOIN US AT ONE OF THESE OPEN HOUSES!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation has introduced an innovative Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways, I-270 and I-495. The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are preparing an Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

This Study is the first element of a broader Traffic Relief Plan which considers improvements along the entire length of I-495, as well as I-270. The first phase limits extend along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including the east and west I-270 spurs. The study will include a review of existing and future traffic, roadway, and environmental conditions to identify alternatives.

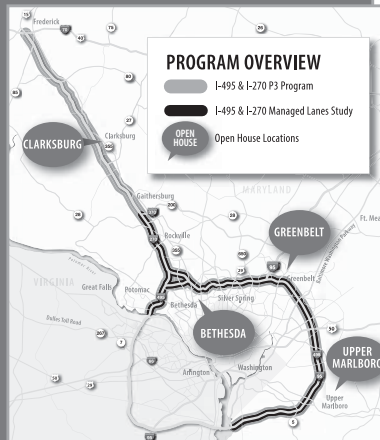
The state will hold a series of Open Houses in April which will:

- Provide the public with an introduction and overview of the study.
- Introduce staff who can answer study-related questions.
- Welcome public comment on the study scope, including the purpose and need, potential alternatives to be studied, environmental impacts to be considered, and evaluation methods to be used.

Note: The meetings will be an Open House format, allowing attendees to review display boards and dialogue with MDOT SHA Study Team staff.

Can't Attend?

Meeting materials, including an online meeting presentation, will be available on the study website at **495-270-P3.com**.

**Tuesday, April 17, 2018**

6:30 p.m. – 8:30 p.m.

Dr. Henry Wise Jr. High School
12650 Brook Lane, Upper Marlboro, MD 20772

Wednesday, April 18, 2018

6:30 p.m. – 8:30 p.m.

Clarksburg High School
22500 Wims Road, Clarksburg, MD 20871

Thursday, April 19, 2018

6:30 p.m. – 8:30 p.m.

Bethesda Chevy Chase High School
4301 East West Highway, Bethesda, MD 20814

Tuesday, April 24, 2018

6:30 p.m. – 8:30 p.m.

Eleanor Roosevelt High School
7601 Hanover Parkway, Greenbelt, MD 20770

REQUEST FOR ASSISTANCE: The Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the project toll-free number at 833-858-5960 by April 10, 2018.



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

Ad Number:	5515219-1
Insertion Number:	4 x 4.75
Color Type:	B&W
Description:	Remline - April
Client Name:	MD State Highway Administration
Advertiser:	Laurel Leader/T024/Patuxent
Section/Page/Zone:	
Ad Size:	

This Electronic Teasheet serves as confirmation that the ad appeared in a Baltimore Sun Media Group Publication on the date and page indicated. Exploiting or repurposing any content displayed or contained is prohibited.



Central Maryland Transportation & Mobility Commission (CMTMC)

30 Day Public Comment Period

Monday, March 26th through Tuesday, April 24, 2018.

Central Maryland Transportation & Mobility Commission hereby gives notice of a public hearing regarding a proposed Fare Policy Service Change that will affect all Regional Transportation Agency of Central Maryland (RTA) fixed routes: 201, 202, 301, 302, 401, 404, 405, 406, 407, 408, 409, 409B, 501, 502, 503, 504 and RTA Mobility. A proposed service enhancement to Route 501 will also be discussed. For more details regarding proposed changes, visit www.transitRTA.com or call 800-270-9553 Monday-Friday, 8:30 am-5:00 pm. **The public hearing will be held on Tuesday, April 24th at 6:00 p.m. at the RTA Administration Office located at 8510 Corridor Road, Suite 110, Savage, Maryland.** Riders can access location via Route 409. The Commission opens a 30-day public comment period on Monday, March 26th through Tuesday, April 24, 2018. During this period the public is encouraged to provide feedback regarding proposed changes by submitting written comments either online, www.transitRTA.com, email, consumer@transitRTA.com, 7-11 MD Relay or mail, RTA Administration Office, 8510 Corridor Road, Suite 110, Savage, MD 20763. Proposed changes are scheduled to begin Sunday, July 1, 2018. Anyone requiring special assistance or additional accommodations, or who requires printed materials in an alternative format should contact RTA in advance at 1-800-270-9553 to make arrangements. RTA fully complies with Title VI of the Civil Rights Act of 1964. For the full policy, visit www.transitRTA.com.



Comisión de Transporte y Movilidad de Maryland Central (CMTMC)

Período de Comentarios Públicos de 30 Días

Del lunes 26 de marzo al martes 24 de abril de 2018.

La Comisión de Transporte y Movilidad de Maryland Central notifica por medio de la presente que se llevará a cabo una audiencia pública acerca de un Cambio a la Política de Tarifas del Servicio propuesto que afectará todas las rutas fijas de la Agencia Regional de Transporte de Maryland Central (RTA): 201, 202, 301, 302, 401, 404, 405, 406, 407, 408, 409, 409B, 501, 502, 503, 504 y RTA Mobility. También se discutirá una mejora del servicio propuesto para la Ruta 501. Para obtener más detalles sobre los cambios propuestos, visite www.transitRTA.com o llame al 800-270-9553 de lunes a viernes, de 8:30 am-5:00 pm. **La audiencia pública se llevará a cabo el martes 24 de abril a las 6:00 p.m. en la Oficina de Administración de la RTA ubicada en el 8510 Corridor Road, Suite 110, Savage, Maryland.** Los pasajeros pueden acceder estas instalaciones a través de la ruta 409. La Comisión abre un período de comentarios públicos de 30 días desde el martes 26 de marzo hasta el martes 24 de abril de 2018. Durante este período, se invita al público a proporcionar comentarios sobre los cambios propuestos enviando comentarios por escrito ya sea en línea, www.transitRTA.com, correo electrónico, consumer@transitRTA.com, 7-11 MD Relay o por correo, RTA Administration Office, 8510 Corridor Road, Suite 110, Savage, MD 20763. Los cambios propuestos están programados para comenzar el domingo, julio 1, 2018. Cualquier persona que requiera asistencia especial o adaptaciones adicionales, o que requiera materiales impresos en un formato alternativo debe comunicarse con la RTA con anticipación al 1-800-270-9553 para hacer arreglos necesarios. La RTA cumple totalmente con el Título VI de la Ley de Derechos Civiles de 1964. Para conocer la política completa, visite www.transitRTA.com.



JOIN US AT ONE OF THESE OPEN HOUSES!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation has introduced an innovative Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways, I-270 and I-495. The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are preparing an Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

This Study is the first element of a broader Traffic Relief Plan which considers improvements along the entire length of I-495, as well as I-270. The first phase limits extend along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-270, including the east and west I-270 spurs. The study will include a review of existing and future traffic, roadway and environmental conditions to identify alternatives.

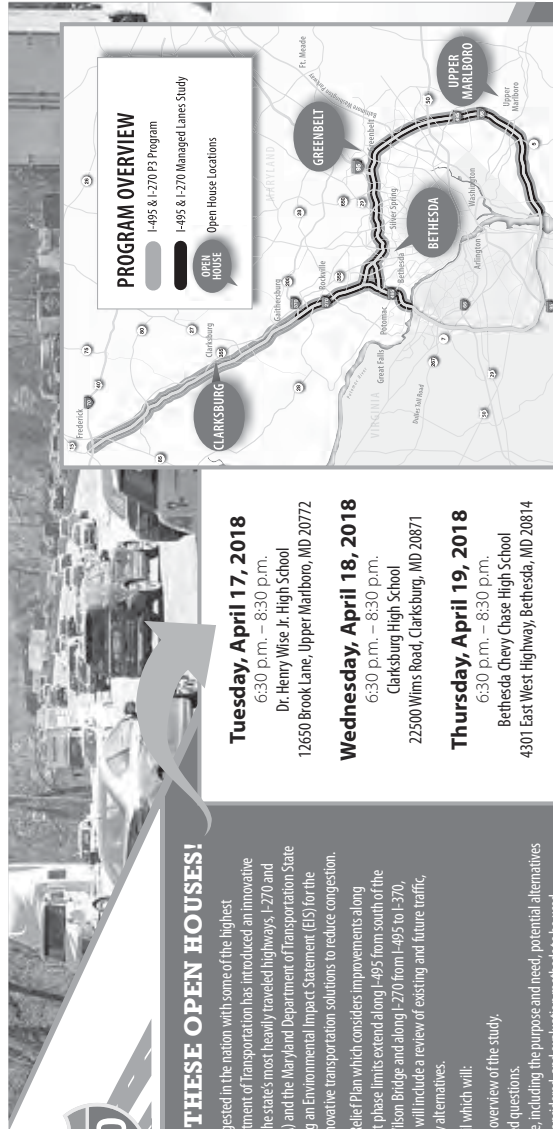
The state will hold a series of Open Houses in April which will:

- Provide the public with an introduction and overview of the study.
- Introduce staff who can answer study-related questions.
- Welcome public comment on the study scope, including the purpose and need, potential alternatives to be studied, environmental impacts to be considered, and evaluation methods to be used.

Note: The meetings will be an Open House format, allowing attendees to review display boards and dialogue with MDOT SHA Study team staff.

Can't Attend?

Meeting materials, including an online meeting presentation, will be available on the study website at 495-270-P3.com.



PROGRAM OVERVIEW

I-495 & I-270 P3 Program

I-495 & I-270 Managed Lanes Study

Open House Locations

Tuesday, April 17, 2018

6:30 p.m. – 8:30 p.m.

Dr. Henry Wise Jr. High School

12650 Brook Lane, Upper Marlboro, MD 20772

Wednesday, April 18, 2018

6:30 p.m. – 8:30 p.m.

Clarksburg High School

22500 Wims Road, Clarksburg, MD 20871

Thursday, April 19, 2018

6:30 p.m. – 8:30 p.m.

Bethesda Chevy Chase High School

4301 East West Highway, Bethesda, MD 20814

Tuesday, April 24, 2018

6:30 p.m. – 8:30 p.m.

Eleanor Roosevelt High School

7601 Hanover Parkway, Greenbelt, MD 20770

REQUEST FOR ASSISTANCE: The Maryland Relay Service can assist telephone users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the project toll-free number at 833-838-3960 by April 10, 2018.



DISCOVER
YOUR
inner
FOODIE

The Culinary Arts Center is your gateway to educational and professional opportunities in wellness, culinary arts, and hospitality. The state-of-the-art facility will equip foodies of all levels to explore and learn vital skills that will transform dining experiences at home and in the food service industry.

Discover your inner foodie and master the expression of art through food and beverage at the new Culinary Arts Center.

NEW
CULINARY
ARTS CENTER

Enroll Today! for **summer** and **fall** classes (Start dates vary.)
PGCC.edu • 301-546-PGCC (7422)



PRINCE GEORGES
COMMUNITY COLLEGE

BDRY IS HERE FOR YOU!



BDRY CAN HELP.

Open Space and Basement Waterproofing | Foundation Repair

CALL 844-335-0333 TODAY AND MENTION THIS OFFER

\$500 OFF BDRY

Waterproofing System with 10 Year Warranty

Baltimore's Waterproofing and Foundation Repair Experts.

Before

If basement or crawlspace water leakage is keeping you up at night, you've got a problem.

BDRY Waterproofing System is the enduring solution to your problem.

- Lifetime Warranty
- Trained since 1958
- 500,000 BDRY Customers
- Professional Insulation

END OF SEASON PROMOTION

GET YOUR DECK READY WITH DECK READY!

THIS WEEK ONLY!

50% OFF MATERIALS

PLUS \$500 OFF YOUR PROJECT!
*Credit requirements may apply

SCHEDULE A FREE ESTIMATE TODAY AND GET YOUR DECK WINTERIZED BEFORE IT'S TOO LATE.

DECK READY 410-849-6484
*Limited time offer. See sales representative for more information.

MHIC # 89675

1. Replace damaged or missing boards.

2. Reinforce loose nails and screws and fill all holes or cracks in the surface.

3. Sand the wood to a smooth finish

4. Seal for a finish that will make your deck look brand new!

Before

After

495
MANAGED LANES STUDY
270

JOIN US AT ONE OF THESE OPEN HOUSES!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation has introduced an innovative Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways, I-270 and I-495. The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are preparing an Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion. This Study is the first element of a broader Traffic Relief Plan which considers improvements along the entire length of I-495, as well as I-270. The first phase limits extend along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including the east and west I-270 spurs. The study will include a review of existing and future traffic, roadway and environmental conditions to identify alternatives.

The state will hold a series of Open Houses in April which will:

- Provide the public with an introduction and overview of the study.
- Introduce staff who can answer study-related questions
- Welcome public comment on the study scope, including the purpose and need, potential alternatives to be studied, environmental impacts to be considered, and evaluation methods to be used.

Note: The meetings will be an Open House format, allowing attendees to review display boards and dialogue with MDOT SHA Study team staff.

Can't Attend?
Meeting materials, including an online meeting presentation, will be available on the study website at **495-270-P3.com**.

Tuesday, April 17, 2018
6:30 p.m. – 8:30 p.m.
Dr. Henry Wise Jr. High School
12650 Brook Lane, Upper Marlboro, MD 20772

Wednesday, April 18, 2018
6:30 p.m. – 8:30 p.m.
Clarksburg High School
22500 Wims Road, Clarksburg, MD 20871

Thursday, April 19, 2018
6:30 p.m. – 8:30 p.m.
Bethesda Chevy Chase High School
4301 East West Highway, Bethesda, MD 20814

Tuesday, April 24, 2018
6:30 p.m. – 8:30 p.m.
Eleanor Roosevelt High School
7601 Hanover Parkway, Greenbelt, MD 20870

PROGRAM OVERVIEW

- I-495 & I-270 P3 Program
- I-495 & I-270 Managed Lanes Study
- Open House Locations



CLARKSBURG
GREENBELT
BETHESDA
UPPER MARLBORO

REQUEST FOR ASSISTANCE: The Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the project toll-free number at 833-838-5960 by April 10, 2018.

This Electronic Teasheet serves as confirmation that the ad appeared in a Baltimore Sun Media Group Publication on the date and page indicated. Exploiting or repurposing any content displayed or contained is prohibited.

Publication Date: 04/05/2018

THE BALTIMORE SUN MEDIA GROUP

Ad Number:	5515219-1
Insertion Number:	4 X 4.75
Color Type:	B&W
Client Name:	MD State Highway Administration
Advertiser:	Laurel Leader/T009/Patuxent
Section/Page/Zone:	Remline - April
Description:	

Ad Number:	5515967-1
Insertion Number:	4 x 4.75
Color Type:	B&W
Client Name:	Maryland Department of Transportation
Advertiser:	Howard County Times/T005/Patuxent
Section/Page/Zone:	Remline - April
Description:	

This Electronic Teasheet serves as confirmation that the ad appeared in a Baltimore Sun Media Group Publication on the date and page indicated. Exploiting or repurposing any content displayed or contained is prohibited.



Central Maryland Transportation & Mobility Commission (CMTMC)

30 Day Public Comment Period

Monday, March 26th through Tuesday, April 24, 2018.

Central Maryland Transportation & Mobility Commission hereby gives notice of a public hearing regarding a proposed Fare Policy Service Change that will affect all Regional Transportation Agency of Central Maryland (RTA) fixed routes: 201, 202, 301, 302, 401, 404, 405, 406, 407, 408, 409, 409B, 501, 502, 503, 504 and RTA Mobility. A proposed service enhancement to Route 501 will also be discussed. For more details regarding proposed changes, visit www.transitRTA.com or call 800-270-9553 Monday-Friday, 8:30 am-5:00 pm. **The public hearing will be held on Tuesday, April 24th at 6:00 p.m. at the RTA Administration Office located at 8510 Corridor Road, Suite 110, Savage, Maryland.** Riders can access location via Route 409. The Commission opens a 30-day public comment period on Monday, March 26th through Tuesday, April 24, 2018. During this period the public is encouraged to provide feedback regarding proposed changes by submitting written comments either online, www.transitRTA.com, email, consumer@transitRTA.com, 7-11 MD Relay or mail, RTA Administration Office, 8510 Corridor Road, Suite 110, Savage, MD 20763. Proposed changes are scheduled to begin Sunday, July 1, 2018. Anyone requiring special assistance or additional accommodations, or who requires printed materials in an alternative format should contact RTA in advance at 1-800-270-9553 to make arrangements. RTA fully complies with Title VI of the Civil Rights Act of 1964. For the full policy, visit www.transitRTA.com.



Comisión de Transporte y Movilidad de Maryland Central (CMTMC)

Período de Comentarios Públicos de 30 Días

Del lunes 26 de marzo al martes 24 de abril de 2018.

La Comisión de Transporte y Movilidad de Maryland Central notifica por medio de la presente que se llevará a cabo una audiencia pública acerca de un Cambio a la Política de Tarifas del Servicio propuesto que afectará todas las rutas fijas de la Agencia Regional de Transporte de Maryland Central (RTA): 201, 202, 301, 302, 401, 404, 405, 406, 407, 408, 409, 409B, 501, 502, 503, 504 y RTA Mobility. También se discutirá una mejora del servicio propuesto para la Ruta 501. Para obtener más detalles sobre los cambios propuestos, visite www.transitRTA.com o llame al 800-270-9553 de lunes a viernes, de 8:30 am-5:00 pm. **La audiencia pública se llevará a cabo el martes 24 de abril a las 6:00 p.m. en la Oficina de Administración de la RTA ubicada en el 8510 Corridor Road, Suite 110, Savage, Maryland.** Los pasajeros pueden acceder estas instalaciones a través de la ruta 409. La Comisión abre un período de comentarios públicos de 30 días desde el martes 26 de marzo hasta el martes 24 de abril de 2018. Durante este período, se invita al público a proporcionar comentarios sobre los cambios propuestos enviando comentarios por escrito ya sea en línea, www.transitRTA.com, correo electrónico, consumer@transitRTA.com, 7-11 MD Relay o por correo, RTA Administration Office, 8510 Corridor Road, Suite 110, Savage, MD 20763. Los cambios propuestos están programados para comenzar el domingo, julio 1, 2018. Cualquier persona que requiera asistencia especial o adaptaciones adicionales, o que requiera materiales impresos en un formato alternativo debe comunicarse con la RTA con anticipación al 1-800-270-9553 para hacer arreglos necesarios. La RTA cumple totalmente con el Título VI de la Ley de Derechos Civiles de 1964. Para conocer la política completa, visite www.transitRTA.com.



JOIN US AT ONE OF THESE OPEN HOUSES!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation has introduced an innovative Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways, I-270 and I-495. The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are preparing an Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

This Study is the first element of a broader Traffic Relief Plan which considers improvements along the entire length of I-495, as well as I-270. The first phase limits extend along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including the east and west I-270 spurs. The study will include a review of existing and future traffic, roadway and environmental conditions to identify alternatives.

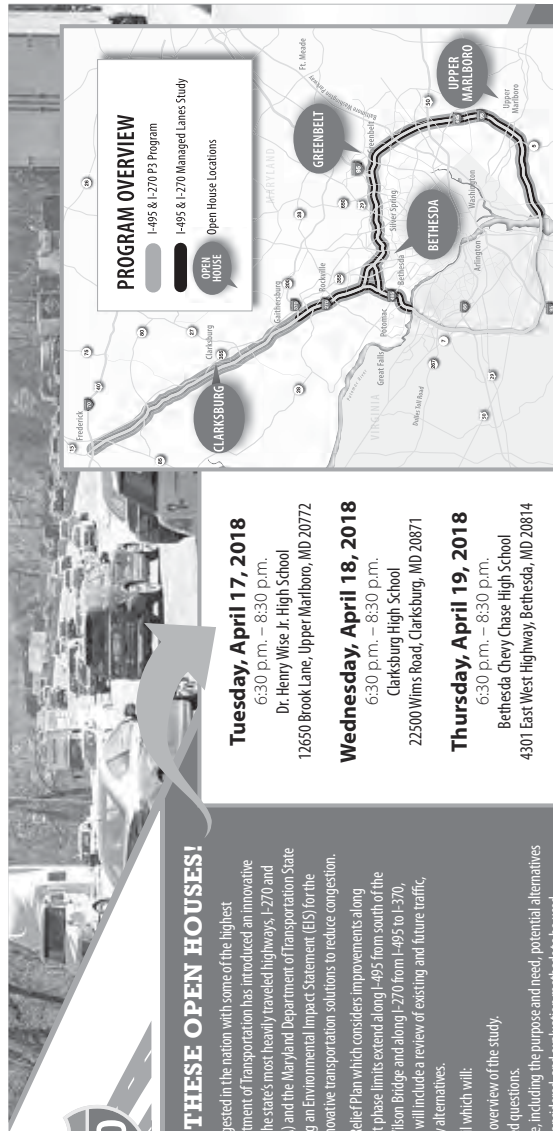
The state will hold a series of Open Houses in April which will:

- Provide the public with an introduction and overview of the study.
- Introduce staff who can answer study-related questions.
- Welcome public comment on the study scope, including the purpose and need, potential alternatives to be studied, environmental impacts to be considered, and evaluation methods to be used.

Note: The meetings will be an Open House format, allowing attendees to review display boards and dialogue with MDOT SHA Study team staff.

Can't Attend?

Meeting materials, including an online meeting presentation, will be available on the study website at 495-270-P3.com.



PROGRAM OVERVIEW

I-495 & I-270 P3 Program

I-495 & I-270 Managed Lanes Study

Open House Locations

Tuesday, April 17, 2018

6:30 p.m. – 8:30 p.m.

Dr. Henry Wise Jr. High School

12650 Brook Lane, Upper Marlboro, MD 20772

Wednesday, April 18, 2018

6:30 p.m. – 8:30 p.m.

Clarksburg High School

22500 Wims Road, Clarksburg, MD 20871

Thursday, April 19, 2018

6:30 p.m. – 8:30 p.m.

Bethesda Chevy Chase High School

4301 East West Highway, Bethesda, MD 20814

Tuesday, April 24, 2018

6:30 p.m. – 8:30 p.m.

Eleanor Roosevelt High School

7601 Hanover Parkway, Greenbelt, MD 20770

REQUEST FOR ASSISTANCE: The Maryland Relay Service can assist telephone users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the project toll-free number at 833-838-3960 by April 10, 2018.

Blossoms of Hope's CHERRYBRATION DAYS Inspire hope, happiness & health



Springtime is cherry blossom time in Howard County, Maryland and Blossoms of Hope's Spring CHERRYBRATION DAYS bring seasonal activities for every age, every budget, and almost every interest. These activities honor the beauty of the trees and help raise cancer awareness by benefiting the Claudia Mayer/Tina Broccolino Cancer Resource Center and other local charities, with more than 2,000 cherry trees blossoming in parks, along roadways, and at county-wide attractions.



Want to visit the trees this spring?
Visit our website and see the map tour
where they have been planted.

For more information on purchasing of trees and additional events,
call 443-538-0858 or visit www.blossomsofhope.org

Visit
Howard County
Maryland

PAM LONG PHOTOGRAPHY

2018 Cherrybration Days' Events

- * **Enchanted Forest Cherrybration Days** at Clark's Eloak Farm: April 6 & 7
- * **9th Annual Theme Exhibition** at Columbia Art Center, Volunteer Center Serving Howard County, and Howard County Poetry and Literature Society. Proceeds Benefit Claudia Mayer/Tina Broccolino Cancer Resource Center. Show runs: April 13–May 6; Reception & Awards: Friday, April 13, 6:00–8:00pm
- * **11th Annual Pretty in Pink** – A champagne ladies luncheon and fashion show at Turf Valley Resort. Friday, April 13, 10:00am–3:00pm
- * **10th Annual Pink Greens Golf Classic** at Turf Valley Resort. Friday, April 27, 9:00am–3:00pm
- * **The Hills of Milltown 5K** May 13, 8:00am
- * **7th Annual Power of the Purse** at Sub-Zero and Wolf Showroom by Fretz. Gently used and vintage purses will be available for cash and carry. New and designer handbags, some of which will be filled with goodies, will be included in the Silent Auction. There will be light fare, networking, and much more! Monday, June 11, 4:30–7:30pm.



This Electronic Teasheet serves as confirmation that the ad appeared in a Baltimore Sun Media Group Publication on the date and page indicated. Exploiting or repurposing any content displayed or contained is prohibited.

Ad Number:	5515967-1
Insertion Number:	4 x 4.75
Size:	B&W
Color Type:	
Client Name:	Maryland Department of Transportation
Advertiser:	Howard County Times/T014/Patuxent
Section/Page/Zone:	Remline - April
Description:	

495 MANAGED LANES STUDY 270

JOIN US AT ONE OF THESE OPEN HOUSES!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation has introduced an innovative Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways, I-270 and I-495. The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are preparing an Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

This Study is the first element of a broader Traffic Relief Plan which considers improvements along the entire length of I-495, as well as I-270. The first phase limits extend along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-270, including the east and west I-270 spurs. The study will include a review of existing and future traffic, roadway and environmental conditions to identify alternatives.

The state will hold a series of Open Houses in April which will:

- Provide the public with an introduction and overview of the study.
- Introduce staff who can answer study-related questions.
- Welcome public comment on the study scope, including the purpose and need, potential alternatives to be studied, environmental impacts to be considered, and evaluation methods to be used.

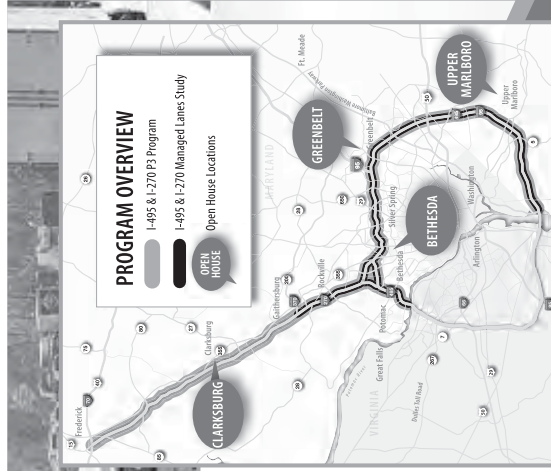
Note: The meetings will be an Open House format, allowing attendees to review display boards and dialogue with MDOT SHA Study Team staff.

Can't Attend?

Meeting materials, including an online meeting presentation, will be available on the study website at 495-270-P3.com.



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION



REQUEST FOR ASSISTANCE: The Maryland Relay Service can assist telephone users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the project toll-free number at 833-838-5960 by April 10, 2018.

Tuesday, April 17, 2018

6:30 p.m. – 8:30 p.m.
Dr. Henry Wise Jr. High School
12650 Brook Lane, Upper Marlboro, MD 20772

Wednesday, April 18, 2018

6:30 p.m. – 8:30 p.m.
Clarksburg High School
22500 Wims Road, Clarksburg, MD 20871

Thursday, April 19, 2018

6:30 p.m. – 8:30 p.m.
Bethesda Chevy Chase High School
4301 East West Highway, Bethesda, MD 20814

Tuesday, April 24, 2018

6:30 p.m. – 8:30 p.m.
Eleanor Roosevelt High School
7601 Hanover Parkway, Greenbelt, MD 20770

NEWS

Happenings in the city of Laurel

By Rachel Cain
@rachelcain53

Opioid Epidemic

A panel of Laurel law enforcement officials and addiction recovery advocates discussed the far-reaching and local effects of this public health crisis, as well as how residents can be aware of and get involved in recovery efforts.

During this March 14 event, Laurel Police Chief Richard McLaughlin said since Prince George's County began experiencing the effects of the crisis after other nearby jurisdictions, the county's response to the situation has been delayed.

"The dealings that I've had with Prince George's County, are, I guess for a lack of a better description, we're still in a state of denial as far as this goes, because we're not seeing the large volume that other counties are within the DMV," he said. "The response has been kind of stagnant. It's starting to step up, but we're still in a state of denial in Prince George's County."

The county filed a lawsuit against opioid manufacturers and distributors in January.

McLaughlin said every Laurel police officer has been trained in and carries two Narcan kits. Narcan is a drug which can combat the effects of an opioid overdose.

The panelists also discussed how citizens and residents could be involved in halting the epidemic. Emily Upton with the Hope House treatment center in Laurel mentioned it is possi-

ble to purchase Narcan without a prescription.

"Arm yourself with that knowledge," Upton said. "It's a very simple procedure. You don't have to be a medical professional to administer Narcan to people."

McLaughlin also said if residents "see something," such as an unidentified white powder or someone passed out, they should "say something."

City Government Opposes Maglev

During a meeting in February, the Laurel city council and mayor – with two abstentions – approved Resolution No. 2-18, which expresses their opposition to the Maglev and its proposed routes.

The proposed super-conducting magnetic levitation train, or Maglev, has stirred some controversy in Prince George's County. The two projected paths from Baltimore to Washington D.C., which would take 15 minutes with this Japanese technology, are currently under environmental review. The track may eventually extend from New York to Washington, D.C., a trip that would take an hour.

The pathways would cut through Prince George's County, making some residents nervous about potential construction and about the eminent domain powers the Baltimore-Washington Rapid Rail (BWRR) possesses. BWRR is a franchise railroad affiliated with The Northeast Maglev company.

Before the vote, several residents spoke about their opposition to the Maglev. Many people said they embrace progress and change, but do not view

this project as benefitting their community, particularly as Laurel residents would not have easy access to the train stations in Baltimore and D.C.

During the vote, Councilmen Keith Sydnor and Carl DeWalt chose to abstain because they did not believe they had enough information to cast their votes.

Mayor Craig Moe said this resolution does not indicate the city's opposition to development.

"Nobody sitting up here is against regional transportation," Moe said. "But I think what we're seeing here is just not good planning."

While no representatives from BWRR attended the meeting, the franchise sent a letter opposing the resolution.

Laurel Regional Hospital

Representatives from the University of Maryland Medical System (UMMS) presented an update about the transition for the Laurel Medical Center to the Laurel city council and mayor during a special work session in February.

Dr. Trudy Hall, the vice-president of medical affairs and rehabilitation services at Laurel Regional Hospital, explained that two years ago the Dimensions Healthcare System board developed a plan to transition the hospital to a new facility on the campus. However, she said, there was misinformation regarding this endeavor to the public.

"It is no secret that around three years ago that the Dimensions Board decided to transition Laurel Regional Hospital," Hall said. "Unfortunately,

the word went out by the media that Laurel Regional Hospital was closing, not that we were transitioning...and transitioning to provide the care with the current restraints that have been going on with the healthcare system."

The groundbreaking for the new facility is anticipated to take place in spring 2019.

Hall said the first phase of the project, relocating the inpatient acute rehabilitation and chronic care services, is scheduled for this summer. The next phase will be to transition the inpatient medical and surgical services to short-stay, transition inpatient behavior health and increase and enhance intensive outpatient counseling programs and outpatient services. Officials hope this phase will occur in the summer and fall of 2018.

The estimated completion date for the University of Maryland Laurel Medical Center is December 2020.

In order to help the community fully understand the project, UM Laurel Regional Hospital and UMMS created a community engagement team.

Civil Rights Lawsuit

The Alliance Defending Freedom (ADF), a nonprofit organization focused on Christian religious freedom, filed a lawsuit on behalf of the Redemption Community Church filed a lawsuit in February against the City of Laurel in Federal District Court for the District of Maryland.

"The city completely denies this claim, will vigorously defend its actions in court and expect to be fully exonerated," a city press release stated. "The city of Laurel takes great pride in

applying its laws equally and without discrimination to all residents, businesses and religious institutions within the city, and will continue to do so in the future."

According to the lawsuit, the city has violated the church's civil rights, particularly the Religious Land Use and Institutionalized Persons Act. The ADF alleges the city's zoning codes discriminate against small religious organizations by requiring them to file a special exemption – a process which would include a \$2,000 filing fee – to be located in the C-V Zone. The Redemption Community Church's worship space is located in a C-V Zone.

"The government can't discriminate against churches simply because they are religious," said ADF Legal Counsel Christina Holcomb. "Despite making every effort to work with the city to comply with its burdensome changes, Redemption Community Church is now being told to either stop holding worship services or pay severe fines. Federal law is clear: the city's discriminatory practices violate the law."

The lawsuit notes the city council proposed the amendment for the special exemption less than a week after the church purchased the property.

The Redemption Community Church, previously known as the Covenant Orthodox Presbyterian Church, has about 15 to 20 congregants. The church owns and operates a non-profit coffee shop in Laurel where they held worship services in the basement when the shop closed on Sundays.



JOIN US AT ONE OF THESE OPEN HOUSES!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation has introduced an innovative Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways, I-270 and I-495. The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are preparing an Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

This Study is the first element of a broader Traffic Relief Plan which considers improvements along the entire length of I-495, as well as I-270. The first phase limits extend along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including the east and west I-270 spurs. The study will include a review of existing and future traffic, roadway, and environmental conditions to identify alternatives.

The state will hold a series of Open Houses in April which will:

- Provide the public with an introduction and overview of the study.
- Introduce staff who can answer study-related questions.
- Welcome public comment on the study scope, including the purpose and need, potential alternatives to be studied, environmental impacts to be considered, and evaluation methods to be used.

Note: The meetings will be an Open House format, allowing attendees to review display boards and dialogue with MDOT SHA Study Team staff.

Can't Attend?

Meeting materials, including an online meeting presentation, will be available on the study website at 495-270-P3.com.



Tuesday, April 17, 2018

6:30 p.m. – 8:30 p.m.

Dr. Henry Wise Jr. High School

12650 Brook Lane, Upper Marlboro, MD 20772

Wednesday, April 18, 2018

6:30 p.m. – 8:30 p.m.

Clarksburg High School

22500 Wims Road, Clarksburg, MD 20871

Thursday, April 19, 2018

6:30 p.m. – 8:30 p.m.

Bethesda Chevy Chase High School

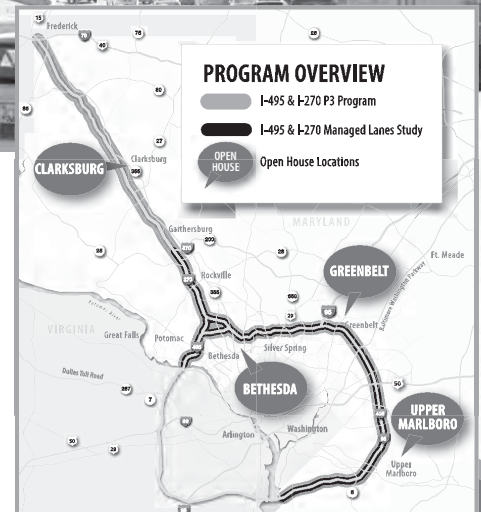
4301 East West Highway, Bethesda, MD 20814

Tuesday, April 24, 2018

6:30 p.m. – 8:30 p.m.

Eleanor Roosevelt High School

7601 Hanover Parkway, Greenbelt, MD 20770



REQUEST FOR ASSISTANCE: The Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the project toll-free number at 833-858-5960 by April 10, 2018.

LOCALES

Practican español leyendo noticias

■ **Alumnos y maestros de la escuela Washington Global recibieron en sus aulas a El Tiempo Latino**

Por Miguel Guillarte
EL TIEMPO LATINO

La enseñanza y el aprendizaje del idioma español no tienen límites en los Estados Unidos.

En el área metropolitana de Washington, El Tiempo Latino ha jugado un papel fundamental en la difusión de la lengua de Cervantes en los últimos 27 años.

Así quedó demostrado el martes 13 de marzo cuando dos grupos de estudiantes de la escuela Washington Global Public Charter School participaron con entusiasmo en dos charlas dictadas por este redactor, quien fue invitado por la profesora boliviana, Maira Abasto, para hablar sobre la misión, funcionamiento y estructura de este semanario, que esa semana cumplió 27 años de fundado.

Las oportunidades que ofrecen las escuelas charter en el Distrito de Columbia son muy alentadoras y sus programas incluyen la enseñanza de idiomas como el español.

Luego de explicar a los jóvenes cómo se hace el periódico y de que ellos llevarán los titulares de las principales noticias de la edición del viernes 9 de marzo, los estudiantes mostraron sus avances en el aprendizaje.

"Washington Global ya cumple tres años. Hemos empezado con un español muy básico. Contamos con tres niveles y para el próximo año tendremos



JUNTOS. La profesora Maira Abasto (de pie a la izquierda) junto a sus estudiantes.

unos 225 estudiantes, tenemos intercambios, contratamos a otro profesor del idioma, quien es español, y cada vez vamos avanzando más con la comunidad latina", dijo Abasto.

Muchos sectores de la educación en escuelas charter, públicas y privadas hacen énfasis en el aprendizaje del español.

"La importancia de aprender este u otros idiomas es que se ha comprobado científicamente que los niños al estudiar dos idiomas aprenden a pensar y desarrollan su mente más rápidamente cuando estudian otras materias. En el caso del español, existe una gran comunidad hispana en esta región y ellos en algún momento de sus vidas pueden necesitarlo", agregó Abasto.

"Los niños comienzan en un nivel 1 en séptimo grado con todo lo básico. Ellos aprenden español y también la cultura. Recientemente hemos visitado embajadas para saber más de la cultura de los países de Latinoamérica", acotó.

En relación a los objetivos de la escuela en la enseñanza del español Abasto destacó: "Nuestra meta a corto plazo es que estos niños puedan defenderse en el día a día y que a largo plazo puedan adquirir certificaciones más avanzadas para ir a la universidad y al mercado de trabajo".

Washington Global es una escuela media para grados 6, 7 y 8, que ofrece un programa académico internacional para los retos académicos del futuro. Aprender un idioma se ha convertido en algo fundamental en estos días. "He tenido experiencias únicas en los Estados Unidos enseñando francés y español a niños de 3 a 15 años y estoy convencida de que estudiar otras lenguas aumenta el nivel de razonamiento y abre las puertas a otras culturas", dijo Abasto.

La escuela dicta clases en pequeños grupos en sus materias curriculares, idiomas y cursos de apoyo para estudiantes de



ESTUDIANTES. Con el editor Miguel Guillarte, quien les habló sobre El Tiempo Latino.

inglés como segunda lengua.

Entre los beneficios que ofrece destacan el cuidado antes y después de la escuela, programas para padres y familiares, apoyo en educación especial y la entrega de laptops para todos los estudiantes. También cuenta con programas deportivos y culturales, alimentación y tutorías.

Informes en la página www.washingtonglobal.org, o llamar al (202) 796-2415. Está localizada en el 525 School Street, SW, Washington, DC 20024.



DOS. Maira Abasto y el director Howard Mebane.



¡ACOMPÁÑENOS EN UNA DE ESTAS JORNADAS ABIERTAS AL PÚBLICO!

La región de la Capital de la Nación es una de las más congestionadas del país con algunos de los traslados más largos a los lugares de trabajo. Es por eso que el Departamento de Transporte de Maryland (Maryland Department of Transportation) inició un innovador Plan de Alivio del Tráfico para reducir la congestión en dos de las autopistas más transitadas de dos estados, la I-270 y la I-495. La Administración Federal de Carreteras (The Federal Highway Administration (FHWA)) y la Administración Estatal de Carreteras del Departamento de Transporte de Maryland (MDOT SHA, por sus siglas en inglés) están preparando una Declaración de Impacto Ambiental (EIS, por sus siglas en inglés) para el Estudio de Carriles Administrados de la I-495 y la I-270, con el fin de identificar soluciones de transporte innovadoras que reduzcan la congestión.

El Estudio es el primer elemento de un Plan de Alivio del Tráfico más amplio que considera mejoras a todo lo largo de la I-495, así como de la I-270. Los límites de la primera fase se extienden a lo largo de la I-495 desde el sur del American Legion Bridge hasta el este del Woodrow Wilson Bridge, y a lo largo de la I-270 desde la I-495 hasta la I-370, incluidos los ramales de la I-270 este y oeste. El estudio incluirá una revisión de las condiciones actuales y futuras del tráfico, de la vía y del medioambiente para identificar alternativas.

El estado llevará a cabo una serie de Jornadas Abiertas al Público en abril, en las cuales:

- Se ofrecerá al público una introducción y un resumen del estudio.
- Se presentará personal capacitado para responder preguntas relacionadas con el estudio.
- Se recibirán comentarios del público sobre el alcance del estudio, incluido el propósito y las necesidades, las posibles alternativas a ser estudiadas, los impactos ambientales a considerar y los métodos de evaluación a ser utilizados.

Nota: Las reuniones se realizarán en formato de Open House, permitiendo a los asistentes revisar las exposiciones y dialogar con el personal del Equipo del Estudio de la MDOT SHA.

¿No puede asistir?

Los materiales de la reunión, incluida una presentación de la reunión en línea, estarán disponibles en el sitio web del estudio en 495-270-P3.com.



Martes 17 de abril de 2018

6:30 p.m. – 8:30 p.m.

Dr. Henry Wise Jr. High School
12650 Brook Lane, Upper Marlboro, MD 20772

Miércoles 18 de abril de 2018

6:30 p.m. – 8:30 p.m.

Clarksburg High School
22500 Wims Road, Clarksburg, MD 20871

Jueves 19 de abril de 2018

6:30 p.m. – 8:30 p.m.

Bethesda Chevy Chase High School
4301 East West Highway, Bethesda, MD 20814

Martes 24 de abril de 2018

6:30 p.m. – 8:30 p.m.

Eleanor Roosevelt High School
7601 Hanover Parkway, Greenbelt, MD 20770

SOLICITUDES DE AYUDA: El Maryland Relay Service puede asistir a los usuarios de teletipo en el 7-1-1. Las personas que requieran ayuda para participar, como un intérprete para personas con problemas auditivos o ayuda con el idioma inglés, deben comunicarse con la línea gratuita del proyecto en el 833-858-5960 antes del 10 de abril de 2018.



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

LOCALES

Declaraciones de Trump no matan la esperanza de Dreamers

■ Dreamers comparten temores, luchas y retos frente a declaraciones de Trump sobre DACA

Por Milagros Meléndez-Vela
ESPECIAL PARA EL TIEMPO LATINO
Viene de la página A1

Cuatro soñadores en el área de Washington reaccionan a lo dicho por el presidente.

Ellos reflejan el rostro de miles de jóvenes que cambiaron sus vidas con DACA y podrían perderlo todo si no tuvieran la protección.

"NO PODRÍA SER ENFERMERO"

De morir DACA, José Aguiluz también vería morir sus sueños. "Simplemente dejaría de ser enfermero y tendría que regresar a realizar otros trabajos como antes", expresó el hondureño de 28 años de edad. En 2011 cuando no existía DACA, Aguiluz trabajaba en construcción a pesar de haberse graduado como enfermero. "Con DACA pude obtener un permiso de trabajo y ejercer mi profesión", dijo. Aguiluz trabaja en el área de cirugía del Hospital Adventista en Maryland.



ENFERMERO. José Aguiluz, trabaja en el Hospital Adventista en Takoma Park, MD.

"CON DACA VOY CAMINO A SER INGENIERO"

"El señor Trump puede decir lo que quiera y atacarnos. Al fin sabemos que DACA es una protección temporal por eso tenemos que luchar por una legislación permanente", dijo Alejandro Zúñiga, de 20 años, quien estudia ingeniería de computación en el Northern Virginia Community College y fundó el grupo Dreamers Power. "Nuestro espíritu no se va a bajar", expresó pese a la incredulidad de su futuro. El permiso de DACA se le vence a Zúñiga en un año. "No sé qué pasará después", dijo.



ESTUDIANTE. Alejandro Zúñiga, estudiante de ingeniería de computación en el NOVA College.

"ANTES DE DACA CAÍ EN DEPRESIÓN"

"Sin DACA mi vida era muy difícil. Muchas veces me deprimí porque había estudiado para nada", dijo Lizzette Arias, boliviana de 29 años. "Era profesional, pero trabajaba como niñera, o cuidando perros. No podía manejar, ni solicitar ningún trabajo que requiriera papeles", expresó la boliviana, directora ejecutiva de Dream Project, un programa que ayuda con becas a los Soñadores de Virginia que quieren ir a la universidad.

"El fin de DACA sería una tragedia para miles, incluida yo", añadió.



DIRECTORA. Lizzette Arias, graduada en Historia y Sociología, es directora ejecutiva del Dream Project.

"NO QUIERO NI PENSAR LO QUE PASARÍA"

"Los tuits de Trump nos quieren traer los ánimos abajo. Pero vamos a seguir insistiendo para una solución permanente", dijo Fátima Corea, de 25 años, activista de la organización CASA. "Yo no quiero ni pensar en la idea de que DACA no exista. No quiero ni pensar qué pasaría con mi vida", dijo Corea, quien se enteró que era indocumentada cuando estaba por graduarse de la secundaria.

"Yo no podía manejar, estudiar ni trabajar. De quedarme sin DACA estaría expuesta a la deportación", manifestó Corea, originaria de El Salvador.



ACTIVISTA. Fátima Corea es activista en la organización CASA.

VOCES EXPERTAS

"DACA está vigente por orden de los tribunales. No va a morir por un 'tuit' de Trump", expresó el abogado de inmigración, Nick Katz quien tiene su oficina en Maryland. En septiembre de 2017 el presidente Donald Trump anunció que pondría fin al programa dando una fecha límite en marzo. Pero el 9 de enero un tribunal de California invalidó la orden de Trump, dejando vigente el programa de manera parcial y el 13 de febrero lo hizo un tribunal de Nueva York. "Estas cortes determinaron que DACA debía ser reestablecido aceptando las renovaciones de los que cuentan con el beneficio pero cerrando nuevas inscripciones", dijo el abogado.

Quienes no pueden renovar o inscribirse a DACA son los que no lo habían hecho antes del 5 de septiembre de 2017.



ABOGADO. "DACA sigue vivo por órdenes de los tribunales", dijo Nick Katz, abogado de inmigración.



ACTIVISTA. "Trump está dando manotazos de ahogado", declaró Gustavo Torres, director de CASA.

Para Gustavo Torres, director de la organización proinmigrante CASA, en Maryland, las declaraciones de Trump son "manotazos de ahogados por querer mantener tranquila a la base conservadora".

"Lo que en realidad vemos es una acción racista y una falta de conocimiento de Trump acerca del programa ahudando que muchos cruzan la frontera para solicitar el beneficio. Algo imposible", añadió.

DACA (Acción Diferida para los Llegados en la Infancia) fue establecido a fines de 2012 por el entonces presidente Barack Obama.

Los indocumentados que califican solo son aquellos que llegaron antes de junio de 2007 teniendo menos de 17 años. En Maryland se calcula que son 10 mil los beneficiados por la protección migratoria.



¡ACOMPÁÑENOS EN UNA DE ESTAS JORNADAS ABIERTAS AL PÚBLICO!

La región de la Capital de la Nación es una de las más congestionadas del país con algunos de los traslados más largos a los lugares de trabajo. Es por eso que el Departamento de Transporte de Maryland (Maryland Department of Transportation) inició un innovador Plan de Alivio del Tráfico para reducir la congestión en dos de las autopistas más transitadas de dos estados, la I-270 y la I-495. La Administración Federal de Carreteras (The Federal Highway Administration (FHWA)) y la Administración Estatal de Carreteras del Departamento de Transporte de Maryland (MDOT SHA, por sus siglas en inglés) están preparando una Declaración de Impacto Ambiental (EIS, por sus siglas en inglés) para el Estudio de Carriles Administrados de la I-495 y la I-270, con el fin de identificar soluciones de transporte innovadoras que reduzcan la congestión.

El Estudio es el primer elemento de un Plan de Alivio del Tráfico más amplio que considera mejoras a todo lo largo de la I-495, así como de la I-270. Los límites de la primera fase se extienden a lo largo de la I-495 desde el sur del American Legion Bridge hasta el este del Woodrow Wilson Bridge, y a lo largo de la I-270 desde la I-495 hasta la I-370, incluidos los ramales de la I-270 este y oeste. El estudio incluirá una revisión de las condiciones actuales y futuras del tráfico, de la vía y del medioambiente para identificar alternativas.

El estado llevará a cabo una serie de Jornadas Abiertas al Público en abril, en las cuales:

- Se ofrecerá al público una introducción y un resumen del estudio.
- Se presentará personal capacitado para responder preguntas relacionadas con el estudio.
- Se recibirán comentarios del público sobre el alcance del estudio, incluido el propósito y las necesidades, las posibles alternativas a ser estudiadas, los impactos ambientales a considerar y los métodos de evaluación a ser utilizados.

Nota: Las reuniones se realizarán en formato de Open House, permitiendo a los asistentes revisar las exposiciones y dialogar con el personal del Equipo del Estudio de la MDOT SHA.

¿No puede asistir?

Los materiales de la reunión, incluida una presentación de la reunión en línea, estarán disponibles en el sitio web del estudio en 495-270-P3.com.



Martes 17 de abril de 2018

6:30 p.m. – 8:30 p.m.
Dr. Henry Wise Jr. High School
12651 Brook Lane, Upper Marlboro, MD 20772

Miércoles 18 de abril de 2018

6:30 p.m. – 8:30 p.m.
Clarksburg High School
22500 Wims Road, Clarksburg, MD 20871

Jueves 19 de abril de 2018

6:30 p.m. – 8:30 p.m.
Bethesda Chevy Chase High School
4301 East West Highway, Bethesda, MD 20814

Martes 24 de abril de 2018

6:30 p.m. – 8:30 p.m.
Eleanor Roosevelt High School
7601 Hanover Parkway, Greenbelt, MD 20770

SOLICITUDE DE AYUDA: El Maryland Relay Service puede asistir a los usuarios de teletipo en el 7-1-1. Las personas que requieran ayuda para participar, como un intérprete para personas con problemas auditivos o ayuda con el idioma inglés, deben comunicarse con la línea gratuita del proyecto en el 833-858-5960 antes del 10 de abril de 2018.



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

Toman ADN para confirmar identidad de víctima en auto incendiado

Arrestan a cuatro por asesinato en Woodbridge

Condados de Montgomery, en MD y Prince William investigan casos similares ocurridos apenas horas aparte.

JOSSMAR CASTILLO
WASHINGTON HISPANIC

Tres hombres y un adolescente están bajo arresto y acusados del asesinato de una persona que la policía encontró muerta dentro de un automóvil en llamas en la comunidad de Woodbridge, Virginia la semana pasada.

Manuel Enrique Robles fue la primera persona en la mira de las autoridades. El hombre de 21 años, residente en Manassas, es señalado como uno de los cómplices del hecho violento que estremeció a los residentes del área. Un menor de 17 años también es investigado por la policía y permanece detenido en el Centro de Detención de Menores del condado.

Los días pasaron y las investigaciones arrojaron dos nombres más.

Fue así como los Marshalls de



Los tres adultos involucrados en el crimen, de acuerdo con la policía, son: Erick Alexander Contreras Navarro (izq.), Denis Ludwin Espinal Álvarez (centro) y Manuel Enrique Robles López (der.). FOTO: CORTESÍA.

los Estados Unidos detuvieron en Carolina del Norte, el pasado 20 de marzo, a Denis Ludwin Espinal Álvarez, de 19 años, y a Alexander Contreras Navarro, de 23, quienes residían en Oxon Hill, Maryland, y Manassas, respectivamente.

Hasta el momento las autoridades tratan de establecer los

motivos por el que los sospechosos pudieran encender el carro y acabar con la vida de una mujer.

El jueves de marzo, un reporte de un incendio en el Veterans Park alertó a los bomberos, quienes con rapidez se trasladaron hasta el área para tratar de apagar las llamas que salían de un carro estacionado en una

carretera alterna. Para sorpresa de los bomberos, dentro del vehículo encontraron lo que parecía un cuerpo humano y alertaron a la policía. Se trata de una mujer a la que la policía, hasta el cierre de esta nota, había identificado, sin embargo, mandaron a realizar más análisis de ADN para confirmar sus averiguaciones.

Coincidentemente, un día antes la policía del condado de Montgomery, en Maryland, estaba lidiando con una situación similar, en donde encontraron un cuerpo dentro de un vehículo en llamas en una zona boscosa, cerca de una escuela secundaria en Clarksburg. La víctima fue identificada como Angela Fay, de 29 años.

Por este caso la policía detuvo a Stephan Lery H. Lunningham, de 29 años, quien deberá responder a cargos por asesinato en primer grado, además del cargo por incendiar el automóvil de manera intencional.

PATRULLA METROPOLITANA

Fatal incendio en Mt. Rainier

Dos personas murieron tras registrarse un incendio en Mt. Rainier, Maryland, el jueves por la mañana. El incendio, que estalló en la calle 34 y Eastern Avenue, NE, fue alertado por un bombero que estaba fuera de servicio y que casualmente pasaba por el lugar. Las llamas ardían en el primer y segundo piso de la casa. El cuerpo de bomberos de Prince George's llegó a la escena alrededor de las 6 de la mañana y tuvieron que retirarse después de aproximadamente 30 minutos debido a que el techo colapsó. Una vez que aseguraron el lugar, volvieron a entrar a las 7:00 de la mañana y localizaron a la segunda víctima. La causa del incendio, hasta el cierre de esta nota desconocida. Un vecino en el área dijo que una pareja mayor había sido residentes de la casa desde hacía mucho tiempo.

Homicidio-suicidio en Odenton

La policía que investiga la muerte de una pareja en Odenton, Maryland, determinó que la mujer disparó y mató a su esposo antes de dispararse ella misma con el arma. La policía del condado de Anne Arundel señaló en un comunicado de prensa el martes que la evidencia física recuperada de la escena identificó las muertes sospechosas de Veronica Crystal Jackson, de 47 años, y Charles James Edward Jackson, de 55 años, como un homicidio-suicidio. La pareja fue encontrada muerta en un hogar el 25 de febrero. Según la policía, una residente de la casa llamó al 911 después de encontrar a las víctimas.

Le pega a su bebé hasta que lo mata

Un hombre de Maryland fue condenado por golpear a su hijo recién nacido hasta ocasionarle la muerte. La Oficina del Fiscal del Condado de Wicomico emitió un comunicado el miércoles anunciando que Shane Lee Faucette, de 31 años, fue condenado por abuso infantil en primer grado que resultó en la muerte del 13 de marzo. Faucette admitió haber golpeado repetidamente a su hijo de apenas 18 días, Luke Faucette, en la cabeza por seguir llorando. Dijo que luego retrasó la búsqueda de atención médica para el bebé durante tres horas. Los médicos notaron numerosas lesiones y hemorragias en la cabeza de la criatura, entre otras lesiones. Una autopsia reveló que el niño sufrió fracturas sustanciales en el cráneo y que tenía sangre presente en la parte superior de su cerebro. Faucette está programado para ser sentenciado en mayo, en espera de la finalización de una investigación previa a la sentencia. Pie de Foto: Shane Lee Faucette. Foto: Cortesía.



Shane Lee Faucette. FOTO: CORTESÍA.

Muere atropellada en Maryland

Una mujer de 24 años que se dirigía a una entrevista de trabajo fue asesinada cuando cruzaba la concurrida de Indian Head Highway el jueves por la mañana en la intersección con Kerby Hill Road, en Fort Washington, Maryland. Samira Jenkins iba a una entrevista de trabajo el jueves por la mañana cuando fue atropellada. De lo fuerte del impacto, la mujer perdió la vida en la carretera antes de cualquier ayuda pudiese llegar. La familia de Jenkins está pidiendo que las autoridades hagan para contrarrestar el peligro que esta vía presenta para los peatones.

Autoridades hallaron muertos a una madre y su hijo

Hombre de Loudoun acusado de asesinato

JOSSMAR CASTILLO
WASHINGTON HISPANIC

A casi dos meses del asesinato de una madre y su hijo dentro de una residencia en la comunidad de Allie, en el condado de Loudoun, las autoridades dieron el pasado martes 20 con la captura de un hombre sospechoso de haber cometido el delito.

Brian Welsh, de 38 años, es el principal sospechoso de acabar con la vida de Mala Manwani, de 55 años, y su hijo Rishi, de 32, en

la residencia de la mujer, ubicada en la cuadra 2300 de la Toney Court. Los cuerpos de las personas fueron hallados después de que los compañeros de trabajo de Mala Manwani, reportaran que tenían varios días sin saber de ella. La última vez que tuvieron algún contacto fue cuando ella envió un correo electrónico relacionado con asuntos laborales.

De acuerdo con las investigaciones, Rishi Manwani y Welsh estaban involucrados en actividades con drogas, compra y distribución, que llevaban a cabo

dentro de la casa de Mala sin que esta se diera por enterada. Estas averiguaciones fueron posibles después de que detectives involucrados en el caso entrevistaran a unas 60 personas, incluyendo a Brian Welsh.

A Welsh se le encontró el arma con el que supuestamente le quitó la vida a estas dos personas. Mala y Rishi estaban sin vida en diferentes habitaciones de la residencia cuando las autoridades los hallaron. Brian y Rishi supuestamente eran amigos cercanos que no se veían con frecuencia.

“Esto simplemente muestra cuán devastador es este problema en general”, dijo Michael L. Chapman, alguacil del condado de Loudoun, en referencia a las actividades criminales relacionadas con el tráfico de drogas.

Los casquillos de bala recogidos en la escena del crimen coinciden perfectamente con los que disparó el arma en propiedad de Welsh. Chapman dijo que el sospechoso no tiene antecedentes criminales previos, y que actualmente está en un Centro de Detención de Adultos sin derecho a una libertad condicional.

495
MANAGED LANES STUDY
270

JOIN US AT ONE OF THESE OPEN HOUSES!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation has introduced an innovative Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways, I-495 and I-270. The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are preparing an Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

This Study is the first element of a broader Traffic Relief Plan which considers improvements along the entire length of I-495, as well as I-270. The first phase limits extend along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including the east and west I-270 spurs. The study will include a review of existing and future traffic, roadway, and environmental conditions to identify alternatives.

The state will hold a series of Open Houses in April which will:

- Provide the public with an introduction and overview of the study.
- Introduce staff who can answer study-related questions.
- Welcome public comment on the study scope, including the purpose and need, potential alternatives to be studied, environmental impacts to be considered, and evaluation methods to be used.

Note: The meetings will be an Open House format, allowing attendees to review display boards and dialogue with MDOT SHA Study Team staff.

Can't Attend?
Meeting materials, including an online meeting presentation, will be available on the study website at 495-270-P3.com.

PROGRAM OVERVIEW

- I-495 & I-270 P3 Program
- I-495 & I-270 Managed Lanes Study
- OPEN HOUSE
- Open House Locations

Tuesday, April 17, 2018
6:30 p.m. – 8:30 p.m.
Dr. Henry Wise Jr. High School
12650 Brook Lane, Upper Marlboro, MD 20772

Wednesday, April 18, 2018
6:30 p.m. – 8:30 p.m.
Clarksburg High School
22500 Wims Road, Clarksburg, MD 20871

Thursday, April 19, 2018
6:30 p.m. – 8:30 p.m.
Bethesda Chevy Chase High School
4301 East West Highway, Bethesda, MD 20814

Tuesday, April 24, 2018
6:30 p.m. – 8:30 p.m.
Eleanor Roosevelt High School
7601 Hanover Parkway, Greenbelt, MD 20770

REQUEST FOR ASSISTANCE: The Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the project toll-free number at 833-858-5960 by April 10, 2018.



DEPORTES

Washington
Hispanic

30 de marzo del 2018

www.washingtonhispanic.com

RUMBO A FIFA WORLD CUP RUSSIA 2018



La "Blanquiroja" deja una buena impresión en partidos

Perú doblega 3-1 a Islandia y extiende racha de invicto

En el Mundial de Rusia Perú enfrentará a rivales similares o más fuertes que los debutantes del norte de Europa.

WASHINGTON HISPANIC
AP

Los goles de Renato Tapia, Raúl Ruidiaz y Jefferson Farfán le dieron a Perú el martes la victoria por 3-1 ante

Islandia en un partido de ensayo de cara a la Copa del Mundo.

Islandia empató transitoriamente con un cabezazo de Jon Gudni Fjöluson tras el madrugador gol de Tapia.

Perú, que venía de ganarle 2-0 a Croacia el viernes en Miu-

mi, dejó una buena imagen en la doble fecha FIFA. El equipo del técnico argentino Ricardo Gareca ratificó su buen presente al estar a 12 su racha de partidos sin perder, una imbatibilidad que catapultó a Perú a su primer Mundial desde 1982.

La racha es la más prolongada del seleccionado peruano en casi ocho décadas. Igualó el invicto de 12 partidos que el equipo nacional mantuvo entre 1937-41.

"Siempre es importante ganar. El rival de hoy tiene características similares a las que vamos a enfrentar más adelante", dijo Gareca. En el Mundial de Rusia, la Blanquiroja en-

frentará a Francia, Australia y Dinamarca en el Grupo C.

Perú no pierde desde que sufrió una derrota el 15 de noviembre de 2010, al sucumbir 2-0 ante Brasil en Lima por las eliminatorias.

En la Red Bull Arena en Nueva Jersey, Perú mostró personalidad y buen fútbol frente a un adversario que tendrá su debut absoluto en los mundiales dentro de meses con un partido ante Argentina en Moscú.

"Hay aspectos para mejorar. Hoy recibimos un gol de pelota parada... son cosas que tenemos que corregir", indicó Gareca. "El equipo sabe lo que quiere en el campo de juego. Eso me deja



Raul Ruidiaz (11) festeja tras anotar un gol para Perú junto a Jefferson Farfán (10) en la victoria 3-1 ante Islandia en un partido amistoso en Harrison, Nueva Jersey, el martes 27 de junio de 2018. FOTO: AP.

tranquilo".

Al compás del juego de Farfán, Christian Cueva y André Carrillo, Perú no tardó en hacer valer su superioridad al abrir el marcador apenas en el segundo minuto con el tanto de Tapia. Perú se dejó estar tras el gol de Islandia, con un planteamiento rudimentario pero disciplinado, logró nivelar a los 22 minutos mediante el tanto de Fjöluson

con un cabezazo tras un tiro de esquina. Ruidiaz se encargó de restablecer la ventaja para Perú a los 58 con un remate bajo y casi sin ángulo, luego de un balón que había sido peinado cerca del arco por la "Foguilla" Farfán. El tercer peruano fue la culminación de una jugada colectiva a los 75, con Farfán definiendo con un remate que se desvió en un defensor.

CONSULTA GRATUITA



LAW OFFICE OF
WANI &
ASSOCIATES, P.C

Llame gratis : 1-866-755- WANI
Hacemos casos en Virginia, Maryland y DC.

- BANCARROTA
- MODIFICACIÓN DE PRESTAMOS

\$50
de descuento

Tyson's Office
7777 Leesburg Pike,
Suite 307N
Falls Church, VA 22043
703-556-6626

Maryland Office
8020 New Hampshire Ave
Suite 108
Langley park, MD 20783
301-434-1666

WASHINGTON HISPANIC
AP

Con Lionel Messi otra vez de mero espectador en un palco, Argentina se derrota ante una implacable España. Isco Alarcón se desahogó con un triplete en el lapidario 6-1 que España le endosó el martes a la Albiceleste en el partido amistoso disputado en el estadio Wanda Metropolitano de Madrid.

Diego Costa, Thiago Alcántara e Iago Aspas también mar-

caron por España.

"Tenemos que aprender de todo esto", señaló el técnico argentino Jorge Sampaoli. "Veníamos a buscar jugadores para definir la lista del Mundial y habrá que sacar conclusiones".

Luego de perderse la victoria 2-0 ante Italia en Manchester el viernes pasado como precaución por problemas musculares en la pierna derecha, se esperaba la presencia de Messi para enfrentar a la Roja. Pero el astro del Barcelona volvió a ser descartado por las dolencias que arrastra.

Mientras España exhibía todo su poderío al mantenerse invicto en 18 partidos con el técnico Julen Lopetegui y sacarle lustre a sus credenciales de candidatura a volver al trono en la próxima Copa del Mundo, Sampaoli afrontará más dudas sobre si Argentina podrá finalmente salir campeona sin Messi.

"Leo es una pieza fundamental para nosotros", dijo el volante Maximiliano Meza. "En el primer tiempo, sin jugar bien, tuvimos las chances de ponernos en ventaja y empatar el partido".

El trámite del fogueo fue parejo al principio, pero duró muy poco.

"El rival nos abofeteó, hay que hacerse cargo, seguir bajando y dar la cara", añadió.

Isco, Marco Asensio y en menor medida Andrés Iniesta cargaron la propuesta de España, con su habitual estilo de presión muy arriba que complicó la salida a Argentina.

"España nos agarró atacando con mucho vértigo y desorden. Cuando terminaban malos ataques venían los goles", analizó Sampaoli.



JOIN US AT ONE OF THESE OPEN HOUSES!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation has introduced an innovative Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways, I-270 and I-495. The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are preparing an Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

This Study is the first element of a broader Traffic Relief Plan which considers improvements along the entire length of I-495, as well as I-270. The first phase limits extend along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including the east and west I-270 spurs. The study will include a review of existing and future traffic, roadway, and environmental conditions to identify alternatives.

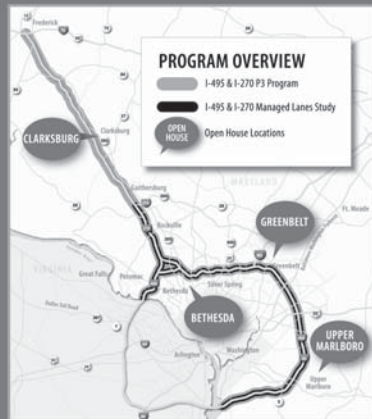
The state will hold a series of Open Houses in April which will:

- Provide the public with an introduction and overview of the study.
- Introduce staff who can answer study-related questions.
- Welcome public comment on the study scope, including the purpose and need, potential alternatives to be studied, environmental impacts to be considered, and evaluation methods to be used.

Note: The meetings will be an Open House format, allowing attendees to review display boards and dialogue with MDOT SHA Study Team staff.

Can't Attend?

Meeting materials, including an online meeting presentation, will be available on the study website at 495-270-P3.com.



Tuesday, April 17, 2018

6:30 p.m. – 8:30 p.m.

Dr. Henry Wise Jr. High School

12650 Brook Lane, Upper Marlboro, MD 20772

Wednesday, April 18, 2018

6:30 p.m. – 8:30 p.m.

Clarksburg High School

22500 Wims Road, Clarksburg, MD 20871

Thursday, April 19, 2018

6:30 p.m. – 8:30 p.m.

Bethesda Chevy Chase High School

4301 East West Highway, Bethesda, MD 20814

Tuesday, April 24, 2018

6:30 p.m. – 8:30 p.m.

Eleanor Roosevelt High School

7601 Hanover Parkway, Greenbelt, MD 20770

REQUEST FOR ASSISTANCE: The Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the project toll-free number at 833-858-5960 by April 10, 2018.



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION



JOIN US AT ONE OF THESE OPEN HOUSES!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation has introduced an innovative Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways, I-270 and I-495. The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are preparing an Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

This Study is the first element of a broader Traffic Relief Plan which considers improvements along the entire length of I-495, as well as I-270. The first phase limits extend along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including the east and west I-270 spurs. The study will include a review of existing and future traffic, roadway, and environmental conditions to identify alternatives.

The state will hold a series of Open Houses in April which will:

- Provide an introduction and overview of the study
- Introduce staff who can answer study-related questions
- Welcome input on the study scope, purpose and need, potential alternatives, environmental considerations, and evaluation methods

Note: The meetings will be an Open House format, allowing attendees to review display boards and dialogue with MDOT SHA Study Team staff.

Can't Attend?

Meeting materials, including an online meeting presentation, will be available on the study website at 495-270-P3.com.

Tuesday, April 17, 2018

6:30 p.m. – 8:30 p.m.

Dr. Henry Wise Jr. High School

12650 Brook Lane, Upper Marlboro, MD 20772

Wednesday, April 18, 2018

6:30 p.m. – 8:30 p.m.

Clarksburg High School

22500 Wims Road, Clarksburg, MD 20871

Thursday, April 19, 2018

6:30 p.m. – 8:30 p.m.

Bethesda Chevy Chase High School

4301 East West Highway, Bethesda, MD 20814

Tuesday, April 24, 2018

6:30 p.m. – 8:30 p.m.

Eleanor Roosevelt High School

7601 Hanover Parkway, Greenbelt, MD 20770



STATE HIGHWAY
ADMINISTRATION

REQUEST FOR ASSISTANCE: The Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate (interpreter for hearing/speech difficulties or assistance with the English language) should contact the project toll-free number at 833-858-5960 by April 10, 2018. To receive this postcard in an alternate language, please send an email to 495-270-P3@sha.state.md.us. Please indicate the language in the subject line.



Chinese:

如需<中文版>的简报，请发电子邮件到 495-270-P3@sha.state.md.us。请在电子邮件主题栏标出



Amharic:

ይህንን ጋዜጣ በ<አማርኛ> ለማግኘት፣ እባክዎ በሚከተለው አድራሻ ኢሜይል ይላኩ፡ 495-270-P3@sha.state.md.us። እባክዎ በኢሜይል ርዕስ ላይ ብለው ያመልከቱ።



Vietnamese:

Để nhận được bản tin này bằng <tiếng Việt>, xin vui lòng gửi email đến: 495-270-P3@sha.state.md.us. Xin vui lòng biểu thị trong dòng tiêu đề email.



Spanish:

Para recibir este boletín en, por favor envíe un correo electrónico a: 495-270-P3@sha.state.md.us. Por favor indique en el asunto del correo electrónico.



From: [Samuel Kahl](#)
Cc: [Gregory Slater](#); [Lisa Choplin](#)
Subject: I-495 & I-270 Managed Lanes Study

March 22, 2018
Elected Officials Email

March 22, 2018

As an elected official within the National Capital region, you know first-hand that the region is one of the most congested in the nation with some of the highest commuting times. To address this issue, the Maryland Department of Transportation (MDOT) has introduced an innovative "Traffic Relief Plan" to reduce congestion on Maryland roads, including two of the state's most heavily traveled highways, I-270 and I-495. The Traffic Relief Plan considers improvements along the entire length of I-495, as well as the entire length of I-270 up to I-70 in Frederick County. In balancing the need for congestion improvements within a highly developed area, one of the Maryland Department of Transportation State Highway Administration's (MDOT SHA) goals is to be considerate of the environment and community.

As part of this undertaking, MDOT SHA is initiating an environmental study to identify innovative transportation solutions to reduce the effects of congestion for millions of drivers in your area. This transformative effort will improve the daily lives of citizens and other users by reducing congestion and providing a more reliable drive. The study, which is the first element of the broader Traffic Relief Plan, extends along I-495 from south of the American Legion Bridge in Virginia to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370 including the I-270 east and west spurs, is in the very early stages.

MDOT SHA is sending residents and businesses throughout the corridor notification of our intent to commence the environmental study and to ask for participation in a series of public workshops in April. The purpose of these workshops is to gather valuable input that will aid in development of the study effort. The best way for all interested stakeholders to get involved with and keep informed of the I-495 & I-270 Managed Lanes Study is to visit MDOT SHA's I-495 & I-270 Managed Lanes Study webpage, www.495-270-P3.com. The website will allow interested persons to participate in a customer survey to provide input and feedback. This is just the beginning of efforts to involve the public in this transformative effort. While feedback will always be welcomed and encouraged, future meetings will be scheduled and communicated as the study develops.

We are committed to delivering an innovative solution to address the daily congestion issue along I-495 and I-270 while minimizing impacts to the community and to the environment. I look forward to and encourage your participation in this study.

If you have any questions or concerns, please do not hesitate to contact Ms. Lisa B. Choplin, MDOT SHA P3 Project Director, at 410-545-0438 or via email at 495-270-P3@sha.state.md.us. Ms. Choplin will be happy to assist you.

Sincerely,

Gregory Slater
Administrator

From: [Samuel Kahl](#)
Cc: [Gregory Slater](#); [Lisa Choplin](#)
Subject: I-495 & I-270 Managed Lanes Study

April 11, 2018
Elected Officials Email

April 11, 2018

At the Maryland Department of Transportation State Highway Administration (MDOT SHA), we recognize that providing timely and accurate communication to our customers will be essential in delivering innovative transportation solutions to reduce the effects of congestion for millions of drivers in the National Capital Region. We are, therefore, providing you an update on the environmental study along I-495 from south of the American Legion Bridge in Virginia to east of the Woodrow Wilson Bridge, and along I-270 from I-495 to I-370 including the I-270 east and west spurs.

To gain a better understanding of the properties, land use, existing environmental conditions and cultural resources, MDOT SHA needs to complete field research and survey activities. These surveys may include identification of land features, streams, wetlands, noise barriers, utilities, cultural resources, etc. This work is a necessary first step in the environmental study and will directly assist MDOT SHA in performing the environmental evaluation of the corridors. Letters are being sent this week to adjoining property owners to provide notification of the need to proceed with these surveys.

As a reminder, MDOT SHA is holding a series of public workshops in Montgomery and Prince Georges Counties, beginning next week, to gather valuable input that will aid in development of the "I-495 & I-270 Managed Lanes Study." More details can be found on MDOT SHA's I-495 & I-270 Managed Lanes Study webpage, www.495-270-P3.com. The website allows interested persons to participate in a customer survey to provide input and feedback. This is just the beginning of efforts to involve the public in this transformative effort. While feedback will always be welcomed and encouraged, future meetings will be scheduled and communicated as the study develops.

We remain committed to delivering an innovative solution to address the daily congestion issue along I-495 and I-270 while minimizing impacts to the community and to the environment. I look forward to and encourage your participation in this study.

If you have any questions or concerns, please do not hesitate to contact Ms. Lisa B. Choplin, MDOT SHA P3 Project Director, at 410-637-3320 or via email at 495-270-P3@sha.state.md.us. Ms. Choplin will be happy to assist you.

Sincerely,

Gregory Slater
Administrator

Maryland Department of Transportation
State Highway Administration

MDOT SHA I-495/I-270 P3 Program NEPA Open House Media Coverage

Date: May 1, 2018



Table of Contents

1. Open House Summary.....	2
2. Coverage Overview	2
3. Articles	3

1. Open House Summary

The NEPA Open Houses were announced via [press release](#) April 3, 2018 and social media promotion followed immediately. The original press release generated articles from BayNet, WTOP, MyMCMedia (a Montgomery County Outlet), Greater Greater Washington, and Bethesda Magazine.

During the week of the open houses, additional social media posts helped to promote the events. WTOP, WJLA/ABC and WTTG/Fox5 covered the open houses during this week, in addition to hyperlocal outlets like MyMCMedia and LocalDMV.com.

The coverage appears to have made an impact, generating the following participation for the open Houses and online materials:

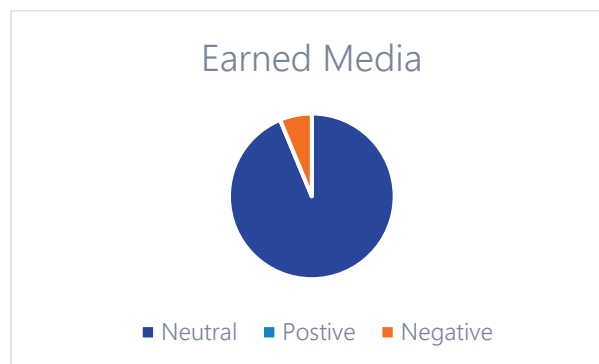
- 374 people attended the 4 open houses
- 143 written comment forms received from the meetings
- 10 Media attended the 4 open houses
- 55 Title VI forms completed and submitted at the open houses
- 6,779 hits on www.495-270-P3.com
- 460 people visited the narrated, on-line Scoping meeting, which is the same information presented at in person meetings
- 713 people have completed the on-line survey with questions about people's driving habits and concerns about the corridor

2. Coverage Overview

Overview

Both the earned media articles and the social media posts about the open houses were primarily neutral. The social media posts had a bit more variance, with some people expressing that they prefer public transportation investments over highway/infrastructure improvements.

By the Numbers



Earned Media Reach: 4,335,365
Top Article (by reach): “Maryland drivers weigh in on proposed traffic relief plan” WJLA April 17, 2018 Reach: 950,877
Total # of Articles: 16

3. Articles

Open houses scheduled for traffic relief plan

BayNet.com

April 3, 2018

ANNAPOLIS, Md. – The Maryland Department of Transportation State Highway Administration (MDOT SHA) will hold four public open houses in April for the I-495 and I-270 Managed Lanes Study, which is the first step for public input on the Traffic Relief Plan to reduce congestion on two of the state’s most heavily traveled highways. The National Capital region is one of the most congested in the nation with some of the highest commuting times.

Full Story: <http://www.thebaynet.com/articles/0418/open-houses-scheduled-for-traffic-relief-plan.html>

Public gets chance to weigh in on Md. Toll lane plans

Max Smith

WTOP

April 3, 2018

WASHINGTON — Maryland's \$7.5 billion plans to put toll lanes on Interstate 270 and around the Capital Beltway over the American Legion Bridge will go to the public this month for the first official feedback opportunities.

Full Story: <https://wtop.com/maryland/2018/04/public-gets-chance-to-weigh-in-on-md-toll-lane-plans-later-this-month/>

Open Houses Planned for Public to Express Opinions on I-270, I-495 work

MyMCMedia

April 4, 2018

Commuters and others will get two chances this month to express their opinions on traffic congestion projects planned for I-270 and the Capital Beltway.

The first will be from 6:30 p.m. to 8:30 p.m. Wednesday, April 18, at Clarksburg High School, 22500 Wims Road.

Full Story: <http://www.mymcmmedia.org/open-houses-planned-public-express-opinions-270-495-work/>

SHA Seeks Public Input for Study of Managed Lanes on Beltway and I-270

Bethesda Magazine

April 9, 2018

The State Highway Administration (SHA) is seeking the public's input as it develops a plan to reduce traffic congestion on the Beltway and I-270.

The SHA will hold four open houses in April in Montgomery and Prince George's counties on the I-495 and I-270 Managed Lanes Study, which is the first step for public input on its traffic relief plan, according to an agency press release.

Full Story: <http://www.bethesdamagazine.com/Bethesda-Beat/2018/SHA-Seeks-Public-Input-for-Study-of-Managed-Lanes-on-Beltway-and-I-270/>

Events: 10+ events you don't want to miss
Greater Greater Washington
Claire Jaffe
April 16, 2018

Traffic reduction in Maryland (multiple meeting times): There is a lot of traffic on I-495 and I-270 in Maryland. The Maryland Department of Transportation State Highway Administration (MDOT SHA) is working on a traffic relief plan to reduce congestion. Attend one of four public open houses in April to weigh in on the plan. The first three are this week: April 17 at Dr. Henry Wise Jr. High School (12650 Book Lane, Upper Marlboro), April 18 at Clarksburg High School (22500 Wims Road, Clarksburg) and April 19 at Bethesda Chevy Chase High School (4301 East West Highway, Bethesda). All meetings run from 6:30 to 8:30 pm.

Full Article: <https://ggwash.org/view/67276/events-10-events-you-dont-want-to-miss>

SHA Seeks Public Input for Study of Managed Lanes on Beltway and I-270
WJLA
Heather Graf
April 17, 2018



SUITLAND, Md. (ABC7) — On Tuesday, Maryland drivers got their first chance to weigh in on a plan that would bring big changes to some of this region's busiest roads.

It was back in September of 2017 when Governor Larry Hogan announced a traffic relief plan that would add four express toll lanes, two in each direction, to the Maryland portion of the Beltway and the entire length of I-270.

Now, the Maryland Department of Transportation is seeking [public input](#) on the proposal.

Full article: <http://wjla.com/news/local/maryland-drivers-weigh-in-on-proposed-traffic-relief-plan>

Maryland drivers weigh in on proposal to add tolls to Interstate 270, Beltway

Fox5 DC

Cori Coffin

April 17, 2018



UPPER MARLBORO, Md. – For the first time Tuesday night, Maryland drivers got to weigh in on a proposal to bring toll lanes to the Beltway.

Maryland Gov. Larry Hogan first [announced the historic initiative](#), which would be privately funded, in September. He cited AAA, which estimates Marylanders have the second-worst commute in the nation behind New York City.

Full Article: <http://www.fox5dc.com/news/local-news/maryland-drivers-weigh-in-on-proposal-to-add-tolls-to-interstate-270-beltway>

First chance to weigh in on plan to add toll lanes to Beltway, I-270 in Md.

WCBC

April 17, 2018

Maryland's governor has proposed an ambitious plan to widen lanes on the Beltway and Interstate 270, and now the state wants to hear from the public about its plans.

The Tuesday meeting in Upper Marlboro is the first of four public forums about the I-495 and I-270 Managed Lanes Study.

Full Article: <https://www.wbcradio.com/?archiv=first-chance-to-weigh-in-on-plan-to-add-toll-lanes-to-beltway-i-270-in-md>

First chance to weigh in on plan to add toll lanes to Beltway, I-270 in Md.

David Dildine

WTOP

April 17, 2018

WASHINGTON — Maryland's governor has proposed an ambitious plan to widen lanes on the Beltway and Interstate 270, and now the state wants to hear from the public about its plans.

The Tuesday meeting in Upper Marlboro is the first of four public forums about the I-495 and I-270 Managed Lanes Study.

The Maryland Highway Administration calls the study the first step for public input on Governor Larry Hogan's "[Transportation Relief Plan](#)," which seeks to add express toll lanes to the Beltway and I-270 through public-private partnerships or P3s. The initiative was announced last September.

Full Article: <https://wtop.com/dc-transit/2018/04/first-chance-weigh-plan-add-toll-lanes-beltway-270-md/>

MDOT hosts discussion of plans to cut back on traffic in Montgomery, Prince Georges counties

Shennekia Grimshaw

LocalDVM

April 17, 2018

CLARKSBURG, Md. — If you live in Montgomery or Prince George's County, you're no stranger to traffic — and lots of it. Well, now the Maryland Department of Transportation is aiming to bring traffic relief to the area.

State officials say the plan is to restore quality of life to residents in the area. MDOT is hosting open houses in different parts of Maryland along the two major highways, and Wednesday night, hundreds of residents gathered to view traffic studies, and give their opinions on what needs to be done around the capital beltway to alleviate traffic. After MDOT gets feedback from the community, officials say they will finalize the plan without it being a burden to taxpayers.

Full Article: <http://www.localdvm.com/news/i-270/mdot-hosts-discussion-of-plans-to-cut-back-on-traffic-in-montgomery-prince-georges-counties/1129364033>

FIVE THINGS TO KNOW FOR APRIL 18 IN MONTGOMERY COUNTY

Michelle Queen

MyMCMedia

April 18, 2018

Here are five things to know for Wednesday, April 18, in Montgomery County:

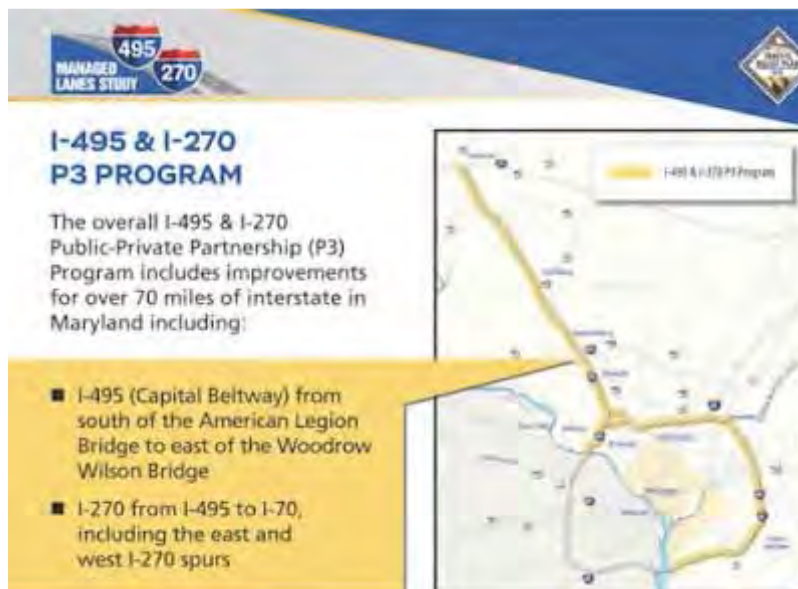
1. I-270 and I-495 Traffic Congestion open house: The Maryland State Highway Administration will hold an [open house at Clarksburg High School](#) from 6:30 to 8:30 p.m. tonight give the public an opportunity to learn about and comment on the efforts to reduce congestion on I-270 and the Capital Beltway.

MDOT meeting on Hogan Express Lanes plan for I-495, I-270 tonight in Bethesda

Robert Dyer
Robert Dyer @ Bethesda Row
April 19, 2018

The Maryland Department of Transportation held a public meeting last night in Clarksburg to introduce basic information about Gov. Larry Hogan's Express Lanes proposal for I-495 and I-270, and get preliminary feedback from attendees. An identical open house will be held **tonight, Thursday, April 19, 2018 from 6:30-8:30 PM at Bethesda-Chevy Chase High School.**

Officials said future meetings will offer more specifics on alternatives, as well as environmental and property issues. Another public meeting will be held this year, and a public hearing on the environmental impact statement in 2019. MDOT anticipates a final Record of Decision on the project in 2020.



Full Article: <http://robertdyer.blogspot.com.au/2018/04/mdot-meeting-on-hogan-express-lanes.html>

Events: Join us for happy hour and get involved across the region
Greater Greater Washington
Claire Jaffe
April 23, 2018

Want less traffic on I-495 and I-270 in MD? The Maryland Department of Transportation State Highway Administration is working on a study to reduce congestion on I-495 and I-270. Learn more about the study and weigh in on the options at one of several public meetings this April. The next meeting is at Bethesda Chevy Chase High School (4301 East West Highway) at 6:30 pm.

Full Article: <https://ggwash.org/view/67374/events-join-us-for-happy-hour-and-get-involved-across-the-region>

Maryland is fast-tracking its plan to widen the Beltway and I-270
Greater Greater Washington
Sean Emerson, Action Committee for Transit
April 24, 2018

The Maryland Department of Transportation (MDOT) is beginning the federal environmental study process of the governor's proposal to widen the Capital Beltway and I-270, which will be one of the largest and most impactful infrastructure projects in the region's history if it comes to fruition. The project is being expedited and within two years, the state expects to have a detailed plan for widening the highways.

Full Op-Ed: <https://ggwash.org/view/67378/maryland-sets-an-ambitious-timeline-to-study-widening-the-beltway-and-i-270>

Study aims to ease congestion through toll lanes on Capital Beltway, I-270
WTOP
Kate Ryan
April 25, 2018

LINTHICUM, Md. — The last of four “open houses” for public comment on the study of a plan to add toll lanes to the Capital Beltway and Interstate 270 was held Tuesday night, but Maryland transportation officials are welcoming public comments through May 1.

The study will look at how capacity can be added to Maryland roadways, which are already among the most congested in the nation, according to the Maryland Department of Transportation.

Full Article: <https://wtop.com/dc-transit/2018/04/study-examines-how-to-ease-traffic-on-md-roads/>

SHA HOLDS OPEN HOUSE ON HOGAN'S I-270 PLAN
Montgomery Sentinel
Neal Earley
April 27, 2018

BETHESDA -- In September Gov. Larry Hogan (R) announced his ambitious plan to fix traffic congestion on two of the County's most important roadways by adding additional lanes.

In his proposal, Hogan promised to add toll lanes to I-270 and I-495 as way to clear traffic congestion with little cost to the taxpayer. Although Hogan promised his plan to widen I-270 and I-495 would be “transformative” for commuters around the state, some said they were skeptical of his plan.

Full Article: <http://www.thesentinel.com/mont/news/state/item/6732-sha-holds-open-house-on-hogan-s-i-270-plan>

Appendix - Full Articles

Open houses scheduled for traffic relief plan

BayNet.com

April 3, 2018

ANNAPOLIS, Md. – The Maryland Department of Transportation State Highway Administration (MDOT SHA) will hold four public open houses in April for the I-495 and I-270 Managed Lanes Study, which is the first step for public input on the Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways. The National Capital region is one of the most congested in the nation with some of the highest commuting times.

"Understanding the local perspective will help us determine the best plan to reduce traffic congestion, increase economic development, enhance safety and return quality of life to Maryland commuters in this area," said Transportation Secretary Pete K. Rahn.

MDOT SHA, in conjunction with the Federal Highway Administration (FHWA), will prepare an Environmental Impact Statement for the I-495 and I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

The study considers improvements along the entire length of I-495 (Capital Beltway) in Maryland, as well as the entire length of I-270 (Dwight D. Eisenhower Memorial Highway) up to I-70 in Frederick County, Maryland. The I-495 and I-270 Managed Lanes Study extends along I-495 from south of the American Legion Bridge in Virginia to east of the Woodrow Wilson Bridge and on I-270 from I-495 to I-370, including the east and west spurs. The study will include a review of existing and future traffic, existing roadway infrastructure, and environmental conditions to identify alternatives and assess potential impacts.

The four public open houses will solicit public input regarding the scope of the study, including the purpose and need, potential alternatives to be considered, and environmental impacts to be evaluated.

The open house dates and locations are as follows:

Tuesday, April 17; 6:30 to 8:30 p.m.

Dr. Henry Wise Jr. High School
12650 Brook Lane
Upper Marlboro, MD 20772

Wednesday, April 18; 6:30 to 8:30 p.m.

Clarksburg High School

22500 Wims Road
Clarksburg, MD 20871

Thursday, April 19; 6:30 to 8:30 p.m.

Bethesda Chevy Chase High School
4301 East West Highway
Bethesda, MD 20814

Tuesday, April 24; 6:30 to 8:30 p.m.

Eleanor Roosevelt High School
7601 Hanover Parkway
Greenbelt, MD 20770

All open houses related to the study will be held in locations accessible to persons with disabilities. Any person requiring special assistance, such as a language interpreter, should contact 1-833-858-5960 or via email at 495-270-P3@sha.state.md.us at least 48 hours before the workshop they want to attend.

CONTACT INFORMATION: The public and other interested parties are encouraged to comment on-line at the study's website (www.495-270-P3.com), via email at 495-270-P3@sha.state.md.us, or by hard copy during the public workshops. Hard copy comments can also be mailed to the I-495 and I-270 P3 Project Office at the Maryland Department of Transportation State Highway Administration,

707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202.

Jeanette Mar – Environmental Program Manager, Federal Highway Administration, Maryland Division

George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201
(410) 779-7152; Jeanette.mar@dot.gov

Lisa B. Choplin – Project Director, I-495 and I-270 P3 Project Office

Maryland Department of Transportation State Highway Administration
707 North Calvert Street, Mail Stop P-601
Baltimore MD 21202
(833) 858-5960; 495-270-P3@sha.state.md.us

For more information on this project, please visit the project website at www.495-270-P3.com

Public gets chance to weigh in on Md. Toll lane plans

Max Smith

WTOP

April 3, 2018

WASHINGTON — Maryland's \$7.5 billion plans to put toll lanes on Interstate 270 and around the Capital Beltway over the American Legion Bridge will go to the public this month for the first official feedback opportunities.

The four newly announced meetings in Upper Marlboro, Clarksburg, Bethesda and Greenbelt are designed to let neighbors, drivers and commuters offer input on the alternatives that should be considered, environmental concerns, the needs on I-270 and the more than 40 miles of the Capital Beltway from the Virginia side of the Legion Bridge through Montgomery and Prince George's counties to the Virginia side of the Wilson Bridge.

Maryland Gov. Larry Hogan has proposed adding toll lanes in each direction along the entire Maryland portion of the Beltway, including an expanded Legion Bridge. The lanes would connect to the 495 Express Lanes in Virginia. Similar toll lanes would be added along all of I-270 between Frederick and the Beltway under the administration's plans, which would take years to implement.

The costs could largely be paid for through tolls. In Virginia, a group of private companies effectively paid the state for the opportunity to build toll lanes on Interstate 66 outside the Beltway and to collect the tolls.

Maryland has already met with private companies interested in building the lanes on the Beltway and I-270.

Opponents of the Maryland toll lane plans, which would likely mean further widening the Beltway and I-270, have argued that there are alternatives. Other options put forward include better buses and a train option connecting the Bethesda area to Tysons. An extension of the Purple Line, or more limited toll lane expansion have been suggested as possible solutions that could have fewer impacts on people who live near the highways. Reversible lanes could also be considered on I-270, similar to those on I-95 in Virginia.

Conceptual regional plans call for more toll lanes across the region that would be free for HOV users and buses like the existing lanes in Virginia.

Depending on how the deals with the private companies expected to design, build and operate the lanes are negotiated, some money from the tolls could be used to fund express bus services and other alternatives to sitting in traffic or paying tolls.

Open house schedule

The open houses for April 17, 18, 19 and 24 are a very early step in federally-required environmental reviews that narrow down construction ideas and options before final approval. The process can take several years on its own even before construction begins, which would take at least several more years.

Other tolling proposed by the Hogan administration for the Baltimore-Washington Parkway is not part of this study. That \$1.5 billion plan could be more complicated to implement since the National Park Service controls the road.

If you're interested in attending an open house, here are the upcoming dates and locations:

- **Tuesday, April 17** at 6:30 p.m. to 8:30 p.m.
Dr. Henry Wise Jr. High School
12650 Brook Lane
Upper Marlboro, MD 20772
- **Wednesday, April 18** at 6:30 p.m. to 8:30 p.m.
Clarksburg High School
22500 Wims Road
Clarksburg, MD 20871
- **Thursday, April 19** at 6:30 p.m. to 8:30 p.m.
Bethesda Chevy Chase High School
4301 East West Highway
Bethesda, MD 20814
- **Tuesday, April 24** at 6:30 p.m. to 8:30 p.m.
Eleanor Roosevelt High School
7601 Hanover Parkway
Greenbelt, MD 20770

Open Houses Planned for Public to Express Opinions on I-270, I-495 work

MyMCMedia

April 4, 2018

Commuters and others will get two chances this month to express their opinions on traffic congestion projects planned for I-270 and the Capital Beltway.

The first will be from 6:30 p.m. to 8:30 p.m. Wednesday, April 18, at Clarksburg High School, 22500 Wims Road.

The second will be from 6:30 p.m. to 8:30 p.m. Thursday, April 19, at Bethesda-Chevy Chase High School, 4301 East West Highway.

The four public open houses are the first step for public input on the Traffic Relief Plan for the two major Montgomery County highways.

The National Capital region is one of the most congested in the nation with some of the highest commuting times.

The State Highway Administration, in conjunction with the Federal Highway Administration (FHWA), will prepare an environmental impact statement for the I-495 and I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

The study considers improvements along the entire length of the Capital Beltway in Maryland, from south of the American Legion Bridge in Virginia to east of the Woodrow Wilson Bridge.

The study also considers improvements along the entire length of I-270, from I-495 to I-370, including the east and west spurs, and up to Frederick County at the interchange with I-70.

The study will include a review of existing and future traffic, existing roadway infrastructure and environmental conditions to identify alternatives and assess potential impacts.

In addition to the two Montgomery County open houses, SHA also hosts one from 6:30 p.m. to 8:30 p.m. Tuesday, April 17, at Dr. Henry Wise Jr. High School, 12650 Brook Lane, Upper Marlboro, and from 6:30 p.m. to 8:30 p.m. Tuesday, April 24, at Eleanor Roosevelt High School, 7601 Hanover Parkway, Greenbelt.

Interested parties are encouraged to comment on-line at the study's website (www.495-270-P3.com), via email at 495-270-P3@sha.state.md.us, or by hard copy during the public workshops.

Hard copy comments can also be mailed to the I-495 and I-270 P3 Project Office at the Maryland Department of Transportation State Highway Administration, 707 N. Calvert St., Mail Stop P-601, Baltimore MD 21202.

SHA Seeks Public Input for Study of Managed Lanes on Beltway and I-270
Bethesda Magazine
April 9, 2018

The State Highway Administration (SHA) is seeking the public's input as it develops a plan to reduce traffic congestion on the Beltway and I-270.

The SHA will hold four open houses in April in Montgomery and Prince George's counties on the I-495 and I-270 Managed Lanes Study, which is the first step for public input on its traffic relief plan, according to an agency press release.

Residents in the Bethesda area can attend a session from 6:30 to 8:30 p.m. April 19 at Bethesda-Chevy Chase High School at 4301 East West Highway. The other open house scheduled to be held in the county will run from 6:30 to 8:30 p.m. April 18 at Clarksburg High School at 22500 Wims Road.

"Understanding the local perspective will help us determine the best plan to reduce traffic congestion, increase economic development, enhance safety and return quality of life to Maryland commuters in this area," Transportation Secretary Pete K. Rahn said in the release.

State transportation officials along with the Federal Highway Administration will prepare an environmental impact statement for the I-495 and I-270 Managed Lanes Study to "identify innovative transportation solutions to reduce congestion," the release said. The study will include "a review of existing and future traffic, existing roadway infrastructure, and environmental conditions to identify alternatives and assess potential impacts."

Events: 10+ events you don't want to miss
Greater Greater Washington
Claire Jaffe
April 16, 2018

Traffic reduction in Maryland (multiple meeting times): There is a lot of traffic on I-495 and I-270 in Maryland. The Maryland Department of Transportation State Highway Administration (MDOT SHA) is working on a traffic relief plan to reduce congestion. Attend one of four public open houses in April to weigh in on the plan. The first three are this week: April 17 at Dr. Henry Wise Jr. High School (12650 Book Lane, Upper Marlboro), April 18 at Clarksburg High School (22500 Wims Road, Clarksburg) and

April 19 at Bethesda Chevy Chase High School (4301 East West Highway, Bethesda). All meetings run from 6:30 to 8:30 pm.

SHA Seeks Public Input for Study of Managed Lanes on Beltway and I-270

WJLA

Heather Graf

April 17, 2018

SUITLAND, Md. (ABC7) — On Tuesday, Maryland drivers got their first chance to weigh in on a plan that would bring big changes to some of this region's busiest roads.

It was back in September of 2017 when Governor Larry Hogan announced a traffic relief plan that would add four express toll lanes, two in each direction, to the Maryland portion of the Beltway and the entire length of I-270.

Now, the Maryland Department of Transportation is seeking [public input](#) on the proposal.

The first of four open houses on the traffic relief plan took place Tuesday night in Upper Marlboro.

So what do drivers think about the possibility of adding express toll lanes on the Beltway and I-270?

"Well, it's too late. The lanes, the extra lanes should have been added years and years ago," said Connie Puryear. "All you have to do is get on the Beltway and you know it's horrible!"

Others told ABC7 they're not sure exactly how it would work, but they believe now is the time to take action to address congestion.

"I don't know if they have enough space on some of the roads to make it wider, but we need to do something," said Robbie Simmons. "We have to do something with the traffic in this area, so I think it's a good step in the right direction."

Transportation officials say the project is still in its very early stages. The feedback being gathered now is part of an environmental impact study that will take about two years to complete.

That means it will be years before any type of construction even begins.

"The vision is to have improvements added to the roadways that are going to move people, so that people aren't stuck in traffic, have a better quality of life, and can get where they need to go," said Jeffrey Folden, who is Deputy Director of the I-495 & I-270 P3 Program.

P3 stands for Public-Private Partnership. That means Maryland hopes to fund the \$7.6 billion project with a public-private partnership, much like Virginia has done with the Beltway and I-95 HOT lanes.

Under Hogan's plan, private companies would build the express lanes in exchange for future toll revenue.

Folden said it's still far too early to estimate how much those tolls might be. That's one of many things drivers will likely provide feedback on over the next few days.

The next open house is set for Wednesday at 6:30 p.m. It will take place at Clarksburg High School in Clarksburg. Another is planned for Thursday, April 19 at 6:30 p.m. at Bethesda Chevy Chase High School.

SHA Seeks Public Input for Study of Managed Lanes on Beltway and I-270

Fox5 DC

Cori Coffin

April 17, 2018

UPPER MARLBORO, Md. – For the first time Tuesday night, Maryland drivers got to weigh in on a proposal to bring toll lanes to the Beltway.

Maryland Gov. Larry Hogan first [announced the historic initiative](#), which would be privately funded, in September. He cited AAA, which estimates Marylanders have the second-worst commute in the nation behind New York City.

The Maryland Department of Transportation would like to add two toll lanes in each direction to the entirety of Interstate 495 on Maryland's side, and then add two toll lanes in each direction to Interstate 270 from Interstate 495 to Frederick.

That is one option drivers can weigh in on. This would require the highway to be widened and affecting properties along both interstates.

"We know the public is going to be concerned about potentially any impacts to their property," explained Jeffrey Folden, deputy director of the I-495 & I-270 P3 Office for the Maryland Department of Transportation State Highway Administration. "That's why we are doing this now, so we can understand what the public wants and start developing these alternatives to try to minimize any impacts to the public and make sure we are really improving their quality of life overall."

So what is this going to cost taxpayers? MDOT said nothing because of their public-private partnership (known as a P3). MDOT puts up the initial funds, then a private company comes in, effectively pays that money back and puts up the rest of the money for the full construction project. The private company assumes the risk and get the profit from the tolls.

But would Maryland drivers pay for a faster commute?

"I'm on the fence on both sides of that," said commuter Bobbie Simmons. "Yes, because I deal with it every day. No, because I don't really want to pay for it. But I think that is where we are going in this area with HOT lanes and things of that nature. Of course we have them in Virginia. You have to do something to get the traffic going in this area."

"I think a lot of people might just try and take alternative roads," added Connie Puryear, who has retired, but frequently commutes to visit family. "It would take longer and you would go through little developments. But if you don't have money to pay for a toll, that is what you are going to do."

Depending on if I am in a big hurry, I probably would go through the tolls. It's like paying for gas. You need the gas, so if you are going on a road that has tolls, you pay the tolls."

Economically, AAA estimates the project will make Maryland more competitive with Virginia and ease traffic in all lanes as drivers spread out.

Those opposed to the project believe more roads are only a temporary congestion fix and that the state should put more emphasis on public transit.

“It’s not all highway or all transit,” added Gary Hodge with the Southern Maryland Alliance for Rapid Transit. “But if we don’t act now to weave an effective transit system into the highway network, then those opportunities will be closed to us. So it needs to be an integrated comprehensive solution.” For more information about the project, including upcoming public forums, go to 495-270-P3.com.

First chance to weigh in on plan to add toll lanes to Beltway, I-270 in Md.

WCBC

April 17, 2018

Maryland’s governor has proposed an ambitious plan to widen lanes on the Beltway and Interstate 270, and now the state wants to hear from the public about its plans.

The Tuesday meeting in Upper Marlboro is the first of four public forums about the I-495 and I-270 Managed Lanes Study.

The Maryland Highway Administration calls the study the first step for public input on Governor Larry Hogan’s “Transportation Relief Plan,” which seeks to add express toll lanes to the Beltway and I-270 through public-private partnerships or P3s. The initiative was announced last September.

First chance to weigh in on plan to add toll lanes to Beltway, I-270 in Md.

David Dildine

WTOP

April 17, 2018

WASHINGTON — Maryland’s governor has proposed an ambitious plan to widen lanes on the Beltway and Interstate 270, and now the state wants to hear from the public about its plans.

The Tuesday meeting in Upper Marlboro is the first of four public forums about the I-495 and I-270 Managed Lanes Study.

The Maryland Highway Administration calls the study the first step for public input on Governor Larry Hogan’s “[Transportation Relief Plan](#),” which seeks to add express toll lanes to the Beltway and I-270 through public-private partnerships or P3s. The initiative was announced last September.

The first element of the state’s master plan, and the focus of the four public meetings, encompasses the entire Beltway between the American Legion and Woodrow Wilson bridges and I-270 between the Beltway and Gaithersburg.

The second element will tackle congestion the entire length of I-270 as well as the Baltimore-Washington Parkway.

Tuesday’s open house is scheduled to take place at Dr. Henry Wise Jr. High School in Upper Marlboro at 6:30 p.m.

An environmental-impact statement prepared by the Federal Highway Administration and Maryland Department of Transportation will include a review of existing and future traffic, roadway and environmental conditions to identify alternatives and assess potential impacts.

Here are the dates and locations of all four meetings:

Tuesday, April 17
Dr. Henry A. Wise Jr. High School
12650 Brooke Lane
Upper Marlboro, Md. 20772

Wednesday, April 18
Clarksburg High School
22500 Wims Road
Clarksburg, Md. 20871

Thursday, April 19
Bethesda Chevy Chase High School
4301 East-West Highway
Bethesda, Md. 20814

Tuesday, April 24
Eleanor Roosevelt High School
7601 Hanover Parkway
Greenbelt, Md. 20770

MDOT hosts discussion of plans to cut back on traffic in Montgomery, Prince Georges counties
Shennekia Grimshaw
LocalDVM
April 17, 2018

CLARKSBURG, Md. – If you live in Montgomery or Prince George’s County, you’re no stranger to traffic – and lots of it. Well, now the Maryland Department of Transportation is aiming to bring traffic relief to the area.

State officials say the plan is to restore quality of life to residents in the area. MDOT is hosting open houses in different parts of Maryland along the two major highways, and Wednesday night, hundreds of residents gathered to view traffic studies, and give their opinions on what needs to be done around the capital beltway to alleviate traffic. After MDOT gets feedback from the community, officials say they will finalize the plan without it being a burden to taxpayers.

“We’re here to talk about what we’re trying to accomplish with the need of is, and we want to hear that community input to ensure that we’re aligned with the community vision,” says Jeffrey Folden, Deputy Director for I-495 & I-270 project.

Studies show the average commute time for Marylanders is over thirty minutes. The next open house will be held in the summer.

FIVE THINGS TO KNOW FOR APRIL 18 IN MONTGOMERY COUNTY

Michelle Queen

MyMCMedia

April 18, 2018

Here are five things to know for Wednesday, April 18, in Montgomery County:

1. **I-270 and I-495 Traffic Congestion open house:** The Maryland State Highway Administration will hold an [open house at Clarksburg High School](#) from 6:30 to 8:30 p.m. tonight give the public an opportunity to learn about and comment on the efforts to reduce congestion on I-270 and the Capital Beltway.
2. **Teacher of the Year:** We will find out who the 2017-2018 [MCPS Teacher of the Year](#) is at tonight's Champions for Children event at the BlackRock Center for the Arts.
3. **Montgomery College Health and Wellness Fair:** The Rockville campus of Montgomery College hosts the [35th Annual Health and Wellness Fair](#) today from 10 a.m. to 2 p.m. in the main gym with over fifty vendors and student displays, including the opportunity to learn about insurance and get help with insurance problems.
4. **Wings of Fancy:** The [live caterpillar and butterfly exhibit](#) opens today through September 16 at Brookside Gardens.
5. **It's EPIC:** In just one week, Montgomery Community Media proudly presents the second annual [EPIC Awards](#), given for "Excellence in Programming and Innovative Content." The elegant affair will be held at The Fillmore in Silver Spring on April 25.

For the latest news and events in Montgomery County, stay with [MyMCMedia](#). We hope you will also follow MyMCMedia on [Facebook](#), [Twitter](#) and [Instagram](#).

MDOT meeting on Hogan Express Lanes plan for I-495, I-270 tonight in Bethesda

Robert Dyer

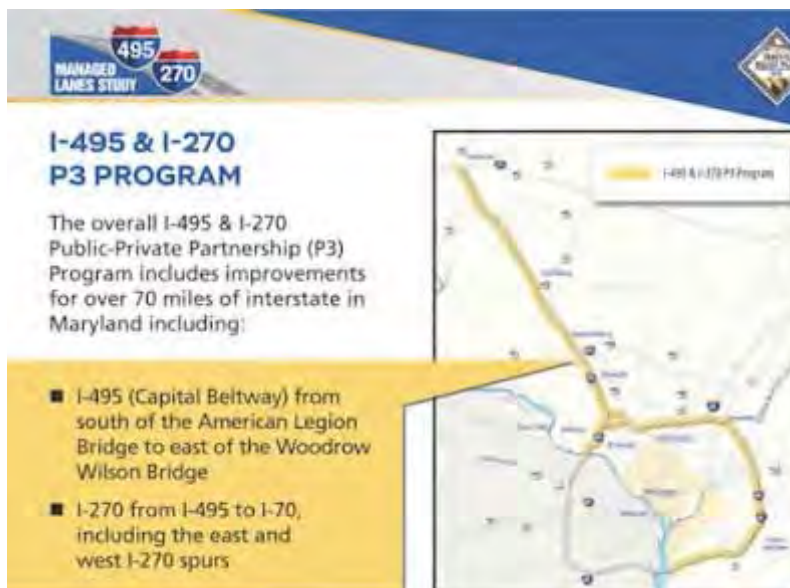
Robert Dyer @ Bethesda Row

April 19, 2018

The Maryland Department of Transportation held a public meeting last night in Clarksburg to introduce basic information about Gov. Larry Hogan's Express Lanes proposal for I-495 and I-270, and get preliminary feedback from attendees. An identical open house will be held **tonight, Thursday, April 19, 2018 from 6:30-8:30 PM at Bethesda-Chevy Chase High School.**



Officials said future meetings will offer more specifics on alternatives, as well as environmental and property issues. Another public meeting will be held this year, and a public hearing on the environmental impact statement in 2019. MDOT anticipates a final Record of Decision on the project in 2020.



Hogan is aiming for an expedited design and approval process for the project, which will largely be built through private funds, costing taxpayers very little. Among the private firms who have already joined the Express Lanes team are Ernst & Young and CDM Smith.



**I-495 & I-270
MANAGED LANES STUDY**

The first element of the P3 Program will be the I-495 & I-270 Managed Lanes Study including:

FIRST STUDY

- I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge
- I-270 from I-495 to I-370, including the east and west I-270 spurs.

Today's meeting focuses on this study

FUTURE STUDY

- I-270 from I-370 north to I-70

PUBLIC-PRIVATE PARTNERSHIP (P3) OVERVIEW

- MDOT SHA will be seeking proposals from the private sector to enter into a Public-Private Partnership (P3) to develop innovative approaches to design, build, finance, operate, and maintain potential improvements developed through the I-495 & I-270 Managed Lanes Study
- Using a P3 encourages efficiencies and innovations increasing the likelihood of a lower total construction cost
- The state will use a competitive process to ensure the best value for the citizens of Maryland
- The state will maintain ownership of the transportation facilities and will ensure they meet their public functions



Events: Join us for happy hour and get involved across the region

Greater Greater Washington

Claire Jaffe

April 23, 2018

Want less traffic on I-495 and I-270 in MD? The Maryland Department of Transportation State Highway Administration is working on a study to reduce congestion on I-495 and I-270. Learn more about the study and weigh in on the options at one of several public meetings this April. The next meeting is at Bethesda Chevy Chase High School (4301 East West Highway) at 6:30 pm.

Maryland is fast-tracking its plan to widen the Beltway and I-270

Greater Greater Washington

Sean Emerson, Action Committee for Transit

April 24, 2018

The Maryland Department of Transportation (MDOT) is beginning the federal environmental study process of the governor's proposal to widen the Capital Beltway and I-270, which will be one of the largest and most impactful infrastructure projects in the region's history if it comes to fruition. The project is being expedited and within two years, the state expects to have a detailed plan for widening the highways.

Last September, Governor Larry Hogan announced his Traffic Relief Plan to add four tolled express lanes to I-270, the Beltway, and the Baltimore-Washington Parkway through a public-private partnership (P3). Unfortunately, no transit enhancements or any multi-modal elements are included whatsoever, and we know that widening highways doesn't help congestion in the long term.

While tolls can sometimes be useful, Maryland's express lanes business model depends on most people staying stuck in traffic so that tolled lanes can make money. Unlike a congestion charge which tolls everyone and encourages people to use alternate modes, adding tolled capacity adjacent to existing free lanes mostly just allows the wealthy to bypass traffic.

MDOT put out a request for information (RFI) from private sector firms soon after that announcement, and [received 27 responses](#) last winter from infrastructure and finance firms around the world. Now MDOT has begun the first phase of the Environmental Impact Statement (EIS) for the [I-495 & I-270 Managed Lanes Study](#), as required by the National Environmental Policy Act. The scope of the study is smaller than the governor's announced plan in the fall, and includes only the Beltway and the portion of I-270 south of I-370.

Hogan claims no public funds are needed, but firms disagree

At the same time as the environmental process, MDOT said it will seek proposals from private firms to build and operate the planned toll lanes. At the announcement of the Traffic Relief Plan in the Fall, Hogan claimed that no public funds would be needed as the project would be constructed and operated under a P3.

However, several of the firms that responded to MDOT's RFI expressed skepticism that such a large project would not require public funds. [One firm](#) said, "There are not a lot of projects that can fund a capital cost of this magnitude through toll revenues alone."

There's been more drama recently. A proposed contract between an engineering firm and MDOT for consultant services related to the P3 listed the Maryland Transportation Trust Fund (which is funded through fuel taxes and other fees) as the source of funding for the \$68.5 million contract. An article by The Daily Record published April 13 showed MDOT Secretary Pete Rahn formerly worked for one of the firms involved, raising questions about a conflict of interest. The contract proposal was withdrawn the next week.

MDOT plans to issue a request for proposals in 2019 and select a P3 concessionaire in 2020 when the final EIS and record of decision are made. If things go according to MDOT's schedule, construction could begin as soon as 2021. Given the scope of this project, which covers 50+ miles of highway through built-up areas, an EIS process lasting less than two years seems optimistic. Nonetheless, it is clear that MDOT and the governor are serious about expediting this project.

Here are the next steps

This past week, MDOT hosted open houses in Upper Marlboro, Clarksburg, and Bethesda to offer residents information about the plan and to seek comments on the scope of the EIS. The public comment period for the EIS scope closes on May 1, and a final open house is being held Tuesday at 6:30 pm at Eleanor Roosevelt High School in Greenbelt.

After May 1, MDOT and the Federal Highway Administration will continue the EIS process, drafting a purpose and need statement and developing alternatives as required by law. It is unclear to what extent those studied alternatives will involve transit improvements.

MDOT expects to hold public meetings this summer at which residents can review the Alternatives Retained for Detailed Study as the EIS progresses. Those meetings will be the next opportunity for public input in the study process until sometime in 2019 when a draft EIS is developed. MDOT plans to have a final EIS and Record of Decision ready by early 2020, when the plans for added lanes will be ready for more detailed engineering and construction.

Given the scope, potential cost, and lack of transit, it's important for area residents to be informed about this project as its expedited schedule moves forward.

Study aims to ease congestion through toll lanes on Capital Beltway, I-270

WTOP

Kate Ryan

April 25, 2018

LINTHICUM, Md. — The last of four “open houses” for public comment on the study of a plan to add toll lanes to the Capital Beltway and Interstate 270 was held Tuesday night, but Maryland transportation officials are welcoming public comments through May 1.

The study will look at how capacity can be added to Maryland roadways, which are already among the most congested in the nation, according to the Maryland Department of Transportation.

According to the [fact sheet supplied by MDOT](#), “managed lanes” would run along the Capital Beltway from south of the American Legion Bridge to east of the Woodrow Wilson Bridge; on I-270, the lanes would run from the Beltway to just south of I-70.

It's part of a \$9 billion plan unveiled by Maryland Governor Larry Hogan in September. Hogan, who's running for re-election, said the project would be “transformational” and ease congestion on stretches of the highway that are increasingly approaching gridlock.

A recent contract to manage the project was scrapped after concerns that Maryland Secretary of Transportation Pete Rahn had ties to one of the companies given preliminary approval. Rahn had worked for HNTB for five years before becoming Maryland's transportation chief.

“We are moving ahead and we will be delivering these projects,” Rahn said when asked if the project would be slowed by the cancellation of the \$68.5 million project.

“I am excluding myself from a rebid and teams will be available to form consortiums and move ahead,” Rahn added, explaining that the State Highway Administration would oversee the management contract.

The public can comment through [Maryland.gov](#).

SHA HOLDS OPEN HOUSE ON HOGAN'S I-270 PLAN

Montgomery Sentinel

Neal Earley

April 27, 2018

BETHESDA -- In September Gov. Larry Hogan (R) announced his ambitious plan to fix traffic congestion on two of the County's most important roadways by adding additional lanes.

In his proposal, Hogan promised to add toll lanes to I-270 and I-495 as way to clear traffic congestion with little cost to the taxpayer. Although Hogan promised his plan to widen I-270 and I-495 would be "transformative" for commuters around the state, some said they were skeptical of his plan.

Last week, residents had their first opportunity to weigh in the Governor's proposal as the State Highway Administration held several town halls about the plan. The town halls are the first step in the years-long process in which state transportation officials will receive feedback before the state begins its first step toward widening the two highways -- an environmental impact study.

"This is really the beginning. We want to hear from the citizens to see what their desires are, what their needs are," said Jeffrey Folden, State Highway Administration official overseeing Hogan's proposal. Among those attending the open house, was Ben Ross, chair of Maryland Transit Opportunities Coalition, who said he opposed Hogan's plan to add lanes to I-270 and I-495.

"You build more roads, it just causes more driving; the roads wind up just as congested," Ross said.

Ross, a resident of Bethesda, stood in front of the open house, held at Bethesda-Chevy Chase High School Thursday, handing out literature against Hogan's proposal, saying he would prefer the state spend money on expanding the MARC train, a commuter rail with routes parallel to the I-270 corridor.

Delegate Ana Sol Gutierrez (D-18), who represents Bethesda in the General Assembly, said although there is pushback from the County delegation to Annapolis against the governor's proposal the plan was "a fait accompli," and is not open to major changes.

"We never asked for this proposal; it is totally driven by Hogan," Gutierrez said.

Hogan said his proposal to add lanes to I-270 and I-495 would be a P3 public-private partnership, meaning it would be largely financed through tolls charged to commuters who take the new express lanes. Since Hogan's administration can finance the project through a public-private partnership, he argued that he does not need approval from the General Assembly, which has a lot of power over the state's budget, to fund the plan.

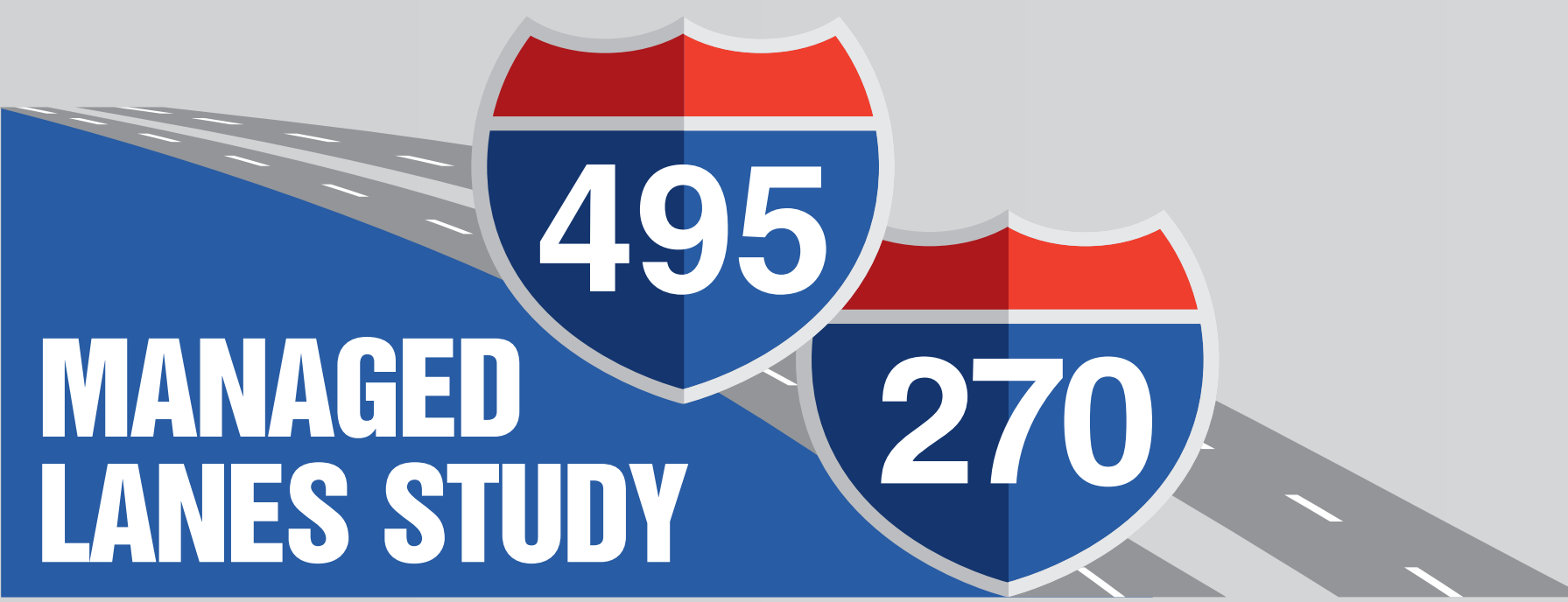
For years, traffic congestion has been a main issue for residents in the County and the region, and has become exacerbated by safety and reliability problems facing the area's main source of transit -- the Metro. County Council member Roger Berliner (D-1), who chairs the Council Transportation, Infrastructure, Energy and Environment Committee, has repeatedly called I-270 a "parking lot" during rush hour and has called on the state to step in and come up with a solution.

After Hogan made his announcement, Berliner criticized the plan, saying he preferred the state implement reversible lanes, which would require little construction and could provide extra relief to commuters during rush hour.

Since he was elected governor, Hogan has proposed incremental fixes to I-270, such as an interchange at I-270 and Watkins Mill Road, but Hogan's latest proposal -- to add lanes on I-270 and I-495 -- is his biggest transportation project for Montgomery County during his tenure as governor.



APPENDIX C: Public Scoping Meeting Materials



WELCOME!

Scoping Open House for the I-495 & I-270 Managed Lanes Study

PURPOSE OF TODAY'S SCOPING OPEN HOUSE:

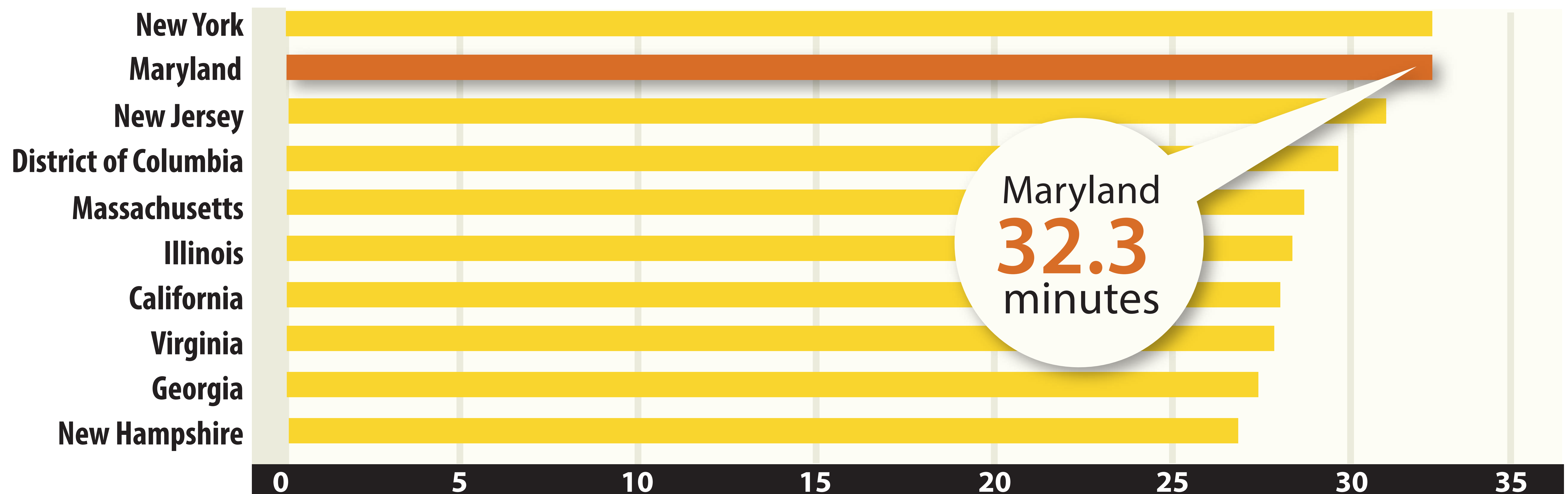
- Provide an introduction and overview of the study
- Introduce staff who can answer study-related questions
- Welcome input on the study scope, purpose and need, potential alternatives, environmental considerations, and evaluation methods



Future meetings will focus on detailed alternatives and specific environmental/property issues.

THE NATIONAL CAPITAL REGION FACES SOME OF THE NATION'S WORST CONGESTION

Maryland has the **second** highest commuting times in the **country**.



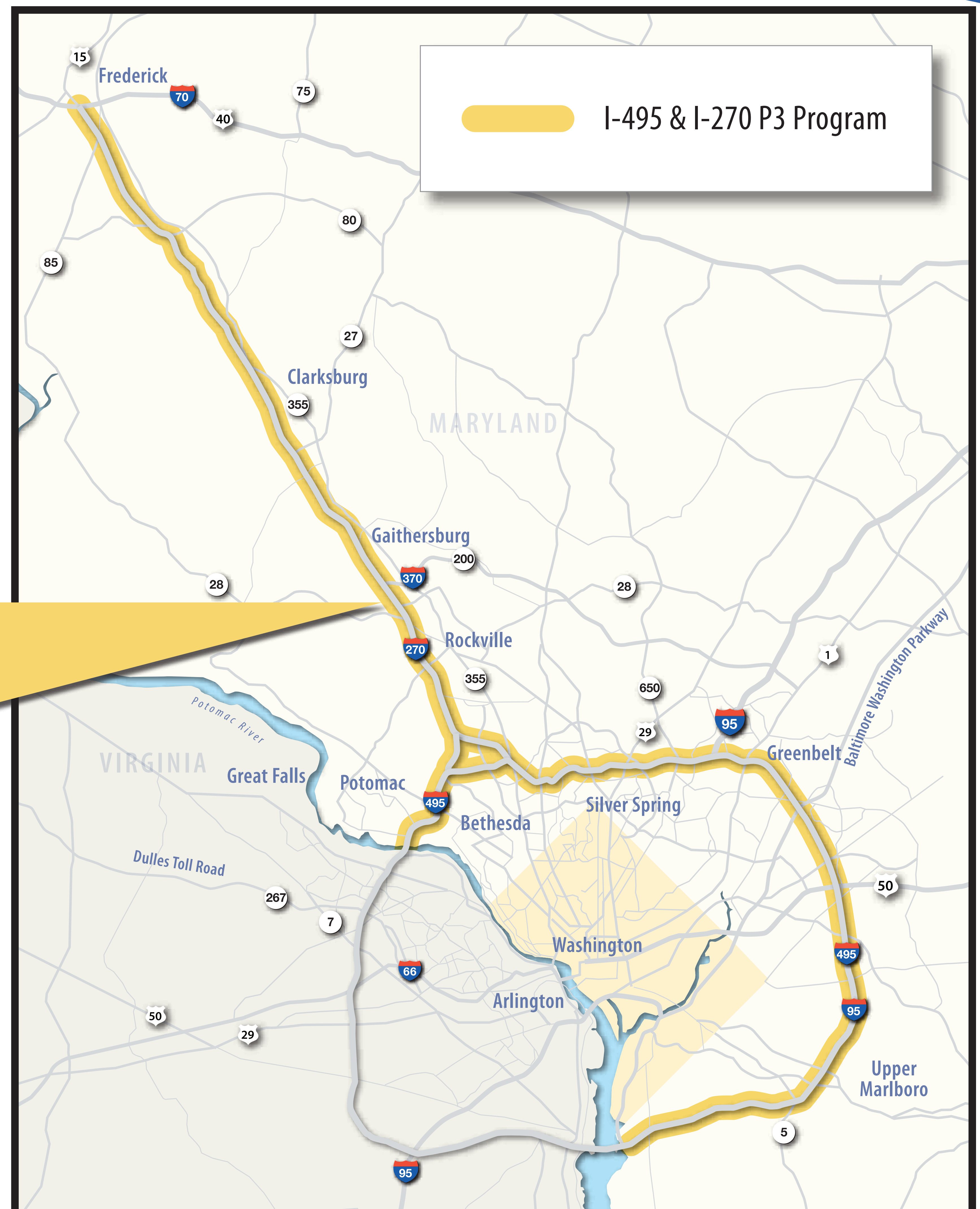
Average minutes spent commuting to work

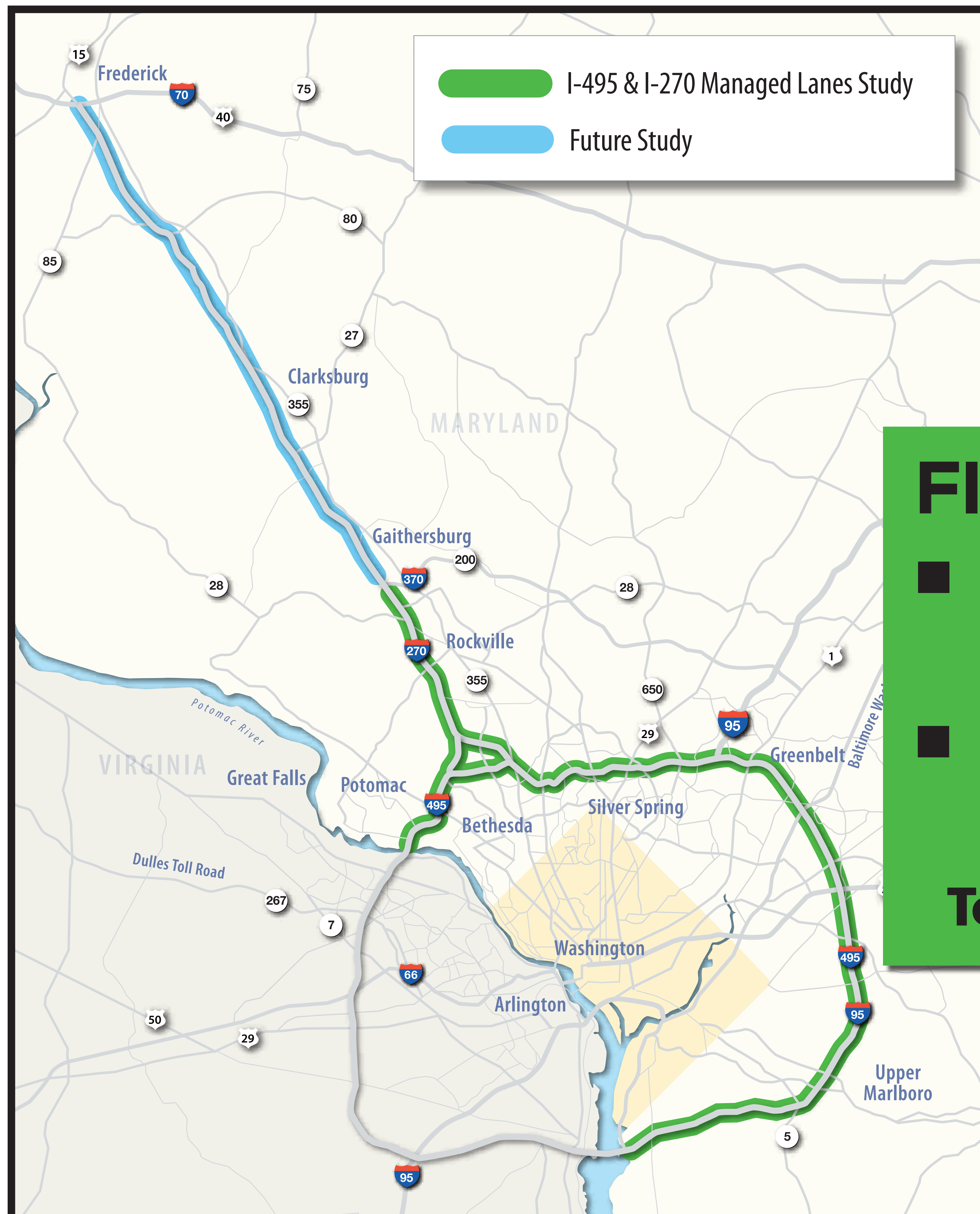
Source: American Community Survey, 2015

I-495 & I-270 P3 PROGRAM

The overall I-495 & I-270 Public-Private Partnership (P3) Program includes improvements for over 70 miles of interstate in Maryland including:

- I-495 (Capital Beltway) from south of the American Legion Bridge to east of the Woodrow Wilson Bridge
- I-270 from I-495 to I-70, including the east and west I-270 spurs





I-495 & I-270 MANAGED LANES STUDY

The first element of the P3 Program will be the I-495 & I-270 Managed Lanes Study including:

FIRST STUDY

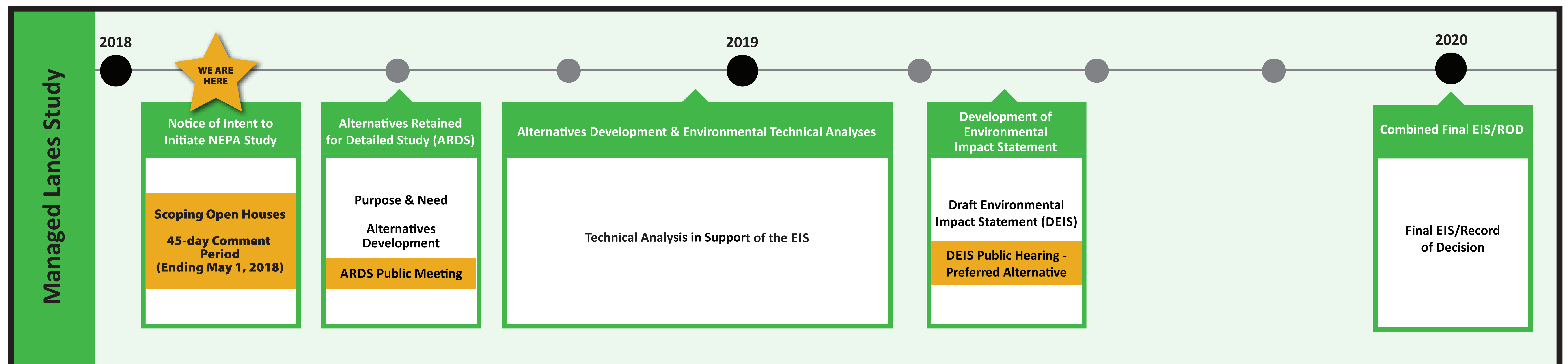
- I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge
- I-270 from I-495 to I-370, including the east and west I-270 spurs

Today's meeting focuses on this study

FUTURE STUDY

- I-270 from I-370 north to I-70

MANAGED LANES STUDY TIMELINE



WHY THE I-495 & I-270 MANAGED LANES STUDY?

- **Relieve Congestion:** High travel demand currently causes severe congestion nearly 10 hours per day and congestion is expected to increase over time; Improvements are needed to accommodate traffic today and in the future
- **Enhance Trip Reliability:** Congestion on I-495 and I-270 results in unpredictable travel times. Improvements are needed to ensure trip reliability
- **Offer Additional Roadway Travel Choices:** Motorists need additional roadway options for critical trips during periods of severe congestion
- **Provide for Emergency Access:** Government, military, and community installations need quick, unobstructed roadway access for emergencies or homeland security threats
- **Move Goods and Services:** Reduced congestion and predictable travel times will enhance the local, regional, and national economy

Additional capacity and improvements to enhance reliability must be financially viable. A revenue source that provides appropriate funding, such as tolling options, is needed to provide additional capacity improvements addressing existing high travel demand.

THE NEPA PROCESS

- The National Environmental Policy Act (NEPA) of 1969 requires federal agencies to evaluate the environmental impacts of their proposed actions
- The I-495 & I-270 Managed Lanes Study will include the development of an Environmental Impact Statement (EIS), which will document the potential natural, cultural, and socioeconomic impacts of the study's alternatives
- The Federal Highway Administration (FHWA) will serve as the lead federal agency for the EIS
- The Maryland Department of Transportation State Highway Administration (MDOT SHA) is serving as the local project sponsor and joint lead agency



U.S. Department of Transportation
Federal Highway Administration



**STATE HIGHWAY
ADMINISTRATION**



THE NEPA PROCESS

WE ARE
HERE

Scoping

Gathering input to be included in the study

**Preliminary Alternatives
and Screening**

Development of preliminary alternatives and criteria used for evaluating those alternatives

**Alternatives Retained for
Detailed Study**

Identification and development of alternatives retained for detailed study

**Draft Environmental
Impact Statement (DEIS)**

Evaluation and documentation of the natural, cultural and socioeconomic impacts of the alternatives retained for detailed study and the Preferred Alternative

**Combined Final EIS/Record
of Decision (ROD)**

Documentation of the impacts and mitigation for the Preferred Alternative and, responses to comments received on the DEIS. This completes the NEPA Process

PUBLIC-PRIVATE PARTNERSHIP (P3) OVERVIEW

- MDOT SHA will be seeking proposals from the private sector to enter into a Public-Private Partnership (P3) to develop innovative approaches to design, build, finance, operate, and maintain potential improvements developed through the I-495 & I-270 Managed Lanes Study
- Using a P3 encourages efficiencies and innovations increasing the likelihood of a lower total construction cost
- The state will use a competitive process to ensure the best value for the citizens of Maryland
- The state will maintain ownership of the transportation facilities and will ensure they meet their public functions

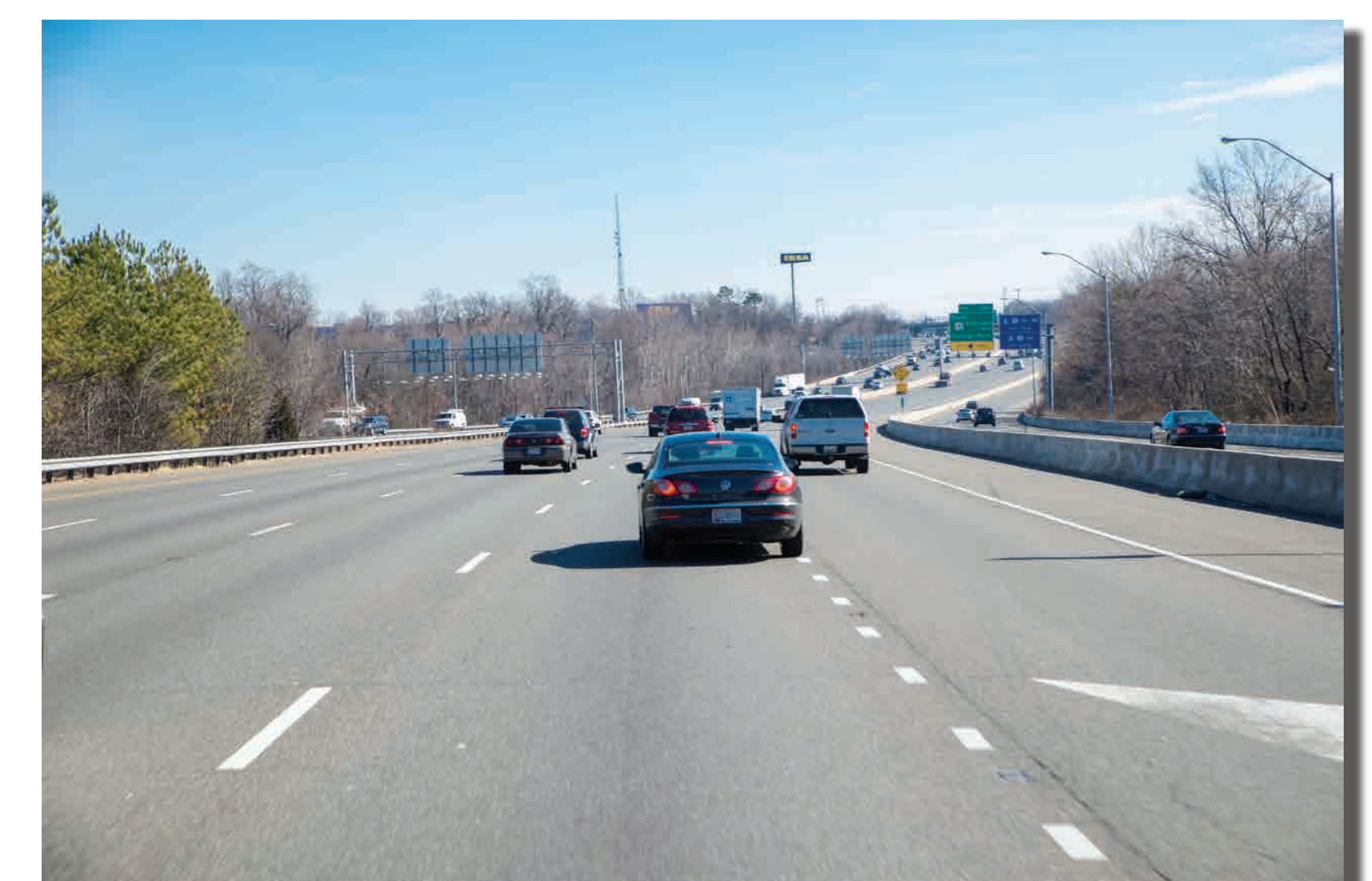


WHY WOULD MDOT SHA CONSIDER USING A P3?

- **Transfer of Risks:** The state and the private partner will share the risks based on who can best manage each risk to provide the best value to the state
- **Projects Constructed Faster:** P3 projects can move forward when the state does not have available funding because the private partner will provide financing to build it in exchange for future revenues from the highway
- **Operations and Maintenance:** The state can benefit from having a concessionaire operate the highway and maintain it (for example, pavement repairs, grass mowing, snow removal) at a more economical cost
- **Limited Government Funding:** Projects with limited or no governmental funding that are anticipated to generate user fees, such as toll roads, may be constructed

STAY CONNECTED

- MDOT SHA is committed to keeping the public informed about this important study
- To learn more about the study, visit the project website at **495-270-P3.com**
- You can reach the Study Team and provide comments:
 - By email at:
495-270-P3@sha.state.md.us
 - By calling toll free at:
833-858-5960
 - By mail at:
**Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202**



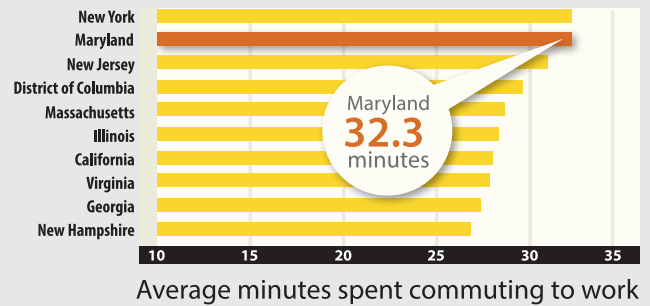


PURPOSE OF THE OPEN HOUSES:

- Provide an introduction and overview of the study
- Introduce staff who can answer study-related questions
- Welcome input on the study scope, purpose and need, potential alternatives, environmental considerations, and evaluation methods

Future meetings will focus on detailed alternatives and specific environmental/property issues.

Maryland has the **second** highest commuting times in the **country**.



Source: American Community Survey, 2015

I-495 & I-270 Public-Private Partnership (P3) Program

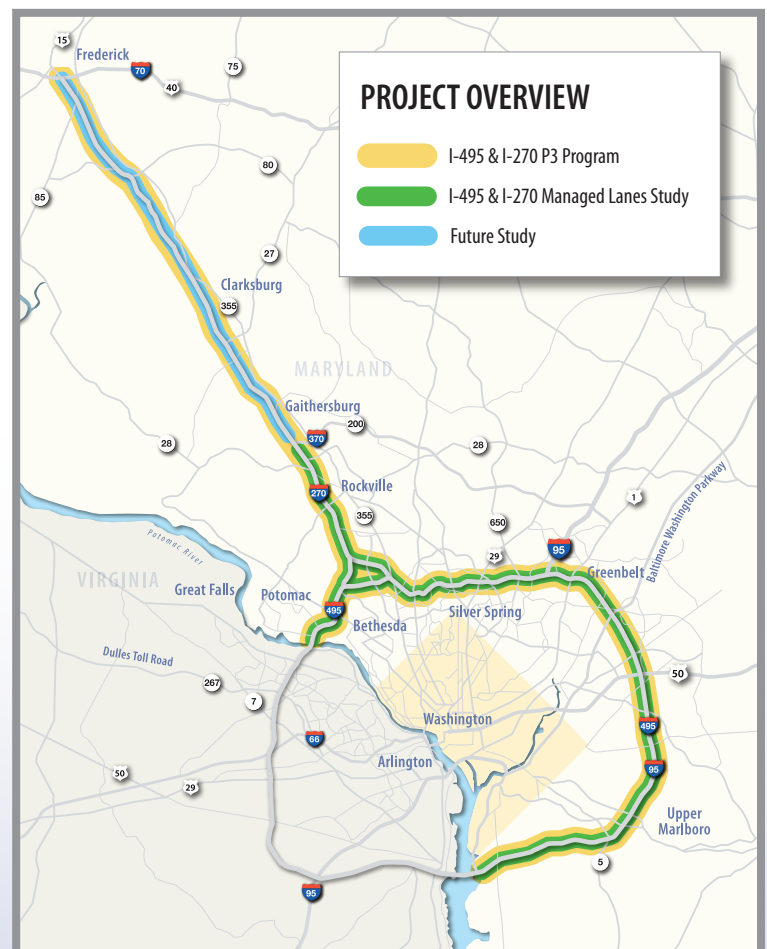
- The program limits include I-495 (Capital Beltway) from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and I-270 from I-495 to I-70, including the east and west I-270 Spurs.
- The program seeks input from the private sector to design, build, finance, operate, and maintain improvements on both I-495 and I-270.

I-495 & I-270 Managed Lanes Study

- This study is the first element of the P3 Program and extends along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including east and west spurs.
- The study includes a review of existing and future traffic, roadway, and environmental conditions to identify alternatives and assess potential impacts while focusing on enhancing trip reliability.

Future Study

- This second element of the P3 Program will extend along I-270 from I-370 north to I-70.



The Maryland Department of Transportation (MDOT) is developing the Traffic Relief Plan to reduce traffic congestion, increase economic development, and most importantly, to enhance safety and return quality of life to Maryland commuters. The Traffic Relief Plan incorporates many projects around the State by providing a "system of systems" for users including improvements to highways and transit.

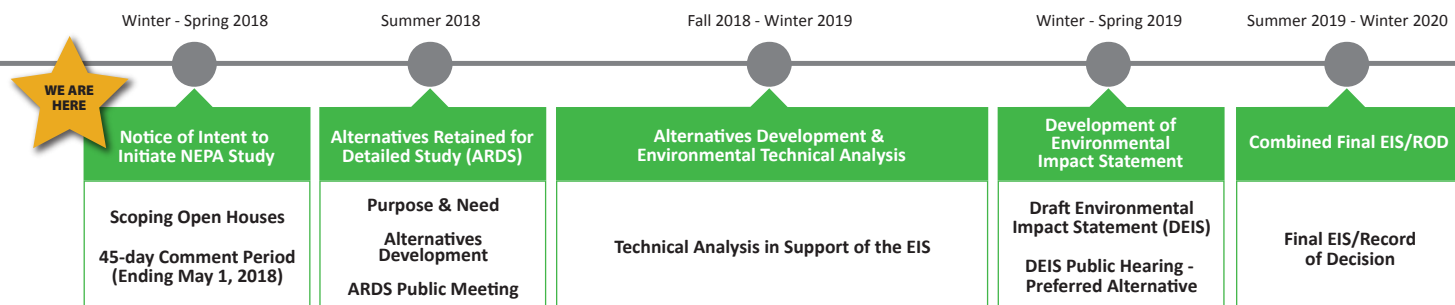


NEPA PROCESS

The I-495 & I-270 Managed Lanes Study will follow the National Environmental Policy Act (NEPA) process and will prepare an Environmental Impact Statement (EIS).

- The law requires development of a reasonable range of project alternatives that can accomplish the purpose and need, taking into consideration potential impacts to socioeconomic, cultural, and natural resources.
- Coordination among federal, state, and local agencies, and communication with the public and other project stakeholders is key throughout this process.

I-495 & I-270 MANAGED LANES STUDY TIMELINE



OPEN HOUSES

Tuesday, April 17, 2018

6:30 p.m. – 8:30 p.m.

Dr. Henry A. Wise Jr. High School
12650 Brooke Lane, Upper Marlboro, MD 20772

Thursday, April 19, 2018

6:30 p.m. – 8:30 p.m.

Bethesda Chevy Chase High School
4301 East West Highway, Bethesda, MD 20814

Wednesday, April 18, 2018

6:30 p.m. – 8:30 p.m.

Clarksburg High School
22500 Wims Road, Clarksburg, MD 20871

Tuesday, April 24, 2018

6:30 p.m. – 8:30 p.m.

Eleanor Roosevelt High School
7601 Hanover Parkway, Greenbelt, MD 20770

STAYING CONNECTED

MDOT SHA is committed to keeping the public informed about this important study. To learn more about the study visit the project website at **495-270-P3.com**

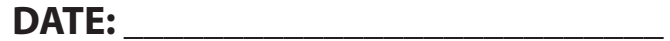
You can reach the Study Team and provide comments:

- By email at:
495-270-P3@sha.state.md.us
- Toll Free at:
833-858-5960

- By mail at:

Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street, Mail Stop P-601
Baltimore, MD 21202





LOCATION: _____

NAME: _____ DATE: _____

EMAIL: _____

ADDRESS: _____

CITY: _____ **STATE:** _____ **ZIP:** _____

I/WE wish to comment or inquire about the following aspects of this study:

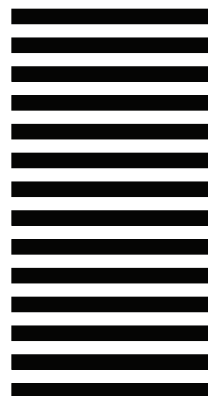
[illegible]☐ Check here if you prefer email communications only

5. How can MDOT communicate more effectively?

Submit your Scoping Comments by May 1, 2018.
You may use this form or send your comments electronically to
495-270-P3@sha.state.md.us via the website at **495-270-P3.com**.



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 17715 BALTIMORE MD
POSTAGE WILL BE PAID BY ADDRESSEE

ATTN: LISA B. CHOPLIN, P3 DIRECTOR
I-495 & I-270 P3 OFFICE
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
707 NORTH CALVERT STREET MS P-601
BALTIMORE MARYLAND 21298-6521





TITLE VI AND RELATED STATUTES

What is Title VI?

Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 (42 U.S.C. 200d), related statutes and regulations provide that no person shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity that receives federal financial assistance.

WHY IS TITLE VI IMPORTANT?

- Title VI ensures that public services, including transportation, are provided in an equitable and nondiscriminatory manner.
- Title VI provides opportunities for public participation in any program or activity without regard to race, color, or national origin, including populations with Limited English Proficiency (LEP).

EXECUTIVE ORDERS THAT SUPPORT TITLE VI

Executive Order # 13166 Limited English Proficiency

Individuals that have limited ability to read, write, speak, or understand English are considered limited English proficient. MDOT SHA provides access to persons with Limited English proficiency in an effective manner; as requested or deemed necessary during the life of a project.

Executive Order # 12898 Environmental Justice

MDOT SHA is guided by the following Environmental Justice Principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in MDOT SHA’s decision-making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.

FILING A COMPLAINT

Should you need LEP assistance or if you believe MDOT SHA is not meeting the expectations of Title VI, you may direct questions, concerns, or file a complaint with:

Address:
Shabram Izadi, Title VI Manager
Office of Equal Opportunity
State Highway Administration
Maryland Department of Transportation
211 East Madison Street Mail Stop MLL3
Baltimore, MD 21202

Telephone:
(410) 545-0377
Toll-free in Maryland:
1-888-545-0098

Please fill out a survey

MDOT SHA strives to involve all groups relevant to its projects in its public involvement activities. Please fill out a Demographic Information Survey to assist MDOT SHA in planning outreach to communities during the course of the project.

"Stay Connected"
I-495 & I-270 P3 Program
Contact Card



495-270-P3@sha.state.md.us



833-858-5960



Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202





APPENDIX D: Survey Results

I-495 & I-270 Managed Lanes Study Survey

Wednesday, May 02, 2018

713

Total Responses

Date Created: Monday, February 12, 2018

Complete Responses: 627

Q1: How often do you travel on I-495 (the beltway) in Maryland?

Answered: 697 Skipped: 16

ANSWER CHOICES	RESPONSES	
Often, especially during rush hours	28.84%	201
Frequently	34.58%	241
Sometimes	29.41%	205
Rarely	6.60%	46
Never	0.57%	4
TOTAL		697

Q2: How often do you travel on I-270, between I-495 and Frederick?

Answered: 698 Skipped: 15

ANSWER CHOICES	RESPONSES	
Often, especially during rush hours	24.21%	169
Frequently	30.95%	216
Sometimes	28.22%	197
Rarely	14.33%	100
Never	2.29%	16
TOTAL		698

Q3: Have you heard about the proposal to address congestion in Maryland on I-495 and I-270?

Answered: 699 Skipped: 14

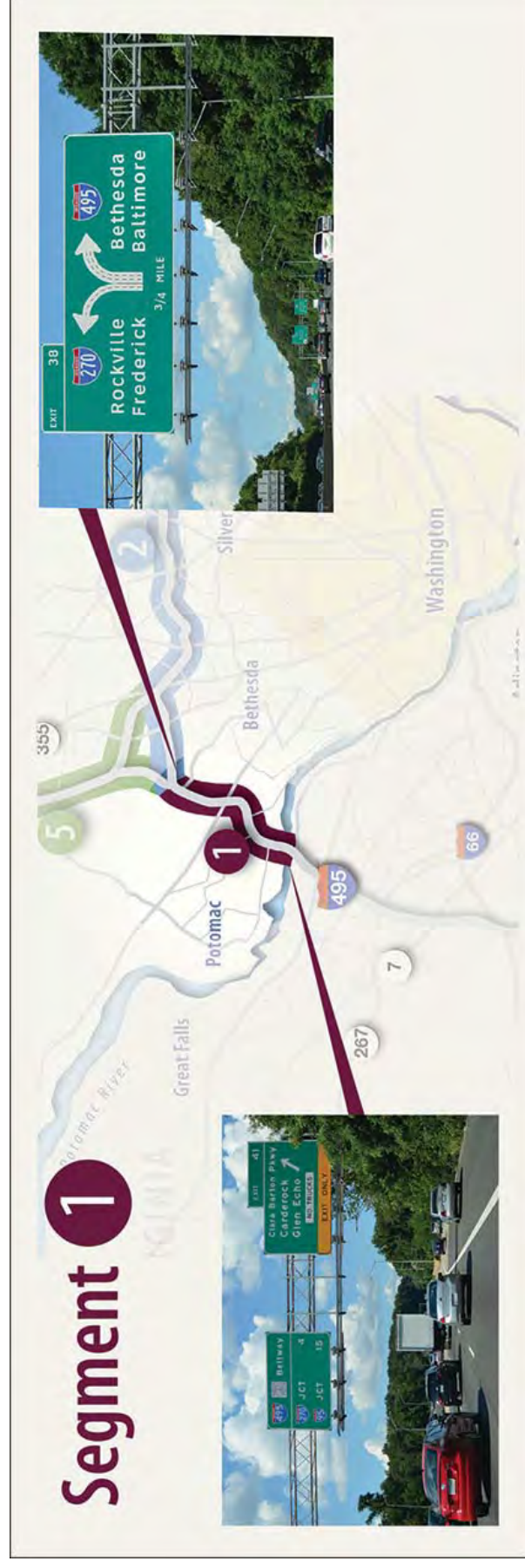
ANSWER CHOICES	RESPONSES	
Yes	68.81%	481
No	23.46%	164
Not sure	7.73%	54
TOTAL		699

Q4: How important to you are the following transportation improvements on I-495 and I-270?

Answered: 694 Skipped: 19

	NOT AT ALL IMPORTANT	NOT VERY IMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	NO OPINION	TOTAL RESPONDENTS
Reducing congestion	3.04% 21	6.96% 48	17.83% 123	72.03% 497	0.87% 6	690
Faster travel times	3.82% 26	8.22% 56	25.26% 172	61.23% 417	1.62% 11	681
Better travel time reliability (easier to predict how long the trip will take)	3.33% 23	8.55% 59	27.10% 187	59.71% 412	2.03% 14	690
Safer roads and ramps	2.91% 20	7.41% 51	25.58% 176	61.92% 426	2.62% 18	688
Implementing improvements quickly	6.09% 42	14.35% 99	31.30% 216	46.38% 320	2.46% 17	690

Segment 1: I-495 from the American Legion Bridge to the I-270 Split



Q5: Would you like to provide input on this segment?

Answered: 699 Skipped: 14

ANSWER CHOICES	RESPONSES	
Yes	67.67%	473
No	32.33%	226
TOTAL		699

Q6: Why do you travel in this segment? (Check all that apply.)

Answered: 455 Skipped: 258

ANSWER CHOICES	RESPONSES	
I use it to get to work.	33.19%	151
I use it to get home.	31.43%	143
I use it for errands, entertainment, or appointments.	58.02%	264
It's part of a longer trip I'm making.	32.97%	150
Other (please specify)	10.77%	49
Total Respondents: 455		

Q7: How often have you experienced a delay due to traffic congestion during your trips on this segment?

Answered: 454 Skipped: 259

ANSWER CHOICES	RESPONSES
Always	25.33% 115
Usually	46.48% 211
Sometimes	25.33% 115
Rarely	2.64% 12
Never	0.22% 1
TOTAL	454

Q8: What do you typically do to avoid congestion on this segment?
(Check all that apply)

Answered: 452 Skipped: 261

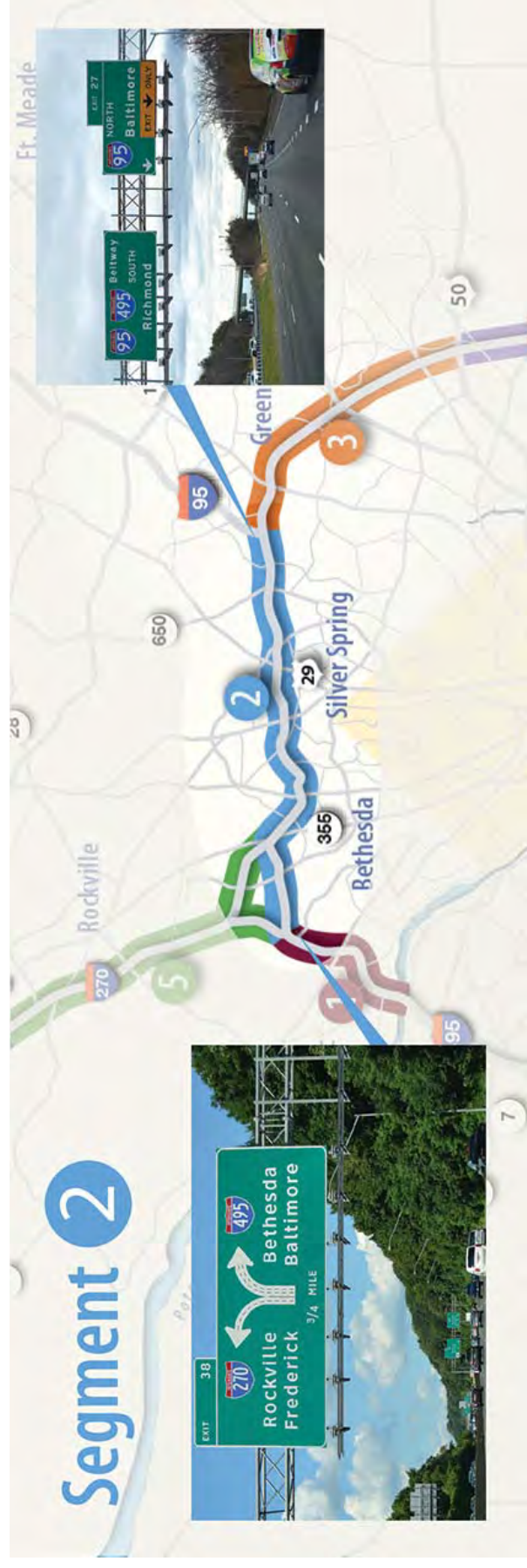
ANSWER CHOICES	RESPONSES	
I adjust my departure time	57.30%	259
I use an alternative route	38.05%	172
I do not make the trip	15.93%	72
I have no option to avoid congestion	39.60%	179
Other (please specify)	5.53%	25
Total Respondents: 452		

Q9: How often do you travel on this segment?

Answered: 455 Skipped: 258

ANSWER CHOICES	RESPONSES
4+ times per week	113 24.84%
1-3 times per week	111 24.40%
1-3 times per month	156 34.29%
Less than once a month	75 16.48%
TOTAL	455

Segment 2: I-495 from 495/270 Split to the 495/95 Interchange



Q10: Would you like to provide input on this segment?

Answered: 680 Skipped: 33

ANSWER CHOICES	RESPONSES	
Yes	76.03%	517
No	23.97%	163
TOTAL		680

Q11: Why do you travel in this segment? (Check all that apply.)

Answered: 507 Skipped: 206

ANSWER CHOICES	RESPONSES	
I use it to get to work.	32.35%	164
I use it to get home.	35.50%	180
I use it for errands, entertainment, or appointments.	75.15%	381
It's part of a longer trip I'm making.	37.67%	191
Other (please specify)	5.92%	30
Total Respondents: 507		

Q12: How often have you experienced a delay due to traffic congestion during your trips on this segment?

Answered: 505 Skipped: 208

ANSWER CHOICES	RESPONSES	
Always	18.61%	94
Usually	43.56%	220
Sometimes	31.68%	160
Rarely	5.54%	28
Never	0.59%	3
TOTAL		505

**Q13: What do you typically do to avoid congestion on this segment?
(Check all that apply.)**

Answered: 504 Skipped: 209

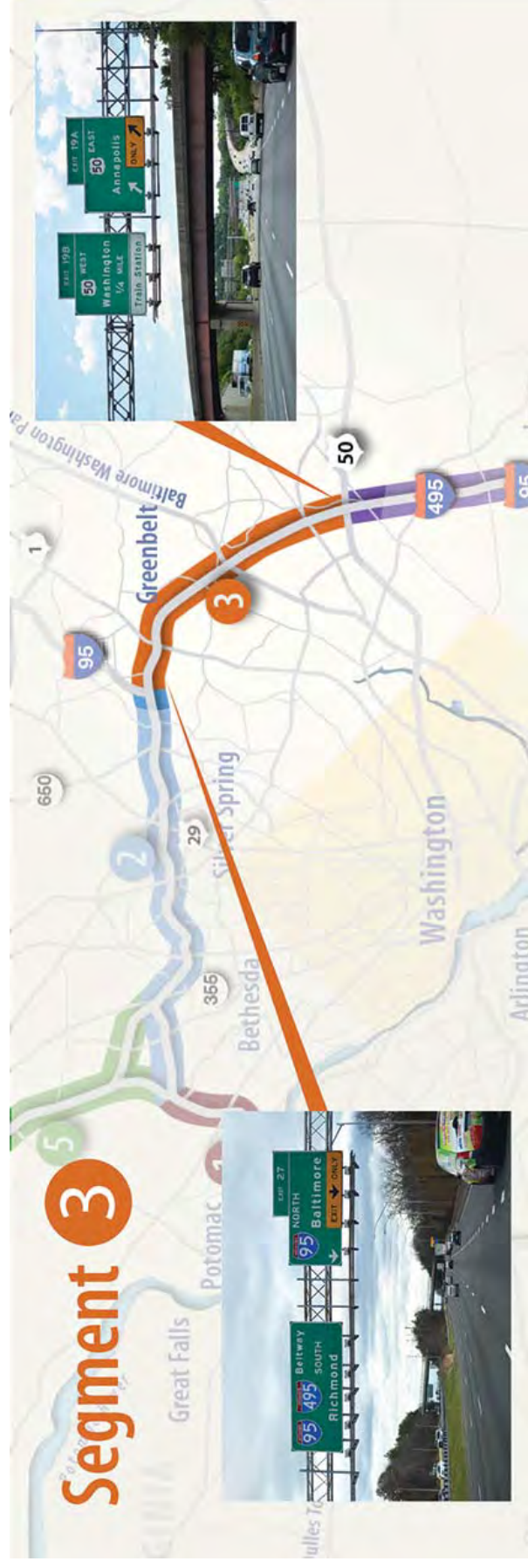
ANSWER CHOICES	RESPONSES	
I adjust my departure time	56.94%	287
I use an alternative route	57.34%	289
I do not make the trip	14.68%	74
I have no option to avoid congestion	32.54%	164
Other (please specify)	5.75%	29
Total Respondents: 504		

Q14: How often do you travel on this segment?

Answered: 505 Skipped: 208

ANSWER CHOICES	RESPONSES	
4+ times per week	29.11%	147
1-3 times per week	29.70%	150
1-3 times per month	30.69%	155
Less than once a month	10.50%	53
TOTAL		505

Segment 3: I-495 from the 495/95 Interchange to the 495/Route 50 Interchange



Q15: Would you like to provide input on this segment?

Answered: 669 Skipped: 44

ANSWER CHOICES	RESPONSES	
Yes	39.16%	262
No	60.84%	407
TOTAL		669

Q16: Why do you travel in this segment? (Check all that apply.)

Answered: 260 Skipped: 453

ANSWER CHOICES	RESPONSES	
I use it to get to work.	25.77%	67
I use it to get home.	26.15%	68
I use it for errands, entertainment, or appointments.	62.69%	163
It's part of a longer trip I'm making.	49.23%	128
Other (please specify)	4.62%	12
Total Respondents: 260		

Q17: How often have you experienced a delay due to traffic congestion during your trips on this segment?

Answered: 260 Skipped: 453

ANSWER CHOICES	RESPONSES	
Always	16.15%	42
Usually	33.08%	86
Sometimes	41.15%	107
Rarely	9.62%	25
Never	0.00%	0
TOTAL		260

Q18: What do you typically do to avoid congestion on this segment? (Check all that apply.)

Answered: 257 Skipped: 456

ANSWER CHOICES	RESPONSES
I adjust my departure time	58.37% 150
I use an alternative route	45.14% 116
I do not make the trip	12.45% 32
I have no option to avoid congestion	42.02% 108
Other (please specify)	5.06% 13
Total Respondents: 257	

Q19: How often do you travel on this segment?

Answered: 260 Skipped: 453

ANSWER CHOICES	RESPONSES	
4+ times per week	19.23%	50
1-3 times per week	20.77%	54
1-3 times per month	37.31%	97
Less than once a month	22.69%	59
TOTAL		260

Segment 4: I-495 from the 495/Route 50 Interchange to the Woodrow Wilson Bridge



Q20: Would you like to provide input on this segment?

Answered: 662 Skipped: 51

ANSWER CHOICES	RESPONSES	
Yes	21.15%	140
No	78.85%	522
TOTAL		662

Q21: Why do you travel in this segment? (Check all that apply.)

Answered: 138 Skipped: 575

ANSWER CHOICES	RESPONSES	
I use it to get to work.	23.19%	32
I use it to get home.	27.54%	38
I use it for errands, entertainment, or appointments.	60.87%	84
It's part of a longer trip I'm making.	50.00%	69
Other (please specify)	5.80%	8
Total Respondents: 138		

Q22: How often have you experienced a delay due to traffic congestion during your trips on this segment?

Answered: 138 Skipped: 575

ANSWER CHOICES	RESPONSES	
Always	21.74%	30
Usually	28.99%	40
Sometimes	36.23%	50
Rarely	11.59%	16
Never	1.45%	2
TOTAL		138

**Q23: What do you typically do to avoid congestion on this segment?
(Check all that apply.)**

Answered: 137 Skipped: 576

ANSWER CHOICES	RESPONSES
I adjust my departure time	51.09% 70
I use an alternative route	44.53% 61
I do not make the trip	13.87% 19
I have no option to avoid congestion	46.72% 64
Other (please specify)	4.38% 6
Total Respondents: 137	

Q24: How often do you travel on this segment?

Answered: 137 Skipped: 576

ANSWER CHOICES	RESPONSES
4+ times per week	28 20.44%
1-3 times per week	15 10.95%
1-3 times per month	42 30.66%
Less than once a month	52 37.96%
TOTAL	137

Segment 5: I-270 from I-495 to the I-370 Interchange



Q25: Would you like to provide input on this segment?

Answered: 659 Skipped: 54

ANSWER CHOICES	RESPONSES	
Yes	77.39%	510
No	22.61%	149
TOTAL		659

Q26: Why do you travel in this segment? (Check all that apply.)

Answered: 509 Skipped: 204

ANSWER CHOICES	RESPONSES	
I use it to get to work.	39.49%	201
I use it to get home.	41.85%	213
I use it for errands, entertainment, or appointments.	80.16%	408
It's part of a longer trip I'm making.	38.11%	194
Other (please specify)	4.91%	25
Total Respondents: 509		

Q27: How often have you experienced a delay due to traffic congestion during your trips on this segment?

Answered: 508 Skipped: 205

ANSWER CHOICES	RESPONSES	
Always	17.52%	89
Usually	39.17%	199
Sometimes	35.63%	181
Rarely	7.09%	36
Never	0.59%	3
TOTAL		508

**Q28: What do you typically do to avoid congestion on this segment?
(Check all that apply.)**

Answered: 506 Skipped: 207

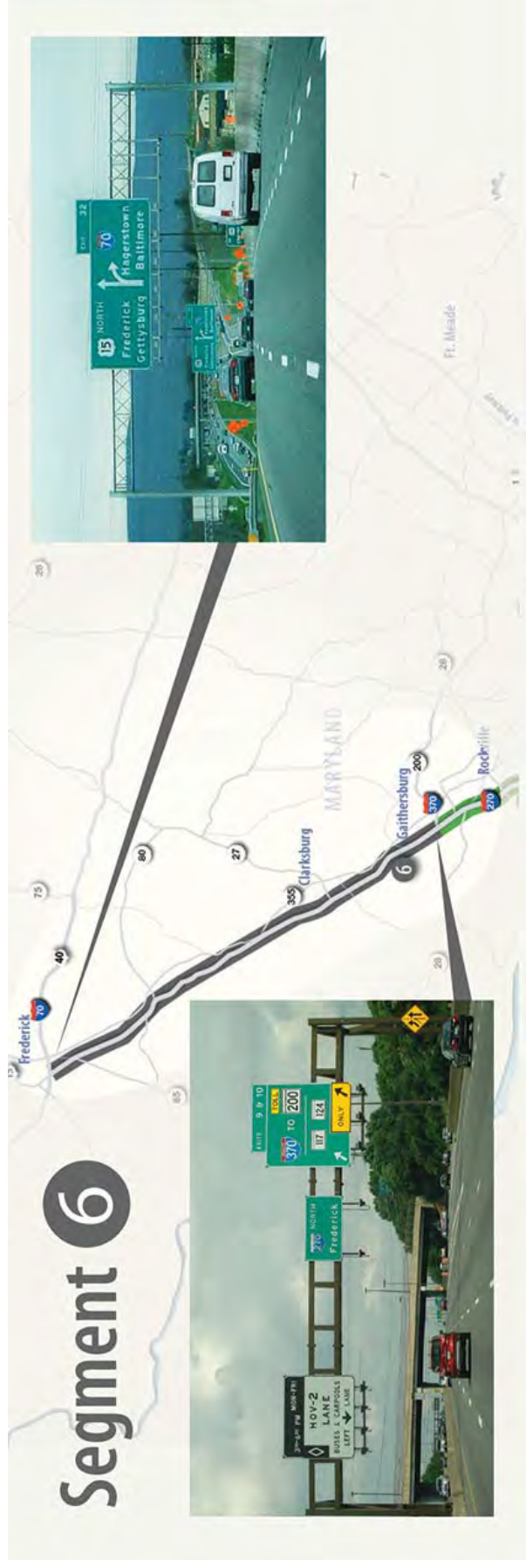
ANSWER CHOICES	RESPONSES
I adjust my departure time	61.46% 311
I use an alternative route	56.52% 286
I do not make the trip	12.85% 65
I have no option to avoid congestion	36.36% 184
Other (please specify)	5.14% 26
Total Respondents: 506	

Q29: How often do you travel on this segment?

Answered: 509 Skipped: 204

ANSWER CHOICES	RESPONSES	
4+ times per week	36.74%	187
1-3 times per week	28.49%	145
1-3 times per month	26.52%	135
Less than once a month	8.25%	42
TOTAL		509

Segment 6: I-270 from the I-370 Interchange to Frederick



Q30: Would you like to provide input on this segment?

Answered: 658 Skipped: 55

ANSWER CHOICES	RESPONSES	
Yes	52.28%	344
No	47.72%	314
TOTAL		658

Q31: Why do you travel in this segment? (Check all that apply.)

Answered: 340 Skipped: 373

ANSWER CHOICES	RESPONSES	
I use it to get to work.	34.12%	116
I use it to get home.	34.41%	117
I use it for errands, entertainment, or appointments.	65.29%	222
It's part of a longer trip I'm making.	53.53%	182
Other (please specify)	4.41%	15
Total Respondents: 340		

Q32: How often have you experienced a delay due to traffic congestion during your trips on this segment?

Answered: 337 Skipped: 376

ANSWER CHOICES	RESPONSES
Always	21.66% 73
Usually	35.31% 119
Sometimes	34.12% 115
Rarely	8.01% 27
Never	0.89% 3
TOTAL	337

**Q33: What do you typically do to avoid congestion on this segment?
(Check all that apply.)**

Answered: 340 Skipped: 373

ANSWER CHOICES	RESPONSES	
I adjust my departure time	61.76%	210
I use an alternative route	46.18%	157
I do not make the trip	13.24%	45
I have no option to avoid congestion	41.76%	142
Other (please specify)	5.59%	19
Total Respondents: 340		

Q34: How often do you travel on this segment?

Answered: 341 Skipped: 372

ANSWER CHOICES	RESPONSES	
4+ times per week	32.84%	112
1-3 times per week	17.30%	59
1-3 times per month	29.33%	100
Less than once a month	20.53%	70
TOTAL		341

Q36: Are you male or female?

Answered: 613 Skipped: 100

ANSWER CHOICES	RESPONSES	
Male	54.81%	336
Female	45.19%	277
TOTAL		613

Q37: What is your age?

Answered: 618 Skipped: 95

ANSWER CHOICES	RESPONSES
Under 18	1 0.16%
18-24	13 2.10%
25-34	85 13.75%
35-44	142 22.98%
45-54	121 19.58%
55-64	136 22.01%
65+	120 19.42%
TOTAL	618

Q38: Where do you currently live?

Answered: 631 Skipped: 82

ANSWER CHOICES	RESPONSES
Montgomery County	70.84% 447
Prince George's County	7.92% 50
Fredrick County	6.81% 43
Howard County	1.74% 11
Northern Virginia	2.54% 16
Washington, DC	2.69% 17
Allegany County	0.16% 1
Anne Arundel County	0.79% 5
Baltimore City	1.74% 11
Baltimore County	1.74% 11
Calvert County	0.16% 1
Caroline County	0.00% 0
Carroll County	0.32% 2
Cecil County	0.00% 0

ANSWER CHOICES	RESPONSES
Charles County	0.32% 2
Dorchester County	0.00% 0
Garrett County	0.16% 1
Harford County	0.00% 0
Kent County	0.00% 0
Queen Anne's	0.00% 0
Somerset County	0.00% 0
St. Mary's County	0.00% 0
Talbot County	0.32% 2
Washington County	0.48% 3
Wicomico County	0.16% 1
Worcester County	0.00% 0
I live outside of the metropolitan Washington region	0.32% 2
Other (please specify)	0.79% 5
TOTAL	631

Q39: Which race/ethnicity best describes you?

Answered: 578 Skipped: 135

ANSWER CHOICES	RESPONSES
White or Caucasian	80.97% 468
Black or African American	7.44% 43
Hispanic or Latino	2.94% 17
Asian or Asian American	5.36% 31
American Indian or Alaska Native	0.00% 0
Native Hawaiian or other Pacific Islander	0.00% 0
Another race	3.29% 19
TOTAL	578



APPENDIX E: Public Comments

[illegible]

SCOPING OPEN HOUSE COMMENTS			THEMES																
Date Received	Comment	Survey Responses	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/18/2018	To reiterate what I've already posted on the P3 website and emailed to MDOT: as an educated adult with a BS in urban planning, I had to take traffic planning, sociology, and environmental planning courses. In fact, way back when, the state of MD almost hired me to work on the Baltimore Inner Harbor/ "Rebirth" project. Funny how life is :) In any case, my thoughts comments are mainly around three areas. 1. We (MoCo, Frederick and PG counties) have allowed <u>way too many homes to be built with little/not enough roadway & infrastructure improvement</u> . 2. This project will be just a band-aid if #1 above isn't address. 3. If you can't widen I-495 and I-270 and can't get Metro (not buses, not light rail, to Frederick, and if you don't fun more roads like Mid-County Highway extensions	1. Good 2. Okay 3. Good 4. Good 5. Facebook is a good way, so when you email us, plase include link to your FB page for <u>THIS STUDY ONLY</u>			1	1	1			1									
4/18/2018	Transit access and services utilizes HOT lanes- new express buses. -new transit focused interchanges (eg. At Fernwent and Dorsey Mill) - Free access for high occupancy vehicles. -CCT bridge over 270 near shady grove Environmental Impacts - ROW particularly in more urban areas - Public Impacts, particularly at Rich Creek				1	1	1			1								1	
4/18/2018	Noise abatement- studies, solutions	1. Good 2. Okay 3. Okay 4. Good 5. Give more advanced notice. Communicate with homeowners and community association						1											
4/18/2018	1. When real study will be finish 2. When project and company will be decided 3. When project will be finish	1. Good 2. Good 3. Good 4. Good 5. Very good										1					1		
4/18/2018	Study looks great! Would appreciate info on P3 Process and potential design/build teaming process (when available)	1. Good 2. Good 3. Good 4. Good	1														1		1
4/18/2018	This is nonsense- the 200 is not used nearly enough to justify the cost of building the toll road. This project will be worst. It will take years to build. The expansion of the MARC train would be much more efficient.	1. Poor 2. Okay 3. Okay 4. Poor		1	1										1		1		
4/18/2018	This was useless. And, a waste of my valuable time.	1. Poor 2. Poor 3. Poor 4. Poor																	1
4/18/2018	Do not convert breakdown lanes to "X" lanes. Do not use breakdown lanes to create extra lanes. Would prefer not to pay tolls for this	1. Okay 2. Okay 5. Would have liked a Q&A session													1				
4/18/2018	The presentation would have been more useful if it was presented in a live Q&A forum (not handouts & video)	1. Okay 2. Okay 3. Good 4. Good																	1
4/18/2018	A. This meeting is not a meeting- sadly a waste of time. B. Unclear what section includes 270 + 370 intersection. C. Sadly it appears that it is a forgone conclusion. Having seen P3 project I personally think it is a lose/lose situation for the drivers, taxpayers and government. D. Driving 270 everyday there are multitudes of single violators in the HOV lanes. More enforcement would help!	1. Okay 2. Poor 3. Good 4. Good 5. What presentation? There was a video										1					1	1	1
4/18/2018	Less study, more construction!	1. Okay 2. Poor 3. Okay 4. Okay 5. More details; less paralysis of analysis	1									1							

SCOPING OPEN HOUSE COMMENTS			THEMES																
Date Received	Comment	Survey Responses	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/18/2018	I have reservations about the P3 approach. Despite political philosophies embracing private ownership and/or operations management of public facilities, infrastructure, or social security. I feel that government still does this best and less expensively in the long run. Why is there no public transit component of this plan? Would that not make sense? Millennials are moving in "not out" as the boomers make that work better.	1. Good 2. Good 3. Good 4. Good			1											1	1		
4/18/2018	No formal presentation. Need an alternative to finding- not just public private														1				1
4/18/2018	We are <u>exhausted</u> by 40 years of study. No relief will be realized until the metro red line is extended to comsat, then continued all the way to Frederick. Additionally, the failure to connect a new bridge across the Potomac from Leesburg/Ashburn to the ICC/200 is the single greatest infrastructure failure in this region	1. Good 2. Good 3. Good 4. Good			1	1						1							
4/18/2018	I really believe that widening to 270 in Clarksburg up to Frederick could help the congestion tremendously. The amount of "oldies" living in houses that could be affected by any of this need to have decisions made now because if our house is taken it will not be easy to relocate. This issue should be a top priority because by the time it is done by your schedule, you will need to widen it more. More people are moving north to get out of the high income need districts.	1. Good 2. Good 3. Good 4. Good			1	1				1	1								
4/18/2018	Additional express bus service should be added on the managed lanes	1. Okay 2. Okay 3. Okay 4. Okay	1		1														
4/18/2018	The pace of study and the timelines express slow and not in line and the development of communities and increase in traffic	1. Good 2. Good 3. Good 4. Good										1					1		1
4/18/2018	Poor meeting- no real info. Room noisy- could not hear video. Just said we want to improve traffic by adding toll lanes in 10 years. P3- Obtuse way to say toll road just say what you mean. Any option for just adding non-toll lanes?														1				1
4/18/2018	No study shows that lane widening (w or w/o tolls) has any effect on congestion. WE've seen ridiculously high tolls on 66 and 445 in Virginia that actually push people off these "congestion relieving" lanes. There's no viable mass transit in this project. <u>That</u> would be a solution. Additionally, the cost of taking thousands of resident properties (w or w/o eminent domain) would make this a disaster.	1. Okay 2. Okay 3. Okay 4. Good		1	1		1			1	1								
4/18/2018	I have become very invested and interested in finding more environmentally friendly, budget friendly solutions for the traffic congestion in our community. I am very much opposed to additional lanes and expansion of our I270 & 1495 improvement plans. I am instead in favor of more public transportation alternatives such as rail, rapid transit to expand transportation for all including handicap and reduce congestion & pollution in our community. These options would prove	1. Good 2. Okay 3. Okay 4. Good			1		1		1										
4/18/2018	1. Make it efficient. Make it useful for people who are not in a carpool. 2. No flipping it off and on and adjusting the price depending on volume. 3. ICC and 495 express lanes are great examples of what works well.	1. Good 2. Good 3. Good 4. Good	1									1							
4/18/2018	Extend EIS to Frederick																1		
4/18/2018	I feel that expanding or creating toll lanes on I-270/I-495 is not the correct approach. We need to have people use mass transit. Currently mass transit only satisfies those that live in MD or VA and work in DC. The traffic issue is for people that in MD and work in Va or vice versa. We need to build a walking bridge that has mass transit connections, making it faster to get from one to than it is to use cars. The bridge could have restaurants/stores on it to promote business and must be covered. People could use rideshares or electric scooter if they want faster travel. I would suggest that the area near the two golf courses on either side to be targetted. Please contact me for more info	1. Okay 2. Okay 3. Good 4. Good 5. Take suggestions and create a committee from those within vested interest			1	1	1				1				1				
4/19/2018	If preliminary plans are to be evaluated by NEPA, why are there no transit alternatives being considered? The Purple Line will be operational in 2020 and is being built to help relieve congestion on the beltway/495. MARC trains are only running on a limited schedule M-F, one-way during rush hour. Are there efforts to increase both frequency and broadening the schedule? A P3 relies on people paying tolls. Are there considerations being given to car pools? If this is an environmental study, how will adding more road capacity help the environment?- More cars, more emissions, more environmental impact	1. Okay 2. Okay 3. Good 4. Good 5. Will all the comments be made public? Will charts be made to illustrate comments?			1	1	1	1			1	1					1		

[illegible]

SCOPING OPEN HOUSE COMMENTS			THEMES																
Date Received	Comment	Survey Responses	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/19/2018	This seems to be a 1950 era solution to a 21st century problem in which contractors are more likely to benefit from tax-payer spending (short term profit) rather than lasting solution to the traffic jame. I'm concerned about the air quality, about desposition of airborne constituents into adjacent soil, and water quality. I'm concerned about the risks of unintended harms. Investment in commuter rail, "Purple Line" subway and other improvements providing access to mass transportation would help get cars OFF the road and get people to their jobs, connect us to commercial centers and link residential communities with recreation area. Furthermore, historically, highway construction had adversely affected under-served communities, not for the public good in a uniform and equitable way	1. Okay 2. Okay 3. Poor- lack detail			1							1					1		
4/19/2018	Want to know more details on what is being considered J.E. is there a plan for 2 additional lanes. I live right next to the American Legion Bridge, and will be impacted greatly by an expansion. There was a lot of information on the process of the study but very little info on the plans under consideration.	1. Okay 2. Okay 3. Good 4. Okay 5. Provide more details on the					1			1									1
4/19/2018	I would like to know what alternatives have been considered for the proposal to add 2 lanes on each side of the Beltway near the Georgia Ave interchange. The 2 lane addition would remove all the houses on Coleridge Dr on the south side (next to 495). This will impact all of use, not just those whose land will be used since we will have more noise, presumably lose part of the Forest Glen Park which is used by many members of the neighborhood, and presumably those of us on the north side of the street will see our property values negatively impacted. In addition, putting more cars on 495 will mean more cars clogging major roads into tocon, and likely secondary and neighborhood needs as well	1. Okay 2. Okay 3. Good 4. Good 5. Provide more information to residents about alternatives being considered					1			1	1								1
4/19/2018	I worry that widening I-495 near my house might result in the loss of all the neighbors on the opposite side (even #.) of Coleridge Drive. A study done nine years ago to expand I-495 by 2 lanes, one on each side, would have taken away 3 houses closest to Georgia Avenue in the 2100 block. The other houses would lose 12 feet of backyards. At that time MDOT said a lane of I-495 is 12 feet wide. It seems this time there may be 4 lanes added. 24 feet on each side of I-495. There seems to be hints that tolls in the "lexus lanes" are to support constructon maintenance. How did that work in Indiana?	1. Okay 2. Okay 3. Good 4. Good					1			1	1								
4/19/2018	*The specific firms/consultants hired to conduct NEPA study *The types of "alternatives" the study will consider (obviously some options/ideas are off the table- how will the study be delimited?) *What motivated a roadway focused solution to the congestion problem (in lieu of a public transit focus)? *I'd like more details about the methodology that will used to model alternatives + their impacts	1. Okay 2. Okay 3. Good 4. Good 5. consistent communications strategy- frm meetings to media to website to communities/ residents															1		1
4/19/2018	Forget tolls! Expand HOV and <u>increase fines</u> for <u>violators</u>	1. Okay													1			1	
4/19/2018	As a member of SHA project advisories, having served on MWCOC's TPB CAC and as chair of the BRAC stakeholders roundtable, I find the genesis of this project in contradiction to Best Practices of transparency. There was no exchange of ideas or information prior to concept development with local governments or directly impacted local communities. The plan also fails to satisfy the full range of modal choices, and technology as well as behavioral transportation evolution of changes, as foreseen in the TPB's Vision 2045. Where is your fundamental gapavdep's or studies for the most choked or constrained road segments and ROW issues which could radically impart the overall project's concept. From local projects, there is already copious knowledge of constraints, historical features, etc, which this plan fails to factor in. This evening is information deficient and all PR propaganda.	1. What info? n/a 2. Poor 3. Poor 4. N/a 5. You should have enlisted the input of unpacked local govts and citizens before proposing the project and its proposal design and form.			1												1		1
4/19/2018	Fully support this effort and public private partnership for all phases of project. No new taxes to support toll lanes will force the expansion of car pools for those who do not want to sit in persistent traffic but do not want to absorb the toll cost individually	1. Good 2. Good 3. Okay 4. Good	1									1							

SCOPING OPEN HOUSE COMMENTS			THEMES																
Date Received	Comment	Survey Responses	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/19/2018	We need real input! Beltway widening is not an option. Reversing lanes at rush hour is better. When will we have the opportunity to provide REAL INPUT INTO OPTIONS DO NOT MOVE AHEAD WITHOUT REAL INPUT + THOUGHTFUL CONSIDERATION OF ALL OPTIONS	1. Poor 2. Poor 3. Poor 4. Good		1		1											1		1
4/19/2018	I thought there was going to be a general presentation. I am disappointed. Years ago the intercounty connector was projected as a means to eliminate traffic of 495. Since then more traffic and not much used of the connector. "A waste of money" for the masses. Just like the bridge over 495 at Georgia Ave. Pedestrian use very limited. Again "wast of money"	1. Poor 2. Poor 3. Poor 5. Small Screen volume low		1													1		1
4/19/2018	For a maximum of 10 hours of highway congestion, there is no need for a 24 hour solution at a cost of \$9 billion. Room noise level bad for video. Scroll too fast.	1. Poor 2. Poor 3. Poor 5. Have a presentation		1															1
4/19/2018	The toll lanes should be HOT lanes- free for HOV +, consistent w/ VA. There should be a managed lane transit plan developed and the operating costs + capital incorporated into the P3 requirements to fund part of the service. Expands the road without our investment in transit to run on it is backward. Development of a transit plan as part of the AA- as was done on I-66 outside the beltway - is critical	1. Okay 2. Okay	1		1												1	1	
4/19/2018	Our community of 500+ homes is adjacent to the Beltway from Sligo Creek Park to Georgia Ave. There is no room for additional lanes on that stretch of the Beltway. Because Holy Cross Hospital has expanded to the edge of the ROW, any new lanes would be on our side (south) of the Beltway- This would require taking dozens of homes, our YMCA, Sligo Creek Golf Course and SLigo Creek Park. It will not alleviate congestion on a long term basis. It would be an environmental nightmare.	1. Poor 2. Poor 3. Poor 4. N/A 5. There was no presentation		1			1			1	1								
4/19/2018	I was hoping for more concrete information regarding this study. It appeared that no one had anything concrete to say.	1. Okay 2. Poor 3. Okay																	1
4/19/2018	There needs to be a "check point" focus on the I495 I270 interchange which is an extremely constraine geography with park and on both sides of 495 east of MD 355. There are over 50 wetlands at issue. As a result, a minimally disruptive scenario needs to be studied and retained in the ARDS process and this alternative retained to drive solutions on I-270 and I-495, particularly to the east.	1. Okay 2. Poor 4. Good	1				1			1		1							
4/19/2018	1. Please protect Sligo Creek Golf Course 2. I think 270 between Clarksburg + Fuade viect newls to bo do we flegt. 3. Please be conscious of the noise of Hore Living near the roads. I live a mile from the beltway and I hear it most of the time. 4. Bouild another bridge to Northern Virginia where 370 can hit the Fairfax Parkway 5. Good luck rebuilding by Georgia Avenue + through the Rock Creek Park	1. Good 2. Good 3. Good 4. Good 5. Pretty early in the process					1			1	1								
4/19/2018	Concerned about widening of the beltway in widening at the beltway before the Silver Spring exit (from Rockville to Silver Spring) and possible property loss.									1									
4/19/2018	What are the transit alternatives? Why is this being rushed through? I-270 doesn't need 4 more lanes. No place to build on the Beltway without condoning lots of propoerty. The Beltway noise is already incredible	5. ??? What presenters!			1		1	1		1	1						1		
4/19/2018	I want your measurement people to come to my house. It was built 1966 so not grandfathered. I regularly measure 80 db in my back yard and am certain we need a concrete barrier if this expansion plan advances. I would also like ultra fine particle levels measured.						1	1	1	1									
4/19/2018	The people at the front of the room (near the door) told us to talk to the people with badges and they would answer our questions and take our comments But the staff people with badges often didn't know anything. WE asked why they weren't taking notes on our concerns. The staff said "Why? you're supposed to write that down." They didn't know anything!																		1
4/19/2018	1. Fix what you have. Fix merge lanes on 270 and 495. 2. Start with Frederick going South on 270, more lanes might reduce traffic farther south- lack of lanes in no stragles traffic. 3. Should put in reversable lanes during rush hour. 4. Rapid transit from frederick *5. Have a forum with questions and answers. This was worthless. 6. Didn't get card of mtg. Told was in Thurs. Post/ Not everybody gets Post. Need better notice. 7. Not environmentally good for area.	1. Okay 2. Poor 3. Poor 5. Need a forum			1	1	1										1		1
4/19/2018	No signs outside school I thought this meeting was going to be informative- Q&A- No such things. A joke/The contractor are not state personnel. Who do you think is going to pay high toll road fees. They will find another alrtery to drive on																		1
4/19/2018	Transit would be preferable- cars are in 20th century technology- why start with the Beltway with the study Easiest solution would be to address 270 where it narrows to 2 lanes from 3. Is this designed to concur in constructions where tolls and perisble contractor interest would be higher + doorse election my community enrichment of Carderord spring elem school, harm to cabin john watershed adverse ellect in Carderord Springs- a state designed historic area. We already knew traffic was bad. This type of forum is useless- have general forum where comments would would require more. African american, senior, officials can ask questions				1	1	1			1		1					1		1

SCOPING OPEN HOUSE COMMENTS			THEMES																
Date Received	Comment	Survey Responses	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/19/2018	1. Toll lanes are needed for capacity. 2. Express bus systems should be a requirement for the P-3 provider and in the agreement. 3. Providing express buses is a real need <u>and</u> will reduce opponents. 4. A little more detail on timing of next steps Boards were unspecific.	1. Good 2. X 3. Okay 4. Good 5. Boards were great some "monitors" were not fully info or were not local (ie unfamiliar with I-66)	1		1														1
4/19/2018	I met the MDOT Project Manager, Jeff. It is unclear what the Scope of Work for the study is, and what entities will be executing the work. The time table appears to be politically driven- there just isnt sufficient time to develop real Alternatives and evaluate them with data. Metro/light rail to Frederick should be Alternative. Two reversible lanes on I-270 should be an Alternative! How will an objective selection process be made that focuses on MD citizens?	1. Okay 2. Poor 3. Okay 4. Okay 5. What are objectives? How will alternatives be scored against the objectives			1	1											1		1
4/19/2018	Environmental impact Alternative options to widening 495 S of 270 Coordination between local/state/fed agencies Open meetings regarding project proposals Protection of established neighborhoods	1. Okay 2. Okay 3. Okay 4. Good 5. Allow citizens to speak + hear Gov. Hogan speak about his preferences on 495/better transportation.					1			1	1						1		1
4/19/2018	I would like to see MDOT gather information that can help target improvements where they are most needed, without taking away from or undermining our public transit system, causing unnecessary disruption, or wasting taxpayer money. I am concerned that they bidding process so far appear to have gotten out ahead of the research on how best to target improvements. I am also concerned that they managers and oversight at this project thus far have not been sufficiently robust or transparent.	1. Okay 2. Okay 3. N/A 4. Good 5. present unbiased information rather than advocacy for a specific outcome (eg P3)			1												1		1
4/19/2018	The roads do not seem capable of adding extra lanes. How do they expect to find the room. If the project is to move forward it must look at future need for 1st years. A good example of increasing lanes is the LBJ-635 highway in Dallas, TX.	1. Good 2. Good 4. Good				1	1												
4/19/2018	I am not sure yet in what the study consist of or how much or how far will these changes will affect me or anyone. I am hoping the study will bring ideas for new and better roads or if there is no plan for new roads at least repair the old roads and highways, for sure there are many bridges that needs to be reconstructed from scratch. I have the feeling many of these changes might affect in the negative way or it could be positive; what I need to make sure is I think placing tolls on 270 or beltway. <u>It does not have any sense at all.</u> It will delay traffic and it will be costly for me to travel away from area since I don't drive.	1. Okay 2. Okay 3. Okay 4. Okay										1			1				
4/19/2018	Project needs to be dropped, ditched abandoned and packing into wenor. How should park with the negative- communities destroyed peoples lives ruined	1. Poor 2. Poor 3. Poor 4. Poor		1		1					1								
4/19/2018	Impact of expansion of existing I-495 at Georgia Avenue would destroy the entire ability of thousands who live and work in the stellar community	1. Okay 2. Okay 3. Okay 4. Good		1		1					1								
4/19/2018	I live on Georgia Ave and the Beltway. This project will directly impact our neighborhood. Has any one given thought to what it would do to peoples lives, house value, etc	1. Okay 2. Poor 3. Poor 5. Have a question and answer forum					1			1	1						1		

SCOPING OPEN HOUSE COMMENTS			THEMES																	
Date Received	Comment	Survey Responses	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach	
4/19/2018	1. Leave the neighborhoods alone! 2. Put up sound walls at all intersections URA MPS 3. Too private sector directed; meet with neighborhoods 4. Use other traffic mitigation measures, trains, electric vehicles 5. Very concerned!	1. Poor 2. Poor 3. Poor 4. Poor 5. We need interaction as state and neighborhood groups.			1			1		1	1					1				
4/19/2018	It was my first interaction with the overall "plan" to address traffic congestion. I learned that the meeting was primarily the first step in the NEPA process. I wanted to understand the background of the entire "plan" and its process- not just the EIS. We needed to have a presentation and a Q&A session as part of this in order to educate those citizens just learning of the project. Frankly, Virginia "solution" to congestion does not work in my experience and Maryland needs to be more innovative	1. Poor 2. no pres 3. Poor- did the best but need .. ? 5. need public meetings with presentations and Q&A w/ project leaders										1					1		1	
4/19/2018	There wasn't any information here that isn't on the website. I was expecting a presentation with Q&A. I'm disappointed with the process for this effort- dealing with 'smart growth' nneds more creative thinking than just adding lanes that only rich people can afford. As for the funding process are not appropriate- and sound shifty. I want to see a map with the neighborhoods destroyed.	1. Okay- simple 2. Poor 3. Poor 4. Okay					1			1					1		1		1	
4/19/2018	Who/which MD Dept will choose vendors? Who/which MD Dept will insure integrity of cost and construction so taxpayers don't get screwed again. Will our taxes increase in Mcty for this convenience? Property seized by eminent domain? Is it possible to use current land and go vertical?	1. Good 2. Good 3. Good 4. Good				1				1		1					1			
4/19/2018	1. The P3 plan is not benefiting American industry. 2. The American Legion bridge is the only way to cross the Potomac from Frederick- It will remain congested. 3. Same applies for the Wilson Bridge from the South!!! 4. The population has doubled in 50 Years- some 'rural' land must be used to ease congestion. 5. Parts of the "outer" beltway have already been constructed (the ICC)- 1/3 of the cost of "Iexus lanes" 6. Lexus Lanes remain empty- like the ICC 7. The Outer Beltway is the only resonable answer					1						1				1				
4/19/2018	I would like to know whether or not increasing service on the MARC Brunswick line is being considered as an alternative to highway widening. I believe that more frequent trains would be a "smart growth" solution to the area's traffic problems widening the Beltway is unlikely to provide long-term benefit to anyone aside from public officials' former employers. ----- Additional submitted typed comment: My name is Andrew Gallant,and I've lived in Rockville near 1-270 for almost forty years. I am concerned that the Traffic Relief Plan does not begin to address the impacts that the envisioned projects will have on the homes and lives of the thousands of people who currently live or work right up against the Beltway and 1-270. In particular,here are just two of the critical areas that any such plan should be-able to inform us about for assessing the impacts of adding new traffic lanes to the existing roadways. First, will new lanes be added to widen the roadway? Please consider these basic issues: • Where will expansion lanes be constructed? • Will these new lanes take away our homes? • If so, will the residents whose homes are impacted receive fair compensation for their losses? • Have these costs and impacts even been considered yet? Second, will new lanes be added to the center of the roadway as shown in the one page Plan? • What happens to the overpasses that currently are supported by concrete pillars in the median? • Will they be replaced by structures that span 12 or more lanes? • What disruptions will be caused when overpasses are replaced -for through travelers, for drivers entering or exiting the roadway,and especially for local drivers who will not be able to cross over the roadway to get from one side of 1-270 or the Beltway to the other? • Again,have these costs and impacts even been considered yet? It is critical that this process, and its documented plans,satisfy the minimum of expectations for these projects. These must include: • Detailed descriptions of the alternatives for what is to be built,and where- not just a one page plan; • Full assessment of impacts on residents,businesses,and drivers- including responses to questions like those raised here;and • Realistic presentations of estimates for costs and schedules- not just the public statements on the mechanics of P3																1			
4/19/2018	Too much money and deconstruction of homes. Put in rapid transit instead of <u>encouraging</u> more car travel				1		1			1										
4/19/2018	For the most part, there is no room to widen 495 witout destroying homes, businesses, and neighborhoods. This should be a showstopper. Just drive the beltway in Virginia and imagine how to fit that in Maryland. There's a bit mor room on 270 but it does not need dedicated managed lanes. This project is folly.						1			1		1								

[illegible]

SCOPING OPEN HOUSE COMMENTS			THEMES																
Date Received	Comment	Survey Responses	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/19/2018	Just awful. Doing a partnership procurement to P3 partners concurrently with NEPA Study leads me to believe that the results of the study have already been determined before it starts. If the state put as much energy into alternatives as they are into planning to widen the beltway we might have better public transport				1											1	1		
4/19/2018	1. I reject the conclusions this financing structure is in our best interests. Pitting the cost on the backs of commuters only-remember, police, first responders - instead of the whole community that benefits from their commute is foolish and short-sided. Public improvements should only be paid for by the public- all of us. The proposal is a financial disaster for residents and a boondoggle for the private contractors. 2. Need a clean understanding of the proposal widening and relocation of exits in MD 3. Demand a suspension of contract until the work is 1 understood and approved by an informed public 2. the financial structure is reworked														1	1	1		1
4/19/2018	I live quite close to an exit off the beltway at Georgia Avenue. I am guessing that my house may need to be taken for the project. My questions regarding this possibility: A. What is the process for valuing property seized for highway work B. If my property is not taken, but I end up with a highway in my backyard, is there compensation for loss of value in this case? C. If "ROD" is in 2020, when would homes be taken Thanks	1. Good 2. Okay 3. Okay 4. Okay					1			1							1		
4/19/2018	Please please make sure that tolls are reasonable for average people. \$45 tolls like they have in Virginia would mean only rich folk could use the road. We cannot treat taxpayers that way.		1								1						1		
4/19/2018	There was a misunderstanding by attendees that there would be presentations and formal discussion. For future events, it would be helpful to have more clarity in event promotion. Please please include transit in this study. Rapid buses are critical for congestion mitigation in the region.				1							1							1
4/19/2018	1. Require any expansion of 495 stay in current footprint. 2. Protect all park, trees, natural spaces- no paving them 3. Add transit on an extra lane 4. Process be completely transparent. Give us <u>maps</u> of any change	1. Okay 2. Poor 3. Poor 4. Okay 5. There are all PR + statement of problem. No explanation of "solution" or options or impact			1		1										1		1
4/19/2018	There was just a big iere of propagance. No opportunity to ask questions. Totally opposed to project.	1. Poor 2. Poor		1													1		1
4/19/2018	This whole effort is a sad example of powerful people believing that real process can be circumvented in a rush to meet a goal if the people impacted can be gulled, ignored, or lied to at least the board for public works (as of 4/18) saw fit to say no to the most egregious example of misrule so far that I am aware of. My hope is the this "process" will evoke a true out pouring of Montgomery County's best and most ferocious partizanship.	1. Poor 2. Poor 3. Poor 4. Poor															1		1
4/19/2018	1. I took the online survey and saw that from the way the questions were worded, there was already implicit bias towards a conclusion that was already long determined. 2. We do <u>not</u> need a 12-lane highway in Maryland. This will create more pollution and dependency on vehicles. Gov. Hogan needs to look into more public transit options. 3. The amount of families and businesses impacted by this expansion (myself included) will be enormous, disruptive and unnecessary.	1. Okay 2. Okay 3. Good 4. Good		1	1		1		1		1						1		1
4/19/2018	About to add lanes chart speed are my thoughts	1. Okay 2. Poor				1													
4/19/2018	I do not think this "study" is being done in earnest! Expansion does not solve the problem. Put the money in the metro and other transit options. Do not take houses and property that has existed for years and has already been impacted when the beltway was originally built!	4. Good 5. Have a real presentation and Q and A session instead of a bunch of pictures!			1		1			1							1		
4/19/2018	1. I would recommend consideration of the development of US 301 as a North-South bypass of DC to reduce the Beltway traffic by those travelling along 95 to N4 or 71 onpoints in between. 2. The supporter of that a contractor will better look after the best interest of the citizens is not one that I can support. I believe that the use of P3 is driven instead by the economics- not our best interest. The assumptions made here cause me concern about underlying purpose.	1. Good 2. Poor 3. Good 4. Good				1										1	1		
4/19/2018	Neighborhood impact specifically eminent domain. -Please provide us with basic/introductory on the legalise of eminent domain. -Please let us know as soon as possible when the public can learn which homes will be affected. -Please toll share revenue of that state + state will get -How much will homeowners be paid via eminent domain -Those to be torn down - Those impacted otherwise -What are <u>other</u> alternatives -Please indicate how this compares to Virginia's loss of homes	1. Okay 2. Okay & Poor 3. Okay					1			1							1		1
4/19/2018	Pollution levels, noise levels, extent of each from distance from Beltway affects on neighborhoods						1	1	1	1	1								

SCOPING OPEN HOUSE COMMENTS			THEMES																
Date Received	Comment	Survey Responses	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/19/2018	I think this is an ill-advised project that moves in exactly the opposite direction to what residents in the DC Metro area are looking for.	1. Okay 3. Good 4. Good		1	1						1				1				
4/19/2018	I would prefer transit-oriented design, moving the most duant of people for the fewest joules as possible- eg. Additional tra	1. Good 2. Okay 3. Good 4. Good			1	1	1					1							
4/19/2018	With the proximity to rock creek park will to be considered off limits for construction. With that said, will houses presently along the beltway be demolished. The very sensitive/ equipment at area should overshadow any construction. Would light rail be an alternative to move lanes and move traffic.	1. Poor 2. Poor 3. Okay 4. Good	1		1		1			1									
4/19/2018	I believe that the state should hold meetings where residents can participate in a general Q+A session at which residents could ask questions and one person or panel and everyone would hear the answer. This would be basically a public hearing, not today's event with a video that says very little + poster boards that mainly describe the process + context. there is no opporunity for effective public input when there are only one-on-one conversations	1. Okay 2. Okay 3. Okay 4. Okay 5. I want an exchange of information, not just one way information.															1		1
4/19/2018	It is my thoughts that adding told lanes to bring in MORE MONEY for the county does not help with congestion- I'd be anxious to hear the how. IT is my understanding that the Gov. intent is to take houses from the street adjacent to the sound barrier wall at exit 31- Route 97- quite frankly my street. This street has young families, middle aged, etc.. person invested in the neighborhood and houses. It appears to be a great disregard for this for the purpose of generating revenue and perhaps winning a new term in the Gov. House			1			1			1	1				1				
4/19/2018	I am <u>against</u> widening the beltway as a solution to commuter congestion. I drive to work in Virginia daily and the I-495 HOT lanes do <u>NOT</u> at all relieve congestion. <u>Traffic is NO</u> different than it was since 1990 when I first started community from MD to VA, and the hot lanes are rarely used before of the costs are a deterance. In case, I-66 costs are a good example. Further, this is <u>not</u> a forward thinking approach for the 21st century considering future modes of transit, self-driving cars, etc. A better approach is to provide ways to telecommute locally with local facilities. Also, a public transit rail all the way around the beltway, linking the Red, Silver, Purple, etc lines would be a better investment for a P3. We need more <u>exits</u> off of the I495 to access local roads and more infrastructure improvements <u>within</u> communities to give alternatives. P3 or not, this is not a good investment and too disruptive to the community, while there similar projects prove this approach does <u>NOT</u> relieve congestion.	1. Poor- NO DETAIL 2. Poor 3. NO ANSWER 4. Okay 5. Give more <u>facts</u> about how this affects community not just generic fluff. This is already on the web. Not transparent enough		1	1	1	1				1					1			
4/19/2018	Expanding the highways will only temporarily help the congestion problem building more roads will invite more cars. More pollution, more accidents, etc. All the cars are <u>SINGLE DRIVERS</u> because public transportation if not keeping up. *Put the \$ towards metro + faster buses *Limit new housing builds=more people with cars! *These are DC's oldest and finest neighborhoods cutting into that land will destroy relationships + displace families. This home has been in my family since it was built in 1951- passed down generations. I am raising my family here and am discourage to know MDOT has not found alternative solutions to a problem. This is not new. More roads are not the answer, don't do it.	1. Okay 2. Okay 3. N/A 4. Good 5. Find an alternative!			1		1		1	1	1	1							
4/19/2018	I understand this is the first step in a process and I agree traffic congestion is an issue I want to see addressed, but the proposals at this open house are extremely vague. Even if 495/270 traffic flows are increased, the project must include access and exit bottlenecks and address those. I'm most familiars with backups on the beltway to exit onto Conn. Ave. or Ga. Ave. I think there should be max toll rates establish to make the improvements affordable to all. None of the charts tonight even mention how mass transit might be incorporated. What about rush hour reversible lanes? Mass transit can be continued with Metro vehicles at Metro stops to get to and from specific places- a govt. run system of taxi/uber/lyft transportation.	1. Good 2. Okay 3. Okay 4. Good 5. Begin open house with a presentation	1		1							1							
4/19/2018	Where is a map showing what is proposed? *How can I comment on environmental or property concerns if I don't know where changes are being studied? Adding lanes will certainly increase traffic + thus increase exhasut pollution. *Will our neighborhood/church/hospital/parks survive? All of this because people insist on one driver-one car. Why do the neighborhoods along 495 have to bear the brunt of the attitude? How will these changes affect the quality of live in Montgomery COunty along the Beltway? DOes the term "managed lanes" actually really mean toll roads? HOW will vehicles get to and from those toll roads (<u>need maps</u>)? WHO will be rich enough to use them? Again, why do established communities have to suffer?	1. Okay 2. Poor 3. Okay 4. Okay					1				1	1					1		1

SCOPING OPEN HOUSE COMMENTS			THEMES																
Date Received	Comment	Survey Responses	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/24/2018	I would like to know how MD 200 has help traffic in this area? How the money will be spent once the project is complete? What can we do about the traffic in the southern part of Maryland. Brandywine, Waldorf, Will the constructors be from Maryland? Jobs? What about light rail in southern part of Maryland	1. Good 2. Okay 3. Okay 5. I think is was a good way start communication with public before projects			1							1					1		
4/24/2018	Horrible study! Decion to use ublic-private partnership was made before study and without any meaningful community/citizen input. This study and open house were a sham coverup of a hidden agenda, not a true exploration of how to move people from point A to point B in a cost efficient environmentally responsive manner. Shame on you, MDOT!	1. Good 2. Poor 3. Poor 4. Poor 5. Provide opportunities for community input before making decisions, not after!					1									1	1		1
4/24/2018	I've lived on 495 for 42 years/ and use it regularly! It saves our local roads. From information read or viewed, I see no other advantage to placing additional expenses on regular hardworking/or retired travelers of 495 Beltway than to produce funds for the State of MD. Provided no substantive info as to benefits on local residents.	1. Poor 2. Poor 3. No questions									1				1		1		
4/24/2018	Why is the Maryland Department of Transportation considering only highway expansion before even hearing from the public,considering alternatives,and doing an environmental impact statement? This rushed plan disregards alternatives such as improved transit,more telecommuting,bicycling, and building compact communities. Certainly widening those highways would increase the number of cars and trucks traveling on those roads. This comes at a time when the transportation sector has become the largest contributor to greenhouse gases within Maryland and when Maryland has to take effective steps toward meeting the 2016 Greenhouse Gas Reduction Act goal of reducing climate pollution by 40% by 2030.Increased traffic on these roads will also undoubtedly increase the concentration of nitrogen oxides, ozone, and other health-harming air pollution. Why is the state so eager to move ahead with this ill-conceived plan instead of coming up with a comprehensive plan that would relieve congestion and better serve the public?				1		1		1			1		1			1		1
4/24/2018	Our roads are in grave conditions and will not get better with the contractors that are presently doing road repair. The only equipment used after the road are dug out are shovels. Nothing but asphalt and a few pats with the shovel which later turns into pot holes and a wide range of bumpiness. Multiple car accidents occur daily due to cars following to close or sitting on your bumper while waiting in traffic issues on the road	1. Good 2. Good 5. Use some of lighted signs on the beltway					1					1				1			
4/24/2018	Extend Metro up to Frederick. Build a Metro belt way				1														
4/24/2018	Hogan and Rahn's give away to HNTB was not transparent and favoritism to campaign donors																		1
4/24/2018	Instead of widen 270 and 495 please consider making it a double decker highway. It would save hundreds of trees. Thank you.	1. Good 2. Good 3. Good			1	1						1							
4/24/2018	1. Why must all these "road/congestion improvements" be toll base? It is unethical to pay to drive on <u>any</u> road 2. What are the proposed plans besides simple road widening? More tolls? How about better signage for cars aren't cutting over across lanes suddenly? How about graphics or numbers on the lanes itself? 3. Commerical Vehicles- these semis + trucks are a MENACE. They drive slow , which they should, but take up all lanes. Any plan should include limiting access to 2 lanes at the <u>most</u> .	1. Good 2. Okay				1	1								1				
4/24/2018	Please consider making the new lanes into HOV or HOT lanes. The current toll system provides little incentive to carpool. It also gives the impression the state is all about making money + doesn't really care about relieving congestion. I see many or most of the cars on the 95 toll lanes north of Baltimore + on the ICC with only one occupant. <u>Thank you</u>	1. Good 2. Good 3. Good 4. Good										1					1		1
4/24/2018	Today's information does NOT explain what is planned. More lanes? Toll lanes? All toll lanes or some? Toll lanes that change price when traffic is heavier? How will this plan impact citizens whoneed to commute to LOW WAGE JOBS? How would the impact of this plan compare with light rail in expense and in (down arrow) in greenhouse gases? Would there be lane dedicated to RAPID BUS TRANSIT? Will trees be cut down? What will be impact on Potomac, Anacostia, Patuxent, Chesapeake Bay? How does this help get cars off the road?	1. Okay 2. Poor 3. Good 4. Okay 5. Shows pictures of proposed charges. Explain who pays for what and where money comes from				1	1		1								1		1

SCOPING OPEN HOUSE COMMENTS			THEMES																
Date Received	Comment	Survey Responses	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/24/2018	We need beter roadway but not Toll Roads	1. Okay 2. Okay 3. There is none 4. Okay 5. A friend										1			1				
4/24/2018	My concern with the concept of privately financed toll lanes is that we do not follow the save lorn model offerec by VA, a model one of their legislators called 'a deal with the devil.'" Instead, I would recommend considering Florida's approach of strong legislation to control toll rates as well as control fees collected is a person has no pass. In FL, I can drive on an toll road for a \$.25 charge/booth! Compare to VA! Tolls fine but let's <u>get some laws in place 1st</u>	1. Good 2. Good 3. Okay 4. Good 5. Make the slot in the comment box to fit the form!	1			1						1					1		
4/24/2018	I am willing to have toll lanes but want the toll and fines set at a rate that normal persons can afford. Fines should be law made and not hit a person whose credit card was charged and not is paying for 15 fines before he knows there is a problem. Please look at Florida and their tolls. I want to be able to use them with easy pass. I would like a law on the fine in MD before the road is built.	1. Okay 2. Okay 3. Okay 4. Okay	1														1		
4/24/2018	The MD DOT is being presumptuous in only considering the worst alternative- building more traffic lanes- that will certainly lead to more congestion and those being filled up. Then will be even more health-harming pollution and emmissions of global-warming gases. In 2016, the MD General Assembly tightened and Gov. Hogan approved a law wanting a deduction in GH gases bu 40% by 2030.	1. Poor 2. Poor 3. Poor 4. N/A 5. open up the planning to consider non-roadway alternative		1			1		1								1		
4/24/2018	*How will Maglev factor in/be considered? *When you roll out alternatives- can you share some successful + not so successful examples of other communities w/ similar circumstances? Thank you.	1. Good 2. Good 3. Good- Christina was excellent 4. Good 5. No suggestions- mail flyer was effective, thanks			1							1							1
4/24/2018	1. Toll cost per mile driven for on the road 2. Build time frame or number of years to build 3. True numbers of cost between the 3 toll roads VS central Maryland transit 4. Baby boomer uses of both toll VS rail over next 5. Uber Lyft effect on transit over next 10/20 years	1. Okay 2. Okay 3. Okay 4. Okay 5. Need to inform or have more details of what will be talk about at meeting			1												1		
4/24/2018	Economics- tax rate for gas remains the same (or rises) for tax payer while private partnership makes profit- Government should retain ownership + maintenance for all roads. Development drives commuters. Countries should have smarter growth plans. No one is giving up their cars. In most cases people have to drive to metro.	1. Okay 2. Okay 3. Okay														1	1		
4/24/2018	I am concerned about the carbon emissions added by focusing on auto transportation. I am also concerned about the added impact of tolls on people with modest incomes. I would have liked to see the rationale for focusing on auto rather than transit systems. I also believe the state will have trouble keeping this from unduly benefiting contractors. KEEP HAVING PUBLIC OUTREACH EVENTS!	1. Good 2. Good 3. Okay 4. Good 5. I would have liked more detail about the date to be collected			1		1									1			1
4/23/2018	I would encourage you to extend the improvements to I-270 all the was to Frederick, ASAP. We don't need "more paralysis by analysis"! We're drowning in all the traffic congestion! Reversible lanes at peak travel times is a good idea & perhaps small tolls, if lanes are added, for the new lanes	1. Good 2. Good 3. Good	1			1						1							

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/19/2018	I attended the Open House on 4/18/18 at Clarksburg High School and would like to pass along some thoughts that I have. 1. I am opposed to the plan to copy what Virginia has done, (P3) and is still doing. "Special lanes for special people" is really what it boils down to. People with (too much) disposable income. About two weeks ago on a WTOP AM traffic report, it stated that the toll for 66 inbound from 495 to the Roosevelt Bridge was \$47! WHAT?! How can that be affordable? Affordable to you and affordable to me are two different things. None of the tolls will be affordable for my son. It will only make the congestion worse for the people who have no disposable income, or for those that would rather spend that money on something else. 2. How will the toll structure be constructed? Will the public have a say in this process, or will the "formula" be hidden in the legal language of the contract when one is awarded? Will there be a limit in how much they can charge? (See above) Will the state review/approve the toll structure, as well as the fines imposed for violators? (See below #6) 3. How will these new "lanes" be presented to the public? Re-striping what pavement is already there? Removing a lane that is already there for everyone to use? Adding new pavement to accommodate the addition of these new lanes? Nobody at the open house would wager a guess. If the object of this project is to increase traffic flow, it would be a disaster to remove an existing lane and convert it to a toll lane. 4. Why can't this project be done the old fashion way, by selling municipal long term bonds? In addition, can't believe I'm going to say this, but tweak up gas tax, and make sure the money goes to the project. 5. How was the ICC funded? The tolls on that road are reasonable. Why can't that project structure be duplicated? 6. If the P3 design is approved and moves forward, will the tolls be there for perpetually? (Web site says 30 to 50 years, which is for me) But then what? The state gets a really old road that needs improvements? It seems to me that this structure is all about making money for the private sector. That is just wrong. Yes, the web site talks about off-loading risk and maintenance onto the vendor, but isn't that what tax dollars are for? A road for taxpayers should not turn into a cash cow for a private sector company. (Remember the absorbent fines the company in Virginia imposed, only to get over ruled in court.) 7. Why is I-370 to I-70 so far out it's not even on the calendar? Seems to me that while there are resources available for "studying" it should be included. It's never too late to start early. (Should have been done years ago.) 8. Finally, in my humble opinion, the traffic problem was/is caused by over, high density, development. Where is the money that developers are suppose to pay for road improvements? All the development in Frederick, and other out laying counties, causes a lot, if not most, of the congestion on I-270. Is there not a fund that they pay into to address this additional traffic congestion? Maybe the amount of their "fair share" needs to be reviewed.				1									1	1	1		1
4/20/2018	I would like to add my voice to those who are proposing that instead of adding lanes for cars, that you use rapid bus or rail (either light rail or expanding existing rail lines) along 495 and 270. Adding additional car lanes is an outmoded and environmentally bad idea. I am very concerned about adding to pollution from car exhaust and disrupting Rock Creek Park. Modern cities in Europe and Japan are moving more toward rail solutions to traffic problems and away from automobiles. We should as well.		1	1		1		1										
4/20/2018	I live just by the side of 495 and am very concerned about the impact of any major work regarding this road. This could lower significantly the value of our property and my mortgage is not paid out. I will loose my home equity and all my savings could be wiped out. I hope our voices will be heard.								1	1								
4/22/2018	http://www.saveourseminary.org/ I would like to express my concern of and opposition to the potential widening of the Washington Beltway. I am a resident of the condominiums at the National Park Seminary (NPS) in Silver Spring, MD. As you may know, the National Park Seminary is designated a National Historic District on the National Register of Historic Places. NPS has a long and storied history in the Forest Glen neighborhood and has received significant support from Montgomery County and numerous government and citizen groups including the Maryland Historic Trust, Montgomery County Historic Society, Preservation Maryland, Save Our Seminary, etc. (Please find below a link that details the history and preservation status of NPS.) National Park Seminary houses residents of all ages, ethnicities and socio-economic classes. I am very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as a result of the Beltway widening. This project would also result in the destruction of the natural woodlands and creek that is home to numerous wildlife species including mammals, song birds, and various species of amphibians. This natural area acts as an important buffer between NPS and the current Beltway and should be preserved. I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider all appropriate engineering options to minimize the impact on the health, quality of life, and property values that would result from this problematic project. Thank you for your consideration.			1		1			1	1								
4/23/2018	I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway. I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.			1		1			1	1								

[illegible]

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/23/2018	I attended the Open House on 4/18/18 at Clarksburg High School and would like to pass along some of my thoughts and concerns – 1) I noticed that I-270 from Gaithersburg to Frederick is not included in the current plan – it is scheduled for “Future Study”. The interstate between Frederick and Washington (now called I-270, used to be I-70S) seems to always treated as the red-headed step-child of Maryland’s interstate highways. It was built at the same time as the stretch between Frederick and Baltimore (now I-70, used to be I-70N) and I-70 was upgraded to 3 lanes each way sometime in the 70’s. I-270 was left as 2 lanes each way, even though I believe there has always been more traffic between Frederick and Washington than between Frederick and Baltimore. It wasn’t until the mid 80’s that anything was done with I-270, even then, it was 3 lanes from only Clarksburg south with 4 lanes and Local Lanes (and HOV-2) from Gaithersburg south – nothing from Frederick to Clarksburg. Today, you can’t drive from Frederick to Clarksburg without running into traffic jams - it doesn’t matter what day of the week or what time of day, you’re going to run into traffic. A third lane is needed between Frederick and Clarksburg. There is room to put it in the median. Please don’t make it a toll lane or HOV – that will only drive people off I-270 and onto other roads. (Side note – live in Germantown and was working in Rockville when I-270 was expanded in the late 80’s – drove from Rt 118 to Rt 28 / W Montgomery Ave to go to work in the morning. When construction was finished, before HOV-2 went into effect, the traffic reports on WTOP reported backups starting south of Montrose Rd leading to the split for Bethesda and Northern Virginia – the day HOV-2 went into effect, the backups started at Shady Grove Rd. Please, no HOV north of Clarksburg.) 2) If there are going to be tolls, who are they paid to and how long will they be charged? Until the road is paid for? Who says when that happens? Then what? Who pays for road maintenance while tolls are being collected? Who can afford them (I can’t)? I thought that the gas tax was supposed to pay for road maintenance – with cars getting better gas mileage, I can see where that source of revenue might be going down. Maybe you can tweak it a little (I can’t believe I suggested that). Also, a few years ago, someone floated the idea of a road tax based on the mileage driven for each car on the road. Maybe that’s worth looking into, although it might be hard to verify the reported miles driven. It was also suggested that the road tax be a sliding scale for different cars – if you do that, make sure you slide it in the right direction – giving Hybrids and Electric Vehicles a break on the road tax is wrong – they’re part of the reason gas tax revenues are going down (they don’t use much or any gas), so giving them a break on a road tax would be wrong – they cause just as much wear and tear on the road as the gas guzzlers but without the gas tax revenues (I can’t believe I suggested that, either). 3) I don’t generally use the Beltway – I have little call to go in that direction. When I do have to use it, I generally allow plenty of time, take a deep breath, and grit through it if there is no way to get to where I’m going without using the Beltway. There isn’t room to add lanes to the Beltway without taking a lot of houses, and restricting lanes for tolls or HOV would only make the congestion worse. I don’t know how you’re going to make that better. 4) Please don’t think that just because something “works” in Virginia that it will work in Maryland. A lot of what they’ve done there (HOT				1									1		1	1	
4/23/2018	I live in MoCo and am closely following I-270 and I-495 widening project. I would like to suggest that there should be consideration for constructing a bridge in addition to American Legion Bridge on the Potomac River. The bridge should connect residents along central/northern stretch of I-270 to Virginia. Currently, we have to travel full stretch of 270 and and part of 495 to get on to American Legion and then go north to reston/sterling area. If the bridge is constructed around Darnstown area, this will help is reducing traffic flow into I-495.Please consider this suggestion seriously.				1													
4/24/2018	I have serious concerns about the current P3 Project which is under review by MDOT. My concerns are twofold. First the process that is underway seems to be rushed both in terms of scope and speed. Several groups of which I am a member have voiced concerns about the legality of the process and the determination by the MDOT to fast track the project before sufficient public comment. As we all know more and wider roads have never seemed to reduce the traffic congestion in the area. My second concern is more specific since the project has the potential to impact the historic community in which I live. I live at National Park Seminary in Silver Spring, a community listed on the National Register of Historic Places and a community supported by the Maryland Historic Trust. NPS property borders the Beltway and has, as part of its campus, an historic Glen which is open to the public, is an important habitat for birds and provides a serene and beautiful walkway located within a densely populated area. For these reasons I strongly urge you to seek other alternatives to the traffic congestion in the Maryland suburbs of Washington DC. Certainly the time to only consider more roads which mean more pollution, more noise and mostly likely more traffic has been found to be an inefficient and costly plan.					1	1	1	1	1					1	1		1
4/24/2018	As a resident of Montgomery County, MD and a user of I-270 and 495, I do not support expanding those highways to support more automobiles. I would prefer Maryland DOT investigate public transit options, including expanded rail and dedicated bus lanes in order to transport more people with less energy and space, reducing car congestion, environmental pollutants, and traffic related injuries and fatalities. I appreciate your consideration.		1	1		1	1	1										
4/24/2018	As a resident of Montgomery County, MD in the Forest Glen neighborhood, which borders the beltway, and a user of I-270 and 495, I do not support expanding those highways to support more automobiles. I would prefer Maryland DOT investigate public transit options, including expanded rail and dedicated bus lanes in order to transport more people with less energy and space, reducing car congestion, environmental pollutants, and traffic related injuries and fatalities. I appreciate your consideration.		1	1		1												
4/24/2018	I’d like to get my name on the consulting party list for Anacostia Trails Heritage Area Inc. We are a state certified program in historic preservation. I’d be happy to reach out to the FHWA if necessary.																	1
4/25/2018	What exactly are you planning to do. • Make more lanes in the middle, which I don’t see too much space on 495 or 270. • Make more lanes on the side??? • Planning to move the walls??? • What happened to the Wild Animals living in the area?? • Where is all the money coming from?? I am asking because I realize how much Schools in this area need the help. These are our kids, the country’s future. What about really improving public transportation rather than make more lanes..... It is terrible that the Public Transportation is so bad. Every develop country has a great infrastructure for public transportation. But you want to build more for one person being able to drive their car??? Not much logic in that.			1		1			1							1		

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/25/2018	I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. The Glen is a Forest Conservation Area that provides habitat for wide variety of wildlife, native plants, and provides food for a range of local and migratory birds. I am also very concerned about the diminished quality of life for the residents near the NPS due to the increased exposure to both noise and air pollution. I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.			1		1			1	1								
4/25/2018	The impact for me is I would become homeless. I live in Rockville in the Regent Sq. neighborhood. I am 3 townhouses from the 270 noise wall. If the road is widened, my entire neighborhood would be demolished. This is just wrong.								1	1								
4/25/2018	With respect to your subject letter, as a 30-year next door neighbor to I-495 in Silver Spring, MD, please find attached a response letter from me stating my opposition to the Traffic Relief Plan, related to (1) how it is being carried out; and (2) outlining my specific concerns. I realize that your April 6th letter indicated that "no response was required" and I am sure that would be your preference, but after fighting the SHA since 1988 on the problems associated with living next to an I-495 bridge in Silver Spring, I am not going to just let this go. My family and I have some serious concerns about being ignored and neglected and believe that this project will be an undue burden on everyday Maryland residents in order to accommodate drivers from across the country so that they can drive on less congested roads. Your "innovative solution" may be such from an engineering standpoint, but from a social perspective, you are applying mid-20th Century thinking to solve a 21st Century problem. It is anything but innovative as you simply cannot build your way out of a problem as I outline in the attached. Building bigger roads (whether horizontally or vertically constructed) for traffic is really old school thinking. By the end of the 21st Century your "innovative solution" will be a monument to shortsighted thinking. In today's 280-character Twitter world, I do hope that you and your staff will take the appropriate consideration and effort in reading my 3 page letter on this subject. My concerns are serious and I do not write this letter lightly. All the officials cc:d on my letter are included in this e-mail except for Gov. Hogan and Lt. Gov. Rutherford as those two officials do not have readily available e-mail addresses, but I will be sending them this letter via the contact portions of their respective web pages. Thank you for your consideration in listening here; this is a critical issue to me and my family, as well as to all the people who are next door neighbors of both I-495 and I-270. I am writing you in response to your reference letter of April 6, 2018. My family and I have lived at the above address adjacent to and only 50 feet from the I-495 bridge over Brunett Avenue in Silver Spring, MD, in Montgomery County, since August 1988. Since that time our lives have been under constant bombardment from both the ambient noise (the sound wall installed in 1989 is of some minimal help) and more critically from the seismic-like vibrations generated by trucks and other heavy vehicles hitting the gaps in the approaches to and from the bridge and causing constant shaking and vibrations of our house. When we moved here in 1988, long-time residents of my neighborhood stated that these problems resulted from an initial poor bridge design (uneven expansion joints), and they had to put up with this problem for over 25 years up until that time; and now my family and I have had to deal with it for an additional 30 years. <i>[Comment continues]</i>		1				1	1	1	1						1		
4/25/2018	I am writing regarding the proposed expansion of I-270 in Montgomery County, Maryland, and ask that you please give serious consideration to the effects on existing communities. Not only the construction but the final product will prove to be a disadvantage for 270 and the millions who rely on it. Well-established communities provide the tax base for the county and the state and will be disproportionately effected by this expensive overhaul to our roadways.Disregarding the costs associated with the families and businesses making use of these roadways is a mistake. Pushing the project through, expediting without proper investigation, only exacerbates the existing traffic problem and should warrant your cause for great concern.		1													1		
4/25/2018	I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. The Glen is a Forest Conservation Area that provides habitat for wide variety of wildlife, native plants, and provides food for a range of local and migratory birds. I am also very concerned about the diminished quality of life for the residents near the NPS due to the increased exposure to both noise and air pollution. I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.			1		1			1	1								

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/25/2018	We are against the widening of I-270. We have been residences of Rockville MD off Azalea Drive for over 20 years. We strongly believe there are better ways and means of easing congestion than taking the steps proposed to widen I-270 by 2 lanes. Why not make the investment in public transit or reversible lanes which would be a much better option and cost far less while doing less destruction to the neighborhoods that back up to I-270. We strongly oppose widening I-270 and will take actions and join the greater community to request taking a step back and further consideration be given to this matter. Thank you for your time.		1	1					1	1								
4/25/2018	I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. The Glen is a Forest Conservation Area that provides habitat for wide variety of wildlife, native plants, and provides food for a range of local and migratory birds. I am also very concerned about the diminished quality of life for the residents near the NPS due to the increased exposure to both noise and air pollution. I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.			1	1	1		1	1	1								
4/25/2018	I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway. I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.			1	1	1			1	1								
4/25/2018	I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway. The presence of the Glen and its protected statue were key determines in the location of my home in the community, and any disturbing to its presence and well being is very disturbing. I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.			1	1	1			1	1								
4/25/2018	I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway. I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.			1	1	1			1	1								

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/25/2018	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>			1	1	1			1	1								
4/25/2018	<p>I would like to submit my public comment regarding the state's plans to alleviate traffic on I495 and I270. I have lived in Maryland for more than two decades, and am currently a resident of Rockville, living within two miles of I270. I am currently the Vice President of the Woodley Gardens West Civic Association and a member of the Carver Coalition.</p> <p>With regard to easing congestion along the noted highways, I strongly oppose any effort that would widen the footprint of the existing roadways. I am in favor of any effort that works within the current footprint and redirecting any additional funds to public mass transit efforts. Not only will widening the footprint encroach on residential areas throughout the state (and add the associated noise and fumes), adding roadway will only attract more vehicles. Any amount of ease and congestion will soon be taken over by more cars seeking to take advantage of the new lanes. And years from now, when my children begin commuting to their jobs, they will face these same challenges over again - except the state will have spent billions of dollars with nothing to show for it.</p> <p>Widening existing roadways is a temporary, unsustainable solution to a recurring problem. If the state does not consider the full range of the issues that cause traffic congestion in the first place and seek to resolve those (i.e. development, lack of proper secondary roadways, job centers closer to dense suburban areas, and attractive and reliable public transportation), then we will be right here again, a generation from now and billions of dollars poorer.</p>			1	1	1			1	1								
4/25/2018	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>			1	1	1			1	1								
4/26/2018	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>			1	1	1			1	1								
4/26/2018	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary and Forest Glen neighborhoods due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between these lovely neighborhoods and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>			1	1	1			1	1								

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/26/2018	I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway. I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community. This historical property dates back to the 1880s			1	1	1			1	1								
4/26/2018	DO NOT WIDEN I-270 AND I-495. Making highways bigger only brings more traffic. A few years later, the highways are congested again, and officials are thinking about widening them again. Rockville went through that with I-270 around 1990. We have six lanes in each direction -- now you want more? This is not Los Angeles. We don't want wider highways. This money is much better invested in bus rapid transit, Metro, ride share, and other mass transit. For those who drive alone, convert one current lane to a reversible lane. But widening kills neighborhoods, steals property, wrecks property values, upends lives and families, imposes noise and fumes for months or years, and permanently changes the landscape and the environment for the worse. DO NOT WIDEN I-270 OR I-495.		1	1		1			1	1								
4/25/2018	I am the manager of a community located on Azalea Drive and Nelson Street in Rockville Maryland and I am curious as to how the widening of I-270 is going to affect our property. I was not able to locate any scope of this project online. I would appreciate any information/plans you could provide.																	1
4/26/2018	I wanted to get some clarity on the Managed Lane Study and the phases process. I understand that the kick-off is on May 3rd and that comments are due by May 11th. Gaithersburg City Council may be interested in commenting and wanted to know if this phase includes the NEPA Study. Naturally the Council would not want to make redundant comments on impacts that the NEPA study would already address such as noise, social, environmental etc. Additionally, Gaithersburg is such that half of the City will be addressed in the I-495 & I-270 Managed Lanes Study while the other half will be addressed in the future study. Will there be an additional NEPA study in the future, focusing on the extended area along I-270? The City is excited for the chance to comment and looking forward to gaining new information at the kick off for the next phase, if you could give us some more information about the process and some guidance on what the City should comment on, that would be great.										1							1
4/27/2018	Attached are comments in response to the "Notice of Intent To Prepare Environmental Impact Statement, I-495 & I-270 Managed Lanes Study, Montgomery and Prince George's Counties, Maryland and Fairfax County, Virginia" published in the Federal Register of March 16, 2018. These comments are submitted by the following organizations (mailing addresses are listed in the comments): Action Committee for Transit Baltimore Transit Equity Coalition, Bikemore, Central Maryland Transportation Alliance, Chesapeake Bay Foundation, Coalition for Smarter Growth, Coalition for Transit Alternatives to Mid-County Highway Extended, Main Building Condominium Association at National Park Seminary, Maryland Rail Passengers Association, Maryland Transit Opportunities Coalition, National Park Seminary Master Association 1000 Friends of Maryland, Prince George's Advocates for Community-Based Transit, Sierra Club, Maryland Chapter, Sligo Creek Golf Association, Southern Maryland Alliance for Rapid Transit, Transportation Advocates of Howard County. Also attached is a pdf file containing material cited via hyperlinks in the text of the comments. Please include this file in the Administrative Record as a backup to the hyperlinks. ----- Comments on Scope of the Environmental Impact Statement for I-495 & I-270 Managed Lanes Project There are several shortcomings that we find with the proposed scope of the Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes project. These shortcomings are reflected in the proposed purpose and need, analysis of alternatives, lead agency, and segmentation of the project. We are also very concerned about the accelerated plan for this EIS. Purpose and Need - Every EIS is required to have a Statement of Purpose and Need for the project. The Notice of Intent clearly limits the study to roadways for easing congestion for motorists. A Statement of Purpose and Need for the project that limits the project too narrowly violates the intent and purpose of the National Environmental Policy Act (NEPA), especially Section 102 requiring the analysis of alternatives. We strongly object to a Statement of Purpose and Need that is limited to only roadways and does not include other reasonable transportation modal alternatives, such as mass transit. We would like to point out the scoping for this EIS already appears to be biased. The bias can be found in the statement in the Notice of Intent published at 83 FR 11812 of March 16, 2018 as follows: "Motorists on I-495 and I-270 do not have an option for efficient travel during extensive periods of congestion. Additional roadway management options are needed to improve travel choices." This statement is not true; on the contrary, motorists do have the option to use mass transit, including Metrorail, Metrobus, and Maryland Area Rail Commuter (MARC). [Comment continues outside of matrix]			1												1		
4/27/2018	I am opposed to the widening of the Beltway between Wisconsin Avenue (355) and Connecticut Avenue if this will require the destruction of private homes. I am also very concerned about an increase in noise pollution. The residents of Locust Hill Estates can already not avoid the Beltway noise from penetrating the walls of their homes. Additional lanes will only make a very bad matter worse.		1			1	1		1	1								

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/27/2018	As the owner of a home near the Forest-Glen-Silver Spring neighborhood adjacent to I-495, I urge reconsideration of the plans to widen that thoroughfare as well as more study of the environmental impact of such major construction. I reside in a condominium in the Main Building, a nineteenth century building in the National Park Seminary, a National Historic District on the National Registry of Historic Places. Widening the beltway in this vicinity would threaten this historic site and inevitably have a deleterious impact on the Glen, a natural creek within serene wetlands that separate National Park Seminary from the Beltway. The cost of desecrating this environmental jewel would produce no long-term benefit save to the private firms who would collect the tolls, because more lanes will simply attract more traffic and, instead of four congested lanes, result shortly in eight congested lanes. Please consider seriously alternatives such as walled-off roadways or tunnels, and mass transit in order to minimize the environmental impact and disruption of this important bit of Maryland history. Governor Hogan characterized the Beltway widening project that he proposed in September as “massive” and “absolutely transformative,” which it would be but, I fear, not in the positive way he intended. Thank you for considering my views.		1	1	1	1								1				
4/27/2018	I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property within the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway. I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.			1	1	1				1	1							
4/27/2018	I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway. I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.			1	1	1				1	1							
4/27/2018	I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway. I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.			1	1	1			1	1								
4/27/2018	I live in Rockville, MD in a section called Woodley Gardens. Our neighborhood is over 60 years old and shares a sound wall with I-270. At the Woodley Gardens section of I-270 there are 12 lanes of highway stretching across the north and south thoroughfares. 12 lanes and now the thought is we need 2 more lanes??? How many lanes is enough? If there was an infinite number it would still not be enough - as they say, build it and they will come. To add 2 more lanes entire streets would need to be eliminated. Businesses would need to be eliminated. The Rockville Senior Center will have I-270 on its doorstep as it already shares the sound wall mentioned above. Instead of more lanes, how about putting the effort into mass transit. More programs to encourage Metro use, high speed buses. Take the existing HOV2 lane and make it HOV4 or you pay\$\$\$. But if the State just has to accomodate cars, add lanes north of Germantown up to Frederick. Local lanes end so only 8 total lanes. Then it goes to 4 total lanes. Look at the traffic in and out of Frederick. Afternoon rush hour starts at 2pm or earlier with miles of bumper to bumper on those few lanes of highway. So much land abutting the existing I-270 in that area that can be used for new lanes before more housing and businesses are built. Thank you for reaching out to residents for their comments on this huge, impactful endeavor. We request that you thoughtfully and thoroughly evaluate the consequences that your decisions will have.		1	1	1	1			1	1								

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/27/2018	<p>I am concerned about the potential widening of the Washington Beltway as described in the recent Notice of Intent. I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>Over the past few years we have had many families move into this community's apartments and townhouse. It is wonderful to watch the children out with their family members enjoying and exploring the grounds.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>			1	1	1	1	1	1	1								
4/28/2018	<p>I am extremely concerned about the potential widening of the Washington Beltway as described in the recent Notice of Intent. As a resident of property in the National Park Seminary (NPS), a National Historic District on the National Register of Historic Places, I am very aware of the devastating effects that the beltway expansion would have on the character of this historic property and the unique attributes of the surrounding neighborhood. The quality of life for all residents in this part of Silver Spring would be greatly diminished by the increased exposure to both noise and air pollution.</p> <p>I am also alarmed about the effect that the potential widening would have on the nearby wetland, glen, and creek between NPS and the current Beltway. This plan would destroy this natural glen, an area of natural beauty and serenity that provides habitat for a wide variety of wildlife, native plants, as well as food for a range of local and migratory birds.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I insist that the authorities consider alternatives such as mass transit—an option when undertaken with appropriate funding and planning—is environmentally preferable to a significant increase in impermeable pavement and vehicles.</p>			1	1	1			1	1								
4/30/2018	<p>I am writing to express serious objections to the "495-270-P3" plan that would, per a presentation on April 19, 2018, result in the building of additional lanes for cars on the Beltway (495) and/or route 270. There are several problems with the concept of merely expanding those roadways, including:</p> <p>1. Only "roadway"-related measures were presented on April 19. Such a focus means failure in the medium-term as more cars will fill any new lanes built, sooner than later. That is, roadway expansion is not a real solution to the fundamental problem people in the D.C. area face.</p> <p>2. The project, if serious about reducing roadway congestion, should include light-rail to connect existing metro and MARC stations. A first step in that direction might be to bring back, and implement, the idea of a light-rail Beltway around the D.C. area. (See, e.g.: https://www.washingtonpost.com/wp-srv/local/longterm/library/growth/transport/proposals.htm). The Purple Line within the Beltway is a start, but insufficient --- the national capital area ought (like other world-class cities) to have comprehensive and convenient public transportation system (and light rail seems to be a good way to achieve that). Certainly, parking lots could be provided at new, and perhaps existing, metro/MARC stops, thus allowing people to drop off their cars and so reduce some congestion. Moreover, money for a light-rail system should not be a problem, if the \$9 billion for the roadway-expansion project were, instead, used for above-ground light-rail lines.</p> <p>3. Nor does the current plan address the likely bottlenecks where people will have to try to get in, or out, of the special ("managed") extra lanes that may be built if the current 495-270-P3 project goes forward. That is, based on what I have seen on the Virginia side, there will also likely be back-ups where any new lanes merge into or out of the existing Beltway lanes. Moreover, the current plan does not seem to address the inevitable bottlenecks at the bridges over the Potomac.</p> <p>4. Adding new lanes to the Beltway and 270 will reduce quality of life in affected areas, e.g., the likely destruction of green spaces such as the Sligo Creek golf course, or recreation spots like the YMCA in Sliver Spring. Moreover, creating more lanes for cars will simply mean that much more noise and pollution from car traffic.</p> <p>5. In short, let us not spend money supporting an old technology -- motor vehicles -- and let's spend it on modern, eco-friendly, and real solutions.</p> <p>Many thanks in advance for considering my input and any other alternatives to merely spreading more concrete, in a futile effort to accommodate more cars on the roads. I would look forward to discussing better options with SHA at a mutually convenient time.</p>		1	1	1	1			1	1								
4/30/2018	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular, I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit and, in the case of any actual modifications of the Beltway, I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>			1	1	1			1	1								

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/30/2018	<p>The attached letter shall serve as a response from the Evergreen subdivision homeowners/residents as to MDOT SHA's letter to property owners dated April 6, 2018, informing us of the upcoming EIS/NEPA study required for Governor Hogan's P3 Traffic Relief Plan. Our community looks forward to continued engagement on the 495-270-P3 project.</p> <p>For any copied recipients with unknown email addresses, hard copies of this letter will be mailed via USPS.</p> <p>*** Unable to pull text from attaged PDF***</p> <p>-----</p> <p>Summary: letter drafted as a response to the 4/6/18 SHa letter. Letter gives a history of the interactions the community has had with SHA in the past that formed the basis of reasoning for their concerns with the current P3 study. The memebers feel the P3 project is a means of capilizing of the current political climate and encouraging the privatization of public structures. They feel despite the study not being completed that it is a "done deal." The fundering should go towards Metro funding and the touch upon the lack of funding that goes towards it as well as he lack of Federal investment in transportation infrastrucutre. They expect complete transparency.</p> <p>Ever increasing noise levels are effecting their property values as well as their quality of life. Additionally, they fear eminent domain will result in their home being seized should that become involved in this project. They have concerns about the neighboring Gibson Grove Church and Cemetery, as it is a historic property. They felt there was not a sufficent amount of time between receiving the letter and the comment deadline to collect input from the entire community.</p>			1		1	1		1	1						1		1
4/30/2018	<p>I am pleased with the openness of the managed lanes study process.</p> <p>I understand that at this stage, the scope of the study. I want to argue strongly that the study should look at other ways of achieving reductions in commuting times, especially use of forms of public transportation like Metro, purple line and buses. The region already has the beginnings of a good public transportation infrastructure and if substantial transportation resources are available they should be used to enhance this infrastructure. This will reduce environmental impacts overall which is what we all want.</p>			1		1												1
4/30/2018	<p>I am writing to express my strong opposition to the proposal for an Environmental impact Statement that does not consider alternatives to Beltway widening such as public transportation, especially since the the proposed widening would cause significant damage to communities located along the Beltway and to public parks through pollution, noise, and visual damage. It is now recognized that particles from brakes and tires are specially dangerous to human health, and additional lanes could seriously aggravate this problem in the County. This problems deserves special attention in any environmental assessment.</p>	1		1		1	1	1	1	1								
4/30/2018	<p>Senator Susan Lee respectfully requests that SHA ensure that one of the Alternatives Retained for Detailed Study is a minimally-intrusive/disruptive alternative for the Beltway east of 355 and north of the Locust Hill Neighborhood. Such an alternative would examine the minimization of disruption to the parklands/wetlands/watershed on either side of the Beltway just east of 355, including Rock Creek Part on the north, Locust Hill Neighborhood Park to the south, and Fleming Local Park on the northwest interchange corner. The alternative should minimize noise pollution for the residences, and the Marriott hotel immediately west of the interchange, because it is apparent that any proposals to address this section of 495 would require intrusive depressed or elevated structures like fly-over ramps. We appreciate the examination of a minimally-disruptive alternative at this specific location, with the totality of the surrounding local circumstances considered. Please feel free to reach out to our office for any additional questions.</p>	1			1	1	1		1	1	1							
4/30/2018	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>			1	1	1			1	1								

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/30/2018	<p>The Carderock Springs Citizens Association ("CSCA") is committed to preserving the unique nature of the Carderock Springs community and protecting the interests of Carderock Springs residents. Carderock Springs has been designated a National Historic District, is listed in the National Register of Historic Places, and also includes an elementary school (Carderock Springs Elementary School (CSES)) that is located directly adjacent to the Interstate 495 right-of-way (ROW). The Carderock Springs and South Carderock neighborhoods are bisected by Interstate 495 (the "Beltway") with direct roadway frontage on both sides of the highway, and thus are directly affected by the current traffic noise and air pollution emanating from the Beltway, and will be equally impacted by any change to the Beltway. Thus, any study prepared in connection with a Beltway expansion or managed lanes under the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (Section 106), or Section 4(f) of the Department of Transportation Act (Section 4(f)) must take into account both the direct and indirect impacts and effects that a Beltway expansion - whether a widening or increase in capacity will have on the residents and elementary school students within the Carderock Springs Neighborhood.</p> <p>The most significant direct impacts of any project that will increase the capacity of the Beltway are increases in noise and the emissions of harmful air pollutants. Scientific studies have demonstrated that prolonged exposure to traffic noise of at least 69 decibels causes numerous harmful cognitive and health impacts, especially on children, including impaired cognition, attention-span, reading comprehension, speech intelligibility, memory, learning, and problem-solving, as well as increased frustration. Newer research also points out an increased risk for respiratory diseases caused by traffic air pollutants, leading some states, for example California to ban building schools within 500 feet of a highway. Unfortunately, the air supply vents, playground and athletic fields at Carderock Springs Elementary School are located less than 500 feet of the Beltway and the U.S. Environmental Protection Agency's (EPA) recommendation to use a solid roadside barrier and vegetation has not been followed. The situation has gotten dramatically worse in recent years when the Virginia part of the Beltway was expanded bringing more traffic volume to our area.</p> <p>Of immediate and urgent concern is that massive amounts of vegetation separating the school and the neighborhood from the Beltway were removed as part of the effort to destroy invasive species. However, the denudement of vegetation from this area has now left our community more fully exposed to the Beltway as no replanting has occurred. Many residents have noted the significant worsening of air pollution and noise.</p> <p><i>[Comment continues outside matrix.]</i></p>					1	1	1	1	1								1
4/30/2018	<p>Carderock Springs Citizens Association Resolution in Support of Beltway Noise and Air Pollution Mitigation</p> <p>WHEREAS, the Carderock Springs Citizens Association ("CSCA") is committed to preserving the unique nature of the Carderock Springs community and protecting the interests of Carderock Springs residents ("CSES"); and</p> <p>WHEREAS, the Carderock Springs community has been designated a National Historic District and is listed in the National Register of Historic Places; and</p> <p>WHEREAS, the Carderock Springs neighborhood is bisected by Interstate 495 (the "Beltway") with direct roadway frontage on both sides of the highway which results in traffic noise emanating from the Beltway being audible throughout the neighborhood at significant volume; and</p> <p>WHEREAS, scientific studies have demonstrated that prolonged exposure to traffic noise of at least 69 decibels has numerous harmful cognitive and health impacts, especially on children, including impaired cognition, attention-span, reading comprehension, speech intelligibility, memory, learning, and problem-solving, as well as increased frustration; and</p> <p>WHEREAS, the Maryland State Highway Authority last measured Beltway noise in Carderock Springs in 2001 as part of a noise impact study that recorded sustained noise levels in the vicinity of Carderock Springs Elementary School ("CSES") at 79 decibels, with even higher levels recorded at other points along the Beltway; and</p> <p>WHEREAS, traffic volume on the Beltway has increased in the sixteen years since the 2001 Noise Impact Study such that noise levels at many points along Carderock Springs' Beltway frontage now likely exceeds 80 decibels; and</p> <p><i>[Comment continues outside matrix.]</i></p>		1			1	1	1	1									
4/30/2018	<p>Carderock Springs Elementary School Parent-Teacher Association Board Statement in Support of Beltway Noise and Air Pollution Mitigation</p> <p>WHEREAS, the Carderock Springs Parent-Teacher Association Board ("PTA Board") is committed to fostering a positive, healthy, and effective teaching and learning environment for every student of Carderock Springs Elementary School ("CSES"); and</p> <p>WHEREAS, the PTA Board works collaboratively with the Administration of CSES to enhance the wellbeing and education of CSES students; and</p> <p>WHEREAS, CSES is situated in close proximity to Interstate 495 (the "Beltway") and traffic noise emanating from the Beltway can be heard throughout CSES grounds at significant volume; and</p> <p>WHEREAS, scientific studies have demonstrated that prolonged exposure to traffic noise of at least 69 decibels has numerous harmful impacts on children including impaired cognition, attention-span, reading comprehension, speech intelligibility, memory, learning, and problem-solving, as well as increased frustration; and</p> <p>WHEREAS, the Maryland State Highway Authority last measured Beltway noise in the vicinity of CSES at 79 decibels in 2001 as part of a noise impact study; and</p> <p><i>[Comment continues outside matrix.]</i></p>		1			1	1	1	1									
4/30/2018	<p>We are opposed to the "495-270-P3" plan that would, per a presentation on April 19, 2018, result in the building of additional lanes for cars on the Beltway (495) and/or route 270. Terrible idea of adding these lanes. It would destroy green space.</p>		1			1			1	1								

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/30/2018	I am writing to express my objections to the "495-270-P3" plan that would make additional lanes for cars on the Beltway (495) and/or route 270. Expanding the roadways is always a short term solution to a long-term problem. While the State Highway Administration is considering increasing the number of lanes on the Beltway, Montgomery County is encouraging making strides to increase the use public transportation and get people out of their cars. If the concern is really congestion why isn't there been planning to develop light rail to connect to the Metro and MARC Stations. This would require improved parking lots at the Metro and MARC station but would help people get out of their cars. Finally as a Silver Spring resident, I am concerned that putting new lanes on the Beltway and 270 will negatively affect the quality of life in these areas. My understanding that there is no regard for the communities adjacent to the proposal but rather a rush to ram through the construction while reduce quality of life in affected areas and eliminating green spaces in the Sligo Creek or negatively affecting the YMCA as well as driving down the property values of homes adjacent to the expanded Beltway. Meanwhile, Federal agencies as well as private employers are permitting their staff to telecommute thus reducing the need for such expansion.		1	1		1			1	1		1						
4/30/2018	I object to additional beltway lanes. More lanes mean more traffic, noise, air pollution, water pollution and impacts on the surrounding neighborhoods and green spaces.		1			1	1	1	1	1								
4/30/2018	I am writing to express STRONG SUPPORT to the "495-270-P3" plan that would, per a presentation on April 19, 2018, result in the building of additional lanes for cars on the Beltway (495) and/or route 270. I live a mile south of the Beltway and the severe congestion on the Beltway and I-270 impacts my quality of life, particularly on busy weekends when mass transit will never be an option. Several reasons for my strong support: 1) Its about time. In my 31 yrs of living in Montgomery County, both population growth as well as growth in affluence has greatly increased the use of cars, while little road infrastructure improvements have been actually implemented. 2) Congestion on the Beltway and I270 is now severe even on weekends, limiting the quality of life, and the freedom, that cars and roads provide. 3) Maryland and particularly Montgomery County rank near the top in the US in terms of tax rates and revenue. The money is there if priorities are adjusted. 4) Opponents cite alternatives such as mass transit and bicycling. They have a role but we have already spent enough public money on both. I take Metro to work each day, using a bicycle for part of my commute. I bicycle to run errands at nearby stores in downtown Silver Spring. BUT neither are a substitute for my car when I need to travel point to point somewhere. I am NOT taking a bus to go to Montgomery Mall, Beltsville to buy a part for an appliance, etc. particularly on a time precious weekend off from work. 5) I resent the opponents limiting my freedom with their elitist "let them eat cake" attitude to their fellow citizens who need and want to drive. Again, mass transit and other alternatives do NOT and CAN NOT substitute 100% for cars and roads. Its time to update the Beltway, from the 1960s when it was built. 6) All human activity has environmental impacts. The current levels of congestion has negative impacts too, included loss of time spent delayed in traffic, which has both an economic cost as a well as a negative quality of life impact. Tradeoffs need to be made. Its time to catch up and focus on our roads.	1		1		1			1	1	1							
4/30/2018	The idea of expanding I-495 and I-270 is an ill-conceived and would cause long-term damage to our community. While there is sometimes congestion, it is nowhere as bad as the notice of intent statement claims, and I don't see how adding a few pay lanes will address congestion issues for the wide majority of drivers. It will make over-priced luxury lanes, as has happened in Virginia, with the same or more congestion in the rest of the lanes. The only way luxury lanes earn money is if there is congestion in the non-luxury lanes. Expanding these roads will also encroach on private property and damage natural habitats. Also, the claim that this project could be paid for primarily by tolls is unbelievable. If our community is concerned with the environmental impact of congestion than the billions of dollars that would potentially be wasted on this project should be spend on improving mass transit and supporting more dense urban design so that fewer people will need to regularly drive on these highways. Please stop wasting our state's money on planning for this atrocious idea.		1			1			1	1								
4/30/2018	We would like to express our concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular, we are owner/residents of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. We are very concerned about the effect of the potential widening on the NPS property, as well as nearby wetlands. In particular, we are concerned with the effect on the Glen which includes a creek bed and acts as a place of serenity situated between NPS and the current Beltway. Further, this area acts as a natural run-off area and we are concerned about changes that the potential widening may bring. We are also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to light, noise, and air pollution, as well as the destruction of the habitat that includes a natural woodland and a creek that is a buffer between NPS and the current Beltway. We strongly urge that you consider these and other concerns with respect to the widening of the Washington Beltway. Further, we urge the authorities to consider transportation alternatives, such as mass transit options and/or alternative locations, for example, a bypass for the interstate as there are many people using 495 as means to bypass Washington going either North or South. In the case of any actual modifications to the Beltway, we urge you to consider all appropriate engineering options, for example, recessed walled-off roadways, sound barriers, and/or tunnels which would minimize the effect of the development on our community.			1	1	1			1	1								

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/30/2018	<p>I am writing to express serious objections to Governor Hogan’s plan to add four toll lanes to the DC Beltway ("495-270-P3" plan). This plan proposes the same old tired “fixes” to our transportation problems—build more roads, add more exhaust and noise pollution to communities, and burden drivers with tolls. We need a more forward-looking, creative, eco-friendly, and comprehensive approach to solving our region’s infrastructure problems.</p> <p>There is no empirical evidence that this plan will succeed. In fact, it may very well lead to increased congestion. If we are serious about reducing roadway congestion, we should include light-rail to connect existing Metro and MARC stations—at a much lower cost than the toll lane project, thus allowing additional funds to be used for other components of a comprehensive approach.</p> <p>Adding new lanes to the Beltway and 270 will drastically reduce the quality of life in the affected areas. Many businesses, churches, residences, green and recreational areas, and probably Holy Cross Hospital will be demolished, severely damaged, or otherwise suffer serious negative consequences.</p> <p>As taxpayers, we also need to hold the Hogan administration accountable for greater transparency, including sufficient opportunities for legislators and the public to provide input on the project. The hasty and ethically questionable award of the initial consulting contract for 495-270-P3 has raised our concerns in this regard.</p>		1	1		1					1					1		1
4/30/2018	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular, as a resident of the historic and famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>			1	1	1			1	1								
5/1/2018	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. The Glen is a Forest Conservation Area that provides habitat for wide variety of wildlife, native plants, and provides food for a range of local and migratory birds. I am also very concerned about the diminished quality of life for the residents near the NPS due to the increased exposure to both noise and air pollution.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>			1	1	1			1	1								
5/1/2018	<p>I closely follow transportation and land use issues and find this plan to be both ill-conceived and dangerous to the environment, neighborhoods, and mobility.</p> <p>What is clearly missing from the plan is any form of transit as well as car-pooling. By focusing on widening of roads, the state is accepting old and outmoded thinking. The state should be emphasizing cleaner forms of mobility, not using thinking from 30 years ago. Putting more cars on the road and moving them faster temporarily is not solving a problem when all studies show that widening of roads works for only a short period of time until those roads fill up as well.</p> <p>In my travels, I see third world countries put scarce resources into transit. Working with CSX and figuring out how we can improve MARC and make it more beneficial for more residents of Maryland is a good use of resources. Using BRT technology throughout more areas of the state and using it on bridge crossings is a much cleaner and better way to move people.</p> <p>Studies compare the efficiency of moving people and the space needed for that mobility. Cars and roads always come in last. Using current roads for bikes, pedestrians, BRT, and buses is a much better use of both monetary resources and space.</p> <p>Thinking of the environment, transit is moving towards more and more electrical vehicles similar to cars. The big difference though is the amount of road space that is taken for mobility. Group mobility vs individual mobility.</p> <p>A major question to ask is what happens to all the cars either before they enter or after they exit I-270 or 495? The neighborhood roads and state highways aren't equipped to handle those extra cars. As it is, SHA can easily vouch for the congestion on all their feeder roads. How much more efficient would it be to have dedicated transit lanes for SHA roads and higher speed highways like 270 and 495?</p> <p>Please SLOW DOWN! Let's have some transparency in this project. Let's get some diverse ideas out on the table. There are many ways to solve mobility problems and more alternatives need to be considered.</p>		1	1	1	1			1	1	1		1					
5/1/2018	<p>Whatever lanes you add to 495 and 270 will eventually become congested.</p> <p>Huge overpasses to enter and exit premium lanes are expensive. They also transform the region housing them from neighborhood to shuttle zones.</p> <p>Increasing light rail and rapid transit busses will preserve livable urban or suburban spaces. Reducing the necessity of driving, decreasing auto miles and replacing them with public transportation will do much more to benefit the DC metro area. And our planet, too.</p>		1	1	1	1			1	1								

[illegible]

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
5/1/2018	<p>As representatives of the Cabin John Citizens Association, we are writing on behalf of the 2,000 men, women and children that call Cabin John, Maryland home. This letter is to express our deep interest in the National Environmental Protection Act (NEPA) process related to the Maryland Department of Transportation “Managed Lanes Study”, and most especially the portion of the project from the American Legion Bridge to the I-270 spur.</p> <p>Cabin John is geographically defined, in part, by the highways that touch its borders – I-495 to the northwest, the Cabin John Parkway to the east and the Clara Barton Parkway, which runs along the southern edge. However, these highways do not define us as a community. We are a close-knit neighborhood whose residents greatly appreciate and take advantage of our proximity to the Potomac River, The C&O Canal National Historical Park and Cabin John Creek parklands. We consider ourselves stewards of the natural beauty that makes Cabin John so unique.</p> <p>We are impacted daily by the traffic congestion on I-495 and I-270 as well as the roads that feed those highways. We also know our community and its residents will be affected by most, if not all, the potential solutions developed as part of Governor Hogan’s Traffic Relief Plan.</p> <p>We ask that the environmental impact study and any project designs take into consideration the following:</p> <ul style="list-style-type: none">• We are VERY concerned about the impact of Beltway noise and believe that this MUST be a part of any NEPA study and proposed solution of “Managed Lanes”. We would like to see complete, up-front transparency as to exactly how the sound study will be executed, as well as clarification as to what the current and any proposed Federal regulations state as to sound barrier requirements. Beltway noise is heard throughout Cabin John, especially in the winter months when the trees are bare. Our residents living along the Beltway on the eastern side of Cabin John are exposed to high levels of noise all year round with NO sound barriers installed. In addition, we request that cumulative impacts be considered in light of recent changes to flight paths into and out of Reagan National Airport that already have significantly raised the noise level within our community.• Any approach to changes in traffic on the American Legion Bridge are likely to have profound effects on the Clara Barton Parkway, MacArthur Boulevard and local streets within Cabin John and other communities bordering the beltway. Cabin John already experiences significant congestion as a result of its unique one-lane bridge. Thus ANY NEPA study MUST include an impact study on these adjacent areas AND coordination with other agencies such as the National Park Service and Montgomery County Government. <p><i>[Comment continues outside of matrix]</i></p>			1		1	1								1	1		
5/1/2018	<p>We would like to express our concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular we are residents of the National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. The I-495 traffic noise and pollution already has a significant impact on our nearby neighborhoods.</p> <p>We are very concerned about the effect of potential widening on the nearby wetlands and especially on this section of Forest Glen, which is a natural creek and place of serenity situated between NPS and the current Beltway. We are also very concerned about a risk of diminished quality of life for the residents of the National Park Seminary and surrounding neighborhoods due to the likelihood of increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>We strongly urge that you consider these and other concerns about any potential widening in the current transportation right of way. Our close neighbors to the south have already lost tree cover due to the Purple Line construction. We urge the State Highway Administration to consider transportation alternatives such as protected bicycle lanes along I-495, as well as mass transit, including the potential of the Purple Line to replace vehicles using I-495.</p> <p>In the case of any actual modifications of the Beltway, we urge you to consider protective engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>			1		1		1	1									

[illegible]

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
5/1/2018	Dear Ms. Choplin: On behalf of the Fairfax County Board of Supervisors, I am writing regarding the request for scoping comments on the Maryland 1-495 and 1-270 Managed Lanes Study. As both locations where the Capital Beltway (1-495) connects Maryland and Virginia, the Woodrow Wilson Bridge and the American Legion Bridge, are contiguous to Fairfax County, the County will be significantly impacted by any component of the project near our shared state border. The County believes that the capacity needs across the Potomac River must be addressed to alleviate the existing congestion and to ensure that the region remains economically vibrant. The American Legion Bridge is the only direct connection between Fairfax County and Montgomery County, two of the largest jurisdictions in the Washington Metropolitan Area. Approximately 239,000 vehicles use the bridge on an average weekday, resulting in substantial congestion and delay for those residing and working in our localities. Use of the bridge is expected to increase over the next 25 years, further exacerbating the problem. Addressing the capacity of the bridge is essential to the quality of life and economic development for our region. The opening of Virginia's Capital Beltway Express Lanes in 2012 have had a positive impact in Northern Virginia, helping to mitigate congestion and providing more mobility options for those in the region. However, the Beltway Express Lanes currently terminate prior to the American Legion Bridge and there are no alternatives for travelers between the northern terminus of the Express Lanes and the 1-270 West Spur. 1-270 has High Occupancy Vehicle (HOV) lanes during peak periods, but no such facilities currently exist on the Capital Beltway in Maryland. Extending the Express Lanes to fill this approximately seven-mile gap could provide attractive options for buses, carpools and vanpools traveling between Montgomery County and activity centers in Northern Virginia, such as Tysons and Reston. We believe that it is important for the Federal Highway Administration (FHWA) and the Maryland Department of Transportation (MDOT) to coordinate with the Virginia Department of Transportation (VDOT) and Fairfax County during this EIS to evaluate how the managed lanes in Maryland connect to the managed lanes in Virginia south of the American Legion Bridge. With the daily delays leading to the American Legion Bridge, many commuters leaving Virginia have found alternate routes to travel as close to the bridge as possible before entering the Capital Beltway. Since some neighborhood roads near the bridge have been affected by traffic from these commuters, we request that the traffic study undertaken as part of this process include the impact on these roads in its scope. The County supports close cooperation between the Commonwealth of Virginia and the State of Maryland on development of a strategy to expand the capacity of the American Legion Bridge. Given the impacts of any changes to the Capital Beltway to Fairfax County, we also request that the Project Team for this study coordinate closely with Fairfax County Department of Transportation and other appropriate County agencies as the study progress. We also request that the Project Team coordinate with the Fairfax County Park Authority should there be any anticipated impacts to the Scotts Run Nature Preserve. Thank you for your time and attention to these issues. We look forward to working with you as these efforts continue.					1			1	1	1						1	1
5/1/2018	I am writing to express several serious objections to the "495-270-P3" plan that would result in the building of additional "hot lanes" for cars on 495 and 270. Within the study area, 495 is already eight (8) lanes wide and you want to make it twelve (12)?!? 270 is already twelve (12) lanes wide and you want to make it sixteen (16)?!? The proposed goal is mitigate traffic congestion; however, adding extra lanes does not mitigate congestion. 1) More Lanes = Same Number of Cars - Peer-reviewed studies have proven that for every one percent (1%) increase in highway capacity, the amount of total traffic on the highway increases by the same percent. So adding four (4) additional lanes to 495/270 will not REDUCE the number of cars or mitigate congestion, it will just increase the number of cars traveling. Congestion will remain the same. 2) Accidents - 40% of 495/270 backups that result in slow-downs / full stops are due to accidents. Additional lanes do not make for safer roads. 3) Off-ramps / On-ramps / Bridges – You could add 100 lanes to 495/270, but the cars riding those lanes still need to EXIT onto an artery which is a three-lane avenue at most and usually smaller. Ride around the Beltway at any hour, cars backup (sometime for miles) in the right lane so they can exit onto New Hampshire, University Boulevard, Georgia, Colesville, Connecticut, Rockville Pike, etc. What is your solution? To expand every artery avenue that spokes from 495/270 to a matching 12-16 lanes? Getting "on" backs up the arteries as well. Don't invite more cars! Same for the bridges – American Legion, etc. Go ahead and add as many lanes as you want, but there are still only four over to NoVA and four back. Hot lanes will not help the necessary "squeeze down." 4) Hot Lanes Still Have to Merge – same issue as the off-ramps. On paper, a car can zip around the hot lanes at 65 mph, but then they have to EXIT. So that means merging into the regular lanes with the hoi polloi, and then merging into the bottleneck of the off-ramp. If you have not done so, go experience the Northern Virginia hot lanes – not just once or twice, but daily and at ALL HOURS! You can zip, zip, zip along the hot lanes (empty because of the high cost), but then you have to merge over and get into the backup. You have ignored the environmental / societal impacts of expansion. I attended the Managed Lanes open house on April 19 and was shocked – SHOCKED!!! – that there was zero mention of the extreme environmental impacts of the proposed expansion and there was zero mention of the extreme societal impact on communities who border the 495/270 corridor. Did you think if you did not mention it no one would think there are any problems? 1) Adding new lanes to the 495/ 270 means EXPANDING the footprint of the highway. That means taking LAND -- and what sits on that land. Including: <i>[Comment continues outside matrix.]</i>		1		1	1	1	1	1				1					

EMAIL AND WEBSITE COMMENTS		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
5/1/2018	<p>Wyngate Citizens Association comments on Gov. Hogan's Major Highway Widening Proposals</p> <p>The Wyngate Citizens Association opposes announced plans to widen the Beltway and I-270. These costly projects would worsen the quality of life, particularly given the narrow right-of-way into which the Beltway was shoe-horned and the negative impact on air and noise pollution associated with adding lanes of traffic.</p> <p>The scope of the study must include transit alternatives such as a third MARC track, for reasons explained in the submission of the Maryland Transit Opportunities Coalition, which we generally support (and which is also attached). We highlight this paragraph from their submission: We object to the separate and narrow focus on “managed lanes,” as the subject of this project EIS; we contend that such separate and narrow focus violates the spirit and letter of NEPA. By breaking off this narrowly-focused project from the overall consideration of the I-270 and I-495 corridors, the environmental consequences of this project are mitigated in order to neglect the 'big picture.' Governor Hogan's announcement of this project made clear that the state considers his proposed new lanes on I-270, the Beltway, and Baltimore-Washington Parkway to be a single integrated project whose purpose is to improve “traffic in the region” http://www.roads.maryland.gov/OC/Traffic-Relief-Plan-Press-Release.pdf It must be compared to transit alternatives with a similar regional scope, including the Maryland Transit Opportunities Coalition's rail transit plan. http://www.transitformaryland.org/</p> <p>As well, there is the negative impact on transit ridership since the project will encourage more auto-dependent development, and the reduction of resources available for transit investment that results from making these huge highway investments. Travel from upper Montgomery County, Frederick/ Howard/Anne Arundel/Baltimore Counties and Baltimore City would be enhanced by adding a third track to the CSX lines (Brunswick and Camden) and increasing service which is now restricted to rush hour-only (peak direction only for Brunswick). The last major I-270 widening—at some points up to 12 lanes—did not “fix” congestion for long and there is no reason to believe another go at widening would do any better, unless the goal is to charge exorbitant tolls on the new lanes and make them unaffordable for most citizens. The following is from a January 4, 1999, Washington Post report:</p> <p>Md's Lesson: Widen the Roads, Drivers Will Come, by Alan Sipress</p> <p>http://www.washingtonpost.com/wp-srv/digest/traffic4.htm</p> <p><i>[Comment continues outside of matrix]</i></p>	1	1	1													1	1
5/1/2018	<p>The City of Rockville is planning to provide input on the MP3 study. One thing I want to confirm; are there any specific plans on adding new lanes to I-270 and/or I-495? One of our residents who attended an Open House last month said the following: “The Open House was just about plans for putting 2 more lanes on each side of I-495 in Maryland and on I-270 and charging (toll lanes) for driving in these lanes." Is this accurate?</p> <p>Please let me know if there are any potential takings (impact on land or houses) associated with this project, and if not specified at this time, when do you expect any details? Finally, will transit be considered in this project?</p>			1		1			1									1
5/1/2018	<p>I am a resident of Silver Spring, Maryland.</p> <p>I am very concerned about the plan to expand the beltway. Adding toll lanes and additional lanes has been shown to be an ineffective and unsustainable way to relieve traffic congestion. Please take into consideration other cities, including Los Angeles, who did not see long term improvements after adding lanes.</p> <p>We need less pollution, not more. We need more utilization of public transit, not less. Our infrastructure should support transit that lowers our carbon footprint. This does the opposite.</p> <p>On a personal note, I live near Holy Cross Hospital with my husband and three small children. We bought our first home here in 2014 and love this community. We spend our weekends enjoying the green space and trails in Sligo Creek Park. Our home, our neighbors’ homes, the park and the wildlife living in it are threatened by this proposed plan.</p> <p>Thanks for taking these points into account as you do your assessment.</p>		1	1		1			1	1				1				
5/1/2018	<p>I am writing to express my concerns with the "495-270-P3" plan that would result in the building of additional "hot/toll lanes" for cars on 495 and 270. I am concerned that there is a pre-determined solution to traffic congestion – that is adding more lanes. First, wasn’t part of the justification for the ICC that it would relieve beltway traffic? It remains underutilized I suspect because most people do not have the money to ride it or choose to not spend money to ride it. I have read about the problems with the Virginia toll lanes and know many who live in Virginia. They don’t pay to ride the toll roads and the varying toll rates are a huge deterrent. Yet somehow, we think having a private company pay to build roads and then charge “market rate tolls” based on supply and demand statistics is a good solution. I would hope that we could be more creative in tackling the challenge.</p> <p>The 495 beltway is already 8 lanes wide and 270 is even more and yet the congestion persists. All those drivers still have to exit the beltway onto the local streets, which creates long exit lines backing up during rush hour. Adding more lanes to the beltway will not resolve this issue. It will only add to the problem.</p> <p>My neighbor has provided research that highlights the fallacy in assuming more lanes will alieve congestion. She pointed out that research shows adding capacity has not been shown to decrease traffic. Instead, the total traffic increases proportionately to the additional capacity. Thus, the congestion remains. We just have more people choosing to drive and endure it. More lanes does not mean we will have the same number of cars and, thus, less congestion.</p> <p>She also shared research that showed a high percentage of the slow-downs or full-stop of traffic are the result of accidents. I can’t quote the # of accidents per day or per mile we experience on 495 and 270, but I imagine it is a fairly frequent occurrence. Adding more lanes won’t do anything to address the slow downs and grinding traffic to a halt due to accidents. Perhaps we should try to implement a program to make driving safer and reduce the number of accidents.</p> <p>Adding more lanes and increasing the volume of traffic will have a significant negative impact on the environment and the neighborhoods in close proximity to those roads. It would require taking away parkland surrounding Sligo Creek and Rock Creek. This parkland provides both a buffer for sound, but also a source of relief for all that carbon being spewed by the traffic. We need to protect and preserve our parkland not pave over it.</p> <p><i>[Comment continues outside of matrix.]</i></p>		1			1	1	1	1			1	1	1	1			

[illegible]

[illegible]

[illegible]

[illegible]

SCOPING SURVEY - ORIGINAL COMMENT IN RESPONSE TO QUESTION 35		THEMES																
Date Received	Comment	Support	Does Not Support	Transit	Specific Recommendations	Environmental	Noise	Air	Property	Quality of Life	Fix Congestion	Boost Telework	Bicycle and Pedestrian	Opposed to Tolls	Opposed to P3 Program	Study Integrity	Add HOV Lanes	Outreach
4/26/2018	at any given time or location, there is an accident or point of heavy traffic... there are signs, camera's...how can the beltway become safe and usable without increasing taxes or adding tolls	1																
4/26/2018	There needs to be another bridge to relieve the congestion on the Legion Bridge. Perhaps consider a bridge in upper moco and stop trying to use Bethesda as the fix and piggy bank for the state.				1													
4/26/2018	We have lived Bethesda in-between the beltway and the I-270 spurs for 18 years this August and I do not support the P3 proposal to widen highways I-495, I-270 and MD 295. It is not the right solution to traffic congestion. If this project were to go forward, I believe it will make my neighborhood unlivable. The destruction of a natural buffer of woods, will increase noise and air pollution and destroy wildlife habitats. It will make being outside, in my yard and those of all my neighbors, loud, smelly and uncomfortable. Additionally, adding more lanes will only increase traffic to an already congested area. If this project were to go forward, I am certain that neighborhood traffic would increase because vehicles would inevitably be redirected through our communities via online apps. This already happens on Fernwood Road, as proven by the state study, a large percentage of traffic on this road is cut-through traffic. This plan will ensure more of that. I am incensed that this project appears to be moving forward with so little publicity and only this hidden possibility for public comment. The only project on the table to address traffic problems is this ill-conceived one. Take note: I vote in every election, and am extraordinarily well connected to many who ask my opinions on whom to vote for. If you are for this project, you will not get my vote, and I will not recommend you to those who ask my opinion.		1			1	1	1								1		
4/26/2018	I wish the "outer beltway" would be completed, including another bridge over the Potomac!				1													
4/26/2018	Please look at alternatives including rapid transit and reversible lanes.			1	1													
4/26/2018	There should be more rapid transit bus service so you can park in Frederick and take a bus that stops either in Gaithersburg or Rockville or Montgomery Mall and have the bus use the HOV to get to the specific place they would need to stop.			1														
4/25/2018	In the long term -- over 10 to 20 years or more, these changes will not improve traffic congestion. They will encourage additional residential sprawl throughout Montgomery and Prince George's Counties, and in the end the typical commuter will travel farther but will not have a shorter commute time. The proposed changes to I-495 and I-270 will NOT in fact lead to an overall improvement in the quality of life for Maryland residents in the National Capital Region. The multicentric nature of the area, with many business and economic activity centers, along with the available public transportation options, are among the attributes that differentiate this area from most other American cities. The proposed changes will negate rather than enhance thos differentiating factors.		1															
4/25/2018	The current configuration of ramps to/from local and express lanes along I 270 contribute to traffic jams during rush hour by making a lot of merging and last minute lane changes. It might be better to just eliminate the barriers and ramps and turn the space into an additional lane or two. I am VERY OPPOSED to adding 4 toll lanes to I 270 -- this will be too expensive for every day commuters and just jam up the local lanes even more, with spillover onto Rt 355 which is already crowded through Rockville and Gaithersburg and further north. In addition, adding lanes will require condemning homes and businesses along the route and will just increase air pollution along I 270 and the spillover routes. The phases of the plan seem backwards-- the lane drop on I270 at Clarksburg causes a big backup all the time. Extending 3 lanes out to Frederick would address this and would greatly ease traffic for those commuting to Frederick, but this won't be done till later. The plan to go ahead with toll "managed lanes" was made without adequate input from citizens and does not consider alternatives such as taking Metro out to Frederick, enhancing MARC routes and connections between outlying communities and Metro, adding bus rapid transit lanes to I 270 or the beltway, or adding untolled reversible lanes to I 270, etc. The managed lanes scheme will result in "lexus lanes" for the rich and condemned homes and pollution for poorer neighborhoods, and will encourage more driving vs walkable neighborhoods that young families want. It is a 1950s plan instead of a 21st century plan.		1	1										1		1		
4/25/2018	Having commuted throughout the area I know that adding lanes on 270 (especially toll lanes) will not help congestion. The ONLY way to fix congestion is to provide alternate options to cross into Virginia. Build bridges/ramps over the Potomac north of Potomac. AND invest in better public transportation such as more reliable metro and routes that go around the beltway (Tyson's to Rockville to silver spring to green belt ... or a wider perimeter)		1	1	1									1				
4/25/2018	Do not add lanes. Focus on where the existing lanes merge. That is where the backups always happen.		1		1													
4/25/2018	Numerous studies show that widening roads do not reduce congestion except in the very short run - they lead to induced demand. Far better to use the funds to improve public transit, which has the added crucial benefit of reducing greenhouse gas emissions.		1	1														
4/25/2018	I am incensed at the lack of communication with Montgomery County residents about this project. I only accidentally learned about this project by someone else who accidentally learned about it. The State of Maryland has given the distinct impression that they are simply checking boxes to say they held citizen meetings, when in reality there is no sincere desire for citizen input. To elected officials, please note, I vote and will not vote for anyone who supports this ludicrous initiative. I understand the state needs money, but this project would be at the expense of people like me. I am already a captive in my neighborhood during rush hour because online apps redirect people to Fernwood Road. Expand the roads and it's like the field of dreams, build it and they will come -- lots and LOTS of vehicles will come to fill up the lanes. This is not citizen friendly. I live several blocks from 495 and 270 and can already hear the traffic noise from those roads. This project will steal away much needed green buffer of trees, displace wildlife, and cause more air pollution. In the event I am not clear, please take note that I do not support P3.		1			1	1	1							1	1		

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

EMAIL & WEBSITE COMMENTS			
Date Received	Name	Comment	Response
3/23/2018	Christopher Richardson	I appreciate that MDOT is looking into improving the situation along the I-495 and I-270 corridors. Anyone who lives near these sections of highway has experienced the challenges of the regular congestion that is a standard part of using these routes. I am the Chair of the Town Council of Section 5 of Chevy Chase. One of our largest concerns is the traffic that gets tied up along Connecticut Avenue at the intersection with East-West Highway. Every morning the congestion there leads to a large number of cars jumping through our neighborhoods. As commuters are wont to do, they drive fast and are unaware of the children and others who are going to school and to work. It creates a safety hazard that is of grave concern in our neighborhoods. As Connecticut Avenue and East-West Highway are state roads, and they are both affected in large ways by the flow of traffic coming from I-495 and I-270, I would like to request that the flow of traffic on Connecticut Avenue and any impact thereupon, be considered as part of any assessment of the flow of traffic on I-495. I would also like to request that the state look specifically at the intersection of Connecticut Avenue and East-West Highway and assess how the congestion there can be alleviated. I do not know how appropriately to make this request nor to whom, but since you are looking at congestion in this area, I am raising it with you. I will appreciate anything you can do to see that these concerns are addressed. Thank you very much for your attention.	<p>March 28, 2018</p> <p>The Honorable Christopher Richardson Chair Chevy Chase Section Five Town Council chrissrichardson88@gmail.com</p> <p>Dear Councilmember Richardson:</p> <p>Thank you for your email regarding your concerns over traffic on Connecticut Avenue (MD 185) and East-West Highway (MD 410). I am happy to respond to your inquiry.</p> <p>As part of the I-495 & I-270 Managed Lanes Study, the Maryland Department of Transportation State Highway Administration (MDOT SHA) will be analyzing existing and future traffic to develop reasonable solutions to help alleviate congestion. Our goal is to not only to reduce congestion on the interstate system but the local roadway system as well.</p> <p>While the focus of the I-495 & I-270 Managed Lanes Study is on I-495 and I-270, we have forwarded your request related to MD 185 and MD 410 to our District Traffic Office to make them aware of your specific concern at this intersection. Feel free to contact Mr. Derek Gunn, the Assistant District Engineer for Traffic, at 301-513-7498 or dgunn@sha.state.md.us to further discuss your specific concerns at MD 185 and MD 410. Mr. Gunn will be happy to assist you.</p> <p>For more information on the I-495 & I-270 Managed Lanes Study, including the upcoming open houses, please visit www.495-270-P3.com. We appreciate your feedback and look forward to your continued participation in the study.</p> <p>Thank you again for your email. If you have any additional questions or concerns related to the I-495 & I-270 Managed Lanes Study, please contact, Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
3/23/2018	Eric Lysiak	Great idea, I just hope that this is another pay to drive road because we are already paying very high state taxes. So, if this road was for all the taxes we already tax, again, Great Idea!	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
3/25/2018	Bridget E Warren	Could you please provide our office with the April workshop dates, time and locations?	<p>Ms. Warren:</p> <p>The meetings are all from 6:30-8:30 PM on the following dates:</p> <p>Tuesday, April 17, 2018 Dr. Henry Wise Jr. High School 12650 Book Lane, Upper Marlboro 20772</p> <p>Wednesday, April 18, 2018 Clarksburg High School 22500 Wims Road, Clarksburg 20871</p> <p>Thursday, April 19, 2018 Bethesda Chevy Chase High School 4301 East West Highway, Bethesda 20814</p> <p>Tuesday, April 24, 2018 Eleanor Roosevelt High School 7601 Hanover Parkway, Greenbelt 20770</p> <p>The information is also on the project website at the following link: http://495-270-p3.com/your-participation/ Please let us know if you need any additional information. Thanks!</p>

Date Received	Name	Comment	Response
4/3/2018	Dr. Jean Terry	<p>This email is to inform you of Senator Joanne C. Benson's request for MDOT Representatives to come to the Greater 202 Coalition meeting on Monday, April 23, 2018 and give a 20 minute presentation on your Traffic Relief Plan for I-495 and I-270. This is a breakfast meeting held at St. Margaret's Catholic Church, 410 Addison Road South, Capitol Heights, MD 20743 from 9:00 a.m. to 12:00 p.m.</p> <p>Please let me know as soon as possible if you or your representative from can to our April 23rd meeting. Our Greater 202 Coalition Agenda Letter from Senator Benson will go out next week. I will include you in our mail out. Thanks in advance and have a wonderful day!</p>	<p>April 3, 2018 Dr. Terry,</p> <p>Thank you for your email and request on behalf of Senator Joanne C. Benson for representatives from our P3 Office to present to the Greater 202 Coalition. We are happy to accept your invitation for this meeting. Mr. Jeff Folden, Deputy Director and Ms. Caryn Brookman, Environmental Manager for the P3 Office will attend your April 23rd meeting to make a presentation on the I-495 & I-270 Managed Lane Study.</p> <p>Please feel free to contact them directly via their email address to coordinate further if necessary. Thank you for your interest.</p> <p>Lisa Choplin, DBIA Director</p>
4/4/2018	Theresa Alexander	<p>I will not be able to attend the Public Meetings for the highway project during April. I am identifying my concern for Air Quality and the project's direct, indirect and cumulative impacts/effects on Air Quality, Climate, Climate Change, Noise, and Odors. I request these environmental issues be addressed, analysed and mitigation strategies be identified in the EIS.</p> <p>I also want to be included on mailing lists related to the NEPA aspects of the project.</p>	<p>Dear Ms. Alexander:</p> <p>Thank you for your email regarding concerns over direct, indirect and cumulative impacts associated with air quality, climate, climate change, noise, and order. I am happy to respond to your inquiry. As part of the I-495 & I-270 Managed Lanes Study, the Maryland Department of Transportation State Highway Administration (MDOT SHA) will be analyzing direct, indirect, and cumulative impacts to environmental resources including air quality, climate change and noise. Should impacts be identified, appropriate and reasonable mitigation strategies will be considered. We encourage you to continue providing input as the study progresses.</p> <p>For more information on the I-495 & I-270 Managed Lanes Study, please visit www.495-270-P3.com. We appreciate your feedback and look forward to your continued participation in the study.</p> <p>Thank you again for your email. If you have any additional questions or concerns related to the I-495 & I-270 Managed Lanes Study, please contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
4/4/2018	Steven Xin	Hello, I am trying to request a Chinese briefing report of the open house about 495-270	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/5/2018	Marylin Schwartz	<p>Instead of spending all this money to encourage the use of more cars on our roads, adding Public Transportation would solve more problems.</p> <p>Adding tolls to some lanes only makes it easier for those who can afford to use those lanes. This does nothing to help ease pollution and congestion. The easier you make driving, the more cars will be on the road and then you have to add more lanes or roads. It is about time more is done to get people out of their cars and help get us better air quality. Unfortunately, I am unable to attend any of the OPEN HOUSES, but am very concerned about over-paving our county.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/6/2018	Bao Le	<p>There have been at least 4 accidents at this place within a month since Mar 18. It is not only harm other drivers, but also construction workers in the area. Is it possible to reduce the limit speed to 45 or 30 mph while construction and barriers going on both shoulders of 270S bound?</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
4/7/2018	Hanh Nguyen	<p>I am writing this letter to raise my concern about the Communist Vietnam Flag on a flyer of MDOT (picture attached).</p> <p>While I am thankful for MDOT making the effort to have Vietnamese language in the flyer, I can not help to feel pain and distress seeing the communist flag. Please not that we Vietnamese people was forced to leave our country because we do not want to live under communist regime. That “red” flag does not represent us at all, on the contrary, it represents all our grieve and sorrow.</p> <p>Thus, please remove that communist flag out of your flyer and other printing materials.</p> <p>I would like to receive your response in this matter as soon as possible since many of my Vietnamese friends also waiting for your answer.</p> <p>Thank you for your understanding.</p>	<p>Thank you for your email regarding concerns over the use of the Vietnamese Flag on the Maryland Department of Transportation State Highway Administration (MDOT SHA) postcard announcement for the I-495 & I-270 Managed Lanes Study. We appreciate you bringing this concern to our attention and as a result MDOT SHA has removed the flag from future mailings. Materials will include the written translation direction only.</p> <p>We encourage you to continue providing input as the study progresses. For more information on the I-495 & I-270 Managed Lanes Study, please visit www.495-270-P3.com. Again, we appreciate your feedback and look forward to your continued participation in the study. Thank you again for your email.</p> <p>If you have any additional questions or concerns related to the I-495 & I-270 Managed Lanes Study, please contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
4/8/2018	Khanh Paulettevo	<p>Please remove the Communist Vietnam Flag on MDOT Flyer & Website</p> <p>I am writing this letter to express my deep concern and disappointment about the use of the communist Vietnam flag on a flyer of MDOT (picture attached). While I am thankful for MDOT's efforts to have Vietnamese language in the flyer, I can not help but feel pain and distress seeing the communist flag used in your publication. Please be aware that the overwhelming majority of Vietnamese people living in the United States were forced to leave Vietnam because we do not want to live under a communist regime. The current "red" flag does not represent us at all, on the contrary, it represents all our grief and sorrow. Thus, please remove the communist flag out of your flyer, other printing materials and web site of MDOT. I would like to receive your response about this matter as soon as possible, as other Vietnamese Community members are waiting to hear back as well. Thank you for your understanding and kind consideration.</p> <p>The Vietnamese -American Freedom and Heritage Flag</p> <p>This flag, which we love and respect, is officially known as the Vietnamese American Freedom and Heritage Flag.</p> <p>The three red stripes represent the three regions of Vietnam. It flew over South Vietnam before 4/30/1975, and is now flown everywhere outside of Vietnam.</p>	<p>Thank you for your email regarding concerns over the use of the Vietnamese Flag on the Maryland Department of Transportation State Highway Administration (MDOT SHA) postcard announcement for the I-495 & I-270 Managed Lanes Study. We appreciate you bringing this concern to our attention and as a result MDOT SHA has removed the flag from future mailings. Materials will include the written translation direction only.</p> <p>We encourage you to continue providing input as the study progresses. For more information on the I-495 & I-270 Managed Lanes Study, please visit www.495-270-P3.com. Again, we appreciate your feedback and look forward to your continued participation in the study. Thank you again for your email.</p> <p>If you have any additional questions or concerns related to the I-495 & I-270 Managed Lanes Study, please contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
4/8/2018	Hanh Nguyen	<p>I am writing this letter to express my deep concern and disappointment about the use of the Communist Vietnam Flag on a flyer of MDOT & MDOT website (picture attached). While I am thankful for MDOT's efforts in creating a flyer in Vietnamese and Vietnamese language on its website, I can't help but feel pain and distress seeing the communist flag used in your publication. Please be aware that the overwhelming majority of Vietnamese people living in the United States were forced to leave Vietnam, because we do not want to live under a communist regime. The current "red" flag does not represent us at all, on the contrary, it represents all our grief and sorrow. Thus, please remove the communist flag out of your flyer, your website and other printing materials. I would like to receive your response about this matter as soon as possible, as other Vietnamese community members are waiting to hear back as well. Thank you for your understanding and kind consideration. I was once put into communist prison by trying to escape Vietnam with my family when I was only 15 years old.</p> <p>My father and brother were killed on the way to escape Vietnam.</p>	<p>Thank you for your email regarding concerns over the use of the Vietnamese Flag on the Maryland Department of Transportation State Highway Administration (MDOT SHA) postcard announcement for the I-495 & I-270 Managed Lanes Study. We appreciate you bringing this concern to our attention and as a result MDOT SHA has removed the flag from future mailings. Materials will include the written translation direction only.</p> <p>We encourage you to continue providing input as the study progresses. For more information on the I-495 & I-270 Managed Lanes Study, please visit www.495-270-P3.com. Again, we appreciate your feedback and look forward to your continued participation in the study. Thank you again for your email.</p> <p>If you have any additional questions or concerns related to the I-495 & I-270 Managed Lanes Study, please contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
4/9/2018	Viet Tran (Victor)	<p>Please remove the Communist Vietnam Flag on MDOT Flyer & Website</p> <p>I am writing this letter to express my deep concern and disappointment about the use of the communist Vietnam flag on a flyer of MDOT (picture attached). While I am thankful for MDOT's efforts to have Vietnamese language in the flyer, I can not help but feel pain and distress seeing the communist flag used in your publication. Please be aware that the overwhelming majority of Vietnamese people living in the United States were forced to leave Vietnam because we do not want to live under a communist regime. The current "red" flag does not represent us at all, on the contrary, it represents all our grief and sorrow. Thus, please remove the communist flag out of your flyer, other printing materials and web site of MDOT. I would like to receive your response about this matter as soon as possible, as other Vietnamese Community members are waiting to hear back as well. Thank you for your understanding and kind consideration.</p> <p>The Vietnamese -American Freedom and Heritage Flag</p> <p>This flag, which we love and respect, is officially known as the Vietnamese American Freedom and Heritage Flag.</p> <p>The three red stripes represent the three regions of Vietnam. It flew over South Vietnam before 4/30/1975, and is now flown everywhere outside of Vietnam.</p>	<p>Thank you for your email regarding concerns over the use of the Vietnamese Flag on the Maryland Department of Transportation State Highway Administration (MDOT SHA) postcard announcement for the I-495 & I-270 Managed Lanes Study. We appreciate you bringing this concern to our attention and as a result MDOT SHA has removed the flag from future mailings. Materials will include the written translation direction only.</p> <p>We encourage you to continue providing input as the study progresses. For more information on the I-495 & I-270 Managed Lanes Study, please visit www.495-270-P3.com. Again, we appreciate your feedback and look forward to your continued participation in the study. Thank you again for your email.</p> <p>If you have any additional questions or concerns related to the I-495 & I-270 Managed Lanes Study, please contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>

Date Received	Name	Comment	Response
4/9/2018	Diep Tran	<p>Please remove the Communist Vietnam Flag on MDOT Flyer & Website</p> <p>I am writing this letter to express my deep concern and disappointment about the use of the communist Vietnam flag on a flyer of MDOT (picture attached). While I am thankful for MDOT's efforts to have Vietnamese language in the flyer, I can not help but feel pain and distress seeing the communist flag used in your publication. Please be aware that the overwhelming majority of Vietnamese people living in the United States were forced to leave Vietnam because we do not want to live under a communist regime. The current "red" flag does not represent us at all, on the contrary, it represents all our grief and sorrow. Thus, please remove the communist flag out of your flyer, other printing materials and web site of MDOT. I would like to receive your response about this matter as soon as possible, as other Vietnamese Community members are waiting to hear back as well. Thank you for your understanding and kind consideration.</p> <p>The Vietnamese -American Freedom and Heritage Flag</p> <p>This flag, which we love and respect, is officially known as the Vietnamese American Freedom and Heritage Flag.</p> <p>The three red stripes represent the three regions of Vietnam. It flew over South Vietnam before 4/30/1975, and is now flown everywhere outside of Vietnam.</p>	<p>Thank you for your email regarding concerns over the use of the Vietnamese Flag on the Maryland Department of Transportation State Highway Administration (MDOT SHA) postcard announcement for the I-495 & I-270 Managed Lanes Study. We appreciate you bringing this concern to our attention and as a result MDOT SHA has removed the flag from future mailings. Materials will include the written translation direction only.</p> <p>We encourage you to continue providing input as the study progresses. For more information on the I-495 & I-270 Managed Lanes Study, please visit www.495-270-P3.com. Again, we appreciate your feedback and look forward to your continued participation in the study. Thank you again for your email.</p> <p>If you have any additional questions or concerns related to the I-495 & I-270 Managed Lanes Study, please contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
4/9/2018	Sanh Doan	<p>Please remove the Communist Vietnam Flag on MDOT Flyer & Website</p> <p>I am writing this letter to express my deep concern and disappointment about the use of the communist Vietnam flag on a flyer of MDOT (picture attached). While I am thankful for MDOT's efforts to have Vietnamese language in the flyer, I can not help but feel pain and distress seeing the communist flag used in your publication. Please be aware that the overwhelming majority of Vietnamese people living in the United States were forced to leave Vietnam because we do not want to live under a communist regime. The current "red" flag does not represent us at all, on the contrary, it represents all our grief and sorrow. Thus, please remove the communist flag out of your flyer, other printing materials and web site of MDOT. I would like to receive your response about this matter as soon as possible, as other Vietnamese Community members are waiting to hear back as well. Thank you for your understanding and kind consideration.</p> <p>The Vietnamese -American Freedom and Heritage Flag</p> <p>This flag, which we love and respect, is officially known as the Vietnamese American Freedom and Heritage Flag.</p> <p>The three red stripes represent the three regions of Vietnam. It flew over South Vietnam before 4/30/1975, and is now flown everywhere outside of Vietnam.</p>	<p>Thank you for your email regarding concerns over the use of the Vietnamese Flag on the Maryland Department of Transportation State Highway Administration (MDOT SHA) postcard announcement for the I-495 & I-270 Managed Lanes Study. We appreciate you bringing this concern to our attention and as a result MDOT SHA has removed the flag from future mailings. Materials will include the written translation direction only.</p> <p>We encourage you to continue providing input as the study progresses. For more information on the I-495 & I-270 Managed Lanes Study, please visit www.495-270-P3.com. Again, we appreciate your feedback and look forward to your continued participation in the study. Thank you again for your email.</p> <p>If you have any additional questions or concerns related to the I-495 & I-270 Managed Lanes Study, please contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
4/9/2018	Snguyen	<p>Please remove the Communist Vietnam Flag on MDOT Flyer & Website</p> <p>I am writing this letter to express my deep concern and disappointment about the use of the communist Vietnam flag on a flyer of MDOT (picture attached). While I am thankful for MDOT's efforts to have Vietnamese language in the flyer, I can not help but feel pain and distress seeing the communist flag used in your publication. Please be aware that the overwhelming majority of Vietnamese people living in the United States were forced to leave Vietnam because we do not want to live under a communist regime. The current "red" flag does not represent us at all, on the contrary, it represents all our grief and sorrow. Thus, please remove the communist flag out of your flyer, other printing materials and web site of MDOT. I would like to receive your response about this matter as soon as possible, as other Vietnamese Community members are waiting to hear back as well. Thank you for your understanding and kind consideration.</p> <p>The Vietnamese -American Freedom and Heritage Flag</p> <p>This flag, which we love and respect, is officially known as the Vietnamese American Freedom and Heritage Flag.</p> <p>The three red stripes represent the three regions of Vietnam. It flew over South Vietnam before 4/30/1975, and is now flown everywhere outside of Vietnam.</p>	<p>Thank you for your email regarding concerns over the use of the Vietnamese Flag on the Maryland Department of Transportation State Highway Administration (MDOT SHA) postcard announcement for the I-495 & I-270 Managed Lanes Study. We appreciate you bringing this concern to our attention and as a result MDOT SHA has removed the flag from future mailings. Materials will include the written translation direction only.</p> <p>We encourage you to continue providing input as the study progresses. For more information on the I-495 & I-270 Managed Lanes Study, please visit www.495-270-P3.com. Again, we appreciate your feedback and look forward to your continued participation in the study. Thank you again for your email.</p> <p>If you have any additional questions or concerns related to the I-495 & I-270 Managed Lanes Study, please contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
4/9/2018	Hau Lo	<p>Please remove the Communist Vietnam Flag on MDOT Flyer & Website</p> <p>I am writing this letter to express my deep concern and disappointment about the use of the communist Vietnam flag on a flyer of MDOT (picture attached). While I am thankful for MDOT's efforts to have Vietnamese language in the flyer, I can not help but feel pain and distress seeing the communist flag used in your publication. Please be aware that the overwhelming majority of Vietnamese people living in the United States were forced to leave Vietnam because we do not want to live under a communist regime. The current "red" flag does not represent us at all, on the contrary, it represents all our grief and sorrow. Thus, please remove the communist flag out of your flyer, other printing materials and web site of MDOT. I would like to receive your response about this matter as soon as possible, as other Vietnamese Community members are waiting to hear back as well. Thank you for your understanding and kind consideration.</p> <p>The Vietnamese -American Freedom and Heritage Flag</p> <p>This flag, which we love and respect, is officially known as the Vietnamese American Freedom and Heritage Flag.</p> <p>The three red stripes represent the three regions of Vietnam. It flew over South Vietnam before 4/30/1975, and is now flown everywhere outside of Vietnam.</p>	<p>Thank you for your email regarding concerns over the use of the Vietnamese Flag on the Maryland Department of Transportation State Highway Administration (MDOT SHA) postcard announcement for the I-495 & I-270 Managed Lanes Study. We appreciate you bringing this concern to our attention and as a result MDOT SHA has removed the flag from future mailings. Materials will include the written translation direction only.</p> <p>We encourage you to continue providing input as the study progresses. For more information on the I-495 & I-270 Managed Lanes Study, please visit www.495-270-P3.com. Again, we appreciate your feedback and look forward to your continued participation in the study. Thank you again for your email.</p> <p>If you have any additional questions or concerns related to the I-495 & I-270 Managed Lanes Study, please contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>

Date Received	Name	Comment	Response
4/10/2018	BMH	<p>Please remove the Communist Vietnam Flag on MDOT Flyer & Website</p> <p>I am writing this letter to express my deep concern and disappointment about the use of the communist Vietnam flag on a flyer of MDOT (picture attached). While I am thankful for MDOT's efforts to have Vietnamese language in the flyer, I can not help but feel pain and distress seeing the communist flag used in your publication. Please be aware that the overwhelming majority of Vietnamese people living in the United States were forced to leave Vietnam because we do not want to live under a communist regime. The current "red" flag does not represent us at all, on the contrary, it represents all our grief and sorrow. Thus, please remove the communist flag out of your flyer, other printing materials and web site of MDOT. I would like to receive your response about this matter as soon as possible, as other Vietnamese Community members are waiting to hear back as well. Thank you for your understanding and kind consideration.</p> <p>The Vietnamese -American Freedom and Heritage Flag</p> <p>This flag, which we love and respect, is officially known as the Vietnamese American Freedom and Heritage Flag.</p> <p>The three red stripes represent the three regions of Vietnam. It flew over South Vietnam before 4/30/1975, and is now flown everywhere outside of Vietnam.</p>	<p>Thank you for your email regarding concerns over the use of the Vietnamese Flag on the Maryland Department of Transportation State Highway Administration (MDOT SHA) postcard announcement for the I-495 & I-270 Managed Lanes Study. We appreciate you bringing this concern to our attention and as a result MDOT SHA has removed the flag from future mailings. Materials will include the written translation direction only.</p> <p>We encourage you to continue providing input as the study progresses. For more information on the I-495 & I-270 Managed Lanes Study, please visit www.495-270-P3.com. Again, we appreciate your feedback and look forward to your continued participation in the study. Thank you again for your email.</p> <p>If you have any additional questions or concerns related to the I-495 & I-270 Managed Lanes Study, please contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
4/10/2018	Quang Le	<p>Please remove the Communist Vietnam Flag on MDOT Flyer & Website</p> <p>I am writing this letter to express my deep concern and disappointment about the use of the communist Vietnam flag on a flyer of MDOT (picture attached). While I am thankful for MDOT's efforts to have Vietnamese language in the flyer, I can not help but feel pain and distress seeing the communist flag used in your publication. Please be aware that the overwhelming majority of Vietnamese people living in the United States were forced to leave Vietnam because we do not want to live under a communist regime. The current "red" flag does not represent us at all, on the contrary, it represents all our grief and sorrow. Thus, please remove the communist flag out of your flyer, other printing materials and web site of MDOT. I would like to receive your response about this matter as soon as possible, as other Vietnamese Community members are waiting to hear back as well. Thank you for your understanding and kind consideration.</p> <p>The Vietnamese -American Freedom and Heritage Flag</p> <p>This flag, which we love and respect, is officially known as the Vietnamese American Freedom and Heritage Flag.</p> <p>The three red stripes represent the three regions of Vietnam. It flew over South Vietnam before 4/30/1975, and is now flown everywhere outside of Vietnam.</p>	<p>Thank you for your email regarding concerns over the use of the Vietnamese Flag on the Maryland Department of Transportation State Highway Administration (MDOT SHA) postcard announcement for the I-495 & I-270 Managed Lanes Study. We appreciate you bringing this concern to our attention and as a result MDOT SHA has removed the flag from future mailings. Materials will include the written translation direction only.</p> <p>We encourage you to continue providing input as the study progresses. For more information on the I-495 & I-270 Managed Lanes Study, please visit www.495-270-P3.com. Again, we appreciate your feedback and look forward to your continued participation in the study. Thank you again for your email.</p> <p>If you have any additional questions or concerns related to the I-495 & I-270 Managed Lanes Study, please contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
4/10/2018	Trinh Nguyenmau	<p>Please remove the Communist Vietnam Flag on MDOT Flyer & Website</p> <p>I am writing this letter to express my deep concern and disappointment about the use of the communist Vietnam flag on a flyer of MDOT (picture attached). While I am thankful for MDOT's efforts to have Vietnamese language in the flyer, I can not help but feel pain and distress seeing the communist flag used in your publication. Please be aware that the overwhelming majority of Vietnamese people living in the United States were forced to leave Vietnam because we do not want to live under a communist regime. The current "red" flag does not represent us at all, on the contrary, it represents all our grief and sorrow. Thus, please remove the communist flag out of your flyer, other printing materials and web site of MDOT. I would like to receive your response about this matter as soon as possible, as other Vietnamese Community members are waiting to hear back as well. Thank you for your understanding and kind consideration.</p> <p>The Vietnamese -American Freedom and Heritage Flag</p> <p>This flag, which we love and respect, is officially known as the Vietnamese American Freedom and Heritage Flag.</p> <p>The three red stripes represent the three regions of Vietnam. It flew over South Vietnam before 4/30/1975, and is now flown everywhere outside of Vietnam.</p>	<p>Thank you for your email regarding concerns over the use of the Vietnamese Flag on the Maryland Department of Transportation State Highway Administration (MDOT SHA) postcard announcement for the I-495 & I-270 Managed Lanes Study. We appreciate you bringing this concern to our attention and as a result MDOT SHA has removed the flag from future mailings. Materials will include the written translation direction only.</p> <p>We encourage you to continue providing input as the study progresses. For more information on the I-495 & I-270 Managed Lanes Study, please visit www.495-270-P3.com. Again, we appreciate your feedback and look forward to your continued participation in the study. Thank you again for your email.</p> <p>If you have any additional questions or concerns related to the I-495 & I-270 Managed Lanes Study, please contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
4/11/2018	Dr. Jean Terry	<p>Greetings Greater Route 202 Coalition Member,</p> <p>It's that time again for our monthly meeting. Please find the attached Greater 202 Coalition Agenda Letter for our meeting on April 23, 2018. Also, attached is information from The Learn Foundation on 2018 Scholarship Application for High School Seniors.</p> <p>I hope to see you soon, have a great day!</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team"</p>
4/12/2018	Phuoc Pham	<p>Please remove the Communist Vietnam Flag on MDOT Flyer & Website</p> <p>I am writing this letter to express my deep concern and disappointment about the use of the communist Vietnam flag on a flyer of MDOT (picture attached). While I am thankful for MDOT's efforts to have Vietnamese language in the flyer, I can not help but feel pain and distress seeing the communist flag used in your publication. Please be aware that the overwhelming majority of Vietnamese people living in the United States were forced to leave Vietnam because we do not want to live under a communist regime. The current "red" flag does not represent us at all, on the contrary, it represents all our grief and sorrow. Thus, please remove the communist flag out of your flyer, other printing materials and web site of MDOT. I would like to receive your response about this matter as soon as possible, as other Vietnamese Community members are waiting to hear back as well. Thank you for your understanding and kind consideration.</p> <p>The Vietnamese -American Freedom and Heritage Flag</p> <p>This flag, which we love and respect, is officially known as the Vietnamese American Freedom and Heritage Flag.</p> <p>The three red stripes represent the three regions of Vietnam. It flew over South Vietnam before 4/30/1975, and is now flown everywhere outside of Vietnam.</p>	<p>Thank you for your email regarding concerns over the use of the Vietnamese Flag on the Maryland Department of Transportation State Highway Administration (MDOT SHA) postcard announcement for the I-495 & I-270 Managed Lanes Study. We appreciate you bringing this concern to our attention and as a result MDOT SHA has removed the flag from future mailings. Materials will include the written translation direction only.</p> <p>We encourage you to continue providing input as the study progresses. For more information on the I-495 & I-270 Managed Lanes Study, please visit www.495-270-P3.com. Again, we appreciate your feedback and look forward to your continued participation in the study. Thank you again for your email.</p> <p>If you have any additional questions or concerns related to the I-495 & I-270 Managed Lanes Study, please contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>

Date Received	Name	Comment	Response
4/16/2018	Louis E Harron	<p>I received a letter dated 04/06/2018 in reference to doing a survey. I am not sure how this falls into the equation but there is a severely overgrown tree from my neighbor's yard that are tangling over Connecticut Avenue. It is right behind the beltway sign as you go towards the Beltway. I know first hand when people see this overgrown tree they probably slow down a bit . I have tried to call State Highway and Pepco but to no avail. Between the wires of Pepco and MDOT owning Connecticut Avenue the tree needs to topped and possibly removed.</p> <p>Also you need some type of signage stating the traffic is slowing down to get onto beltway. I hear an accident easily once a week because of this problem.</p>	<p>Dear Mr. Harron:</p> <p>Thank you for your email related to your concerns along Connecticut Avenue. I am happy to respond to your inquiry.</p> <p>We have directed your concerns to Mr. Derek Gunn, Acting Assistant District Engineer for Traffic, with the Maryland Department of Transportation State Highway Administration (MDOT SHA) District 3 Office. Mr. Gunn's office will be reviewing your concerns and will be in contact with you. You may also contact Mr. Gunn directly at 301-513-7498 or via email at dgunn@sha.state.md.us to further discuss your concerns.</p> <p>Thank you again for your email. If you have any additional questions or concerns on the I-495 & I-270 Managed Lanes Study, please do not hesitate to contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
4/16/2018	<p>Viz2045PublicForums</p> <p>Also received on 4/17/18</p>	<p>Just a reminder that the National Capital Region Transportation Planning Board will be hosting a public forum at the College Park Airport Operations Building to discuss seven regional transportation initiatives with residents to obtain feedback that can be included in our long-range transportation plan, Visualize 2045. Meeting details are as follows:</p> <p>Date: Wednesday, April 18, 2018 Time: 7:00 - 9:00pm Location: College Park Airport Operations Building 1909 Corporal Frank Scott Drive College Park, MD 20740 Meetings are family friendly - refreshments and activities for children will be provided.</p> <p>Attached is a flyer with more details (in both English and Spanish) that we would greatly appreciate you forwarding to your distribution lists; printing and displaying at your facility, neighborhood, or other community hubs; or posting to your website, event calendars, social media, your Next Door page, or other listservs to help spread the word and increase participation.</p> <p>You may visit: visualize2045.org for more information about the initiatives and additional public forums in the region, or email: azenner@mwkog.org if you have any questions.</p> <p>Thank you, and we hope to see you on Wednesday night!</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/17/2018	Doug Bolino	To facilitate more community involvement can an additional forum be held in Frederick, MD?	<p>Mr. Doug Bolino dough584@gmail.com</p> <p>Dear Mr. Bolino:</p> <p>Thank you for your email requesting an I-495 & I-270 Managed Lanes Study meeting in Frederick. We appreciate your comment.</p> <p>We are hosting four Open Houses in areas along the I-495 and I-270 Managed Lanes Study corridors. We understand that I-495 & I-270 serve a regional purpose and have provided all meeting materials from the Open Houses online on our website at www.495-270-P3.com. This includes a study introductory video, an online meeting consisting of the boards that were provided at the Open Houses, and information on how to comment and stay connected to the Study activities. Our team is available for comments through our website at www.495-270-P3.com, via email at 495-270-P3@sha.state.md.us, or via phone at 833-858-5960.</p> <p>Thank you again for your email. If you have any additional questions or concerns, please do not hesitate to contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>

Date Received	Name	Comment	Response
4/17/2018	Jeffrey Russell - Woodside Forest Civic Association	<p>Dear Members of the Board,</p> <p>I am writing you on behalf of the Woodside Forest Civic Association (WFCA) to voice our Association’s strong concern about the process by which Governor Larry Hogan’s proposal to add additional lanes to the Maryland portion of the Beltway is being rushed forward with no public input from those most directly impacted by the project.On February 20, 2018, our membership voted that I communicate our opposition to any expansion through the Silver Spring portion of the Beltway, which constitutes the northern border of our community, and would have profound, disastrous effects on the quality of life in Woodside Forest and perhaps the existence of our neighborhood and the ability of many of us to continue to live here. That opposition has been voiced to every member of the Montgomery County Council and our Annapolis Delegation. I read with alarm and dismay in today’s Washington Post that despite numerous potential ethical issues involving Transportation Secretary Pete Rahn the process, if it can called that, is being fast tracked in such a way that it appears the design and footprint of the planned expansion will be a fait accompli before the public even knows what is being considered. This is unacceptable. Because of the hidden process, we can only guess how severely the Governor’s proposal would damage our neighborhood, which has the Beltway as our norther border. I will surely require taking virtually every house adjacent to the Beltway on Flora Lane and Landsdowne. Additional homes would be eliminated to provide construction staging and access, and any remaining homes would be literally in the shadow of a 12-lane freeway. Any tree buffer between Woodside Forest and the Beltway would be gone. The YMCA and the Sligo Creek Golf Course would disappear. Sligo Creek Park would be choked to death from Forest Glen Road to Colesville Road, if not beyond.</p> <p>We are further concerned that there is little evidence that has been shared with us that suggests additional lanes have the long-term effect of reducing congestion. What we have seen in our county and elsewhere is that, after years of significant disruption of existing traffic, adding lanes to close-in freeways such as the Beltway only attracts more cars, putting the traffic situation back to, at best, what it was before, with the added problems of the environmental degradation (including lost green space and increased pollution and runoff caused by added asphalt surface).</p> <p><i>[Comment continues outside of Matrix]</i></p>	<p>Mr. Jeffrey Russell jeffrey.russell@dc.gov</p> <p>Dear Mr. Russell:</p> <p>Thank you for your email providing copies of the Woodside Forest Civic Association’s letters to the Board of Public Works and Delegate Jheanelle Wilkins regarding the I-495 & I-270 Managed Lanes Study. We appreciate your comments. We will consider your comments as the study progresses. Future comments on the I-495 & I-270 Managed Lanes may be submitted through our website at www.495-270-P3.com, via email at 495-270-P3@sha.state.md.us, or via phone at 833-858-5960.</p> <p>Thank you again for your email. If you have any additional questions or concerns, please do not hesitate to contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
4/17/2018	Jeffrey Russell - Woodside Forest Civic Association	<p>I am writing you on behalf of the Woodside Forest Civic Association (WFCA) to voice our Association’s strong opposition to Governor Larry Hogan’s proposal to add additional lanes to the Maryland portion of the Beltway. On February 20, 2018, our membership voted that I communicate our opposition to any expansion through the Silver Spring portion of the Beltway, which constitutes the northern border of our community, and would have profound, disastrous effects on the quality of life in Woodside Forest and perhaps the existence of our neighborhood and the ability of many of us to continue to live here.</p> <p>The Governor’s proposal would surely require taking virtually every house adjacent to the Beltway on Flora Lane and Landsdowne. Additional homes would be eliminated to provide construction staging and access, and any remaining homes would be literally in the shadow of a 12-lane freeway. Any tree buffer between Woodside Forest and the Beltway would be gone. The YMCA and the Sligo Creek Golf Course would disappear. Sligo Creek Park would be choked to death from Forest Glen Road to Colesville Road, if not beyond.</p> <p>We are further concerned that there is little evidence that has been shared with us that suggests additional lanes have the long-term effect of reducing congestion. From what we have seen in our county and elsewhere is that, after years of significant disruption of existing traffic, adding lanes to close-in freeways such as the Beltway only attracts more cars, putting the traffic situation back to, at best, what it was before, with the added problems of the environmental degradation (including lost green space and increased pollution and runoff caused by added asphalt surface).</p> <p><i>[Comment continues outside of Matrix]</i></p>	<p>Mr. Jeffrey Russell jeffrey.russell@dc.gov</p> <p>Dear Mr. Russell:</p> <p>Thank you for your email providing copies of the Woodside Forest Civic Association’s letters to the Board of Public Works and Delegate Jheanelle Wilkins regarding the I-495 & I-270 Managed Lanes Study. We appreciate your comments. We will consider your comments as the study progresses. Future comments on the I-495 & I-270 Managed Lanes may be submitted through our website at www.495-270-P3.com, via email at 495-270-P3@sha.state.md.us, or via phone at 833-858-5960.</p> <p>Thank you again for your email. If you have any additional questions or concerns, please do not hesitate to contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
4/17/2018	George Tobin	<p>Hope to make the Open House in Clarksburg tomorrow night, but if not, here's my written statement to the MDOT,</p> <p>"As someone with 2 Masters Degree’s, and a BS in Urban Planning (w/ traffic engineering coursework) it AMAZES me that MDOT continues to study these things ad nauseum! MD allows too many cooks in the kitchen, so to speak, and they let EVERYONE have too much clout. Case in point - the 30 years it took to FINALLY get the ICC built, or the 15 + years it's taken to get the Purple Line started. In fact, right here in Montgomery County, the Goshen Road widening project is now INDEFINITELY shelved because no one can agree on the "right" design, and the remaining stretch of the Mid County Highway (which STILL has a Right Of Way on the Maps in Montgomery Village - Germantown) will probably NEVER get built because MDOT caved to local pressure - DESPITE all the REGIONAL GOOD having a limited access 355 alternate route from Montgomery Village to Germantown would have done.</p> <p>Lastly, part of the problem is that we are all part of the collective problem. We all want to or chose to live near DC, but the reality is Montgomery County, Frederick County and (to a lesser extent) PG County REALLY NEED TO STOP ALLOWING MORE BUILDINGs TO GO UP UNTIL THERE ARE MAJOR DECISIONS MADE ON POTENTIALLY WIDENING ROADS, ADDING MORE ROADS, EXTENDING MASS TRANSIT (THINGS LIKE THE RED LINE OUT TO FREDERICK), EXPRESS TRAINS, and (YUP) PERHAPS EVEN A SECOND BRIDGE OVER THE POTOMAC THAT RELIEVES SOME OF THE BELTWAY TRAFFIC. 'Nuf said...except that the more buildings you put up and the more residents you allow to live here, the worse traffic will get...until it ends up being as bad as LA/NYC Rush Hours."</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
4/17/2018	Zack Gerdes	<p>I saw your announcement about the Open Houses here: http://www.roads.maryland.gov/pages/release.aspx?newsId=3115</p> <p>Do you have an established deadline for written comments to be submitted?</p>	<p>April 18, 2018 Mr. Zack Gerdes 7338 Baltimore Avenue Suite 102 College Park, Maryland 20740</p> <p>Dear Mr. Gerdes:</p> <p>Thank you for your email regarding your question about the deadline for written comments on the scope of the I-495 & I-270 Managed Lanes Study. As part of the scoping process, which was initiated on March 16th with the publication of the Notice of Intent to prepare an Environmental Impact Statement, we welcome input on the scope, purpose and need, potential alternatives, and environmental considerations until May 1, 2018.</p> <p>However, we encourage comments on the I-495 & I-270 Managed Lanes Study at any time as the study progresses through our website at www.495-270-P3.com, email at 495-270-P3@sha.state.md.us or via phone at 833-858-5960. Again, we appreciate you reaching out and look forward to your participation in the Study. Thank you again for your email.</p> <p>Sincerely, Lisa B. Choplin, DBIA Director, I-495 & I-270 P3 Program</p> <p>cc: Ms. Caryn Brookman, Environmental Manager, I-495 & I-270 P3 Office, MDOT SHA Jeffrey Folden, P.E., DBIA, Deputy Director, I-495 & I-270 P3 Office, MDOT SHA Mr. Gregory Slater, Administrator, MDOT SHA</p>
4/17/2018	Jean Terry	<p>Protecting Your Consumer Rights: What You Need to Know A CONSUMER PROTECTION FORUM with U.S. Senator Chris Van Hollen, Maryland Attorney General Brian Frosh and The Collective Empowerment Group at University of Maryland University College Academic Center at Largo, 1616 McCormick Dr., Upper Marlboro, MD 20774, April 19, 2018, 6:30-8:30 p.m.</p> <p>Join U.S. Senator Chris Van Hollen, Maryland Attorney General, Brian Frosh, and The Collective Empowerment Group for a discussion focused on your rights as a consumer. The forum will feature an update from Capitol Hill and the State of Maryland. There will also be a question & answer period. Various consumer organizations will be represented to provide important information.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/17/2018	Amy de Court	<p>I live on Ipswich Road in Bethesda, on the north side of beltway between the 270 spurs. I have lived here for 34 years and have had several interactions with the SHA; all very challenging. That said, thank you for the letter about the upcoming MDOT SHA Traffic Relief Plan. I received the letter today, April 17, notifying us of the study. As directed, I went to the website to learn more about the study and saw that the community meetings are scheduled over the next 7 days. I must share with you my disappointment on the timeliness and transparency of the communication. Based on past experiences with the MDOT SHA, I suspect that MDOT SHA does not in fact want community feedback. I believe the following:</p> <ol style="list-style-type: none">1. The community meeting dates were not included in the letter, forcing recipients to take one additional step to find meeting details. This extra step reduces the number of attendees. It is helpful to have all the information in one place. MDOT SHA should make it easy for the community to attend.2. 6:30 PM is a difficult start time for those coming from work; again, limiting the meeting attendance. MDOT SHA needs to select a meeting time that will draw the greatest attendance numbers. Folks who plan evening meetings around the beltway will tell you a 7:00 PM start time is tight and 7:30 PM is best. (6:30 limits the attendance.) I have had many years of experience with evening meetings in Bethesda. Many of these meetings were hosted in the public schools so I know that the dates are selected many weeks and months in advance. MDOT SHA should make it easy for the community to attend.3. MDOT SHA provided insufficient lead time for planned attendance. The meetings are scheduled over the next 7 days. A lead time of several weeks allows one to change work and personal plans so one can attend the community meeting. The meeting closest to our home is on Thursday, April 19, 2 days from now. The other meetings are in Clarksburg, Upper Marlboro, and Greenbelt all starting at 6:30 PM. There is no way we can get to any of these meetings by 6:30 PM. Again, MDOT SHA should make it easy for the community to attend. <p>The above issues do not make the process feel transparent at all. The meetings I am sure, are just informative and not intended to solicit community feedback. I am certain that most decisions are already made. MDOT SHA can prove me wrong. Make it easy for those of us who are unable to attend these meetings on such short notice, able to participate. Host another set of meetings in May or June and give us at least 3 weeks’ notice. Encourage the community to attend and provide meaningful feedback. Reading the materials on the website is not as informative as being in attendance. Valuable information is gained through questions by the community and this information is not captured on the website. Please, make it easy for the community to attend.</p>	<p>Dear Ms. de Court:</p> <p>Thank you for your email related to the I-495 & I-270 Managed Lanes Study. We understand your concerns.</p> <p>The Maryland Department of Transportation State Highway Administration (MDOT SHA) made multiple attempts to reach out to citizens in the region to inform them of the meetings. This included advertisements in multiple newspapers, emails to elected officials, digital and social media advertisements, and nearly 700,000 postcards delivered as part of the Washington Post Local Living editions to subscribers and non-subscribers in Montgomery and Prince George’s Counites. We regret that none of these efforts reached you personally.</p> <p>All meeting materials from the Open Houses are online on our website at www.495-270-P3.com. This includes a study introductory video, an online meeting consisting of the boards that were provided at the Open Houses, and information on how to comment and stay connected to the Study activities. Our team is available for comments through our website at www.495-270-P3.com, via email at 495-270-P3@sha.state.md.us, or via phone at 833-858-5960.</p> <p>Thank you again for your email. If you have any additional questions or concerns, please do not hesitate to contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>

Date Received	Name	Comment	Response
4/19/2018	Tina Slater	<p>Tonight I attended the MDOT SHA Open House re 495/I-270 Managed Lanes Study at Clarksburg HS, Clarksburg, MD. I spoke with some very professional staff, asked questions, and got some answers. Below are my comments:</p> <p>Reversible Lanes - The poster boards presented a plan that talked about more lanes --- but what about building half as many lanes, but make them reversible lanes? A staff member said I-270 has a peak directional flow of 70:30 or 65:35. (For example, aren't the HOV lanes on I-395 near the Pentagon in Northern Virginia reversible lanes? And isn't HOV encouraged/invigorated by drivers picking up riders in "slug lines"?)</p> <p>Transit alternatives and HOVs drive for Free - The P3 proposal focuses on cars, the vast majority of which are single-occupancy vehicles (SOV). But to reduce congestion and emissions, the state needs to promote HOV. Express buses and Bus Rapid Transit should also be a part of the plan. But here's the rub --- the P3 project depends on tolls, so how do we promote HOV and transit at the same time the P3 needs lots of tolls to be profitable? In order to reduce congestion and emissions, that state needs to promote HOVs and transit vehicles, by letting them use the express lanes for FREE... how does this "square" with the P3 project?</p> <p>Land Use - Studies show that widening roads to solve congestion encourages more people to drive (induced demand). Thus, in a few years, the widened roads will be congested all over again! Widening I-270 will encourage people to buy homes farther and farther away from their workplace --- why make such a big investment today when it guarantees gridlock tomorrow?</p> <p>Greenhouse Gas (GHG) Emissions Reduction Act of 2016 - In April 2016, Governor Hogan signed SB323/HB610, which sets a goal to reduce GHG emissions statewide 40 percent by 2030. This bold move puts Maryland just behind California and New York for climate goals. The two major sectors contributing to GHG emissions are Energy (45.6%) and transportation (25%). And "the transportation sector is expected to account for a larger share of future greenhouse gas emissions in Maryland." (climatechange.maryland.gov/actions/)</p> <p>WAZE Carpool App encourages HOV - Waze is well known for its GPS navigation app, but what you might not know is that Waze also has a ride-sharing service called Waze Carpool that's somewhat similar to Uber or Lyft. Carpool lets drivers get paid to use their own car to pick up and drop off passengers, and it allows riders to use it somewhat like a ride-hailing service [to go to work] —but instead, it's only meant as a way for two or more coworkers (or people who work in the same general location) to share a ride to and from work. Waze Carpool is currently available in the US in California and Texas, and it offers some pretty competitive prices for people requesting a ride. An estimate of what it would cost to use Carpool to book a ride from home to work: a 15 mile, 30 minute ride would cost just \$3.40 — much cheaper than what you would pay on Uber or Lyft. (https://www.androidpolice.com/2018/03/05/ride-sharing-app-waze-carpool-gets-updated-version-2-0/)</p> <p>Closing Comment - With the state's commitment to reduce GHG emissions 40% by 2040, the I-270/495 lane-building project seems to push us in the wrong direction. Building more lanes will have a significant negative impact on air pollution. The project needs to look at how to promote/address more HOVs and Express Bus/Bus Rapid Transit. Our focus must be on moving more people, not moving more vehicles.</p> <p>One crazy idea – if we could mandate that every car (on I-270/495) have two or more occupants, we'd instantly reduce our congestion, we'd have 40% fewer cars on the highway, we wouldn't have to build a single new lane and we'd save so much money.</p> <p>Thank you for the opportunity to comment.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/19/2018	Randy Lieberman/ Pam Edelman	<p>Last evening, we had a brief conversation about the environmental impact of the removal of the forest preserve area in our neighborhood. You were kind enough to research who the best contact at NEMA would be that could address this big problem. (The builder did not inform us of these plans, in fact, they had told all of us that the trees would remain intact, due to being part of a "preserve" area). We live at Watkins Mill Town Center community, a.k.a. Parklands. We understand that a few of the plans for the reconstruction of the creek (which is behind our house and backs up to 270), had left the forest intact--however, they selected the design that required the removal of the trees.</p> <p>Furthermore, we understand that the removal of the trees in the creek area, is scheduled in the next several weeks. Thanking you in advance for your help.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/19/2018	Emad Elshafei, Ph.D., P.E., PTOE, Dept of Public Works -City of Rockville	<p>Is there any new information released this week other than the info available on line?</p>	<p>Dear Mr. Elshafei:</p> <p>Thank you for your email related to the I-495 & I-270 Managed Lanes Study. I am happy to respond to your inquiry.</p> <p>All meeting materials from the Open Houses are online on our website at www.495-270-P3.com. This includes a study introductory video, an online meeting consisting of the boards that were provided at the Open Houses, and information on how to comment and stay connected to the Study activities.</p> <p>Our team is available for comments through our website at www.495-270-P3.com, via email at 495-270-P3@sha.state.md.us, or via phone at 833-858-5960. As additional information becomes available, it will be posted to the website.</p> <p>Thank you again for your email. If you have any additional questions or concerns, please do not hesitate to contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>
4/19/2018	Eileen Pryor	<p>We received the April 6 letter from Lisa B Choplin regarding the MDOT "Traffic Relief Plan." Can you please tell me how this new plan will affect our neighborhood, and our property in particular?</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
4/19/2018	Doug White	<p>I attended the Open House on 4/18/18 at Clarksburg High School and would like to pass along some thoughts that I have.</p> <p>1. I am opposed to the plan to copy what Virginia has done, (P3) and is still doing. "Special lanes for special people" is really what it boils down to. People with (too much) disposable income. About two weeks ago on a WTOP AM traffic report, it stated that the toll for 66 inbound from 495 to the Roosevelt Bridge was \$47! WHAT?! How can that be affordable? Affordable to you and affordable to me are two different things. None of the tolls will be affordable for my son. It will only make the congestion worse for the people who have no disposable income, or for those that would rather spend that money on something else.</p> <p>2. How will the toll structure be constructed? Will the public have a say in this process, or will the "formula" be hidden in the legal language of the contract when one is awarded? Will there be a limit in how much they can charge? (See above) Will the state review/approve the toll structure, as well as the fines imposed for violators? (See below #6)</p> <p>3. How will these new "lanes" be presented to the public? Re-striping what pavement is already there? Removing a lane that is already there for everyone to use? Adding new pavement to accommodate the addition of these new lanes? Nobody at the open house would wager a guess. If the object of this project is to increase traffic flow, it would be a disaster to remove an existing lane and convert it to a toll lane.</p> <p>4. Why can't this project be done the old fashion way, by selling municipal long term bonds? In addition, can't believe I'm going to say this, but tweak up gas tax, and make sure the money goes to the project.</p> <p>5. How was the ICC funded? The tolls on that road are reasonable. Why can't that project structure be duplicated?</p> <p>6. If the P3 design is approved and moves forward, will the tolls be there for perpetually? (Web site says 30 to 50 years, which is for me) But then what? The state gets a really old road that needs improvements? It seems to me that this structure is all about making money for the private sector. That is just wrong. Yes, the web site talks about off-loading risk and maintenance onto the vendor, but isn't that what tax dollars are for? A road for taxpayers should not turn into a cash cow for a private sector company. (Remember the absorbent fines the company in Virginia imposed, only to get over ruled in court.)</p> <p>7. Why is I-370 to I-70 so far out it's not even on the calendar? Seems to me that while there are resources available for "studying" it should be included. It's never too late to start early. (Should have been done years ago.)</p> <p>8. Finally, in my humble opinion, the traffic problem was/is caused by over, high density, development. Where is the money that developers are suppose to pay for road improvements? All the development in Frederick, and other out laying counties, causes a lot, if not most, of the congestion on I-270. Is there not a fund that they pay into to address this additional traffic congestion? Maybe the amount of their "fair share" needs to be reviewed.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/20/2018	Bonnie S Eisenberg, Ph.D.	<p>I would like to add my voice to those who are proposing that instead of adding lanes for cars, that you use rapid bus or rail (either light rail or expanding existing rail lines) along 495 and 270. Adding additional car lanes is an outmoded and environmentally bad idea. I am very concerned about adding to pollution from car exhaust and disrupting Rock Creek Park. Modern cities in Europe and Japan are moving more toward rail solutions to traffic problems and away from automobiles. We should as well.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/20/2018	Pierre-Laurent Chatain	<p>I live just by the side of 495 and am very concerned about the impact of any major work regarding this road. This could lower significantly the value of our property and my mortgage is not paid out. I will loose my home equity and all my savings could be wiped out. I hope our voices will be heard.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/22/2018	Dennis Barrow, Board of Directors of NPS Main Condo Association	<p>http://www.saveourseminary.org/</p> <p>I would like to express my concern of and opposition to the potential widening of the Washington Beltway.</p> <p>I am a resident of the condominiums at the National Park Seminary (NPS) in Silver Spring, MD. As you may know, the National Park Seminary is designated a National Historic District on the National Register of Historic Places. NPS has a long and storied history in the Forest Glen neighborhood and has received significant support from Montgomery County and numerous government and citizen groups including the Maryland Historic Trust, Montgomery County Historic Society, Preservation Maryland, Save Our Seminary, etc. (Please find below a link that details the history and preservation status of NPS.)</p> <p>National Park Seminary houses residents of all ages, ethnicities and socio-economic classes. I am very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as a result of the Beltway widening. This project would also result in the destruction of the natural woodlands and creek that is home to numerous wildlife species including mammals, song birds, and various species of amphibians. This natural area acts as an important buffer between NPS and the current Beltway and should be preserved. I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider all appropriate engineering options to minimize the impact on the health, quality of life, and property values that would result from this problematic project.</p> <p>Thank you for your consideration.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
4/23/2018	Carolyn Salter- National Park Seminary	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/23/2018	Lois Todhunter	<p>I want to express my grave concern about the intention to widen highways I-495, I-270 and MD 295. I currently live in a condo in the historic National Park Seminary. I walk in Rock Creek Park and along near-by Beach Drive. Widening I-495 in this area would have a terrible impact on the quality of life in this neighborhood, both during the many years of construction and once completed. We moved here from a house in a neighborhood off Fernwood Road near Democracy Boulevard. The proposed construction in that area of I-495 and the I-270 spurs would make that area barely livable. This P-3 is not the right solution to traffic congestion. It will be destructive of many residential neighborhoods, and for what purpose? Adding toll lanes means that when traffic is light, they will be unnecessary, and when it is heavy, the non-toll lanes will still be congested; the toll lanes will only be used when the other lanes are congested, and only used by those who can afford them. So you are proposing adding lanes without really reducing congestion, and to no advantage for most drivers who will use those roads.</p> <p>I am incensed that this project appears to be moving forward with so little publicity. I happened to hear about the Scoping Open Houses a few days before the series was complete, and attended one. The only project on the table to address traffic problems is this ill-conceived one. Elected officials, take note. I vote in every election; if you are for this project, you will not get my vote.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/23/2018	David Mindock	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/23/2018	Cathy Barrow	<p>I would like to express my concern of and opposition to the potential widening of the Washington Beltway.</p> <p>I am a resident of the condominiums at the National Park Seminary (NPS) in Silver Spring, MD. As you may know, the National Park Seminary is designated a National Historic District on the National Register of Historic Places. NPS has a long and storied history in the Forest Glen neighborhood and has received significant support from Montgomery County and numerous government and citizen groups including the Maryland Historic Trust, Montgomery County Historic Society, Preservation Maryland, Save Our Seminary, etc. (Please find below a link that details the history and preservation status of NPS.)</p> <p>National Park Seminary houses residents of all ages, ethnicities and socio-economic classes. I am very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as a result of the Beltway widening. This project would also result in the destruction of the natural woodlands and creek that is home to numerous wildlife species including mammals, song birds, and various species of amphibians. This natural area acts as an important buffer between NPS and the current Beltway and should be preserved.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider all appropriate engineering options to minimize the impact on the health, quality of life, and property values that would result from this problematic project.</p> <p>Thank you for your consideration.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/23/2018	Janet Dinsmore	<p>I urge you to reconsider plans to widen the Capital Beltway. The environmental and commercial devastation it would cause to woods, wetlands, creeks, wildlife, private residences, public buildings and such critical facilities as hospitals now situated along the Beltway is nothing short of catastrophic. My husband and I own a condo in National Park Seminary, a unique historic setting, that is separated from the current Beltway by a small forested glen. The renovation of this 1800s campus, whose grounds were split by the current Beltway, was a triumph and tribute to the foresight of those who wanted to preserve important historical sites. Like many woodsy areas that still exist along stretches of the Beltway, the glen is home to wildlife that has lost most of its native habitat.</p> <p>Please, please be more creative in finding less damaging solutions to handling traffic. We cannot continue paving over the planet for our convenience.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
4/23/2018	Allan S Berger, MD	I am very much opposed to the idea of widening the beltway and / or 270. Such action pollutes the environment, disrupts the people who will be displaced and solves nothing.	Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team
4/23/2018	Viz2045PublicForums	Just a reminder that the National Capital Region Transportation Planning Board will be hosting a public forum at Executive Office Building in Rockville to discuss seven regional transportation initiatives with residents to obtain feedback that can be included in our long-range transportation plan, Visualize 2045. Meeting details are as follows: Date: Thursday, April 26, 2018 Time: 7:00 - 9:00pm Location: Executive Office Building Auditorium, 101 Monroe Street Rockville, MD 20850 Meetings are family friendly - refreshments and activities for children will be provided. Attached is a flyer with more details (in both English and Spanish) that we would greatly appreciate you forwarding to your distribution lists; printing and displaying at your facility, neighborhood, or other community hubs; or posting to your website, event calendars, social media, your Next Door page, or other listservs to help spread the word and increase participation. You may visit: visualize2045.org for more information about the initiatives and additional public forums in the region, or email: azenner@mwccog.org if you have any questions. Thank you, and we hope to see you and your community on Thursday night!	Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team
4/23/2018	Roger White	I attended the Open House on 4/18/18 at Clarksburg High School and would like to pass along some of my thoughts and concerns – 1) I noticed that I-270 from Gaithersburg to Frederick is not included in the current plan – it is scheduled for “Future Study”. The interstate between Frederick and Washington (now called I-270, used to be I-70S) seems to always treated as the red-headed step-child of Maryland’s interstate highways. It was built at the same time as the stretch between Frederick and Baltimore (now I-70, used to be I-70N) and I-70 was upgraded to 3 lanes each way sometime in the 70’s. I-270 was left as 2 lanes each way, even though I believe there has always been more traffic between Frederick and Washington than between Frederick and Baltimore. It wasn’t until the mid 80’s that anything was done with I-270, even then, it was 3 lanes from only Clarksburg south with 4 lanes and Local Lanes (and HOV-2) from Gaithersburg south – nothing from Frederick to Clarksburg. Today, you can’t drive from Frederick to Clarksburg without running into traffic jams - it doesn’t matter what day of the week or what time of day, you’re going to run into traffic. A third lane is needed between Frederick and Clarksburg. There is room to put it in the median. Please don’t make it a toll lane or HOV – that will only drive people off I-270 and onto other roads. (Side note – live in Germantown and was working in Rockville when I-270 was expanded in the late 80’s – drove from Rt 118 to Rt 28 / W Montgomery Ave to go to work in the morning. When construction was finished, before HOV-2 went into effect, the traffic reports on WTOP reported backups starting south of Montrose Rd leading to the split for Bethesda and Northern Virginia – the day HOV-2 went into effect, the backups started at Shady Grove Rd. Please, no HOV north of Clarksburg.) 2) If there are going to be tolls, who are they paid to and how long will they be charged? Until the road is paid for? Who says when that happens? Then what? Who pays for road maintenance while tolls are being collected? Who can afford them (I can’t)? I thought that the gas tax was supposed to pay for road maintenance – with cars getting better gas mileage, I can see where that source of revenue might be going down. Maybe you can tweak it a little (I can’t believe I suggested that). Also, a few years ago, someone floated the idea of a road tax based on the mileage driven for each car on the road. Maybe that’s worth looking into, although it might be hard to verify the reported miles driven. It was also suggested that the road tax be a sliding scale for different cars – if you do that, make sure you slide it in the right direction – giving Hybrids and Electric Vehicles a break on the road tax is wrong – they’re part of the reason gas tax revenues are going down (they don’t use much or any gas), so giving them a break on a road tax would be wrong – they cause just as much wear and tear on the road as the gas guzzlers but without the gas tax revenues (I can’t believe I suggested that, either). 3) I don’t generally use the Beltway – I have little call to go in that direction. When I do have to use it, I generally allow plenty of time, take a deep breath, and grit through it if there is no way to get to where I’m going without using the Beltway. There isn’t room to add lanes to the Beltway without taking a lot of houses, and restricting lanes for tolls or HOV would only make the congestion worse. I don’t know how you’re going to make that better. 4) Please don’t think that just because something “works” in Virginia that it will work in Maryland. A lot of what they’ve done there (HOT lanes, Express Lanes, other forms of toll lanes/roads) cannot be afforded by everyone. Someone living paycheck-to-paycheck or on fixed income is going to have to use other routes, adding to congestion off the Interstates. To sum up, I-270 needs a third lane between Clarksburg and Frederick, and adding tolls anywhere will drive people off the Interstates onto the local roads.	Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team
4/23/2018	Fariha Babar	I live in MoCo and am closely following I-270 and I-495 widening project. I would like to suggest that there should be consideration for constructing a bridge in addition to American Legion Bridge on the Potomac River. The bridge should connect residents along central/northern stretch of I-270 to Virginia. Currently, we have to travel full stretch of 270 and and part of 495 to get on to American Legion and then go north to reston/sterling area. If the bridge is constructed around Darnstown area, this will help is reducing traffic flow into I-495.Please consider this suggestion seriously.	Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team

Date Received	Name	Comment	Response
4/24/2018	Carol Blimline	<p>I have serious concerns about the current P3 Project which is under review by MDOT. My concerns are twofold. First the process that is underway seems to be rushed both in terms of scope and speed. Several groups of which I am a member have voiced concerns about the legality of the process and the determination by the MDOT to fast track the project before sufficient public comment. As we all know more and wider roads have never seemed to reduce the traffic congestion in the area. My second concern is more specific since the project has the potential to impact the historic community in which I live. I live at National Park Seminary in Silver Spring, a community listed on the National Register of Historic Places and a community supported by the Maryland Historic Trust. NPS property borders the Beltway and has, as part of its campus, an historic Glen which is open to the public, is an important habitat for birds and provides a serene and beautiful walkway located within a densely populated area.</p> <p>For these reasons I strongly urge you to seek other alternatives to the traffic congestion in the Maryland suburbs of Washington DC. Certainly the time to only consider more roads which mean more pollution, more noise and mostly likely more traffic has been found to be an inefficient and costly plan.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/24/2018	Pritma "Mickey" Irizarry	<p>As a resident of Montgomery County, MD and a user of I-270 and 495, I do not support expanding those highways to support more automobiles. I would prefer Maryland DOT investigate public transit options, including expanded rail and dedicated bus lanes in order to transport more people with less energy and space, reducing car congestion, environmental pollutants, and traffic related injuries and fatalities. I appreciate your consideration.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/24/2018	Brendan Hanrahan	<p>As a resident of Montgomery County, MD in the Forest Glen neighborhood, which borders the beltway, and a user of I-270 and 495, I do not support expanding those highways to support more automobiles. I would prefer Maryland DOT investigate public transit options, including expanded rail and dedicated bus lanes in order to transport more people with less energy and space, reducing car congestion, environmental pollutants, and traffic related injuries and fatalities. I appreciate your consideration.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/24/2018	Aaron Marcavitch-Executive Dir. ATHA Inc.	<p>I’d like to get my name on the consulting party list for Anacostia Trails Heritage Area Inc. We are a state certified program in historic preservation. I’d be happy to reach out to the FHWA if necessary.</p>	<p>Good morning Aaron,</p> <p>It was a pleasure speaking with you last night at the scoping open house. I have confirmed with Steve Archer, Cultural Resources Team Leader, that ATHA, Inc. is on the consulting parties list. If needed, Steve can be reached are 410-545-8508 or sarcher@sha.state.md.us or you can reach out to me directly (info below).</p> <p>Thank you again for your interest in participating in the I-495 & I-270 Managed Lanes Study.</p> <p>Caryn</p>
4/25/2018	Monica Ribaudo	<p>What exactly are you planning to do.</p> <ul style="list-style-type: none">• Make more lanes in the middle, which I don’t see too much space on 495 or 270.• Make more lanes on the side???• Planning to move the walls???• What happened to the Wild Animals living in the area??• Where is all the money coming from?? I am asking because I realize how much Schools in this area need the help. These are our kids, the country’s future. What about really improving public transportation rather than make more lanes..... It is terrible that the Public Transportation is so bad. Every develop country has a great infrastructure for public transportation. But you want to build more for one person being able to drive their car??? Not much logic in that.	<p>Thank you for your email related to the I-495 & I-270 Managed Lanes Study. We appreciate you taking the time to send us questions related to the Study.</p> <p>As a resident of the National Capital region, you know first-hand that the region is one of the most congested in the nation with some of the highest commuting times. That’s why the Maryland Department of Transportation (MDOT) has introduced an innovative “Traffic Relief Plan” to reduce congestion on Maryland roads, including on two of the state’s most heavily traveled highways, I-270 and I-495. The Traffic Relief Plan considers improvements along the entire length of I-495, as well as the entire length of I-270 up to I-70 in Frederick County.</p> <p>In balancing the need for congestion improvements within a highly developed area, one of the Maryland Department of Transportation State Highway Administration’s (MDOT SHA) goals is to be considerate of the environment and community. We are in the initial stages of a National Environmental Policy Act (NEPA) process with the end result being an Environmental Impact Statement (EIS) which documents the project scoping process; purpose and need development; alternative screening and analysis; traffic and environmental analyses; and public and agency involvement. The study is expected to be completed in early 2020.</p> <p>Community feedback is a critical component in this process. This week we completed a series of open houses designed to provide an introduction and overview of the study. All materials presented at the meetings, including an overview video and the display boards, are available on the project website. As we are at the very early stages of scoping for this Study, specifics of how this may affect communities and environmental resources are still to be developed. Future meetings will focus on detailed alternatives and specific environmental and property effects.</p> <p>We are committed to delivering an innovative solution to address the daily congestion issue along I-495 and I-270 while minimizing impacts to the community and the environment. To learn more about the study, provide feedback, or ask questions, please stay connected to the Study by visiting the website at www.495-270-P3.com. Our team is available for comments through the website, via email at 495-270-P3@sha.state.md.us, or via phone at 833-858-5960.</p> <p>Thank you again for your email. If you have any additional questions or concerns, please do not hesitate to contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p>

Date Received	Name	Comment	Response
4/25/2018	Bruce Schoenfield	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places.</p> <p>I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. The Glen is a Forest Conservation Area that provides habitat for wide variety of wildlife, native plants, and provides food for a range of local and migratory birds. I am also very concerned about the diminished quality of life for the residents near the NPS due to the increased exposure to both noise and air pollution.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/25/2018	Laurie C Goldman	<p>The impact for me is I would become homeless.</p> <p>I live in Rockville in the Regent Sq. neighborhood. I am 3 townhouses from the 270 noise wall. If the road is widened, my entire neighborhood would be demolished. This is just wrong.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/25/2018	Howard J Diamond, PhD	<p>With respect to your subject letter, as a 30-year next door neighbor to I-495 in Silver Spring, MD, please find attached a response letter from me stating my opposition to the Traffic Relief Plan, related to (1) how it is being carried out; and (2) outlining my specific concerns. I realize that your April 6th letter indicated that "no response was required" and I am sure that would be your preference, but after fighting the SHA since 1988 on the problems associated with living next to an I-495 bridge in Silver Spring, I am not going to just let this go. My family and I have some serious concerns about being ignored and neglected and believe that this project will be an undue burden on everyday Maryland residents in order to accommodate drivers from across the country so that they can drive on less congested roads. Your "innovative solution" may be such from an engineering standpoint, but from a social perspective, you are applying mid-20th Century thinking to solve a 21st Century problem. It is anything but innovative as you simply cannot build your way out of a problem as I outline in the attached. Building bigger roads (whether horizontally or vertically constructed) for traffic is really old school thinking. By the end of the 21st Century your "innovative solution" will be a monument to shortsighted thinking. In today's 280-character Twitter world, I do hope that you and your staff will take the appropriate consideration and effort in reading my 3 page letter on this subject. My concerns are serious and I do not write this letter lightly. All the officials cc:d on my letter are included in this e-mail except for Gov. Hogan and Lt. Gov. Rutherford as those two officials do not have readily available e-mail addresses, but I will be sending them this letter via the contact portions of their respective web pages. Thank you for your consideration in listening here; this is a critical issue to me and my family, as well as to all the people who are next door neighbors of both I-495 and I-270.</p> <p>I am writing you in response to your reference letter of April 6, 2018. My family and I have lived at the above address adjacent to and only 50 feet from the I-495 bridge over Brunett Avenue in Silver Spring, MD, in Montgomery County, since August 1988. Since that time our lives have been under constant bombardment from both the ambient noise (the sound wall installed in 1989 is of some minimal help) and more critically from the seismic-like vibrations generated by trucks and other heavy vehicles hitting the gaps in the approaches to and from the bridge and causing constant shaking and vibrations of our house. When we moved here in 1988, long-time residents of my neighborhood stated that these problems resulted from an initial poor bridge design (uneven expansion joints), and they had to put up with this problem for over 25 years up until that time; and now my family and I have had to deal with it for an additional 30 years.</p> <p><i>[Comment continues]</i></p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/25/2018	Karen Friend	<p>I am writing regarding the proposed expansion of I-270 in Montgomery County, Maryland, and ask that you please give serious consideration to the effects on existing communities.</p> <p>Not only the construction but the final product will prove to be a disadvantage for 270 and the millions who rely on it.</p> <p>Well-established communities provide the tax base for the county and the state and will be disproportionately effected by this expensive overhaul to our roadways.Disregarding the costs associated with the families and businesses making use of these roadways is a mistake.</p> <p>Pushing the project through, expediting without proper investigation, only exacerbates the existing traffic problem and should warrant your cause for great concern.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
4/25/2018	Peter Lyster	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. The Glen is a Forest Conservation Area that provides habitat for wide variety of wildlife, native plants, and provides food for a range of local and migratory birds. I am also very concerned about the diminished quality of life for the residents near the NPS due to the increased exposure to both noise and air pollution.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/25/2018	Lynette Jacobs	<p>We are against the widening of I-270. We have been residences of Rockville MD off Azalea Drive for over 20 years.</p> <p>We strongly believe there are better ways and means of easing congestion than taking the steps proposed to widen I-270 by 2 lanes. Why not make the investment in public transit or reversible lanes which would be a much better option and cost far less while doing less destruction to the neighborhoods that back up to I-270.</p> <p>We strongly oppose widening I-270 and will take actions and join the greater community to request taking a step back and further consideration be given to this matter.</p> <p>Thank you for your time.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/25/2018	Janice Kane, c/o Peter Lyster	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. The Glen is a Forest Conservation Area that provides habitat for wide variety of wildlife, native plants, and provides food for a range of local and migratory birds. I am also very concerned about the diminished quality of life for the residents near the NPS due to the increased exposure to both noise and air pollution.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/25/2018	Marty Reed	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/25/2018	Dr. Shy Shorer	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway. The presence of the Glen and its protected statue were key determines in the location of my home in the community, and any disturbing to its presence and well being is very disturbing.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
4/25/2018	Jeff Green	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/25/2018	Carolyn Salter	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/25/2018	Eric Fulton	<p>I would like to submit my public comment regarding the state's plans to alleviate traffic on I495 and I270. I have lived in Maryland for more than two decades, and am currently a resident of Rockville, living within two miles of I270. I am currently the Vice President of the Woodley Gardens West Civic Association and a member of the Carver Coalition.</p> <p>With regard to easing congestion along the noted highways, I strongly oppose any effort that would widen the footprint of the existing roadways. I am in favor of any effort that works within the current footprint and redirecting any additional funds to public mass transit efforts. Not only will widening the footprint encroach on residential areas throughout the state (and add the associated noise and fumes), adding roadway will only attract more vehicles. Any amount of ease and congestion will soon be taken over by more cars seeking to take advantage of the new lanes. And years from now, when my children begin commuting to their jobs, they will face these same challenges over again - except the state will have spent billions of dollars with nothing to show for it.</p> <p>Widening existing roadways is a temporary, unsustainable solution to a recurring problem. If the state does not consider the full range of the issues that cause traffic congestion in the first place and seek to resolve those (i.e. development, lack of proper secondary roadways, job centers closer to dense suburban areas, and attractive and reliable public transportation), then we will be right here again, a generation from now and billions of dollars poorer.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/25/2018	Maura Nicholson	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/26/2018	Ben Roth	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
4/26/2018	Eugene Rich	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary and Forest Glen neighborhoods due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between these lovely neighborhoods and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/26/2018	Byron Sandford	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p> <p>This historical property dates back to the 1880s</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/26/2018	Ellen Ryan	<p>DO NOT WIDEN I-270 AND I-495.</p> <p>Making highways bigger only brings more traffic. A few years later, the highways are congested again, and officials are thinking about widening them again. Rockville went through that with I-270 around 1990. We have six lanes in each direction -- now you want more? This is not Los Angeles. We don't want wider highways.</p> <p>This money is much better invested in bus rapid transit, Metro, ride share, and other mass transit. For those who drive alone, convert one current lane to a reversible lane. But widening kills neighborhoods, steals property, wrecks property values, upends lives and families, imposes noise and fumes for months or years, and permanently changes the landscape and the environment for the worse.</p> <p>DO NOT WIDEN I-270 OR I-495.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/25/2018	Alena Marie Proctor-Community Manager	<p>I am the manager of a community located on Azalea Drive and Nelson Street in Rockville Maryland and I am curious as to how the widening of I-270 is going to affect our property. I was not able to locate any scope of this project online. I would appreciate any information/plans you could provide.</p>	<p>Thank you for contacting the Governor’s office regarding the I-495 & I-270 Managed Lanes Study. We appreciate the opportunity to respond to your concerns.</p> <p>Let me provide some background. The National Capital region is one of the most congested in the nation with some of the highest commuting times. That’s why the Maryland Department of Transportation (MDOT) has introduced an innovative “Traffic Relief Plan” to reduce congestion on Maryland roads, including on two of the state’s most heavily traveled highways, I-270 and I-495. The Traffic Relief Plan considers improvements along the entire length of I-495, as well as the entire length of I-270 up to I-70 in Frederick County.</p> <p>In balancing the need for congestion improvements within a highly developed area, one of the Maryland Department of Transportation State Highway Administration’s (MDOT SHA) goals is to be considerate of the environment and community. We are in the initial stages of a National Environmental Policy Act (NEPA) process with the end result being an Environmental Impact Statement (EIS) which documents the project scoping process; purpose and need development; alternative screening and analysis; traffic and environmental analyses; and public and agency involvement. The study is expected to be completed in early 2020.</p> <p>Community feedback is a critical component in this process. Last week we completed a series of open houses designed to provide an introduction and overview of the study. All materials presented at the meetings, including an overview video and the display boards, are available on the project website. We will add you to our mailing list and we encourage you to stay connected to the website for regular project updates. Future meetings will focus on detailed alternatives and specific environmental/property issues.</p> <p>We are committed to delivering an innovative solution to address the daily congestion issue along I-495 and I-270 while minimizing impacts to the community and the environment. To learn more about the study, provide feedback, or ask questions, please stay connected to the website www.495-270-P3.com. Our team is available for comments through the website, via email at 495-270-P3@sha.state.md.us, or via phone at 833-858-5960. Thank you again for your email. If you have any additional questions or concerns, please do not hesitate to contact Ms. Caryn Brookman, MDOT SHA P3 Environmental Manager, at 410-637-3335 or via email at cbrookman@sha.state.md.us. Ms. Brookman will be happy to assist you.</p> <p>----- Got it. Kieran document the email trail in our log also. Thanks</p>

Date Received	Name	Comment	Response
4/26/2018	Alyssa Roff- Transportation Planner, City of Gaithersburg	<p>I wanted to get some clarity on the Managed Lane Study and the phases process. I understand that the kick-off is on May 3rd and that comments are due by May 11th. Gaithersburg City Council may be interested in commenting and wanted to know if this phase includes the NEPA Study. Naturally the Council would not want to make redundant comments on impacts that the NEPA study would already address such as noise, social, environmental etc. Additionally, Gaithersburg is such that half of the City will be addressed in the I-495 & I-270 Managed Lanes Study while the other half will be addressed in the future study. Will there be an additional NEPA study in the future, focusing on the extended area along I-270?</p> <p>The City is excited for the chance to comment and looking forward to gaining new information at the kick off for the next phase, if you could give us some more information about the process and some guidance on what the City should comment on, that would be great.</p>	<p>Ms. Roff,</p> <p>Thank you for directly reaching out to me. We are in the beginning stage of the NEPA study and while we just finished the scoping process, we would appreciate receiving any comments the City has on specific concerns or considerations that we should take into account as we move forward. The next step in the process will be to draft the purpose and need and develop a full range of preliminary alternatives. The public and all stakeholders will have a chance to review both the purpose and need as well as a full range of preliminary alternatives at a series of workshops proposed for this July. More information on those workshops will be forthcoming and will be advertised on our website, email list serve, newspapers, direct mailings, social media, among other advertising mechanisms. After the July workshops, we will be completing the technical environmental studies and plan to go back out to the public with alternatives retained for detailed study in Winter 2018/2019. The draft Environmental Impact Statement is anticipated to be published in the summer of 2019 and a formal hearing will be held at that time as well. There will be many opportunities during the NEPA study for public and agency input.</p> <p>To address your second question, the first NEPA study extends along I-495 from south of the American Legion Bridge in Virginia to east of the Woodrow Wilson Bridge and along I-270 from I-495, including the east and west spurs, to I-370. The future study will extend along I-270 to I-70. We don't have a timeframe yet for the future study but it will include a full examination of the area within those limits.</p> <p>I will ensure that you name is included on the email list serve so that you will remain up-to-date on our Study as it progresses. Feel free to reach out to me at any time with questions or concerns.</p>
4/27/2018	Ben Ross- Maryland Transit Opportunities Coalition	<p>Attached are comments in response to the "Notice of Intent To Prepare Environmental Impact Statement, I-495 & I-270 Managed Lanes Study, Montgomery and Prince George's Counties, Maryland and Fairfax County, Virginia" published in the Federal Register of March 16, 2018. These comments are submitted by the following organizations (mailing addresses are listed in the comments): Action Committee for Transit Baltimore Transit Equity Coalition, Bikemore, Central Maryland Transportation Alliance, Chesapeake Bay Foundation, Coalition for Smarter Growth, Coalition for Transit Alternatives to Mid-County Highway Extended, Main Building Condominium Association at National Park Seminary, Maryland Rail Passengers Association, Maryland Transit Opportunities Coalition, National Park Seminary Master Association 1000 Friends of Maryland, Prince George's Advocates for Community-Based Transit, Sierra Club, Maryland Chapter, Sligo Creek Golf Association, Southern Maryland Alliance for Rapid Transit, Transportation Advocates of Howard County. Also attached is a pdf file containing material cited via hyperlinks in the text of the comments. Please include this file in the Administrative Record as a backup to the hyperlinks.</p> <p>-----</p> <p>Comments on Scope of the Environmental Impact Statement for I-495 & I-270 Managed Lanes Project</p> <p>There are several shortcomings that we find with the proposed scope of the Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes project. These shortcomings are reflected in the proposed purpose and need, analysis of alternatives, lead agency, and segmentation of the project. We are also very concerned about the accelerated plan for this EIS.</p> <p>Purpose and Need - Every EIS is required to have a Statement of Purpose and Need for the project. The Notice of Intent clearly limits the study to roadways for easing congestion for motorists. A Statement of Purpose and Need for the project that limits the project too narrowly violates the intent and purpose of the National Environmental Policy Act (NEPA), especially Section 102 requiring the analysis of alternatives. We strongly object to a Statement of Purpose and Need that is limited to only roadways and does not include other reasonable transportation modal alternatives, such as mass transit.</p> <p>We would like to point out the scoping for this EIS already appears to be biased. The bias can be found in the statement in the Notice of Intent published at 83 FR 11812 of March 16, 2018 as follows: “Motorists on I-495 and I-270 do not have an option for efficient travel during extensive periods of congestion. Additional roadway management options are needed to improve travel choices.” This statement is not true; on the contrary, motorists do have the option to use mass transit, including Metrorail, Metrobus, and Maryland Area Rail Commuter (MARC). <i>[Comment continues outside of matrix]</i></p>	<p>Mr. Ross:</p> <p>Thank you for your comments on the scope of the Environmental Impact Statement for the I-495 & I-270 Managed Lanes study. We are reviewing your comments and will provide you a formal response addressing your comments.</p> <p>If you have any additional questions or comments, please feel free to contact us at 495-270-P3@sha.state.md.us or via phone at 833-858-5960.</p> <p>Thanks, Lisa B. Choplin Director, I-495 & I-270 P3 Office</p>
4/27/2018	Dr. Ellis Turner	<p>I am opposed to the widening of the Beltway between Wisconsin Avenue (355) and Connecticut Avenue if this will require the destruction of private homes. I am also very concerned about an increase in noise pollution. The residents of Locust Hill Estates can already not avoid the Beltway noise from penetrating the walls of their homes. Additional lanes will only make a very bad matter worse.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
4/27/2018	Russell Wheeler- Main Building Homeowners' Assoc	<p>As the owner of a home near the Forest-Glen-Silver Spring neighborhood adjacent to I-495, I urge reconsideration of the plans to widen that thoroughfare as well as more study of the environmental impact of such major construction.</p> <p>I reside in a condominium in the Main Building, a nineteenth century building in the National Park Seminary, a National Historic District on the National Registry of Historic Places. Widening the beltway in this vicinity would threaten this historic site and inevitably have a deleterious impact on the Glen, a natural creek within serene wetlands that separate National Park Seminary from the Beltway.</p> <p>The cost of desecrating this environmental jewel would produce no long-term benefit save to the private firms who would collect the tolls, because more lanes will simply attract more traffic and, instead of four congested lanes, result shortly in eight congested lanes.</p> <p>Please consider seriously alternatives such as walled-off roadways or tunnels, and mass transit in order to minimize the environmental impact and disruption of this important bit of Maryland history.</p> <p>Governor Hogan characterized the Beltway widening project that he proposed in September as “massive” and “absolutely transformative,” which it would be but, I fear, not in the positive way he intended.</p> <p>Thank you for considering my views.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/27/2018	Erin Mielke	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property within the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/27/2018	Alex Lvoff	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/27/2018	Carolyn Lvoff	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/27/2018	Rutkoff Rici/ E. Marice Rutkoff	<p>I live in Rockville, MD in a section called Woodley Gardens. Our neighborhood is over 60 years old and shares a sound wall with I-270. At the Woodley Gardens section of I-270 there are 12 lanes of highway stretching across the north and south thoroughfares. 12 lanes and now the thought is we need 2 more lanes???? How many lanes is enough? If there was an infinite number it would still not be enough - as they say, build it and they will come. To add 2 more lanes entire streets would need to be eliminated. The Rockville Senior Center will have I-270 on its doorstep as it already shares the sound wall mentioned above.</p> <p>Instead of more lanes, how about putting the effort into mass transit. More programs to encourage Metro use, high speed buses. Take the existing HOV2 lane and make it HOV4 or you pay\$\$\$.</p> <p>But if the State just has to accomodate cars, add lanes north of Germantown up to Frederick. Local lanes end so only 8 total lanes. Then it goes to 4 total lanes. Look at the traffic in and out of Frederick. Afternoon rush hour starts at 2pm or earlier with miles of bumper to bumper on those few lanes of highway. So much land abutting the existing I-270 in that area that can be used for new lanes before more housing and businesses are built.</p> <p>Thank you for reaching out to residents for their comments on this huge, impactful endeavor. We request that you thoughtfully and thoroughly evaluate the consequences that your decisions will have.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
4/27/2018	Lynda Scionti	<p>I am concerned about the potential widening of the Washington Beltway as described in the recent Notice of Intent. I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>Over the past few years we have had many families move into this community's apartments and townhouse. It is wonderful to watch the children out with their family members enjoying and exploring the grounds.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/28/2018	Susan Griffin	<p>I am extremely concerned about the potential widening of the Washington Beltway as described in the recent Notice of Intent. As a resident of property in the National Park Seminary (NPS), a National Historic District on the National Register of Historic Places, I am very aware of the devastating effects that the beltway expansion would have on the character of this historic property and the unique attributes of the surrounding neighborhood. The quality of life for all residents in this part of Silver Spring would be greatly diminished by the increased exposure to both noise and air pollution.</p> <p>I am also alarmed about the effect that the potential widening would have on the nearby wetland, glen, and creek between NPS and the current Beltway. This plan would destroy this natural glen, an area of natural beauty and serenity that provides habitat for a wide variety of wildlife, native plants, as well as food for a range of local and migratory birds.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I insist that the authorities consider alternatives such as mass transit—an option when undertaken with appropriate funding and planning—is environmentally preferable to a significant increase in impermeable pavement and vehicles.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/30/2018	Alain Normain- Founder and Co-Chair, Dale Drive Safety Coalition	<p>I am writing to express serious objections to the "495-270-P3" plan that would, per a presentation on April 19, 2018, result in the building of additional lanes for cars on the Beltway (495) and/or route 270. There are several problems with the concept of merely expanding those roadways, including:</p> <p>1. Only "roadway"-related measures were presented on April 19. Such a focus means failure in the medium-term as more cars will fill any new lanes built, sooner than later. That is, roadway expansion is not a real solution to the fundamental problem people in the D.C. area face.</p> <p>2. The project, if serious about reducing roadway congestion, should include light-rail to connect existing metro and MARC stations.</p> <p>A first step in that direction might be to bring back, and implement, the idea of a light-rail Beltway around the D.C. area. (See, e.g.: https://www.washingtonpost.com/wp-srv/local/longterm/library/growth/transport/proposals.htm). The Purple Line within the Beltway is a start, but insufficient --- the national capital area ought (like other world-class cities) to have comprehensive and convenient public transportation system (and light rail seems to be a good way to achieve that). Certainly, parking lots could be provided at new, and perhaps existing, metro/MARC stops, thus allowing people to drop off their cars and so reduce some congestion. Moreover, money for a light-rail system should not be a problem, if the \$9 billion for the roadway-expansion project were, instead, used for above-ground light-rail lines.</p> <p>3. Nor does the current plan address the likely bottlenecks where people will have to try to get in, or out, of the special ("managed") extra lanes that may be built if the current 495-270-P3 project goes forward. That is, based on what I have seen on the Virginia side, there will also likely be back-ups where any new lanes merge into or out of the existing Beltway lanes. Moreover, the current plan does not seem to address the inevitable bottlenecks at the bridges over the Potomac.</p> <p>4. Adding new lanes to the Beltway and 270 will reduce quality of life in affected areas, e.g., the likely destruction of green spaces such as the Sligo Creek golf course, or recreation spots like the YMCA in Sliver Spring. Moreover, creating more lanes for cars will simply mean that much more noise and pollution from car traffic.</p> <p>5. In short, let us not spend money supporting an old technology -- motor vehicles -- and let's spend it on modern, eco-friendly, and real solutions.</p> <p>Many thanks in advance for considering my input and any other alternatives to merely spreading more concrete, in a futile effort to accommodate more cars on the roads. I would look forward to discussing better options with SHA at a mutually convenient time.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/30/2018	Daniela Gheorghiu-Zmeu	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular, I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit and, in the case of any actual modifications of the Beltway, I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
4/30/2018	Charlotte Troupe Leighton	<p>The attached letter shall serve as a response from the Evergreen subdivision homeowners/residents as to MDOT SHA's letter to property owners dated April 6, 2018, informing us of the upcoming EIS/NEPA study required for Governor Hogan's P3 Traffic Relief Plan. Our community looks forward to continued engagement on the 495-270-P3 project. For any copied recipients with unknown email addresses, hard copies of this letter will be mailed via USPS.</p> <p>*** Unable to pull text from attached PDF***</p> <p>-----</p> <p>Summary: letter drafted as a response to the 4/6/18 SHA letter. Letter gives a history of the interactions the community has had with SHA in the past that formed the basis of reasoning for their concerns with the current P3 study. The memebbers feel the P3 project is a means of capilizing of the current political climate and encouraging the privatization of public structures. They feel despite the study not being completed that it is a "done deal." THE fundering should go towards Metro funding and the touch upon the lack of funding that goes towards it as well as he lack of Federal investment in transportation infrastrucutre. They expect complete transparency.</p> <p>Ever increasing noise levels are effecting their property values as well as their quality of life. Additionally, they fear eminent domain will result in their home being seized should that become involved in this project. They have concerns about the neighboring Gibson Grove Church and Cemetery, as it is a historic property. They felt there was not a sufficent amount of time between receiving the letter and the comment deadline to collect input from the entire community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/30/2018	Tobias Linden	<p>I am pleased with the openness of the managed lanes study process.</p> <p>I understand that at this stage, the scope of the study. I want to argue strongly that the study should look at other ways of achieving reductions in commuting times, especially use of forms of public transportation like Metro, purple line and buses. The region already has the beginnings of a good public transportation infrastructure and if substantial transportation resources are available they should be used to enhance this infrastructure. This will reduce environmental impacts overall which is what we all want.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/30/2018	Joe Davies	<p>I am writing to express my strong opposition to the proposal for an Environmental impact Statement that does not consider alternatives to Beltway widening such as public transportation, especially since the the proposed widening would cause significant damage to communities located along the Beltway and to public parks through pollution, noise, and visual damage. It is now recognized that particles from brakes and tires are specially dangerous to human health, and additional lanes could seriously aggravate this problem in the County. This problems deserves special attention in any environmental assessment.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/30/2018	Michael W. Lore, Esq.- Chief of Staff, Sen. Susan Lee	<p>Senator Susan Lee respectfully requests that SHA ensure that one of the Alternatives Retained for Detailed Study is a minimally-intrusive/disruptive alternative for the Beltway east of 355 and north of the Locust Hill Neighborhood. Such an alternative would examine the minimization of disruption to the parklands/wetlands/watershed on either side of the Beltway just east of 355, including Rock Creek Part on the north, Locust Hill Neighborhood Park to the south, and Fleming Local Park on the northwest interchange corner. The alternative should minimize noise pollution for the residences, and the Marriott hotel immediately west of the interchange, because it is apparent that any proposals to address this section of 495 would require intrusive depressed or elevated structures like fly-over ramps. We appreciate the examination of a minimally-disruptive alternative at this specific location, with the totality of the surrounding local circumstances considered.</p> <p>Please feel free to reach out to our office for any additional questions.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/30/2018	Mihai Gheorghiu	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
4/30/2018	John Orrick- President, Carderock Springs Citizens Association Submitted by Petra Jacobs	<p>The Carderock Springs Citizens Association ("CSCA") is committed to preserving the unique nature of the Carderock Springs community and protecting the interests of Carderock Springs residents. Carderock Springs has been designated a National Historic District, is listed in the National Register of Historic Places, and also includes an elementary school (Carderock Springs Elementary School (CSES)) that is located directly adjacent to the Interstate 495 right-of-way (ROW). The Carderock Springs and South Carderock neighborhoods are bisected by Interstate 495 (the "Beltway") with direct roadway frontage on both sides of the highway, and thus are directly affected by the current traffic noise and air pollution emanating from the Beltway, and will be equally impacted by any change to the Beltway. Thus, any study prepared in connection with a Beltway expansion or managed lanes under the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (Section 106), or Section 4(f) of the Department of Transportation Act (Section 4(f)) must take into account both the direct and indirect impacts and effects that a Beltway expansion - whether a widening or increase in capacity will have on the residents and elementary school students within the Carderock Springs Neighborhood.</p> <p>The most significant direct impacts of any project that will increase the capacity of the Beltway are increases in noise and the emissions of harmful air pollutants. Scientific studies have demonstrated that prolonged exposure to traffic noise of at least 69 decibels causes numerous harmful cognitive and health impacts, especially on children, including impaired cognition, attention-span, reading comprehension, speech intelligibility, memory, learning, and problem-solving, as well as increased frustration. Newer research also points out an increased risk for respiratory diseases caused by traffic air pollutants, leading some states, for example California to ban building schools within 500 feet of a highway. Unfortunately, the air supply vents, playground and athletic fields at Carderock Springs Elementary School are located less than 500 feet of the Beltway and the U.S. Environmental Protection Agency's (EPA) recommendation to use a solid roadside barrier and vegetation has not been followed. The situation has gotten dramatically worse in recent years when the Virginia part of the Beltway was expanded bringing more traffic volume to our area.</p> <p>Of immediate and urgent concern is that massive amounts of vegetation separating the school and the neighborhood from the Beltway were removed as part of the effort to destroy invasive species. However, the denudement of vegetation from this area has now left our community more fully exposed to the Beltway as no replanting has occurred. Many residents have noted the significant worsening of air pollution and noise.</p> <p><i>[Comment continues outside matrix.]</i></p>	Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team
4/30/2018	John Orrick- President, Carderock Springs Citizens Association Submitted by Petra Jacobs	<p>Carderock Springs Citizens Association Resolution in Support of Beltway Noise and Air Pollution Mitigation</p> <p>WHEREAS, the Carderock Springs Citizens Association ("CSCA") is committed to preserving the unique nature of the Carderock Springs community and protecting the interests of Carderock Springs residents ("CSES"); and</p> <p>WHEREAS, the Carderock Springs community has been designated a National Historic District and is listed in the National Register of Historic Places; and</p> <p>WHEREAS, the Carderock Springs neighborhood is bisected by Interstate 495 (the "Beltway") with direct roadway frontage on both sides of the highway which results in traffic noise emanating from the Beltway being audible throughout the neighborhood at significant volume; and</p> <p>WHEREAS, scientific studies have demonstrated that prolonged exposure to traffic noise of at least 69 decibels has numerous harmful cognitive and health impacts, especially on children, including impaired cognition, attention-span, reading comprehension, speech intelligibility, memory, learning, and problem-solving, as well as increased frustration; and</p> <p>WHEREAS, the Maryland State Highway Authority last measured Beltway noise in Carderock Springs in 2001 as part of a noise impact study that recorded sustained noise levels in the vicinity of Carderock Springs Elementary School ("CSES") at 79 decibels, with even higher levels recorded at other points along the Beltway; and</p> <p>WHEREAS, traffic volume on the Beltway has increased in the sixteen years since the 2001 Noise Impact Study such that noise levels at many points along Carderock Springs' Beltway frontage now likely exceeds 80 decibels; and</p> <p><i>[Comment continues outside matrix.]</i></p>	Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team”
4/30/2018	Anthea Higgins- President, Carderock Springs Elem. School PTA Board Submitted by Petra Jacobs	<p>Carderock Springs Elementary School Parent-Teacher Association Board Statement in Support of Beltway Noise and Air Pollution Mitigation</p> <p>WHEREAS, the Carderock Springs Parent-Teacher Association Board ("PTA Board") is committed to fostering a positive, healthy, and effective teaching and learning environment for every student of Carderock Springs Elementary School ("CSES"); and</p> <p>WHEREAS, the PTA Board works collaboratively with the Administration of CSES to enhance the wellbeing and education of CSES students; and</p> <p>WHEREAS, CSES is situated in close proximity to Interstate 495 (the "Beltway") and traffic noise emanating from the Beltway can be heard throughout CSES grounds at significant volume; and</p> <p>WHEREAS, scientific studies have demonstrated that prolonged exposure to traffic noise of at least 69 decibels has numerous harmful impacts on children including impaired cognition, attention-span, reading comprehension, speech intelligibility, memory, learning, and problem- solving, as well as increased frustration; and</p> <p>WHEREAS, the Maryland State Highway Authority last measured Beltway noise in the vicinity of CSES at 79 decibels in 2001 as part of a noise impact study; and</p> <p><i>[Comment continues outside matrix.]</i></p>	Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team

Date Received	Name	Comment	Response
4/30/2018	Ross and Shira Bettinger	We are opposed to the "495-270-P3" plan that would, per a presentation on April 19, 2018, result in the building of additional lanes for cars on the Beltway (495) and/or route 270. Terrible idea of adding these lanes. It would destroy green space.	Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team
4/30/2018	Brenda Freeman	I am writing to express my objections to the "495-270-P3" plan that would make additional lanes for cars on the Beltway (495) and/or route 270. Expanding the roadways is always a short term solution to a long-term problem. While the State Highway Administration is considering increasing the number of lanes on the Beltway, Montgomery County is encouraging making strides to increase the use public transportation and get people out of their cars. If the concern is really congestion why isn't there been planning to develop light rail to connect to the Metro and MARC Stations. This would require improved parking lots at the Metro and MARC station but would help people get out of their cars. Finally as a Silver Spring resident, I am concerned that putting new lanes on the Beltway and 270 will negatively affect the quality of life in these areas. My understanding that there is no regard for the communities adjacent to the proposal but rather a rush to ram through the construction while reduce quality of life in affected areas and eliminating green spaces in the Sligo Creek or negatively affecting the YMCA as well as driving down the property values of homes adjacent to the expanded Beltway. Meanwhile, Federal agencies as well as private employers are permitting their staff to telecommute thus reducing the need for such expansion.	Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team
4/30/2018	Cecile O'Connor	I object to additional beltway lanes. More lanes mean more traffic, noise, air pollution, water pollution and impacts on the surrounding neighborhoods and green spaces.	Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team
4/30/2018	Larry Mansueti	I am writing to express STRONG SUPPORT to the "495-270-P3" plan that would, per a presentation on April 19, 2018, result in the building of additional lanes for cars on the Beltway (495) and/or route 270. I live a mile south of the Beltway and the severe congestion on the Beltway and I-270 impacts my quality of life, particularly on busy weekends when mass transit will never be an option. Several reasons for my strong support: 1) Its about time. In my 31 yrs of living in Montgomery County, both population growth as well as growth in affluence has greatly increased the use of cars, while little road infrastructure improvements have been actually implemented. 2) Congestion on the Beltway and I270 is now severe even on weekends, limiting the quality of life, and the freedom, that cars and roads provide. 3) Maryland and particularly Montgomery County rank near the top in the US in terms of tax rates and revenue. The money is there if priorities are adjusted. 4) Opponents cite alternatives such as mass transit and bicycling. They have a role but we have already spent enough public money on both. I take Metro to work each day, using a bicycle for part of my commute. I bicycle to run errands at nearby stores in downtown Silver Spring. BUT neither are a substitute for my car when I need to travel point to point somewhere. I am NOT taking a bus to go to Montgomery Mall, Beltsville to buy a part for an appliance, etc. particularly on a time precious weekend off from work. 5) I resent the opponents limiting my freedom with their elitist "let them eat cake" attitude to their fellow citizens who need and want to drive. Again, mass transit and other alternatives do NOT and CAN NOT substitute 100% for cars and roads. Its time to update the Beltway, from the 1960s when it was built. 6) All human activity has environmental impacts. The current levels of congestion has negative impacts too, included loss of time spent delayed in traffic, which has both an economic cost as a well as a negative quality of life impact. Tradeoffs need to be made. Its time to catch up and focus on our roads.	Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team
4/30/2018	Daniel Handwerker	The idea of expanding I-495 and I-270 is an ill-conceived and would cause long-term damage to our community. While there is sometimes congestion, it is nowhere as bad as the notice of intent statement claims, and I don't see how adding a few pay lanes will address congestion issues for the wide majority of drivers. It will make over-priced luxury lanes, as has happened in Virginia, with the same or more congestion in the rest of the lanes. The only way luxury lanes earn money is if there is congestion in the non-luxury lanes. Expanding these roads will also encroach on private property and damage natural habitats. Also, the claim that this project could be paid for primarily by tolls is unbelievable. If our community is concerned with the environmental impact of congestion than the billions of dollars that would potentially be wasted on this project should be spend on improving mass transit and supporting more dense urban design so that fewer people will need to regularly drive on these highways. Please stop wasting our state's money on planning for this atrocious idea.	Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team

Date Received	Name	Comment	Response
4/30/2018	Heidi & Rudy Lunasin	<p>We would like to express our concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular, we are owner/residents of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places.</p> <p>We are very concerned about the effect of the potential widening on the NPS property, as well as nearby wetlands. In particular, we are concerned with the effect on the Glen which includes a creek bed and acts as a place of serenity situated between NPS and the current Beltway. Further, this area acts as a natural run-off area and we are concerned about changes that the potential widening may bring.</p> <p>We are also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to light, noise, and air pollution, as well as the destruction of the habitat that includes a natural woodland and a creek that is a buffer between NPS and the current Beltway.</p> <p>We strongly urge that you consider these and other concerns with respect to the widening of the Washington Beltway. Further, we urge the authorities to consider transportation alternatives, such as mass transit options and/or alternative locations, for example, a bypass for the interstate as there are many people using 495 as means to bypass Washington going either North or South.</p> <p>In the case of any actual modifications to the Beltway, we urge you to consider all appropriate engineering options, for example, recessed walled-off roadways, sound barriers, and/or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/30/2018	Carolyn Conlan	<p>I am writing to express serious objections to Governor Hogan’s plan to add four toll lanes to the DC Beltway ("495-270-P3" plan). This plan proposes the same old tired “fixes” to our transportation problems—build more roads, add more exhaust and noise pollution to communities, and burden drivers with tolls. We need a more forward-looking, creative, eco-friendly, and comprehensive approach to solving our region’s infrastructure problems. There is no empirical evidence that this plan will succeed. In fact, it may very well lead to increased congestion. If we are serious about reducing roadway congestion, we should include light-rail to connect existing Metro and MARC stations--at a much lower cost than the toll lane project, thus allowing additional funds to be used for other components of a comprehensive approach.</p> <p>Adding new lanes to the Beltway and 270 will drastically reduce the quality of life in the affected areas. Many businesses, churches, residences, green and recreational areas, and probably Holy Cross Hospital will be demolished, severely damaged, or otherwise suffer serious negative consequences. As taxpayers, we also need to hold the Hogan administration accountable for greater transparency, including sufficient opportunities for legislators and the public to provide input on the project. The hasty and ethically questionable award of the initial consulting contract for 495-270-P3 has raised our concerns in this regard.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
4/30/2018	Kyle Russell	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular, as a resident of the historic and famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. I am also very concerned about the diminished quality of life for the residents of the National Park Seminary due to the increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
5/1/2018	Paula Doulaveris & Richard Birdsong	<p>I would like to express my concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular I am a resident of property in the vicinity of the famous National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. I am very concerned about the effect of the potential widening on the nearby Wetlands and especially on the Glen which is a natural creek and place of serenity situated between NPS and the current Beltway. The Glen is a Forest Conservation Area that provides habitat for wide variety of wildlife, native plants, and provides food for a range of local and migratory birds. I am also very concerned about the diminished quality of life for the residents near the NPS due to the increased exposure to both noise and air pollution.</p> <p>I strongly urge that you consider these and other concerns about any potential increase in the current transportation right of way. I urge the authorities to consider transportation alternatives such as mass transit, and in the case of any actual modifications of the Beltway I urge you to consider appropriate engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
5/1/2018	Barbara Ditzler	<p>I closely follow transportation and land use issues and find this plan to be both ill-conceived and dangerous to the environment, neighborhoods, and mobility.</p> <p>What is clearly missing from the plan is any form of transit as well as car-pooling. By focusing on widening of roads, the state is accepting old and outmoded thinking. The state should be emphasizing cleaner forms of mobility, not using thinking from 30 years ago. Putting more cars on the road and moving them faster temporarily is not solving a problem when all studies show that widening of roads works for only a short period of time until those roads fill up as well.</p> <p>In my travels, I see third world countries put scarce resources into transit. Working with CSX and figuring out how we can improve MARC and make it more beneficial for more residents of Maryland is a good use of resources. Using BRT technology throughout more areas of the state and using it on bridge crossings is a much cleaner and better way to move people.</p> <p>Studies compare the efficiency of moving people and the space needed for that mobility. Cars and roads always come in last. Using current roads for bikes, pedestrians, BRT, and buses is a much better use of both monetary resources and space.</p> <p>Thinking of the environment, transit is moving towards more and more electrical vehicles similar to cars. The big difference though is the amount of road space that is taken for mobility. Group mobility vs individual mobility.</p> <p>A major question to ask is what happens to all the cars either before they enter or after they exit I-270 or 495? The neighborhood roads and state highways aren't equipped to handle those extra cars. As it is, SHA can easily vouch for the congestion on all their feeder roads. How much more efficient would it be to have dedicated transit lanes for SHA roads and higher speed highways like 270 and 495?</p> <p>Please SLOW DOWN! Let's have some transparency in this project. Let's get some diverse ideas out on the table. There are many ways to solve mobility problems and more alternatives need to be considered.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
5/1/2018	Melinda Salzman	<p>Whatever lanes you add to 495 and 270 will eventually become congested.</p> <p>Huge overpasses to enter and exit premium lanes are expensive. They also transform the region housing them from neighborhood to shuttle zones.</p> <p>Increasing light rail and rapid transit busses will preserve livable urban or suburban spaces. Reducing the necessity of driving, decreasing auto miles and replacing them with public transportation will do much more to benefit the DC metro area. And our planet, too.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
5/1/2018	Mark Scheufler- DC Area Resident	<p>Maryland Express Lane Network Recommendations, General:</p> <ul style="list-style-type: none">• All Manage lanes should be free to HOV users with three people.• Additional Park and Ride Lots need to be developed along I-270 corridor• Brunswick MARC Line reconfiguration (See Below) <p>Phase 1: I-495 between from Dulles Toll Road in Virginia to I-270 Spur</p> <ul style="list-style-type: none">• Lane Configuration (2 Express Lanes, 4 General Purpose Lanes, and 1 Auxiliary Lane in each direction).o Median Highway Bus Rapid Transit Station at Montgomery Mall <p>Phase 2: I-270 between I-70 and Montrose Road</p> <ul style="list-style-type: none">• Phase 2A: I-270 Spur to I-370 (2 Express Lanes, 4 General Purpose Lanes, and 1 Auxiliary Lane in each direction). Remove Local C/D Lanes.o Median Highway Bus Rapid Transit Station at North of Montrose Road (Near Preserve Parkway)• Phase 2B: I-370 Spur to Clarksburg (2 Express Lanes, 3 General Purpose Lanes, and 1 Auxiliary Lane in each direction). Remove Local C/D Lanes.o Median Highway Bus Rapid Transit Station near Metropolitan Grove MARC Station• Phase 2C: Clarksburg to Frederick (2 Reversible Express Lanes; 3 GP in each direction). <p>Interactive Map with Recommended Access Points:</p> <ul style="list-style-type: none">• https://sites.google.com/view/novatransportationsolutions/maryland-express-toll-lanes• https://www.google.com/maps/d/viewer?mid=1XQTK0XDr9GQ26tpXbB1yQD2KHFM&ll=39.09716822316614%2C-77.06305414999997&z=10 <p>Other Recommendations:</p> <ul style="list-style-type: none">• Expand Study to consider Express Lanes from ICC/I-95 to I-495/BW Parkway with access point at Greenbelt Metro station. (2 Express Lanes, 4 General Purpose Lanes, and 1 Auxiliary Lane in each direction).• ICC should act as the HOT lanes for I-495 between Bethesda and I-95. ICC should be HOV3 free.• No additional express lane upgrades to I-495 – Spot/Access Point Reconfiguration Improvements Only <p>MARC Recommendations (Brunswick Line):</p> <ul style="list-style-type: none">• Parking Garage at Germantown MARC station• Close MARC Stations Boyds, Dickerson, Barnsville, Washington Grove, Garrett Parko New MARC Stations - Shade Grove, Nebel St/White Flint• Close Frederick Branch (Frederick, Monocacy)o Expanded Bus Service between Frederick and Shade Grove/Tysons• Additional Service between Germantown and Union Station (20 Minute Peak Headways)• Service expansion to L'Enfant, Crystal City, and Alexandria (Long Bridge)o Reduces WMATA Core Capacity Issues• 3rd Track between Rockville and Germantown	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
5/1/2018	Jeffrey Russell - President, Woodside Forest Civic Association	<p>The Woodside Forest Civic Association (WFCA) consisting of over 500 residences that abut the Beltway on the southern side from Georgia Avenue to Colesville Road, strongly endorses the views of the 17 other organizations as set forth in the attached "Comments on Scope of the Environmental Impact Statement fro I-495 & 270 Managed Lanes Project.</p> <p>Please add our organization as a signatory to the communication.</p> <p>-----</p> <p>There are several shortcomings that we find with the proposed scope of the Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes project. These shortcomings are reflected in the proposed purpose and need, analysis of alternatives, lead agency, and segmentation of the project. We are also very concerned about the accelerated plan for this EIS.</p> <p>Purpose and Need</p> <p>Every EIS is required to have a Statement of Purpose and Need for the project. The Notice of Intent clearly limits the study to roadways for easing congestion for motorists. A Statement of Purpose and Need for the project that limits the project too narrowly violates the intent and purpose of the National Environmental Policy Act (NEPA), especially Section 102 requiring the analysis of alternatives. We strongly object to a Statement of Purpose and Need that is limited to only roadways and does not include other reasonable transportation modal alternatives, such as mass transit.</p> <p>We would like to point out the scoping for this EIS already appears to be biased. The bias can be found in the statement in the Notice of Intent published at 83 FR 11812 of March 16, 2018 as follows: “Motorists on I-495 and I-270 do not have an option for efficient travel during extensive periods of congestion. Additional roadway management options are needed to improve travel choices.” This statement is not true; on the contrary, motorists do have the option to use mass transit, including Metrorail, Metrobus, and Maryland Area Rail Commuter (MARC).</p> <p>Analysis of Alternatives</p> <p><i>[Comment continues outside of matrix]</i></p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
5/1/2018	Susan Ship- President, Cabin John Assoc.	<p>As representatives of the Cabin John Citizens Association, we are writing on behalf of the 2,000 men, women and children that call Cabin John, Maryland home. This letter is to express our deep interest in the National Environmental Protection Act (NEPA) process related to the Maryland Department of Transportation “Managed Lanes Study”, and most especially the portion of the project from the American Legion Bridge to the I-270 spur.</p> <p>Cabin John is geographically defined, in part, by the highways that touch its borders – I-495 to the northwest, the Cabin John Parkway to the east and the Clara Barton Parkway, which runs along the southern edge. However, these highways do not define us as a community. We are a close-knit neighborhood whose residents greatly appreciate and take advantage of our proximity to the Potomac River, The C&O Canal National Historical Park and Cabin John Creek parklands. We consider ourselves stewards of the natural beauty that makes Cabin John so unique.</p> <p>We are impacted daily by the traffic congestion on I-495 and I-270 as well as the roads that feed those highways. We also know our community and its residents will be affected by most, if not all, the potential solutions developed as part of Governor Hogan’s Traffic Relief Plan.</p> <p>We ask that the environmental impact study and any project designs take into consideration the following:</p> <ul style="list-style-type: none">• We are VERY concerned about the impact of Beltway noise and believe that this MUST be a part of any NEPA study and proposed solution of “Managed Lanes”. We would like to see complete, up-front transparency as to exactly how the sound study will be executed, as well as clarification as to what the current and any proposed Federal regulations state as to sound barrier requirements. Beltway noise is heard throughout Cabin John, especially in the winter months when the trees are bare. Our residents living along the Beltway on the eastern side of Cabin John are exposed to high levels of noise all year round with NO sound barriers installed. In addition, we request that cumulative impacts be considered in light of recent changes to flight paths into and out of Reagan National Airport that already have significantly raised the noise level within our community.• Any approach to changes in traffic on the American Legion Bridge are likely to have profound effects on the Clara Barton Parkway, MacArthur Boulevard and local streets within Cabin John and other communities bordering the beltway. Cabin John already experiences significant congestion as a result of its unique one-lane bridge. Thus ANY NEPA study MUST include an impact study on these adjacent areas AND coordination with other agencies such as the National Park Service and Montgomery County Government. <p><i>[Comment continues outside of matrix]</i></p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
5/1/2018	Ellen & Robert Lent	<p>We would like to express our concern about the potential widening of the Washington Beltway as described in the recent Notice of Intent. In particular we are residents of the National Park Seminary (NPS) in Silver Spring, MD. The NPS is officially a National Historic District on the National Register of Historic Places. The I-495 traffic noise and pollution already has a significant impact on our nearby neighborhoods.</p> <p>We are very concerned about the effect of potential widening on the nearby wetlands and especially on this section of Forest Glen, which is a natural creek and place of serenity situated between NPS and the current Beltway. We are also very concerned about a risk of diminished quality of life for the residents of the National Park Seminary and surrounding neighborhoods due to the likelihood of increased exposure to both noise and air pollution as well as the destruction of the habitat that includes a natural woodlands and a creek that is a buffer between NPS and the current Beltway.</p> <p>We strongly urge that you consider these and other concerns about any potential widening in the current transportation right of way. Our close neighbors to the south have already lost tree cover due to the Purple Line construction. We urge the State Highway Administration to consider transportation alternatives such as protected bicycle lanes along I-495, as well as mass transit, including the potential of the Purple Line to replace vehicles using I-495.</p> <p>In the case of any actual modifications of the Beltway, we urge you to consider protective engineering options such as recessed walled-off roadways or tunnels which would minimize the effect of the development on our community.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
5/1/2018	Syud Amer Ahmed Elaine Newton Stephen Paderofsky Stanley Stocker Nalaka Weragoda Submitted by Stanley Stocker	<p>Thank you for the opportunity to comment on the scope of the Managed Lanes NEPA Study. We recently learned about the project. As residents of Montgomery County (Bethesda), we are encouraged that Maryland is seeking input from residents on the scope of the study as Maryland seeks to evaluate alternatives to accommodate existing and future traffic, improve trip reliability, expand travel options, accommodate homeland security, and improvement of goods and services.</p> <p>We note that in considering options for reducing traffic congestion, the Managed Lanes Study will follow the National Environmental Policy Act (NEPA) process which includes the preparation of an Environmental Impact Statement (EIS) -- a document required for certain actions "significantly affecting the quality of the human environment." NEPA requires "development of a reasonable range of project alternatives that can accomplish the purpose and need, taking into account potential impacts to socioeconomic, cultural, and natural resources."</p> <p>Our community, Grosvenor Mews, is located in the heart of the area under consideration by the I-495 & I-270 P3 Program. We are a community of families living in condominiums and townhouses located approximately 50 yards from I-270 to the west; Grosvenor Lane, a two-lane road, is immediately to the north; and I-355, a six-lane road, is to the east. As you can see, we are bounded by two major highways and one two-lane road. Many of us chose to live in our community due to its proximity to good schools, safe housing, and a reasonable commute to jobs in and around Washington, DC.</p> <p>As a community that is directly adjacent to I-270, we urge the Study Team to examine whether any proposed traffic-reducing plan would expose residents who live near I-270 to increased levels of air pollution due to auto emissions. As one article put it, "[d]iscussions about whether or not to build or expand roadways are dominated by the topics of traffic congestion relief, urban planning, and greenhouse gases. The impact of roadways on American's health and morbidity is often lost in the discussions." https://sandiego.urbdezine.com/2015/05/28/what-is-a-safe-distance-to-live-or-work-near-high-auto-emission-roads/</p> <p>We would like to highlight some of the documented effects of line-source air pollution (auto emission air pollution based on proximity to source) as set forth in the above article:</p> <p>1. Particulate matter (PM) is directly related to proximity to source – primarily areas near to or downwind from high traffic areas. Heart disease, lung function impairment, leukemia, asthma, and lung cancer, are some of the conditions that have been associated with PM exposure resulting from proximity to high traffic sources;</p> <p><i>[Comment continues outside of matrix]</i></p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
5/1/2018	Philip Olivetti- President, Linden Civic Assoc	<p>There are several shortcomings that we find with the proposed scope of the Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes project. These shortcomings are reflected in the proposed purpose and need, analysis of alternatives, lead agency, and segmentation of the project. We are also very concerned about the accelerated plan for this EIS.</p> <p>Purpose and Need- Every EIS is required to have a Statement of Purpose and Need for the project. The Notice of Intent clearly limits the study to roadways for easing congestion for motorists. A Statement of Purpose and Need for the project that limits the project too narrowly violates the intent and purpose of the National Environmental Policy Act (NEPA), especially Section 102 requiring the analysis of alternatives. We strongly object to a Statement of Purpose and Need that is limited to only roadways and does not include other reasonable transportation modal alternatives, such as mass transit.</p> <p>We would like to point out the scoping for this EIS already appears to be biased. The bias can be found in the statement in the Notice of Intent published at 83 FR 11812 of March 16, 2018 as follows: “Motorists on I-495 and I-270 do not have an option for efficient travel during extensive periods of congestion. Additional roadway management options are needed to improve travel choices.” This statement is not true; on the contrary, motorists do have the option to use mass transit, including Metrorail, Metrobus, and Maryland Area Rail Commuter (MARC).</p> <p>Analysis of Alternatives - We object to the clear resolve of the Notice of Intent to exclude reasonable transportation modal alternatives other than roadways from the scope of the EIS. We urge that mass transit is one such reasonable alternative, and 40 CFR 1502.14 requires the inclusion of reasonable alternatives, such as mass transit, not within the jurisdiction of the lead agency. Furthermore, Federal Highway Administration (FHWA) Technical Advisory T 6640.8A, “Guidance for Preparing and Processing Environmental and Section 4(f) Documents” in section V, subsection E, paragraph 3 specifically lists mass transit as a reasonable alternative: “Mass Transit: This alternative includes those reasonable and feasible transit options (bus systems, rail, etc.) even though they may not be within the existing FHWA funding authority. It should be considered on all proposed major highway projects in urbanized areas over 200,000 population.” The Washington, DC metropolitan area, in which the I-270 lies, is well over 200,000 population. MDOT and FHWA acknowledged the necessity of seriously considering mass transit as an alternative in the previous “I-270/US 15 Multi-Modal Corridor Study;” there is no reason why it should be omitted from the scope of this current project EIS.</p> <p><i>[Comment continues outside matrix]</i></p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
5/1/2018	Leonard Wolfenstein AICP- Chief, Transportation Planning Section; Fairfax County Board of Supervisors	<p>Dear Ms. Choplin: On behalf of the Fairfax County Board of Supervisors, I am writing regarding the request for scoping comments on the Maryland 1-495 and 1-270 Managed Lanes Study. As both locations where the Capital Beltway (1-495) connects Maryland and Virginia, the Woodrow Wilson Bridge and the American Legion Bridge, are contiguous to Fairfax County, the County will be significantly impacted by any component of the project near our shared state border. The County believes that the capacity needs across the Potomac River must be addressed to alleviate the existing congestion and to ensure that the region remains economically vibrant. The American Legion Bridge is the only direct connection between Fairfax County and Montgomery County, two of the largest jurisdictions in the Washington Metropolitan Area. Approximately 239,000 vehicles use the bridge on an average weekday, resulting in substantial congestion and delay for those residing and working in our localities. Use of the bridge is expected to increase over the next 25 years, further exacerbating the problem. Addressing the capacity of the bridge is essential to the quality of life and economic development for our region. The opening of Virginia’s Capital Beltway Express Lanes in 2012 have had a positive impact in Northern Virginia, helping to mitigate congestion and providing more mobility options for those in the region. However, the Beltway Express Lanes currently terminate prior to the American Legion Bridge and there are no alternatives for travelers between the northern terminus of the Express Lanes and the 1-270 West Spur. 1-270 has High Occupancy Vehicle (HOV) lanes during peak periods, but no such facilities currently exist on the Capital Beltway in Maryland. Extending the Express Lanes to fill this approximately seven-mile gap could provide attractive options for buses, carpools and vanpools traveling between Montgomery County and activity centers in Northern Virginia, such as Tysons and Reston. We believe that it is important for the Federal Highway Administration (FHWA) and the Maryland Department of Transportation (MDOT) to coordinate with the Virginia Department of Transportation (VDOT) and Fairfax County during this EIS to evaluate how the managed lanes in Maryland connect to the managed lanes in Virginia south of the American Legion Bridge. With the daily delays leading to the American Legion Bridge, many commuters leaving Virginia have found alternate routes to travel as close to the bridge as possible before entering the Capital Beltway. Since some neighborhood roads near the bridge have been affected by traffic from these commuters, we request that the traffic study undertaken as part of this process include the impact on these roads in its scope. The County supports close cooperation between the Commonwealth of Virginia and the State of Maryland on development of a strategy to expand the capacity of the American Legion Bridge. Given the impacts of any changes to the Capital Beltway to Fairfax County, we also request that the Project Team for this study coordinate closely with Fairfax County Department of Transportation and other appropriate County agencies as the study progress. We also request that the Project Team coordinate with the Fairfax County Park Authority should there be any anticipated impacts to the Scotts Run Nature Preserve.</p> <p>Thank you for your time and attention to these issues. We look forward to working with you as these efforts continue.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
5/1/2018	Rebecca Howland-Transportation Chair, Woodside Forest Civic Assoc.	<p>I am writing to express several serious objections to the "495-270-P3" plan that would result in the building of additional "hot lanes" for cars on 495 and 270. Within the study area, 495 is already eight (8) lanes wide and you want to make it twelve (12)?! 270 is already twelve (12) lanes wide and you want to make it sixteen (16)?!?</p> <p>The proposed goal is mitigate traffic congestion; however, adding extra lanes does not mitigate congestion.</p> <p>1) More Lanes = Same Number of Cars - Peer-reviewed studies have proven that for every one percent (1%) increase in highway capacity, the amount of total traffic on the highway increases by the same percent. So adding four (4) additional lanes to 495/270 will not REDUCE the number of cars or mitigate congestion, it will just increase the number of cars traveling. Congestion will remain the same.</p> <p>2) Accidents - 40% of 495/270 backups that result in slow-downs / full stops are due to accidents. Additional lanes do not make for safer roads.</p> <p>3) Off-ramps / On-ramps / Bridges – You could add 100 lanes to 495/270, but the cars riding those lanes still need to EXIT onto an artery which is a three-lane avenue at most and usually smaller. Ride around the Beltway at any hour, cars backup (sometime for miles) in the right lane so they can exit onto New Hampshire, University Boulevard, Georgia, Colesville, Connecticut, Rockville Pike, etc. What is your solution? To expand every artery avenue that spokes from 495/270 to a matching 12-16 lanes? Getting "on" backs up the arteries as well. Don't invite more cars! Same for the bridges – American Legion, etc. Go ahead and add as many lanes as you want, but there are still only four over to NoVA and four back. Hot lanes will not help the necessary "squeeze down."</p> <p>4) Hot Lanes Still Have to Merge – same issue as the off-ramps. On paper, a car can zip around the hot lanes at 65 mph, but then they have to EXIT. So that means merging into the regular lanes with the hoi polloi, and then merging into the bottleneck of the off-ramp. If you have not done so, go experience the Northern Virginia hot lanes – not just once or twice, but daily and at ALL HOURS! You can zip, zip, zip along the hot lanes (empty because of the high cost), but then you have to merge over and get into the backup.</p> <p>You have ignored the environmental / societal impacts of expansion.</p> <p>I attended the Managed Lanes open house on April 19 and was shocked – SHOCKED!!! – that there was zero mention of the extreme environmental impacts of the proposed expansion and there was zero mention of the extreme societal impact on communities who border the 495/270 corridor. Did you think if you did not mention it no one would think there are any problems?</p> <p>1) Adding new lanes to the 495/ 270 means EXPANDING the footprint of the highway. That means taking LAND -- and what sits on that land. Including: <i>[Comment continues outside matrix.]</i></p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
5/1/2018	Ross B Capon-President, Wyngate Citizens Assoc.	<p>Wyngate Citizens Association comments on Gov. Hogan's Major Highway Widening Proposals</p> <p>The Wyngate Citizens Association opposes announced plans to widen the Beltway and I-270. These costly projects would worsen the quality of life, particularly given the narrow right-of-way into which the Beltway was shoe-horned and the negative impact on air and noise pollution associated with adding lanes of traffic.</p> <p>The scope of the study must include transit alternatives such as a third MARC track, for reasons explained in the submission of the Maryland Transit Opportunities Coalition, which we generally support (and which is also attached). We highlight this paragraph from their submission:</p> <p>We object to the separate and narrow focus on “managed lanes,” as the subject of this project EIS; we contend that such separate and narrow focus violates the spirit and letter of NEPA. By breaking off this narrowly-focused project from the overall consideration of the I-270 and I-495 corridors, the environmental consequences of this project are mitigated in order to neglect the 'big picture.' Governor Hogan's announcement of this project made clear that the state considers his proposed new lanes on I-270, the Beltway, and Baltimore-Washington Parkway to be a single integrated project whose purpose is to improve “traffic in the region” http://www.roads.maryland.gov/OC/Traffic-Relief-Plan-Press-Release.pdf It must be compared to transit alternatives with a similar regional scope, including the Maryland Transit Opportunities Coalition's rail transit plan. http://www.transitformaryland.org/</p> <p>As well, there is the negative impact on transit ridership since the project will encourage more auto-dependent development, and the reduction of resources available for transit investment that results from making these huge highway investments. Travel from upper Montgomery County, Frederick/Howard/Anne Arundel/Baltimore Counties and Baltimore City would be enhanced by adding a third track to the CSX lines (Brunswick and Camden) and increasing service which is now restricted to rush hour-only (peak direction only for Brunswick).</p> <p>The last major I-270 widening—at some points up to 12 lanes—did not “fix” congestion for long and there is no reason to believe another go at widening would do any better, unless the goal is to charge exorbitant tolls on the new lanes and make them unaffordable for most citizens. The following is from a January 4, 1999, Washington Post report:</p> <p>Md's Lesson: Widen the Roads, Drivers Will Come, by Alan Sipress</p> <p>http://www.washingtonpost.com/wp-srv/digest/traffic4.htm</p> <p><i>[Comment continues outside of matrix]</i></p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
5/1/2018	Emad Elshafei, Ph.D., P.E., PTOE, Dept of Public Works -City of Rockville	<p>The City of Rockville is planning to provide input on the MP3 study. One thing I want to confirm; are there any specific plans on adding new lanes to I-270 and/or I-495? One of our residents who attended an Open House last month said the following: “The Open House was just about plans for putting 2 more lanes on each side of I-495 in Maryland and on I-270 and charging (toll lanes) for driving in these lanes.” Is this accurate?</p> <p>Please let me know if there are any potential takings (impact on land or houses) associated with this project, and if not specified at this time, when do you expect any details? Finally, will transit be considered in this project?</p>	<p>Good evening Emad,</p> <p>Thank you for your questions related to the I-495 & I-270 Managed Lanes Study. We appreciate you reaching out. As you know we just finished a round of public scoping open houses, the purpose of which was to gain public feedback on the scope, purpose and need of the study, potential alternatives, and environmental considerations. This is the earliest stage of the National Environmental Policy Act (NEPA) process and, as such, no alternatives have been developed. The next step in the process will be to develop the purpose and need statement and develop a full range of alternatives, taking into consideration feedback from the public and resource agencies. Transit may be included in that range of alternatives. We will be presenting the full range of alternatives to the public in July and we encourage your participation and feedback during that time.</p> <p>Thank you again for your questions. We continue to update the study website so we encourage you to check frequently, www.495-270-P3.com. Feel free to reach out to me with any additional questions.</p> <p>Regards, Caryn</p>
5/1/2018	Jaime Dawson	<p>I am a resident of Silver Spring, Maryland.</p> <p>I am very concerned about the plan to expand the beltway. Adding toll lanes and additional lanes has been shown to be an ineffective and unsustainable way to relieve traffic congestion. Please take into consideration other cities, including Los Angeles, who did not see long term improvements after adding lanes.</p> <p>We need less pollution, not more. We need more utilization of public transit, not less. Our infrastructure should support transit that lowers our carbon footprint. This does the opposite.</p> <p>On a personal note, I live near Holy Cross Hospital with my husband and three small children. We bought our first home here in 2014 and love this community. We spend our weekends enjoying the green space and trails in Sligo Creek Park. Our home, our neighbors’ homes, the park and the wildlife living in it are threatened by this proposed plan.</p> <p>Thanks for taking these points into account as you do your assessment.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
5/1/2018	Karen Howland	<p>I am writing to express my concerns with the "495-270-P3" plan that would result in the building of additional "hot/toll lanes" for cars on 495 and 270. I am concerned that there is a pre-determined solution to traffic congestion – that is adding more lanes. First, wasn’t part of the justification for the ICC that it would relieve beltway traffic? It remains underutilized I suspect because most people do not have the money to ride it or choose to not spend money to ride it. I have read about the problems with the Virginia toll lanes and know many who live in Virginia. They don’t pay to ride the toll roads and the varying toll rates are a huge deterrent. Yet somehow, we think having a private company pay to build roads and then charge “market rate tolls” based on supply and demand statistics is a good solution. I would hope that we could be more creative in tackling the challenge.</p> <p>The 495 beltway is already 8 lanes wide and 270 is even more and yet the congestion persists. All those drivers still have to exit the beltway onto the local streets, which creates long exit lines backing up during rush hour. Adding more lanes to the beltway will not resolve this issue. It will only add to the problem.</p> <p>My neighbor has provided research that highlights the fallacy in assuming more lanes will alieve congestion. She pointed out that research shows adding capacity has not been shown to decrease traffic. Instead, the total traffic increases proportionately to the additional capacity. Thus, the congestion remains. We just have more people choosing to drive and endure it. More lanes does not mean we will have the same number of cars and, thus, less congestion.</p> <p>She also shared research that showed a high percentage of the slow-downs or full-stop of traffic are the result of accidents. I can’t quote the # of accidents per day or per mile we experience on 495 and 270, but I imagine it is a fairly frequent occurrence. Adding more lanes won’t do anything to address the slow downs and grinding traffic to a halt due to accidents. Perhaps we should try to implement a program to make driving safer and reduce the number of accidents.</p> <p>Adding more lanes and increasing the volume of traffic will have a significant negative impact on the environment and the neighborhoods in close proximity to those roads. It would require taking away parkland surrounding Sligo Creek and Rock Creek. This parkland provides both a buffer for sound, but also a source of relief for all that carbon being spewed by the traffic. We need to protect and preserve our parkland not pave over it.</p> <p><i>[Comment continues outside of matrix.]</i></p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
5/1/2018	Judy Woods- and Joseph Curran	<p>We have recently learned of plans to widen the beltway bordering our neighborhood and we are strongly opposed. The entire neighborhood is opposed. This action would destroy park land and a 75 year old wonderful neighborhood, not to mention negatively affecting the actual lives of people living here -- families with young children, as well as elderly families. Please consider the human damage that such an action would do.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
5/1/2018	Jackie & Clay Ogg	<p>We are residents of the Woodside Forest community and are writing to express our concerns with the planned 495 beltway expansion plan and our opposition to the project.</p> <p>1. We are concerned that expanding the beltway will not alleviate traffic concerns. In the past, we've commuted via the beltway from Silver Spring to points west and east, and are sympathetic to the concerns of beltway commuters who want a wider beltway. However, peer reviewed studies (i.e.: https://trrjournalonline.trb.org/doi/abs/10.3141/2653-02?journalCode=trr) have shown that for every 1 percent increase in highway capacity, the amount of total traffic on the highway increases by a similar percent (i.e. around 1 percent). We also are hopeful that the Purple Line, which is currently under construction, will make it easier to get to places along the beltway in Maryland. It is unclear to us why we would need both an expansion of the beltway and the Purple Line.</p> <p>2. We are concerned that this project contradicts Montgomery County's efforts to create dense, walkable neighborhoods with transit access. For example, the Maryland National Capitol Park and Planning Commission is in the process of revising the Forest Glen Montgomery Hills Sector Plan. Two of the priorities for the plan are "improve pedestrian and bicycle accessibility, connectivity and safety" and "provide walkable, neighborhood-serving development". It's difficult to see how the county and the neighborhood will be able to improve walkability and safety in the area with the beltway taking up a larger portion of the neighborhood and likely more cars exiting the beltway into surrounding neighborhoods.</p> <p>3. We are concerned about the planned mechanism for the beltway expansion. As we understand it, the state will use eminent domain to buy houses next to the beltway (including many in our immediate neighborhood). The state will then hand over the property to private companies who will build, own and operate the the new beltway lanes. We disagree with a policy that would take homes away from average families and give the land to for-profit companies.</p> <p>We hope you will take these concerns into account and stop the proposed beltway expansion.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
5/1/2018	Debra Monaco	<p>I am a homeowner in Bethesda near the I-270 spurs and I-495. I do not support the P3 proposal to widen highways I-495, I-270 and MD 295 -- it is not the right solution to traffic congestion. If this project were to go forward, I believe it will make my neighborhood barely livable. The destruction of a natural buffer of woods, will only increase noise and air pollution and destroy wildlife habitats. Development has already removed the green spaces nearby. This strip is a buffer for the exhaust pumping into the air we breath. The exhaust that this project will significantly increase! Additionally, adding more lanes will only increase traffic to an already congested area. If this project were to go forward, I am certain that neighborhood traffic would increase because vehicles would inevitably be redirected through our communities. I am incensed that this project appears to be moving forward with so little publicity. This is not an adequate solution. The only project on the table to address traffic problems is this ill-conceived one. Elected officials, take note, work for the people.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
5/1/2018	Stephanie Powers	<p>Gov. Hogan's rash, ill-conceived, fiscally irresponsible, environmentally unfriendly, and failed concept plan to expand the beltway should NOT happen and I'm disgusted that it's being set forth in such a reckless and clandestine way. As a Maryland resident and constituent, I demand that this plan be withdrawn until proper transportation studies can be implemented, INCLUDING ones which take the future Purple Line into account. Embarking on another MASSIVE transportation project before the Purple Line is even complete is beyond irresponsible. The Purple Line will change traffic patterns, and it's barely even begun. Plus, the citizens of this state should have a vote and many, many proposals, all provided very transparently before being saddled with a construction program of this magnitude. I don't for a moment believe that it will all be paid for with tolls, but even if it IS, the ecological impacts and construction impacts will affect ALL who live near the beltway, work near the beltway, or even travel on the beltway as construction occurs. We deserve a SAY! And we deserve it FAR before contracts are awarded to companies, especially those with conflicts of interest at the top levels of our government. I know the contract was rescinded, but we obviously had to complain about it.</p> <p>So here is my complaint again - We want NO expansion of 495! My family, neighbors, and fellow Maryland residents want considerations for high speed trains or bus services - many more public transportation options - before the lazy option of a Beltway expansion for CARS is swiftly passed into existence. And we need more notice at every level. The town halls have been a joke as the spokespeople assume that everyone is happy and on board with this. We are NOT. We are outraged. And we will vote Gov. Hogan and his horrid plan OUT of our government. We will not have him destroy the ecology and economy of the state of Maryland, nor erode the banners of good government with his shady vanity projects.</p> <p>Please share with all levels that we will not support this project in any way, and we will fight until it is completely rescinded.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
5/1/2018	Harriet Quinn- VP, Woodmoor-Pinecrest Citizens Assoc.	<p>The Woodmoor-Pinecrest Citizens Association (WPCA) appreciates the opportunity to submit comments on the study scope for the Environmental Impact Study (EIS) for the I-495/I-270 Managed Lanes Study. The WPCA represents 1160 homes in Silver Spring. Our borders are I-495, the Northwest Branch of the Anacostia River, MD-193 (University Boulevard) and US 29 (Colesville Road).</p> <p>First we are concerned that the accelerated schedule for the EIS may result in incomplete evaluations and analysis and we request that you ensure that the NEPA process is followed.</p> <p>Second, we are concerned that Beltway widening may result in the loss of homes and businesses in our neighborhood and in Four Corners. Many of these businesses are vital to our community. We are also concerned about potential loss of important community facilities such as the YMCA of Silver Spring, impact on Montgomery Blair High School, Holy Cross Hospital and Sligo Creek Park and Golf Course.</p> <p>Third, we are concerned about environmental impact on adjacent watersheds such as the Northwest Branch of the Anacostia River, the Paint Branch, Sligo Creek and Rock Creek.</p> <p>We also have questions regarding the following.</p> <p>What would the capacity of entrance and exit ramps be to handle the amount of increased traffic traveling to and from I-495? Our community of Four Corners has 11 Beltway ramps. Located on MD 193 (University Boulevard) and US 29 (Colesville Road).</p> <p>What is the amount of increased traffic on local roads and impact on neighborhoods adjacent to the Beltway? If people perceive increased capacity on the Beltway, will they be more likely to drive more often, thereby increasing traffic on MD-193 and US 29 as they access the Beltway? What would the impact on cut through traffic be on those adjacent neighborhoods?</p> <p>How would vehicles gain access to the toll lanes and what is the impact of adding those access points?</p> <p>What is the impact of the construction on existing areas?</p> <p>What is the additional noise impact? How would it be mitigated?</p> <p>How would this project affect air quality along the Beltway?</p> <p>We look forward to additional public meetings and communication regarding this proposal.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
5/1/2018	Chris Guyan	<p>I would like to submit my thoughts on the Maryland express lanes. I am available and interested in further discussion.</p> <p>To enhance this proposal, I think it is imperative that transit is considered. I agree with most people that suggest there should be an incentive for carpooling by allowing free rides along the express lanes (similar to the HOT lanes in Virginia). I think we have a great opportunity, though, to do something even better. We’re in a unique position now to think how these express lanes could work for the DC metropolitan area – now and into the future. With this proposal, I think we should consider a bus system for the metropolitan area.</p> <p>By utilizing the express lanes in both Maryland and Virginia we can create a system that connects all systems. This bus system will provide direct connections to existing Metro, MARC, VRE, and busses to provide an efficient way to move through the DC metropolitan area. This will enhance and better connect edge cities, as well as helping to define new transit communities. Careful planning now can create a DC that will set the example of cities of the future, stronger and better connected. This will be a system that we will all be proud of.</p> <p>[Map image file that cannot be inserted]</p> <p>The Beltway Busway system (as shown in the attached image) is proposed along the Capital Beltway (I-495 and I-95), Interstate 270, and Interstate 66. The Virginia side of the Beltway has existing express lanes along the median of the road. New bus stations will have to be constructed. The I-66 express lanes are under construction now. A reserved median for future transit has been planned along the corridor. This reserved space will be adequate for new bus stations. The Maryland Beltway and I-270 is beginning to prepare an EIS. Now is the time to begin planning for future transit along the express lanes.</p> <p>6 lines are proposed for my Beltway Busway system:</p> <ol style="list-style-type: none">1. Inner Loop – IL Route Shown as Gold2. Outer Loop – OL Route Shown as White3. Gainesville to New Carrollton – North along Beltway – GN Route Shown as Black4. Gainesville to New Carrollton – South along Beltway – GS Route Shown as Green5. Fredrick (future extension) to Alexandria – East along Beltway – FE Route Shown as Blue6. Fredrick (future extension) to Alexandria – West along Beltway – FW Route Shown as Brown <p><i>[Comments continue outside of matrix.]</i></p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>

Date Received	Name	Comment	Response
5/1/2018	Michael J. King	<p>My wife and I live on a street that is near but not adjacent to I-495 and the Connecticut Avenue entrance to the Beltway. By way of background, we have been Maryland and Montgomery Country residents/homeowners since 1980. We have paid Maryland and Montgomery Country income and property taxes during each of those 38 years, as well as the transfer taxes, state stamp taxes, etc. on each of the three homes we have lived in. We are both recently retired and are looking forward to enjoying our home which we love and which we purchased in December of 2000. Like most retirees, we may at some later date need to rely on the equity in our property as a source of income. We are thus concerned about any adverse impact on the quality of our lives, on our home and/or the value of our home by any action initiated by the State Highway Administration ("SHA") in connection with the Traffic Plan.</p> <p>Summary of Comments and Concerns</p> <p>At the outset we would say that we are cognizant of the need to improve transportation experiences for MD residents both to increase the quality of life and to attract quality jobs and employers to our state. In connection with the Traffic Plan, we have three comments and concerns:</p> <ol style="list-style-type: none">1. SHA should consider the combined effects of the Traffic Plan and other SHA projects on residents and coordinate the Traffic Plan and other projects to minimize the impact on residents.2. Although a Public Private Partnership can be a fiscally responsible way to implement a public works program, accountability must remain in an accessible, responsive and responsible public official.3. Any expansion of new lanes into existing neighborhoods should be done in a fashion that minimizes impacts on the neighborhoods, involves effective noise abatement, and fairly compensates residents for any taking of property or reduction in quality of life or home values. <p>These comments are elaborated below.</p> <p>SHA should consider the combined effects of the Traffic Plan and other SHA projects on residents and coordinate the Traffic Plan and other projects to minimize the impact on residents.</p> <p><i>[Comment continues outside of matrix.]</i></p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>
5/1/2018		<p>I am writing to share my opposition to expansion of I-495. The idea that expanding a road will relieve congestion is not supported by the evidence. Encouraging more cars will only result in more cars! In addition, widening the Beltway would have severe impacts on adjacent neighborhoods, of which ours is one. Spending billions on a road project will be a waste of money and will only introduce more noise and pollution, add more impervious surface, take people's property and reduce property values. The state should be investing in other projects to enhance mobility that don't focus exclusively on auto transportation. I'm disappointed that my state's transportation department wants to spend our tax dollars on a 1960s-era highway solution at a time when transportation is moving in a myriad of directions away from single-occupant autos. Thank you for considering my input on this important matter.</p>	<p>Comment received. Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this study is an essential part of the process and your comments will be taken into consideration as the study progresses. If you have raised a specific question, a member of our Project Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. The MDOT SHA P3 Program Team</p>



APPENDIX F:

Agency Scoping Comments



IN REPLY REFER TO:
NCPC FILE No. 7984

May 3, 2018

Ms. Lisa B. Choplin, DBIA
Director, I-495 & I-270 P3 Office
Maryland Department of Transportation, State Highway Administration
707 North Calvert Street
P-601
Baltimore, Maryland 21202

Re: I-495 & I-270 Managed Lanes Study - Scoping Comments

Dear Ms. Choplin:

Thank you for the opportunity to provide comments on the I-495 & I-270 Managed Lanes Study. As the central planning agency for the federal government in the National Capital Region (NCR), NCPC has advisory review authority over federal projects that may impact federal property under the National Capital Planning Act (40 USC § 8722 (b) (1)).¹ Additionally, pursuant to the 1930 Capper-Cramton Act (CCA), NCPC has approval over development within stream valley parks acquired with federal funding appropriated under the Act. As such, we request Cooperating Agency status during the Managed Lanes Study to ensure that we fulfil our environmental and Section 106 obligations for future study-related actions that may affect these parks. For your reference, the National Park Service (NPS) and Joint Base Andrews (JBA), identified as Cooperating Agencies in the Agency Coordination Plan, have representation on NCPC.

We note the following federal properties identified in the study area: Department of Energy – Germantown Campus, National Institute of Standards and Technology (NIST), Naval Support Facility Carderock, Naval Surface Activity Bethesda, Beltsville Agricultural Research Center (BARC), Joint Base Andrews, Baltimore-Washington Parkway (B-W Parkway), Suitland Parkway, Chesapeake & Ohio Canal National Historical Park, Clara Barton Parkway, and the George Washington Memorial Parkway. The following stream valley parks were acquired through Capper-Cramton Act funding: Cabin John Recreational Park, Cabin John Stream Valley Park, Rock Creek Stream Valley Park, Sligo Creek Stream Valley Park, Northwest Branch Stream Valley Park, and Indian Creek Stream Valley Park.

Purpose and Need

NCPC staff supports the components of the Purpose and Need Statement pertaining to improving travel reliability and travel choices, accommodating homeland security, and improving movement of goods and services. Although we recommend revising the Accommodating Traffic component to include multi-occupant vehicle use such as carpool/vanpool, bus transit, and commuter bus traffic, in addition to general vehicle traffic. Maintaining our Interstate Highway System in a state of good repair,

¹ The Planning Act requires federal agencies to advise and consult with NCPC in the preparation of agency plans prior to preparation of construction plans.

Ms. Lisa B. Choplin, DBIA

Page Two

with capacity for ensuring reliable movement, is consistent with several NCPC policies; however, maintaining a reliable multi-modal regional transportation system (including multi-occupant vehicles) better aligns with NCPC's core principle of *reinforcing smart growth and sustainable development planning principles*. We recommend that the Purpose and Need Statement directly address multi-occupant vehicle use and other modes of transportation to help ensure that future improvements will better utilize our nation's highways by moving people rather than vehicles.

Transportation

With the study's regional scale, potential alternatives will likely impact the region's interconnected local and regional transportation networks, both during construction and after completion. As such, the EIS should document short and long-term impacts across all transportation networks, including Metrorail, Metrobus, commuter rail, commuter bus, carpools/vanpools, regional rail, and land use/development patterns, capturing user volume shifts between systems. The NEPA document should include detailed analysis of key intersections near the I-270 and 495 corridors, and along key approaches to federal properties and Capper-Cramton parks. We recommend use of the Metropolitan Washington Council of Governments regional travel demand model as a basis for developing the EIS study model.

Natural Resources and Sustainability

The future study document should capture short and long-term impacts to the natural environment using relevant metrics including:

- Change in total vegetation and tree canopy area;
- Change in total impervious surface area;
- Change in stormwater runoff volumes;
- Change in greenhouse gas emissions;
- Change in wetland and floodplain areas;
- Changes in aggregate miles traveled for each transportation system (i.e. Metrorail, commuter bus, etc.);
- Changes in wildlife habitat; and
- Changes in land use/zoning areas.

Historic Preservation

NCPC maintains historic preservation policies in the Comprehensive Plan for federal projects within the NCR, and we believe that our participation in the Managed Lanes Study as a Consulting Party, in both the NEPA and Section 106 processes would help ensure project compliance with these policies. In addition, NCPC would have a Section 106 responsibility for all future managed lane-related projects on land acquired with federal funding appropriated through the Capper-Cramton Act. As part of the Section 106 process, the project should evaluate project effects, direct and indirect, on historic properties identified in the Area of Potential Effect (APE). In evaluating potential effects, MDOT should consider possible visual, audible, atmospheric and/or physical effect to historic properties –

Ms. Lisa B. Choplin, DBIA
Page Three

archaeological sites, and standing buildings/structures (including historic districts) that would diminish the integrity of any characteristics that would qualify a property for listing on the National Register of Historic Places.

Plan Consistency

There are county, regional, and federal comprehensive plans that provide direction for alternative development and assessment, including NCPC's Comprehensive Plan (Transportation, Federal Environment, Historic Preservation, and Parks & Open Space Elements), the Metropolitan Washington Council of Governments *Region Forward Plan*, and Comprehensive Plans for Montgomery and Prince George's Counties. In addition, the National Park Service has planning goals for each park unit (GW Parkway, Chesapeake & Ohio National Historic Park, etc.), which should be used to help influence future potential access changes between I-495 and the parks. The EIS should include a section that reviews each study alternative in accordance with the policies for each plan to determine how potential improvements align with various area planning goals.

Capper-Crampton Parks

Based on NCPC's review authority over development on park property acquired with Capper-Crampton funding, as well as property transfers and/or easements, the EIS should identify all short and long-term impacts to these parks, including potential future transfer and/or easement areas.

These comments have been prepared in accordance with NCPC's Environmental and Historic Preservation Policies and Procedures. NCPC appreciates the opportunity to provide scoping comments, and looks forward to our continued involvement throughout the NEPA process. If you have any questions about these comments, please contact Michael Weil at (202) 482-7253 or michael.weil@ncpc.gov, or please consult the NCPC website for further information on our legislative authorities, Comprehensive Plan, or project submission/review process.

Sincerely,



Diane Sullivan
Director, Urban Design and Plan Review Division

cc: Caryn J. G. Brookman, Maryland State Highway Administration
Tammy Stidham, National Park Service
Nik Tompkins-Flagg, Navy Facilities Division
Stephanie R. Hamlett, General Services Administration
Susan Cantilli, National Institute of Standards & Technology



United States Department of the Interior

NATIONAL PARK SERVICE

National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

IN REPLY REFER TO:

L76 (NCRO-LP)

May 1, 2018

Jeanette Mar
Environmental Program Manager
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building 31
Hopkins Plaza, Suite 1520
Baltimore, Maryland 21201

Lisa B. Choplin
Project Director
I-495 & I-270 Project Office
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: **ER-18/0128** I-495 & I-270 Managed Lanes Study Environment Impact Statement

Dear Ms. Mar:

This letter is in reference to the Federal Highway Administration and Maryland Department of Transportation, State Highway Administration's Notice of Intent to prepare an Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes Study (Study). The National Park Service (NPS) understands that this EIS will evaluate the potential environmental impacts of alternatives that address congestion within the specific Study scope of I-495 from south of the American Legion Bridge in Fairfax County, Virginia to east of the Woodrow Wilson Bridge and on I-270 from I-495 to I-370, including the east and west I-270 spurs in Montgomery and Prince George's Counties, Maryland. This Study is the first element of a broader Traffic Relief Plan that will consider the entire length of I-495 (Capital Beltway), as well as the entire length of I-270 (Dwight D. Eisenhower Memorial Highway) up to I-70 in Frederick County, Maryland. Because there are several NPS units located adjacent to these transportation corridors, the NPS has been identified as a cooperating agency for this study. The NPS units within the corridor include:

CHESAPEAKE AND OHIO NATIONAL HISTORICAL PARK

The Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP) stretches along the Potomac River from Rock Creek at Georgetown in Washington, D.C., to Cumberland, Maryland, for 184.5 miles. Construction on the C&O Canal NHP began in 1828 and concluded in 1850. It

served as a major transportation corridor operating as a conduit for coal, lumber, and agricultural products to propel western development and satisfy demands from eastern U.S. markets until 1924. The C&O Canal NHP became a unit of the NPS as a national monument in 1961 and then established as a national historical park in 1971. The purpose of the C&O Canal NHP to preserve and interpret the 19th century transportation canal and its associated scenic, natural, and cultural resources; and to provide opportunities for education and appropriate outdoor recreation. The C&O Canal NHP is listed on the National Register of Historic Places and contains more than 1,300 historic structures, including one of the largest collections of 19th century canal features and buildings in the national park system. The towpath and canal cross underneath I-495 at the American Legion Bridge, in Bethesda, Maryland.

Preliminary Concerns: I-495 crosses over the C&O Canal NHP at the American Legion Bridge, which, in itself has caused some issues. For example, the current I-495 bridge has poor drainage, which causes pitting and damage to the C&O Canal NHP towpath, which lies below it. Several cyclists using the towpath have been harmed due to the rough path beneath the bridges caused by bridge drainage issues. This water also introduces oil, chemicals, and other contaminants to the towpath and canal. Any new bridge design should include measures for drainage to prevent run-off onto park resources. In addition, the bridge crosses through the Potomac Gorge. The Potomac Gorge includes more than 240 rare species and natural communities, rare groundwater invertebrates and supports the highest concentration of rare plants in Maryland. Any work would need to carefully consider impacts to the natural areas/features of the gorge and consider/prevent introduction of invasive plant species.

A series of piers for the American Legion Bridge are located directly adjacent to historic structures in the park. Any rebuilding of the bridge will need to carefully consider the placement of piers in relationship to these structures as well on the overall cultural landscape of the canal. Any work on the C&O Canal NHP including material staging, construction access, etc. would need to be carefully planned and considered in coordination with NPS. Lastly, any work that could require the closure of any section of the towpath will need to be carefully considered and evaluated. If the towpath is closed, an appropriate detour for pedestrians and bicycles must be made available.

GEORGE WASHINGTON MEMORIAL PARKWAY AND CLARA BARTON PARKWAY

The George Washington Memorial Parkway is a scenic roadway honoring the nation's first president that protects and preserves cultural and natural resources along the Potomac River below Great Falls to Mount Vernon. It is also a historic district listed in the National Register of Historic Places for its association with twentieth-century parkway design, engineering, landscape architecture, park planning and conservation, commemoration, and its association with George Washington.

In 1989, the George Washington Memorial Parkway running along the Maryland side of the Potomac River was renamed Clara Barton Parkway. A principal part of the legislated purpose of the George Washington Memorial Parkway, which includes the Clara Barton Parkway, is to protect the vistas and views along both sides of the Potomac River. The Parkway was the first comprehensively designed modern motorway built by the federal government based on the idea of a landscaped, park-like roadway corridor that protected riverfront lands and today includes an extension north to the capital beltway, as well as Spout Run Parkway and Clara Barton Parkway.

Preliminary Concerns: As a designed cultural landscape, the geometry of the Parkway directs attention to carefully planned views and vistas of Washington's monumental core and its environs, which delicately balances buildings and structures with natural beauty of the Potomac Gorge. New or expanded roadway infrastructure has the potential to focus attention away from the landscape and detract from this scenic narrative. Similarly, the potential increase in shade and shadows from new infrastructure over the Parkway could affect the feeling of several spaces that make use of natural light and light direction. The EIS should address how the project may affect these NPS resources.

Tolling options have the potential to impact transportation, safety, and visitor experience along the George Washington Memorial Parkway and Clara Barton Parkway. The addition of tolling lanes may result in an increased number of motorists using the Parkway who are looking for an alternate travel route to avoid paying tolls. Increased usage, in turn, has the potential to cause a variety of traffic safety related concerns, such as an increase in congestion and the risk of accidents on NPS roadways. These factors could disrupt the overall setting of the George Washington Memorial Parkway and its related sites, as well as have a negative impact on the visitor experience.

BALTIMORE-WASHINGTON AND SUITLAND PARKWAYS

The Baltimore-Washington Parkway was established by Congress in August 3, 1950 and opened in 1954. A 29-mile scenic highway that connects Baltimore, Maryland, and Washington, DC. Since the parkway opened in 1954, maintenance on road and parkland has been aimed at the preservation of the parkway's aesthetic qualities with the objective of not only minimizing negative impacts, but also of enhancing parkway character wherever possible. The parkway features several unique architectural treatments, including stone facing on bridges and guardrails. The facing generally consisted of stone of varied colors obtained from local quarries, with granite masonry trimming. The architectural features were varied to give each bridge or guardrail a distinctive, individual appearance. This was a major departure from typical roadways of the time, which were primarily constructed of concrete. The parkway is a cultural landscape, intended to retain a combination of thick woodland forest and grassy lawn within the median in accordance with the landscape standards set forth in mid-20th century parkway construction. The native forests not only provide scenic views for visitors, but also serve as an increasingly important corridor for wildlife, from forest-dwelling species to migratory birds.

Completed by 1944, Suitland Parkway came into existence during World War II to improve transportation for defense industry employees. Like Baltimore-Washington Parkway, Suitland Parkway represents a utilitarian roadway with design features intended to move traffic expeditiously, but with elements of design intended to convey a scenic driving experience characteristic of earlier parkways. Both parkways were intended to blend with natural topography and preserve a scenic, forested transportation corridor. They also feature unique architectural treatments, including stone facing bridges, guardrails and culverts.

Preliminary Concerns: The project will have visual impacts on both parkways. One area of particular concern is the I-495 interchange on the Baltimore-Washington Parkway. There are also potential negative effects on natural resources along the parkways and the character-defining features, such the road alignments (including ramps), bridges, culverts, guardrails, vegetation, etc.

OXON COVE PARK

Oxon Cove Park opened in 1967 under the authority of Public Law 71-284, the Capper-Cramton Act of 1930. It occupies approximately 485 contiguous acres of land that includes a historic agrarian landscape of Oxon Hill Farm (includes historic Mount Welby farmhouse), which reflects traditional agricultural use of the site throughout the 19th and 20th centuries. Oxon Cove Park preserves distinct natural habitats, a diverse array of wildlife, and scenic views and viewsheds along the Potomac River.

Preliminary Concerns: Oxon Cove Park is bounded by I-495, I-295, Potomac River and MD-210. Egress into the park as it is currently configured is confusing, poorly signed and in some locations not signed at all. Any reconfiguring of lanes will have an impact on egress patterns and access to the park, its historic landscape and use and enjoyment by the public. The park maintenance facility and bicycle commuter route (part of the Potomac River Heritage Trail) are directly adjacent to the inner loop I-495 and I-295 intersection. Any expansion of ramps or lanes in this area will greatly affect parklands, facilities and bicycle commuter routes and would likely require the taking of NPS lands. An additional item to note in any potential redesign of the I-495 access to the Woodrow Wilson Bridge is the need for improved connectivity for bicycles and pedestrians from Washington D.C. and Maryland to areas south of the bridge. Specifically providing a path along the Potomac River connecting Oxon Cove Park to National Harbor and areas south (along the Potomac River). This is a project the local biking community and the park have discussed supporting.

GREENBELT PARK

Congress established Greenbelt Park on August 3, 1950, through Public Law 81-643 in association with the creation of the BW Parkway, which traverses the park. The 1,100-acre park was originally intended to be a future extension of the town of Greenbelt but was eventually preserved as a park for the community and region. In the 1930s, the town of Greenbelt, Maryland, became the first government-sponsored, planned community in the United States. Built on "garden city" principles, the Town of Greenbelt was part of a larger plan for several such communities as part of the New Deal. The park features a 174-site campground, nine miles of trails, and three picnic areas. In some ways, Greenbelt Park is a "backyard" national park unit, as many locals come to camp, hike, picnic, and run. The park provides all the experiences of traditional parks, close to home. Greenbelt also attracts visitors from across the country and around the world who are drawn by the recreational opportunities, natural beauty, and the campground that is open all year.

Preliminary Concerns: Specific concerns at Greenbelt Park focus on stormwater management, encroachment and visual impacts. Specifically, expansion or widening of I-495 will encroach into federal lands of Greenbelt Park and will likely result in impacts to stormwater management. The Greenbelt Park has observed negative impacts due to increased runoff from surrounding properties due to intense storms over the past several years.

SUMMARY

It is the mission of the NPS to, “[T]o conserve the scenery and the natural and historic objects and wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.” (16 U.S.C.) The I-495/I-270 Managed Lanes Study EIS has the potential to impact the resources, character, and setting of the NPS units mentioned above. Construction activities for new or expanded infrastructure could potentially impact vegetation, wildlife, water resources, historic structures, archeological resources, and cultural landscapes. Build options also have the potential to affect resources through visual impacts related to new roadway infrastructure (e.g., massing, design). The NPS suggests that once this public scoping period is complete, a meeting be scheduled with NPS Park and regional compliance staff to go over the project, schedule, resource concerns, and to clearly define the role and any decision making responsibilities the NPS will have in this overall planning process. This suggested meeting could also help clarify how the ancillary compliance requirements would be carried forward (i.e., Section 106 of the National Historical Preservation Act, the Endangered Species Act, state and local stormwater requirements, etc.)

Lastly, all the NPS administered properties listed above are considered Section 4(f) properties as they are significant historic properties and publicly owned parklands. The potentially affected parklands contain significant cultural, historical and natural resource elements that NPS is charged with protecting. Any impacts on parkland will require analysis to determine the feasibility and identify associated mitigation measures. As a cooperating agency, we look forward to continuing coordination on this project with your staff.

Please feel free to contact me at (202) 619-7025 or via email at peter_may@nps.gov or Tammy Stidham at (202) 619-7474 or via email at tammy_stidham@nps.gov. The NPS appreciates the opportunity to provide these comments.

Sincerely,



Peter May
Associate Regional Director
Lands and Planning

Matthew J. Strickler
Secretary of Natural Resources

Clyde E. Cristman
Director



Rochelle Altholz
Deputy Director of
Administration and Finance

Russell W. Baxter
Deputy Director of
Dam Safety & Floodplain
Management and Soil & Water
Conservation

Thomas L. Smith
Deputy Director of Operations

COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

MEMORANDUM

DATE: May 3, 2018

TO: Caryn J. G. Brookman, MDOT

FROM: Roberta Rhur, Environmental Impact Review Coordinator

SUBJECT: MDOT: I-495 & I-270 MANAGED LANES STUDY

Division of Planning and Recreation Resources

The Department of Conservation and Recreation (DCR), Division of Planning and Recreational Resources (PRR), develops the *Virginia Outdoors Plan* and coordinates a broad range of recreational and environmental programs throughout Virginia. These include the Virginia Scenic Rivers program; Trails, Greenways, and Blueways; Virginia State Park Master Planning and State Park Design and Construction.

This project potentially affects the George Washington Parkway, a National Scenic Byway. For this reason, we recommend coordination with the National Park Service.

Division of Natural Heritage

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, natural heritage resources have been documented in the project area (See Attached Table). The table lists natural heritage resources within two miles of the project footprint in Virginia. As specific projects are being planned, DCR recommends coordination with this office for updated natural heritage information and determination of potential impacts to natural heritage resources.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species.

There are no State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

New and updated information is continually added to Biotics. Please re-submit project information and map for an update on this natural heritage information if the scope of the project changes and/or six months has passed before it is utilized.

The Virginia Department of Game and Inland Fisheries (VDGIF) maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not documented in this letter. Their database may be accessed from <http://vafwis.org/fwis/> or contact Ernie Aschenbach at 804-367-2733 or Ernie.Aschenbach@dgif.virginia.gov.

The remaining DCR divisions have no comments regarding the scope of this project. Thank you for the opportunity to comment.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

Street address: 629 East Main Street, Richmond, Virginia 23219

Mailing address: P.O. Box 1105, Richmond, Virginia 23218

www.deq.virginia.gov

Matthew J. Strickler
Secretary of Natural Resources

David K. Paylor
Director

March 19, 2018

(804) 698-4000
1-800-592-5482

I-495 & I-270 Project Office
C/O Jeanette Mar
707 North Calvert Street
Baltimore Maryland 21202
email: 495-270-P3@sha.state.md.us

RE: I-495 & I-270 Managed Lanes Study, Fairfax County, Virginia

Dear Ms. Mar:

This letter is in response to the scoping request for the above-referenced project.

As you may know, the Department of Environmental Quality, through its Office of Environmental Impact Review (DEQ-OEIR), is responsible for coordinating Virginia's review of federal environmental documents prepared pursuant to the National Environmental Policy Act (NEPA) and responding to appropriate federal officials on behalf of the Commonwealth. Similarly, DEQ-OEIR coordinates Virginia's review of federal consistency documents prepared pursuant to the Coastal Zone Management Act which applies to all federal activities which are reasonably likely to affect any land or water use or natural resources of Virginia's designated coastal resources management area must be consistent with the enforceable policies Virginia Coastal Zone Management (CZM) Program.

DOCUMENT SUBMISSIONS

In order to ensure an effective coordinated review of the NEPA document and federal consistency documentation, notification of the NEPA document and federal consistency documentation should be sent directly to OEIR. We request that you submit one electronic to eir@deq.virginia.gov (10 MB maximum) or make the documents available for download at a website, file transfer protocol (ftp) site or the VITA LFT file share system (Requires an "invitation" for access. An invitation request should be sent to eir@deq.virginia.gov). We request that the review of these two documents be done concurrently, if possible.

The NEPA document and the federal consistency documentation (if applicable) should include U.S. Geological Survey topographic maps as part of their information. We strongly encourage you to issue shape files with the NEPA document. In addition, project details should be adequately described for the benefit of the reviewers.

ENVIRONMENTAL REVIEW UNDER THE NATIONAL ENVIRONMENTAL POLICY ACT: PROJECT SCOPING AND AGENCY INVOLVEMENT

As you may know, NEPA (PL 91-190, 1969) and its implementing regulations (Title 40, *Code of Federal Regulations*, Parts 1500-1508) requires a draft and final Environmental Impact Statement (EIS) for federal activities or undertakings that are federally licensed or federally funded which will or may give rise to significant impacts upon the human environment. An EIS carries more stringent public participation requirements than an Environmental Assessment (EA) and provides more time and detail for comments and public decision-making. The possibility that an EIS may be required for the proposed project should not be overlooked in your planning for this project. Accordingly, we refer to “NEPA document” in the remainder of this letter.

While this Office does not participate in scoping efforts beyond the advice given herein, other agencies are free to provide scoping comments concerning the preparation of the NEPA document. Accordingly, we are providing notice of your scoping request to several state agencies and those localities and Planning District Commissions, including but not limited to:

Department of Environmental Quality:

- DEQ Regional Office*
- Air Division*
- Office of Wetlands and Stream Protection*
- Office of Local Government Programs*
- Division of Land Protection and Revitalization
- Office of Stormwater Management*

Department of Conservation and Recreation

Department of Health*

Department of Agriculture and Consumer Services

Department of Game and Inland Fisheries*

Virginia Marine Resources Commission*

Department of Historic Resources

Department of Mines, Minerals, and Energy

Department of Forestry

Department of Transportation

Note: The agencies noted with a star (*) administer one or more of the enforceable policies of the Virginia CZM Program.

FEDERAL CONSISTENCY UNDER THE COASTAL ZONE MANAGEMENT ACT

Pursuant to the federal Coastal Zone Management Act of 1972, as amended, and its implementing regulations in Title 15, *Code of Federal Regulations*, Part 930, federal activities, including permits, licenses, and federally funded projects, located in Virginia’s Coastal Management Zone or those that can have reasonably foreseeable effects on Virginia’s coastal uses or coastal resources must be conducted in a manner which is consistent, to the maximum extent practicable, with the Virginia CZM Program.

Additional information on the Virginia’s review for federal consistency documents can be found online at
<http://www.deq.virginia.gov/Programs/EnvironmentalImpactReview/FederalConsistencyReviews.aspx>

DATA BASE ASSISTANCE

Below is a list of databases that may assist you in the preparation of a NEPA document:

- DEQ Online Database: Virginia Environmental Geographic Information Systems

Information on Permitted Solid Waste Management Facilities, Impaired Waters, Petroleum Releases, Registered Petroleum Facilities, Permitted Discharge (Virginia Pollution Discharge Elimination System Permits) Facilities, Resource Conservation and Recovery Act (RCRA) Sites, Water Monitoring Stations, National Wetlands Inventory:

- www.deq.virginia.gov/ConnectWithDEQ/VEGIS.aspx

- DEQ Virginia Coastal Geospatial and Educational Mapping System (GEMS)

Virginia's coastal resource data and maps; coastal laws and policies; facts on coastal resource values; and direct links to collaborating agencies responsible for current data:

- <http://128.172.160.131/gems2/>

- MARCO Mid-Atlantic Ocean Data Portal

The Mid-Atlantic Ocean Data Portal is a publicly available online toolkit and resource center that consolidates available data and enables users to visualize and analyze ocean resources and human use information such as fishing grounds, recreational areas, shipping lanes, habitat areas, and energy sites, among others.

<http://portal.midatlanticocean.org/visualize/#x=-73.24&y=38.93&z=7&logo=true&controls=true&basemap=Ocean&tab=data&legends=false&layers=true>

- DHR Data Sharing System.

Survey records in the DHR inventory:

- www.dhr.virginia.gov/archives/data_sharing_sys.htm

- DCR Natural Heritage Search

Produces lists of resources that occur in specific counties, watersheds or physiographic regions:

- www.dcr.virginia.gov/natural_heritage/dbsearchtool.shtml

- DGIF Fish and Wildlife Information Service

Information about Virginia's Wildlife resources:

- <http://vafwis.org/fwis/>

- Environmental Protection Agency (EPA) Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Database: Superfund Information Systems

Information on hazardous waste sites, potentially hazardous waste sites and remedial activities across the nation, including sites that are on the National Priorities List (NPL) or being considered for the NPL:

- www.epa.gov/superfund/sites/cursites/index.htm

- EPA RCRAInfo Search

Information on hazardous waste facilities:

- www.epa.gov/enviro/facts/rcrainfo/search.html

- EPA Envirofacts Database

EPA Environmental Information, including EPA-Regulated Facilities and Toxics Release Inventory Reports:

- www.epa.gov/enviro/index.html

- EPA NEPAassist Database


Facilitates the environmental review process and project planning:

<http://nepaassisttool.epa.gov/nepaassist/entry.aspx>

If you have questions about the environmental review process and/or the federal consistency review process, please feel free to contact me (telephone (804) 698-4204 or e-mail bettina.rayfield@deq.virginia.gov).

I hope this information is helpful to you.

Sincerely,



Bettina Rayfield, Program Manager
Environmental Impact Review and
Long-Range Priorities



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY

Street address: 1111 East Main Street, Suite 1400, Richmond, VA 23219

Mailing address: P.O. Box 1105, Richmond, Virginia 23218

www.deq.virginia.gov

Matthew J. Strickler
Secretary of Natural Resources

David K. Paylor
Director

(804) 698-4000
1-800-592-5482

MEMORANDUM

TO: Jeanette Mar, I-495 & I-270 Project Office

FROM: Daniel Moore, Principal Environmental Planner

DATE: March 26, 2018

SUBJECT: Scoping Request – FHWA I-495 & I-270 Managed Lanes Study, Fairfax County Virginia

We have reviewed the request for scoping comments for the proposed project and offer the following comments regarding consistency with the provisions of the *Chesapeake Bay Preservation Area Designation and Management Regulations* (Regulations):

In Fairfax County, the areas protected by the Chesapeake Bay Preservation Act, as locally implemented, require conformance with performance criteria. These areas include Resource Protection Areas (RPAs) and Resource Management Areas (RMAs) as designated by the local government. RPAs include tidal wetlands, certain non-tidal wetlands and tidal shores. RPAs also include a 100-foot vegetated buffer area located adjacent to and landward of these features and along both sides of any water body with perennial flow. RMAs, which require less stringent performance criteria, include those areas of the County not included in the RPAs.

Under the Federal Consistency Regulations of the *Coastal Zone Management Act of 1972*, federal actions in Virginia must be conducted in a manner “consistent to the maximum extent practicable” with the enforceable policies of the Virginia Coastal Zone Management Program. Those enforceable policies are administered through the Chesapeake Bay Preservation Act and Regulations. Federal actions on installations located within Tidewater Virginia are required to be consistent with the performance criteria of the Regulations on lands analogous to locally designated RPAs and RMAs, as provided in §9VAC25-830-130 and 140 of the Regulations.

The proposed project would impact lands in Fairfax County analogous to locally-designated CBPA lands and would be considered exempt from the Regulations (see §9VAC25-830-150 B1),

provided the project is constructed in accordance with regulations promulgated pursuant to the *Erosion and Sediment Control Law* and the *Stormwater Management Act* of the Code of Virginia. Projects on lands analogous to local RPA and RMA lands must minimize land disturbance, retain existing vegetation and minimize impervious cover. For land disturbances over 2,500 square feet, the project must comply with the requirements of the *Virginia Erosion and Sediment Control Handbook*, Third Edition. 1992. Additionally, stormwater management criteria consistent with water quality protection provisions of the *Virginia Stormwater Management Regulations* shall be satisfied. All land disturbance, clearing, grading or filling related to the activity proposed within RMAs and RPAs must comply with the *Chesapeake Bay Preservation Act* and Regulations. If site development were to impact RPA lands, the project would need to adhere to 9VAC25-830-140 of the Regulations which governs development criteria for RPA lands. The exemption of public roads is further conditioned on the following:

Optimization of the road alignment and design, consistent with other applicable requirements, to prevent or otherwise minimize encroachment into the RPA and adverse effects on water quality.

Caryn Brookman

From: Ernst Aschenbach <ernie.aschenbach@dgif.virginia.gov>
Sent: Thursday, April 5, 2018 11:55 AM
To: Caryn Brookman; Amy Golden
Cc: ProjectReview (DGIF)
Subject: Preliminary NEPA scoping request for project located entirely in Maryland, USA: MDOT SHA I-495 & I-270 managed lanes study

To Whom It may concern:

Subject: DGIF instructions in response to request for preliminary scoping review and comments.

We appreciate that you submitted your project(s) for review by VDGIF to ensure the protection of sensitive wildlife resources during project development. Due to current staffing limitations within our Fish and Wildlife Information Services (FWIS) and Environmental Services sections, we are unable to review and provide comments on projects that are not currently involved in one of the regulatory review processes for which we are a consultative agency see <https://www.dgif.virginia.gov/environmental-programs/environmental-services-section/>.

Please note that no response from VDGIF does not constitute “no comment” nor does it imply support of the project or associated activities. It simply means VDGIF has not been able to respond to your request.

To assist you in determining which, if any, wildlife resources under our jurisdiction, including threatened and endangered wildlife, may be present on or near your project site, we recommend that you access the Virginia Fish and Wildlife Information System (VAFWIS) at <http://vafwis.org/fwis/>.

If you should have further questions or need additional information about VDGIF’s Environmental Programs, please visit: <https://www.dgif.virginia.gov/environmental-programs/>.

Please feel free to attach a copy of this correspondence and any reports from VAFWIS with your project paper work to document your correspondence with us regarding this project.

Thank you,

Ernie Aschenbach
Environmental Services Biologist
Virginia Dept. of Game and Inland Fisheries
Phone: (804) 367-2733
Email: Ernie.Aschenbach@dgif.virginia.gov

Physical Address: 7870 Villa Park Drive, Suite 400 | Henrico, VA 23228

Mailing Address: P.O. Box 90778 | Henrico, VA 23228-0778

Caryn Brookman

From: SHA 495-270-p3
Sent: Friday, March 30, 2018 3:20 PM
To: Jeffrey Folden; Caryn Brookman; Anthony Brown
Subject: FW: NEW SCOPING I-495 & I-270 Managed Lanes Study

Follow Up Flag: Flag for follow up
Flag Status: Flagged

From: Warren, Arlene
Sent: Friday, March 30, 2018 7:19:35 PM (UTC+00:00) Monrovia, Reykjavik
To: SHA 495-270-p3; rr Environmental Impact Review
Subject: Re: NEW SCOPING I-495 & I-270 Managed Lanes Study

Project Name: **FHWA I-495 & I-270 Managed Lanes Study**

Project #: N/A

UPC #: N/A

Location: Fairfax County VA

VDH – Office of Drinking Water has reviewed the above project. Below are our comments as they relate to proximity to **public drinking water sources** (groundwater wells, springs and surface water intakes). Potential impacts to public water distribution systems or sanitary sewage collection systems **must be verified by the local utility.**

There are no public groundwater wells within a 1 mile radius of the project site.

There are no surface water intakes located within a 5 mile radius of the project site.

The project is not within the watershed of any public surface water intakes.

There are no apparent impacts to public drinking water sources due to this project.

Best Regards,

Arlene Fields Warren
GIS Program Support Technician
Office of Drinking Water
Virginia Department of Health
109 Governor Street
Richmond, VA 23219
(804) 864-7781

The Virginia Department of Health – Office of Drinking Water appreciates the opportunity to provide comments. If you have any questions, please let me know.

On Mon, Mar 19, 2018 at 2:18 PM, Fulcher, Valerie (DEQ) <Valerie.Fulcher@deq.virginia.gov> wrote:

Good afternoon—attached is a request for scoping comments on the following:

FHWA I-495 & I-270 Managed Lanes Study, Montgomery and Prince George's Counties, Maryland
and

Fairfax County, Virginia

If you choose to make comments, please send them directly to the project sponsor (495-270-P3@sha.state.md.us) and copy the DEQ Office of Environmental Impact Review: eir@deq.virginia.gov. We will coordinate a review when the environmental document is completed.

DEQ-OEIR's scoping response is also attached.

If you have any questions regarding this request, please email our office at eir@deq.virginia.gov.

Valerie

Valerie A. Fulcher, CAP, OM, Environmental Program Specialist

Department of Environmental Quality

Environmental Enhancement - Office of Environmental Impact Review

1111 East Main Street (new street address effective 12/27/17)

Richmond, VA 23219

[804/698-4330](tel:8046984330)

[804/698-4319](tel:8046984319) (Fax)

email: Valerie.Fulcher@deq.virginia.gov

<http://www.deq.virginia.gov/Programs/EnvironmentalImpactReview.aspx>

For program updates and public notices please subscribe to the [OEIR News Feed](#)