



Summary of Public and Stakeholder
Engagement for the Recommended
Alternatives Retained for Detailed Study
(ARDS)

September 2019



U.S. Department of Transportation
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and

MOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION



TABLE OF CONTENTS

1 INTRODUCTION 1

2 OVERVIEW AND FORMAT 2

 2.1 Welcome Area and Sign-In Station 4

 2.2 Station 1: Study Overview..... 4

 2.3 Station 2: Alternatives Development and Screening Process..... 4

 2.4 Station 3: Traffic Analyses..... 4

 2.5 Station 4: Alternatives Retained for Detailed Study (ARDS)..... 4

 2.6 Station 5: Potential Property Needs 5

 2.7 Station 6: Noise 5

 2.8 Station 7: Stay Connected..... 5

 2.9 Presentation..... 6

 2.10 Online Meeting Materials 7

3 OUTREACH CAMPAIGN 8

 3.1 Spring 2019 Public Workshops Outreach Campaign 8

 3.1.1 Coordinated Local Outreach 11

 3.1.2 Demonstrated Engagement of Traditionally Underrepresented Populations..... 12

 3.2 Community Association / Elected Official & Legislators / Stakeholder / Large Landowner Meetings 15

 3.2.1 Community Association Meetings 15

 3.2.2 Elected Official / Legislator Meetings 15

 3.2.3 Stakeholder Meetings 16

 3.2.4 Large Landowner Meetings..... 16

4 SUMMARY OF SUBMISSIONS AND COMMENT THEMES 17

 4.1 Submissions from Community Organizations/Stakeholder Groups 19

 4.2 Submissions from Elected Officials and Government Agencies 20

 4.3 Summary of Submissions and Comment Themes..... 21

 4.4 Comment Themes..... 22



LIST OF TABLES

Table 1: Summary of Spring 2019 ARDS Public Workshops.....	3
Table 2: Spring 2019 ARDS Public Workshops Comment Methods.....	5
Table 3: Spring 2019 Public Workshops Outreach.....	8
Table 4: Targeted Local Outreach Efforts in Prince George’s County.....	11
Table 5: Submission Method by Number of Submissions	17
Table 6: List of Comment Themes	21

LIST OF FIGURES

Figure 1: Public Comment Frequency by ZIP Code	18
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LIST OF APPENDICES

- Appendix A Spring 2019 ARDS Public Workshop Meeting Materials
- Appendix B Spring 2019 ARDS Public Workshop Notification Materials
- Appendix C Spring 2019 ARDS Public Workshop Public Comments (plus Attachments)
- Appendix D Supporting Socioeconomic Data



1

1 INTRODUCTION

The Federal Highway Administration (FHWA), as the lead federal agency, and the Maryland Department of Transportation State Highway Administration (MDOT SHA), as the local project 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 (MLS). The FHWA and MDOT SHA hosted and participated in public and stakeholder engagement in Spring 2019. This Summary of Public and Stakeholder Engagement for the Recommended Alternatives Retained for Detailed Study (ARDS) outlines:

- The process to present the I-495 & I-270 MLS engineering, traffic, and environmental analyses for the Screened Alternatives and recommendations for the ARDS in the Draft EIS to the public; and
- The public involvement efforts conducted from March 7 to June 14, 2019, to notify the public of the Spring 2019 Public Workshops and corresponding comment period.

The Spring 2019 Public Workshops held in April and May 2019 engaged the public, elected officials, and other stakeholders; gathered comments and information on the recommended ARDS; and helped inform identification of the Recommended Preferred Alternative. Comments and information were also used to define further environmental, traffic, and property analyses. This process included comprehensive engagement with members of the public (e.g., citizens, elected officials, local employers, and key stakeholders) and federal, state, regional, and local government agencies.

The public will have an opportunity to comment on the I-495 & I-270 MLS Recommended Preferred Alternative through review of the Draft EIS in Winter 2020 and subsequent formal public hearings.



2

2 OVERVIEW AND FORMAT

Public and stakeholder engagement activities on the recommended ARDS began with a press release on March 7, 2019, and continued via posting study information and materials to the I-495 & I-270 Public-Private Partnership (P3) Program website, as well as Spring 2019 Public Workshop notifications, a series of eight Spring 2019 Public Workshops, a Spring 2019 Public Workshop comment period, numerous community association/stakeholder/large landowner meetings, and the evaluation and consideration of all comments received.

The Spring 2019 Public Workshops provided an opportunity for the public to view, ask questions, and comment on the study information through various methods:

- Review informational boards on display;
- Attend a general presentation;
- Interact with technical staff at stations describing the alternatives development process, traffic analyses, ARDS, potential property needs, and noise analysis process; and
- Provide written or recorded comments on the study.

The Spring 2019 Public Workshops were held on the dates listed in **Table 1**.

Table 1: Summary of Spring 2019 ARDS Public Workshops

Public Workshop Dates and Locations	Number of Attendees*
Thursday, April 11, 2019 Prince George's Sports & Learning Complex 8001 Sheriff Road Landover, MD 20785 6:30 pm – 8:30 pm	52
Saturday, April 13, 2019 Thomas W. Pyle Middle School 6311 Wilson Lane Bethesda, MD 20817 10:00 am – 12:00 pm	198
Tuesday, April 23, 2019 Eleanor Roosevelt High School 7601 Hanover Parkway Greenbelt, MD 20770 6:30 pm – 8:30 pm	105
Wednesday, April 24, 2019 Eastern Middle School 300 University Boulevard East Silver Spring, MD 20901 6:30 pm – 8:30 pm	381
Thursday, April 25, 2019 Thomas Wootton High School 2100 Wootton Parkway Rockville, MD 20850 6:30 pm – 8:30 pm	288
Saturday, April 27, 2019 Suitland Community Center 5600 Regency Lane Suitland-Silver Hill, MD 20746 10:00 am – 12:00 pm	23
Tuesday, May 14, 2019 Oxon Hill High School 6701 Leyte Drive Oxon Hill, MD 20745 6:30 pm – 8:30 pm	26
Thursday, May 16, 2019 Seneca Valley High School 19401 Crystal Rock Drive Germantown, MD 20874 6:30 pm – 8:30 pm	102
TOTAL	1,175

*The number of meeting attendees does not include media representatives.



2.1 Welcome Area and Sign-In Station

The welcome area and sign-in table provided the public with an understanding of the meeting's layout and overall format. Staff asked the public if they would like to sign-in and provided a meeting handout (in English or Spanish) that included a guide for navigating the workshops, a summary of the information presented at the workshops, and how to stay connected and provide feedback on the study. Hard-copy comment forms soliciting input on the recommended ARDS and Title VI survey questions were available for submittal at the workshops or via postage-free mail following the workshops.¹ The comment form was also available online through the I-495 & I-270 P3 Program website. Staff encouraged the public to provide feedback either in a written format at the workshops or on the I-495 & I-270 P3 Program website. Elected officials and media were asked to sign in on a designated sheet and directed to MDOT SHA staff who represented Government and Media Relations. The meeting handout and informational boards are shown with the meeting materials in **Appendix A**.

2.2 Station 1: Study Overview

At Station 1, informational boards presented the purpose of the public workshops, the program needs and overview, and an explanation of the NEPA process. MDOT SHA technical staff were available near the boards to answer questions and discuss the information on display.

2.3 Station 2: Alternatives Development and Screening Process

At Station 2, informational boards presented the Study's Purpose & Need, the alternatives screening criteria, the alternatives screening and development process, the recommended ARDS, transit and multimodal considerations, and the benefits of Express Toll Lanes (ETL) and High Occupancy Toll (HOT) lanes. MDOT SHA technical staff were available near the boards to answer questions and discuss the information on display.

2.4 Station 3: Traffic Analyses

At Station 3, informational boards presented the Study's traffic operations, including congestion relief on I-495 and I-270; reduced delays on the local network; moving people through the corridor; and examples of corridor travel time and average travel speed in 2040. An additional board included challenges with reversible-lane and single-lane systems. There was also a "My Commute" tool, where the public could calculate their travel-time savings and the projected travel speed benefits along the highway, personalized to their specific route. MDOT SHA technical staff were available to operate the "My Commute" tool, answer questions, and discuss traffic results.

2.5 Station 4: Alternatives Retained for Detailed Study (ARDS)

At Station 4, hard-copy and interactive online mapping that included the preliminary limits of disturbance (LOD) for the recommended ARDS and potential environmental impacts were available for the public to review. The online mapping could be viewed at one of three 65" flat-screen televisions or through multiple handheld iPads. Both the televisions and iPads were operated by MDOT SHA technical staff who were

¹ The MDOT SHA Office of Equal Opportunity collects public feedback surveys to ensure compliance with Title VI of the Civil Rights Act of 1964.

available to answer questions and explain the proposed engineering details. Multiple copies of an informational board that included the preliminary effects comparison of the Screened Alternatives by program phase were placed throughout Station 4 and MDOT SHA technical staff were available to answer questions and explain the results. The online mapping can be found on the P3 Program website meeting materials page (495-270-p3.com/your-participation/meeting-materials/).



2.6 Station 5: Potential Property Needs

At Station 5, informational boards presented frequently asked questions regarding property needs, measures to reduce potential property needs, and a timeline of the property-acquisition process. MDOT SHA real estate staff were available to answer questions related to potential property impacts and relocations, and MDOT SHA’s “Your Land and Your Highways” brochure was available.

2.7 Station 6: Noise

At Station 6, informational boards presented MDOT SHA’s noise analysis process and mitigation policy. MDOT SHA technical staff were available to answer questions related to potential noise impacts and mitigation. Hard-copy maps and iPads that showed the limits of noise disturbance were available to assist in discussions with the public.

2.8 Station 7: Stay Connected

At Station 7, informational boards presented various ways for the public to provide feedback, including: an email; a hard copy of the comment form, submitted at the workshops or dropped in the mail (postage-free); a verbatim recorder at each workshop; an online comment form; or by mailing a letter to the I-495 & I-270 P3 Office. The Stay Connected informational board showed the public how to continually stay informed about the Study, which included the P3 Program website, a sign-up sheet for email notifications, and contact information via email and a toll-free number. The workshop handout provided at the welcome area also included a comment form describing how to provide feedback and stay connected. Throughout the Spring 2019 Public Workshop comment period, April 11, 2019, through June 14, 2019, the public could submit comments through the methods identified in **Table 2**.

Table 2: Spring 2019 ARDS Public Workshops Comment Methods

Comment Method	Description
Spring 2019 Public Workshop Comment Form	Hard-copy comment forms were available for the public on the workshop handout and at Station 7 at the Spring 2019 Public Workshops. Comment forms were completed at the meetings or were mailed after the meetings with pre-paid postage.
Spring 2019 Public Workshop Online Comment Form	The Spring 2019 Public Workshop online comment form was available on the website (495-270-p3.com/your-participation/meeting-materials/) and (495-270-



Comment Method	Description
	p3.com/your-participation/provide-feedback) from April 11, 2019 – June 14, 2019.
Verbatim Recorder	A verbatim recorder was available at each workshop to give attendees the option to provide verbal comments.
“Submit your comment” Online Form	“Submit your comment” online form was available on the website at (495-270-p3.com/contact) and (495-270-p3.com/your-participation/provide-feedback).
Email	495-270-p3@sha.state.md.us
Mail	MDOT SHA, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202.

2.9 Presentation

Lisa Choplin, Director, MDOT SHA I-495 & I-270 P3 Program and Jeff Folden, Deputy Director, MDOT SHA I-495 & I-270 P3 Program gave a presentation at the Spring 2019 Public Workshops. The presentation was given twice at each workshop, at 6:30 pm and 7:30 pm on weeknights and at 10:00 am and 11:00 am on Saturdays. Spanish and sign-language interpreters were available at each presentation. The presentation lasted approximately 30 minutes and included the same content presented on the informational boards, followed by an opportunity to ask questions. The purpose of the presentation was to clarify complex concepts before participants visited the various stations and talked with technical staff. Lisa Choplin presented the study process and schedule and Jeff Folden presented the recommended ARDS. The Spring 2019 Public Workshop presentation can be found with the meeting materials in **Appendix A**.

2.10 Online Meeting Materials

The Spring 2019 Public Workshop meeting materials were made available on the P3 Program website (<https://495-270-p3.com/your-participation/meeting-materials>) and include the informational boards accompanied by a narrated description, the online mapping with instructions on how to use the application, and a narrated video of the workshop presentation. Downloadable materials of the workshop handout, informational boards, and presentation are also included. The Spring 2019 Public Workshop Online Comment Form was available through a clickable button in multiple locations on the P3 Program website. All materials were made available on the P3 Program website beginning on April 11, 2019, and will remain on the website throughout the duration of the Study.



3 OUTREACH CAMPAIGN

To reach the hundreds of thousands of travelers who use the Study corridors, as well as those living along the Study corridors, a range of approaches were employed to advertise the Spring 2019 Public Workshops, encourage attendance, and engage the public to solicit feedback on the recommended ARDS.

3.1 Spring 2019 Public Workshops Outreach Campaign

The range of approaches used for the public workshop outreach campaign are detailed in **Table 3**.

Table 3: Spring 2019 Public Workshops Outreach

Outreach Method	Description
I-495 & I-270 P3 Program Website	The dates, locations, purpose, and format of the Spring 2019 Public Workshops were announced to the public via the P3 Program website (495-270-p3.com) on March 7, 2019. The website is both desktop and mobile accessible.
MDOT SHA Press Releases (Appendix B)	Press releases were distributed on March 7, 2019, and April 11, 2019, via MDOT SHA's Office of Communications' standard media channels and social media (Facebook and Twitter) accounts. The press releases announced the Spring 2019 Public Workshops, purpose and format, a link to the P3 Program website, public comment methods, and Study contact information.
Newspaper Advertisements (Appendix B)	<p>Half-page advertisements were placed in the following newspapers both five weeks and two weeks prior to the Public Workshops:</p> <ul style="list-style-type: none"> • <i>Frederick News Post</i> (March 7, 2019 and March 28, 2019) • <i>Laurel Leader</i> (March 7, 2019 and March 28, 2019) • <i>Howard County Times</i> (March 7, 2019 and March 28, 2019) • <i>Prince George's Sentinel</i> (March 7, 2019 and March 28, 2019) • Spanish advertisement in <i>Tiempo Latino</i> (March 8, 2019 and March 29, 2019) • Spanish advertisement in <i>Washington Hispanic</i> (March 8, 2019 and March 29, 2019) • <i>Washington Post</i> (April 1, 2019) <p>The advertisements announced the Public Workshops, their purpose and format, the P3 Program website address, public comment methods, and Study contact information.</p>



Outreach Method	Description
<p>Newspaper Insert (Appendix B)</p>	<p>A newspaper “postcard” insert was distributed with the <i>Washington Post’s</i> Local Living Section to more than 690,000 corridor subscribers and non-subscribers on March 20, 2019. On May 8, 2019, another “postcard” insert was distributed with the <i>Washington Post</i> Marketplace Mid-Week Mailer to more than 73,000 subscribers and non-subscribers in Oxon Hill and Germantown. The “postcard” insert provided an overview of the MLS as well as the dates, locations, purpose, and format of the Spring 2019 Public Workshops. Public comment methods and Study contact information were also provided.</p>
<p>Postcard</p>	<p>On March 11, April 4, and April 25, 2019, a postcard was mailed to approximately 3,500 I-495 & I-270 MLS corridor residents who either previously received property-owner notification letters or signed up for the mailing list and requested hard-copy mail. The postcard provided an overview of the MLS as well as the dates, locations, purpose, and format of the Spring 2019 Public Workshops. Public comment methods and Study contact information were also provided.</p>
<p>Radio</p>	<p>During the week of April 8, 2019, advertisements were announced on the following radio stations:</p> <ul style="list-style-type: none"> • 97.1 WASH-FM • 100.3 WBIG-FM • 99.5 WIHT-FM • 96.3 WHUR-FM • 93.9 WKYS-FM • 102.3 WMMJ-FM • 103.5 WTOP-FM • 104.1 WPRS-FM • 98.7 WMZQ-FM • 101.1 WWDC-FM • 99.1 WDCH-FM • 1450 WOL-AM • 1250 WRCW-AM • 107.3 WRQX-FM <p>The advertisements—announced as “traffic sponsorships”—notified listeners of the upcoming Spring 2019 Public Workshops and directed listeners to the P3 Program website.</p>

Outreach Method	Description
Targeted Digital Advertisements	<p>Digital banner advertisements based on specific geographic and demographic targets were placed on the following websites:</p> <ul style="list-style-type: none"> • <i>Afro.com</i> (April 4, 2019 – April 25, 2019) • <i>DCBlack.com</i> (April 4, 2019 – April 25, 2019) • <i>Eltiempo.com</i> (April 4, 2019 – April 25, 2019) • <i>WTOP.com</i> (April 4, 2019 – April 25, 2019) <p>The digital banner advertisements announced the dates and locations of the Spring 2019 Public Workshops.</p>
Email Blasts	<p>On March 7, April 10, and May 8, 2019, emails announcing the Spring 2019 Public Workshop dates and locations, as well as a link to the P3 Program website, were sent to approximately 3,000 business owners, homeowners' associations, condo owners' associations, and members of the public who had signed up online at the previous public open houses and on comment forms to receive Study updates.</p> <p>On June 11, 2019, an email reminding recipients of the ongoing comment period, directing them to the P3 Program website for Spring 2019 Public Workshop materials was sent to the recipients above, plus elected officials and industry representatives.</p>
Elected Official Notification	<p>Elected officials were provided with the Spring 2019 Public Workshop dates and locations, as well as a link to the P3 Program website, via email on March 6, April 10, and May 8, 2019. An email was also sent on June 11, 2019, as a reminder regarding the closing date of the comment period.</p>
MDOT SHA Facebook and Twitter	<p>On April 2, 2019, MDOT SHA announced the Spring 2019 Public Workshops in a post on MDOT SHA's Facebook and Twitter accounts. The posts directed users to the P3 Program website. The MDOT SHA posted pictures from various workshops and reminded the public of upcoming meeting dates and presentation times.</p>
Targeted Facebook and Instagram (Appendix B)	<p>Between March 29, 2019 and April 27, 2019, a series of paid advertisements on Facebook and Instagram announced the dates and locations of the Spring 2019 Public Workshops and directed users to the Study website. The advertisements were targeted to Facebook and Instagram users located along the I-495 & I-270 MLS corridors and around the Spring 2019 Public Workshop locations.</p>
Geofencing	<p>Targeted digital banner advertisements were sent to commuters traveling throughout I-495 using geofencing to capture travelers at MD 5 and I-495, MD 97 (Georgia Avenue) and I-495, and the American Legion Bridge (I-495). The digital banner advertisements announced the dates and locations of the Spring 2019 Public Workshops from April 1 – April 25, 2019.</p>



3.1.1 Coordinated Local Outreach

To produce greater Study awareness in the Prince George’s County portion of the study area, MDOT SHA regularly coordinated with the Maryland-National Capital Park and Planning Commission (M-NCPPC) Prince George’s County Planning Department to enhance local engagement during the recommended ARDS stage. Targeted local outreach efforts are identified in **Table 4**.

Table 4: Targeted Local Outreach Efforts in Prince George’s County

Outreach Method	Description
<p>Flyer (Appendix D)</p>	<p>A single-page announcement of the Spring 2019 Public Workshop dates and locations, printed in both English and Spanish, was distributed via the following methods:</p> <ul style="list-style-type: none"> • Email sent to Office of Municipalities for distribution on March 14, 2019 to display information at 45 Prince George’s County community centers. Information also to be shared with their Counties database (i.e., Community outreach contacts for each municipality). • Email sent to the Washington Metropolitan Area Transit Authority (WMATA) Office of Communications on March 29, 2019, for inclusion in their community update posting. • Information sent to the following large places of worship in the County on and after March 14, 2019: <ul style="list-style-type: none"> ○ First Baptist Church of Glenarden; ○ The Collective Empowerment Group (umbrella group for more than 300 churches in the County); ○ Prince George’s County Liaison for Faith Connections/Relationship Building; ○ People’s Community Baptist Church; and ○ Sanctuary at Kingdom Square.
<p>Email Blasts (Appendix D)</p>	<ul style="list-style-type: none"> • Working with the Acting Public Affairs Officer, M-NCPPC (Office of the Chairman, Prince George’s County Planning Board), I-495 & I-270 MLS e-blasts were to be forwarded to the following Prince George’s County databases: <ul style="list-style-type: none"> ○ Community Association database – 700 addresses; and ○ Office of Planning database – 18,469 email addresses. <p>The I-495 & I-270 MLS e-blasts schedule is below. Note, it was the understanding that the Acting Public Affairs Officer from M-NCPPC sent the email to the referenced databases immediately thereafter.</p> <p>E-blast to Public List:</p> <ul style="list-style-type: none"> ○ March 7, 2019 – Spring 2019 Public Workshops (April Workshops announced) ○ April 10, 2019 – Spring 2019 Public Workshops (April Workshops announced) ○ May 8, 2019 – Spring 2019 Pubic Workshops (May Workshops added and announced)



Outreach Method	Description
	<ul style="list-style-type: none"> ○ June 11, 2019 – Reminder of deadline to provide comments on ARDS
<p>Other</p>	<ul style="list-style-type: none"> ● Approximately 200 calls were made to Prince George’s County and Montgomery County Community Associations to pursue presentation opportunities. ● Prince George’s County Council, Office of Communications, provided updates to Councilmembers after follow-up meetings between the Study Team and M-NCPPC Prince George’s County Planning Department. ● Phone calls to large churches were made (First Baptist Church of Glenarden, Ebenezer AME, and Reid Temple – memberships in excess of 10,000 people). Discussions with the Collective Empowerment Group, Prince George’s County Liaison for Faith Connections/Relationship Building. ● In addition to mailing the flyer to area schools listed in Section 3.1.2, the Study Team made calls to the schools to notify them of the flyer mailing. ● Targeted flyer distributions in Oxon Hill and Glenarden (First Baptist Church).

Study awareness and engagement was consistently strong in Montgomery County; nonetheless, additional outreach was conducted in Montgomery County. Montgomery County Department of Transportation (DOT) and Prince George’s County DOT assisted distribution through their DOT email blasts.

3.1.2 Demonstrated Engagement of Traditionally Underrepresented Populations

To ensure public engagement of minority race and ethnicity, low-income, and other underserved/vulnerable populations, demographic data was used to identify locations for additional, targeted outreach. These locations included schools with above-average participation in the Free and Reduced-price Meals Program;² places of worship³ in communities containing potential low-income and/or minority race and ethnicity (potential Environmental Justice populations); and all affordable-housing complexes⁴ in the designated analysis area. Details on the analysis area and the identification of potential Environmental Justice population locations are provided in **Appendix D**.

Along with an introductory cover letter asking recipients to display the enclosed flyer wherever community information is displayed, English and Spanish versions of the flyer announcing the dates and

² The MDOT SHA Office of Equal Opportunity collects public feedback surveys to ensure compliance with Title VI of the Civil Rights Act of 1964. Maryland State Department of Education (*Free and Reduced-Price Meal Statistics for School Year 2017-2018*. <http://marylandpublicschools.org/programs/pages/school-community-nutrition/freereducedpricemealstatistics.aspx>).

³ Geographic Information Systems (GIS) data sourced from Maryland iMap (data.imap.maryland.gov/datasets/maryland-land-use-land-cover-land-use-land-cover-2010); Prince George’s County Open Data Portal (gisdata.pgplanning.org/metadata/); Montgomery County Planning Department Open Data Portal (Montgomery County Planning Department. Open Data Portal). Corresponding mailing addresses gathered using Google Search.

⁴ Sourced from Housing and Urban Development Multifamily Assistance & Section 8 Database, Montgomery County Housing Opportunities Commission, Prince George’s County Housing Authority, and Fairfax County Redevelopment and Housing Authority websites. Corresponding mailing addresses gathered using Google Search.

locations of the Spring 2019 Public Workshops (**Appendix B**) were mailed to the following affordable-housing complexes, schools, and places of worship on April 3, 2019:

Affordable-Housing Complexes

- Burnt Mills Crossing
- Chelsea Towers
- Council House
- Diamond Square
- Friendly Gardens Apartments
- Green Ridge House Apartments
- Guide Nashville Homes
- Guide Trexler House
- Lakeview House Apartments
- Londonderry Towers
- Magruder's Discovery Apartments
- Montgomery Club VI
- Montgomery Housing, Inc.
- Paddington Square Apartments
- Pooks Hill Tower & Court
- Second Step II
- St. Luke's Homes, Inc.
- The Crossings at Washingtonian Center
- The Willows
- Thomas Street Housing
- Timberlawn Crescent
- Trinity Terrace
- University Gardens
- University Gardens II
- Vesta 2000
- Vesta Enteka
- Vesta Housing, Inc.
- Vesta Riverdale
- Vesta Thirteen
- Victory Forest
- Victory Oaks at Saint Camillus
- VOA Lanham

Schools

- Annapolis Road Academy Alternative High
- Ardmore Elementary School
- Arrowhead Elementary School
- Barnaby Manor Elementary School
- Buck Lodge Middle School
- Carrollton Elementary School
- Cherokee Lane Elementary School
- Cresthaven Elementary School
- Eastern Middle School
- The Foundation School
- Frances Fuchs Early Childhood Center
- Francis Scott Key Middle School
- Glenarden Woods Elementary School
- Greenbelt Middle School
- H. Winship Wheatley Early Childhood Center
- High Point High School
- Hollywood Elementary School
- James E. Duckworth Regional School
- James McHenry Elementary School
- JoAnn Leleck Elementary School at Broad Acres
- Longfields Elementary School
- Margaret Brent Regional Center
- North Forestville Elementary School
- Oak View Elementary School
- Pine Crest Elementary School
- Princeton Elementary School
- Robert Frost Elementary School
- Roscoe R. Nix Elementary School
- Rosemont Elementary School
- Saint Francis International School
- Samuel Chase Elementary School
- Springhill Lake Elementary School
- Thomas Johnson Middle School
- Turning Point Academy

Places of Worship

- Adelphi Presbyterian Church
- Ascension Lutheran Church
- Berwyn Baptist Church
- Iglesia de Dios Septimo Dia
- Iglesia Pentecostes Sinai
- Jehovah's Witness Kingdom Hall



- Beth Sholom Congregation and Talmud Torah Synagogue
- Bethel Baptist Church
- Bonner Wardell Church
- Burnt Mills Seventh Day Adventist Church
- Calvary Apostolic Church
- Calvary Lutheran Church
- Chinese Bible Church
- Christ Apostolic Church (Lanham)
- Christ Apostolic Church (Silver Spring)
- Christ Congregational Church
- Christ Destiny International Church
- Christadelphian Chapel
- Chua Quan Am Pho Chieu Ni Vien
- Church of God of Silver Spring
- Church of Our Saviour
- City of David Tabernacle
- College Park Church of The Nazarene
- College Park United Methodist Church
- College Park Wesleyan Church
- Congressional Heights Baptist Church
- Covenant of Faith Church
- Crossover Christian Church
- D.C. Center of Self Realization Fellowship
- Deliverance Tabernacle Church
- Eglise Baptiste du Calvaire
- Emmanuel Lutheran Church
- Episcopal Church of the Ascension
- Epworth United Methodist Church
- Faith Ministries
- First Assembly of God Church
- First Baptist Church of Glenarden
- First Baptist Church of Rockville
- Gaithersburg Mennonite Church
- Gaithersburg Presbyterian Church
- Geneva United Presbyterian Church
- Good Shepherd Lutheran Church
- Good Shepherd United Methodist Church
- Good Tidings Tabernacle
- Grace Church
- Grace Presbyterian Church
- Greek Orthodox Church of Saint George
- Greenbelt Baptist Church
- Greenbelt Community Church
- Healing Temple Church of the Nazarene
- Kingdom Hall of Jehovah's Witnesses
- Knox Orthodox Presbyterian Church
- Lanham Church of God
- Lanham United Methodist Church
- Latvian Lutheran Church
- Lighthouse Ministries International
- Lutheran Church of the Abiding Presence
- Lutheran Church of the Cross
- Memorial United Methodist Church
- Mishkan Torah Synagogue
- Montgomery Hills Baptist Church
- Mount Calvary Baptist Church
- Mowatt Memorial United Methodist Church
- Murugan Temple of North America
- New Beginnings Church of God of Prophecy
- New Carrollton Bible Church
- New Creations Christian Church
- Our Lady Queen of Poland Church
- Point of Grace Community Church
- Prince George's Muslim Association
- Reaching the Nations Ministries International
- Rock Salvation Ministries
- Rockville Christian Church
- Rockville Church of Christ
- Rockville Presbyterian Church
- Rockville Seventh Day Adventist Church
- Saint Andrew Lutheran Church
- Saint Christopher's Episcopal Church
- Saint Cosmas of Aitolia Orthodox Church
- Saint Hugh Catholic Church
- Saint James Episcopal Church
- Saint John the Evangelist Church
- Saint John's Episcopal Church
- Saint Luke's Church
- Saint Martin's Catholic Church
- Saint Matthias Catholic Church
- Saint Raphael's Catholic Church
- Silver Spring Christian Church of Christ
- Silver Spring United Presbyterian Church
- Silver Spring Zendo Meditation
- Sligo Baptist Church



- Heart of God Baptist Church
- Hermon Church
- Hillandale Baptist Church
- Holy Apostle Orthodox Church
- Holy Cross Lutheran Church
- Holy Family Seminary Church
- Holy Redeemer Metropolitan Community Church
- Horeb Haitian Adventist Church
- Southeast Hebrew Congregation
- The Hindu Temple of Metropolitan Washington
- Trinity Assembly of God
- Tumaini Baptist Church
- Unitarian of Rockville Church
- Unitarian Universalist Church of Silver Spring
- Washington, DC Temple of the Church of Jesus Christ of Latter-day Saints

3.2 Community Association / Elected Official & Legislators / Stakeholder / Large Landowner Meetings

During the public engagement process for the Spring 2019 Public Workshops, starting March 7, 2019, the I-495 & I-270 P3 Program Director, Deputy Director, and technical experts met with Community Associations, elected officials and legislators, stakeholder organizations, and large, potentially impacted landowners to present detailed Study information and hold question-and-answer sessions. Meetings were requested by Community Associations, stakeholder organizations, and large, potentially impacted landowners by submitting a request through the P3 Program website contact page or by emailing the study team. The meetings attended during this period are listed below:

3.2.1 Community Association Meetings

- The Promenade: Bethesda, March 20, 2019
- Locust Hill Citizens' Association: Bethesda, March 21, 2019
- Cabin John Citizens' Association: Cabin John, March 27, 2019
- Citizens Against Beltway Expansion: Silver Spring, April 18, 2019
- Seven Oaks-Evanswood Citizens' Association and Park Hills Civic Association (Joint Meeting): Silver Spring, May 8, 2019
- Montgomery Square Community Association: Potomac, May 20, 2019
- Woodmoor-Pinecrest Community Association: Silver Spring, May 22, 2019
- Locust Hill Citizens' Association: Bethesda, June 5, 2019
- Locust Hill residents: Bethesda, June 10, 2019
- North College Park Citizens Association: College Park, June 13, 2019

3.2.2 Elected Official / Legislator Meetings

- Town of Cheverly Town Hall: Cheverly, March 14, 2019
- Prince George's County Delegation: March 15, 2019
- Village of North Chevy Chase: Chevy Chase, March 19, 2019
- Montgomery County Council: Rockville, March 19, 2019
- Prince George's County Council: Upper Marlboro, March 25, 2019
- Gaithersburg Mayor and City Council: Gaithersburg, April 8, 2019
- City of Glenarden Councilmembers: Glenarden, May 23, 2019
- Coalition for Sustainable Transportation: Riverdale Park, May 29, 2019



- Four Cities Stakeholder Meeting (College Park, Berwyn Heights, Rockville, New Carrollton): College Park, June 4, 2019

3.2.3 Stakeholder Meetings

- Reason Foundation: Annapolis, March 13, 2019
- Greater Bethesda Chamber of Commerce: Bethesda, March 27, 2019
- Northern Virginia Transportation Alliance: McLean, VA, March 27, 2019
- Holy Cross Hospital: Germantown, April 1, 2019
- Frederick County Chamber of Commerce: Frederick, April 3, 2019
- Leadership Montgomery: Bethesda, April 3, 2019
- Gaithersburg-Germantown Chamber of Commerce: Germantown, April 17, 2019
- Next Up Collaborative: Bethesda, April 17, 2019
- BWI Business Partnership: Linthicum Heights, April 17, 2019
- Maryland Motor Truck Association: Columbia, April 18, 2019
- Citizens Against Beltway Expansion: Silver Spring, April 18, 2019
- Clarksburg Chamber of Commerce: Clarksburg, May 1, 2019
- Maryland Taxpayers' League: Rockville, May 3, 2019
- Prince George's County Business Roundtable: Bowie, May 8, 2019
- Democratic Business Council of Maryland: Gaithersburg, May 8, 2019
- MGM National Harbor: Oxon Hill, May 15, 2019
- Montgomery County Business Roundtable: Germantown, May 17, 2019
- Montgomery County Chamber of Commerce Procurement Conference: Rockville, May 17, 2019
- Laborers' International Union of North America: Washington, DC, June 3, 2019
- Montgomery County Hispanic Chamber: Rockville, June 13, 2019

3.2.4 Large Landowner Meetings

- Holy Cross Hospital: Germantown, April 1, 2019
- YMCA: Silver Spring, April 11, 2019
- Montgomery County Public Schools: Rockville, April 12, 2019
- The Duffie Companies: Silver Spring, May 20, 2019

The I-495 & I-270 P3 Program Director, Deputy Director, and technical experts will continue to meet with Community Associations, stakeholder organizations, and large, potentially impacted landowners by request throughout the Study process.

4

4 SUMMARY OF SUBMISSIONS AND COMMENT THEMES

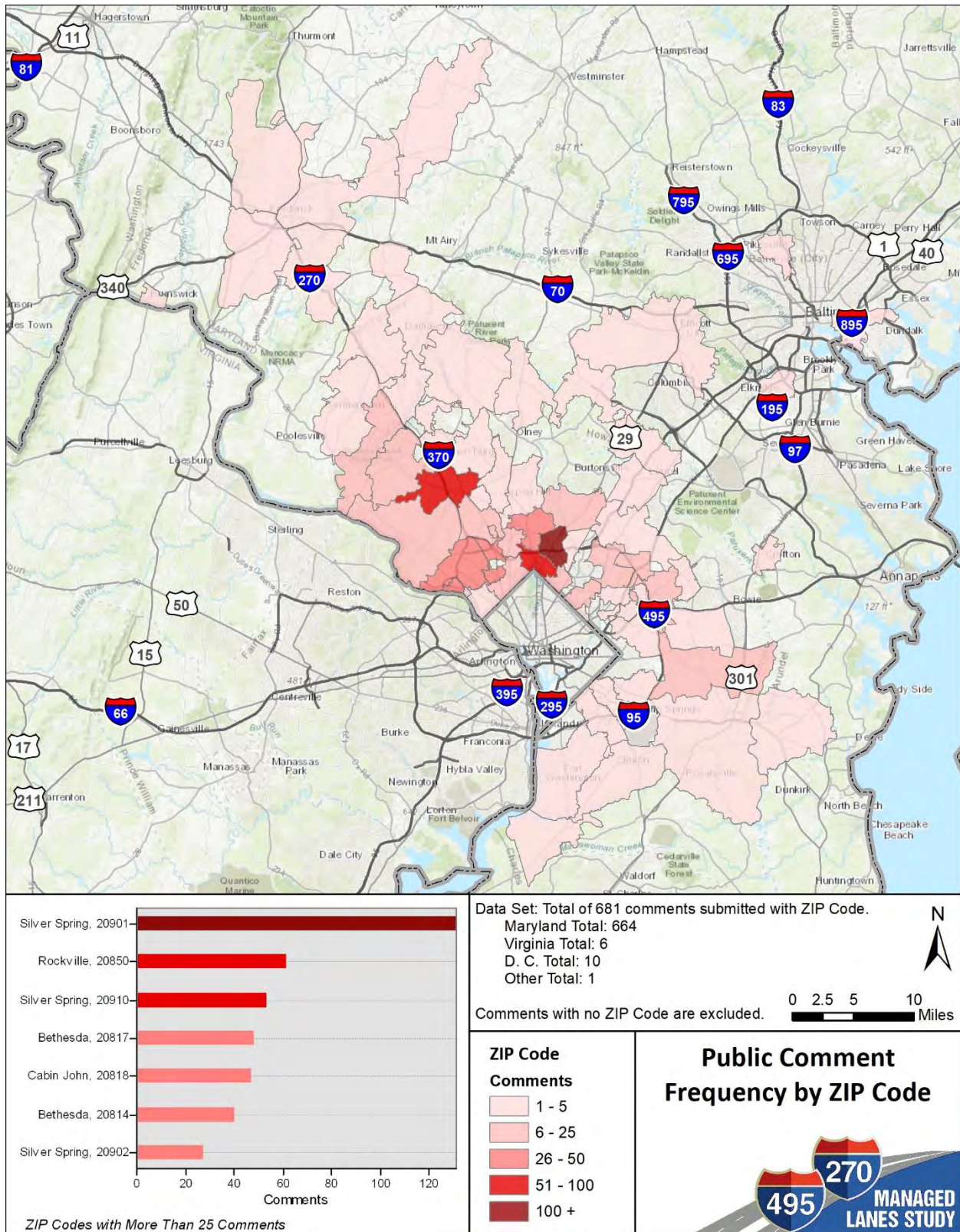
As summarized in **Table 5**, 1,035 submissions were received during the Spring 2019 Public Workshop comment period (April 11, 2019 – June 14, 2019). A submission is defined as either an online/email, printed/handwritten hard copy, or orally recorded feedback provided by an individual or organization through one of the methods listed in **Table 5**. In some cases, a single individual or organization may have provided multiple different submissions. Duplicate submissions (identical content from the same person provided through one or more methods) were not counted. As explained in **Section 4.3**, each submission typically contained multiple comment themes. All submissions have been compiled into a table and are presented in **Appendix C**; submission attachments are provided in **Appendix C: Attachments**.

Figure 1 reflects the public comment frequency by ZIP code. The majority of those who commented are from Silver Spring, MD. The FHWA and MDOT SHA will continue to welcome comments throughout the duration of the Study. Submissions received after June 14, 2019, will be considered and included as part of the Study record.

Table 5: Submission Method by Number of Submissions

Submission Type	Number of Submissions
Spring 2019 Public Workshop Hard-Copy Comment (Submission) Form	221
Spring 2019 Public Workshop Online Comment (Submission) Form	354
“Submit your comment” Online Contact Form	68
Email Submissions	324
Mail Submissions	11
Verbatim Submissions to Court Reporter	57
Total Submissions	1,035

Figure 1: Public Comment Frequency by ZIP Code





4.1 Submissions from Community Organizations/Stakeholder Groups

Community organizations provided 22 submissions via the methods identified previously. Submissions were received from the following community organizations:

- Anacostia Watershed Society
- Calvary Evangelical Lutheran Church
- Carderock Springs Citizens' Association
- Frederick County Chamber of Commerce
- Friends of Cabin John Creek
- Gaithersburg-Germantown Chamber of Commerce
- Locust Hill Citizens' Association
- Maryland Sierra Club
- National Parks Conservation Association
- Safe Silver Spring
- Save Our Seminary at Forest Glen
- Skyline Citizen Association
- St. Barnabas Village Community
- Woodmoor-Pinecrest Citizens' Association

The Walt Whitman High School Parent Teacher Student Associations (PTSA) Cluster submitted a joint letter (one submission) cosigned by the presidents of the following PTSAs:

- Carderock Springs Elementary School PTA
- Thomas W. Pyle Middle School PTSA
- Walt Whitman High School PTSA

The Maryland Transit Opportunities Coalition submitted a joint letter cosigned by the following organizations:

- Action Committee for Transit
- Baltimore Transit Equity Coalition
- Central Maryland Transportation Alliance
- Chesapeake Bay Foundation
- Citizens Against Beltway Expansion
- Coalition for Smarter Growth
- Coalition for Transit Alternatives to Mid-County Highway Extended
- DontWiden270.org
- Maryland Rail Passengers Association
- Preservation Maryland
- Prince George's Advocates for Community-Based Transit
- Southern Maryland Alliance for Rapid Transit
- Trains Not Tolls



Regional business leaders also submitted a joint letter cosigned by 30 representatives from the following organizations:

- AAA Mid-Atlantic
- American Highway Users Alliance
- Apartment and Office Building Association
- Clarksburg Chamber of Commerce
- Committee for Dulles
- Dulles Area Transportation Association
- Dulles Regional Chamber of Commerce
- Frederick County Chamber of Commerce
- Gaithersburg-Germantown Chamber of Commerce
- Greater Bethesda Chamber of Commerce
- Greater McLean Chamber of Commerce
- Greater Reston Chamber of Commerce
- Greater Silver Spring Chamber of Commerce
- Greater Springfield Chamber of Commerce
- Heavy Construction Contractors Association
- Loudoun County Chamber of Commerce
- Maryland Building Industry Association
- Maryland Transportation Builders & Materials Association
- Mount Vernon Lee Chamber of Commerce
- NAIOP Northern Virginia: The Commercial Real Estate Development Association
- Northern Virginia Association of Realtors
- Northern Virginia Building Industry Association
- Northern Virginia Chamber of Commerce
- Northern Virginia Hispanic Chamber of Commerce
- Northern Virginia Technology Council
- Northern Virginia Transportation Alliance
- Prince William Chamber of Commerce
- Suburban Maryland Transportation Alliance
- Tysons Regional Chamber of Commerce
- Washington Airports Task Force

4.2 Submissions from Elected Officials and Government Agencies

Seven elected officials and one government agency provided eight submissions via the methods identified previously. Submissions were received from the following:

Elected Officials

- Councilmember Amanda Dewey, Berwyn Height's Town Council
- Councilmember Dannielle Glaros, Prince George's County Council, District 3
- Councilmember Kacy Kostiuik, Takoma Park City Council, Ward 3
- Councilmember Thomas Dernoga, Prince George's County Council, District 1
- Delegate Dave LaRock, Virginia House of Delegates, 33rd District
- Mayor Edward Estes, City of Glenarden
- Senator Cheryl Kagan, Maryland State Senate, District 17



Government Agency

- Prince George's County Department of Public Works and Transportation

4.3 Summary of Submissions and Comment Themes

Each submission was reviewed and considered individually. Each individual submission was also broken into comment themes based on the 38 most common topics. A number of persons' submissions contained a range of themes and sometimes contradictory sentiments (i.e., a person may state in one paragraph that they are opposed to highway widening, but state in another paragraph that they would potentially support highway widening at a location different from where currently proposed). The following guidelines were utilized:

- "Opposition to I-495 & I-270 Managed Lanes Study" was typically only selected when a submitter stated it directly. Otherwise, opposition or critical sentiments toward the Study/proposed improvements may be interpreted through "Support for Alternate Transportation Improvements," "Effectiveness of Proposed Alternatives in Addressing Traffic," "Support for Transit," or "Support for Alternative 1/No-Build."
- Content overlap may exist among the following comment themes:
 - "Analysis Methodology," "NEPA/Study Process," and "Public Involvement"
 - "Air Quality" and "Climate Change"
- Comments under neutral themes (i.e., comment themes without "support" or "opposition") are not necessarily neutral in tone.
- Submissions with almost identical content in support of the Study accounted for 141 submissions containing the "Support for I-495 & I-270 Managed Lanes Study" comment theme.

All submissions were reviewed in detail and logged into a submission database for tracking and analysis. A total of 1,035 submissions (containing 3,873 comments) were received between April 11, 2019, and by midnight on June 14, 2019. The comment tally for these submissions is provided in **Table 6** with a description of the comment themes to follow.

All submissions have been compiled into a table and are presented in **Appendix C**; submission attachments are provided in **Appendix C: Attachments**.

Table 6: List of Comment Themes

Theme	Number of Comments with Theme
Traffic	296
Effectiveness of Proposed Alternatives in Addressing Traffic	282
I-495 & I-270 Managed Lanes Study Process/NEPA	265
Property/Community Impacts	262
Support for Alternate Transportation Improvements	253
Public Involvement	166
Regional Economy	149
Public-Private Partnership Program	149
Noise	140

Theme	Number of Comments with Theme
General Environmental Impacts	136
Forest Buffer/Undeveloped Land/Parkland	94
Climate Change	91
Analysis Methodology	86
Social Equity	85
Promote Incentives to Reduce Vehicles on Road	87
Air Quality	78
Water Quality/Stormwater	58
Commute	52
Safety	51
Pedestrian/Bicycle Access	41
Toll Rates	35
Roadway Maintenance	10
Support for Transit	312
Support for I-495 & I-270 Managed Lanes Study	157
Support for Specific ARDS Build Alternative	44
Support for Alternative 1/No-Build	81
Support for Express Toll Lanes	7
Support for General Price-Managed/Toll Lanes	12
Support for Highway Widening	16
Support for High-Occupancy Toll Lanes	25
Support for High-Occupancy Vehicle Lanes	18
Opposition to Highway Widening	165
Opposition to I-495 & I-270 Managed Lanes Study	82
Opposition to General Price-Managed/Toll Lanes	63
Opposition to High-Occupancy Toll or High-Occupancy Vehicle Lanes	7
Opposition to Express Toll Lanes	10
Opposition to Specific ARDS Build Alternative	8

4.4 Comment Themes

Traffic

Comments with this theme included statements on a submitter's experiences with traffic and congestion, local roadway traffic and congestion, and references to locations or time periods with recurring traffic and congestion.

Effectiveness of Proposed Alternatives in Addressing Traffic



Comments with this theme included statements, questions, or suggestions related to the short-term and long-term effects to traffic/congestion levels from the addition of highway lanes, price-managed, or free lanes; the concept of induced demand; and references to academic or industry studies and articles.

I-495 & I-270 Managed Lanes Study Process/NEPA

Comments with this theme included statements, questions, or suggestions related to the alternatives development, evaluation, and screening process; screening criteria; Study Purpose and Need or general Study goals; incorporation of public input into the Study; and the ability for the public to review the Study prior to key Study decisions. Comments also included statements, questions, or suggestions on the coordination process between local and state agencies; the role of the state administration; perception of Study implementation; the Study schedule; and the concurrent NEPA and P3 solicitation processes.

Property/Community Impacts

Comments with this theme included statements or questions related to potential impacts to residential and business properties and property values; community resources and businesses; community or neighborhood character and collective identity; and quality of life.

Support for Alternate Transportation Improvement(s)

Comments with this theme included statements, questions, or suggestions of support or preference for alternate transportation improvements than those currently proposed under the recommended ARDS. Alternate transportation improvements included alternate modes, alternate routes, and a combination of alternate modes and/or routes, as well as partial implementation or alternate implementation phasing of improvements.

Public Involvement

Comments with this theme included statements, questions, or suggestions related to public Study materials and presentations; interactions and discussions with the Study Team at Public Workshops, Community Association Meetings, or other events; and general public-engagement efforts.

Regional Economy

Comments with this theme included statements, questions, or suggestions related to local and regional economy, businesses, or development.

Public-Private Partnership (P3) Program

Comments with this theme included statements, questions, or suggestions related to private financing versus public funding of the proposed improvements and transportation infrastructure in general; transportation infrastructure investment made by private firms based outside of the United States; public governance and decision-making; the potential long-term effects to taxpayers from the contract between the state and the private sector; and the simultaneousness of the NEPA Study and the P3 solicitation processes.

Noise

Comments with this theme included statements, questions, or suggestions related to existing and anticipated noise levels and sound barriers.

General Environmental Impacts



Comments with this theme included statements or questions related to general pollution and potential physical impacts to the environment.

Forest Buffer/Undeveloped Land/Parkland

Comments with this theme included statements, questions, or suggestions related to forests/forest buffers, green space, open space, parkland, trees, and undeveloped land.

Climate Change

Comments with this theme included statements, questions, or suggestions related to climate change and global warming.

Analysis Methodology

Comments with this theme included statements, questions, or suggestions related to analysis assumptions; data and statistics and their sources; and ARDS screening/evaluation process or limits of disturbance (LOD).

Social Equity

Comments with this theme included statements, questions, or suggestions related to the potential financial impact of tolls on a household; affordability and wealth; and the socioeconomic status of I-495 and I-270 highway corridor users.

Promote Incentives to Reduce Vehicles on Road

Comments with this theme included statements or suggestions of efforts and incentives to reduce the number of vehicles on roadways and reduce Vehicle Miles Traveled.

Air Quality

Comments with this theme included statements, questions, or suggestions related to air quality, air pollution, carbon dioxide, emissions, greenhouse gases, and particulates.

Water Quality/Stormwater

Comments with this theme included statements, questions, or suggestions related to waterways, watersheds, wetlands, water pollution and quality, stormwater, runoff, floods, and floodplains.

Commute

Comments with this theme included statements, questions, or suggestions related to a submitter's daily or regular travel patterns or local and regional commuting patterns.

Safety

Comments with this theme included statements, questions, or suggestions related to existing unsafe conditions along highway corridors and local roads; pedestrian safety; and the relationship between vehicular speed and accidents.

Pedestrian/Bicycle Access

Comments with this theme included statements, questions, or suggestions related to pedestrian and bicyclist access, infrastructure, and safety.

Toll Rates



Comments with this theme included statements, questions, or suggestions related to toll rates, prices, costs, and a toll-rate cap.

Roadway Maintenance

Comments with this theme included statements, questions, or suggestions related to roadway physical conditions and maintenance.

Support for Transit

Comments with this theme included statements, questions, or suggestions of support for mass transit transportation improvements either in combination with the proposed ARDS or instead of the proposed ARDS.

Support for I-495 & I-270 Managed Lanes Study

Comments with this theme included statements of specific support for the I-495 & I-270 MLS approach, plan, project, or proposal.

Support for Specific ARDS Build Alternative

Comments with this theme included statements of support or preference for either Alternative 5, Alternative 8, Alternative 9, Alternative 10, Alternative 13B, or Alternative 13C (statements may include caveats).

Support for Alternative 1/No Build

Comments with this theme included statements of support or preference for Alternative 1/No Build.

Support for Express Toll Lanes (ETL)

Comments with this theme included statements of support for or acceptance of ETL (statements may include caveats).

Support for General Price-Managed/Toll Lanes

Comments with this theme included statements of support for or acceptance of general price-managed/toll lanes (statements may include caveats).

Support for Highway Widening

Comments with this theme included statements of support for or acceptance of expanding/widening the existing highway footprint or adding highway lanes (statements may include caveats).

Support for High-Occupancy Toll (HOT) Lanes

Comments with this theme included statements of support for or acceptance of HOT Lanes (statements may include caveats).

Support for High-Occupancy Vehicle (HOV) Lanes

Comments with this theme included statements of support for or acceptance of general HOV Lanes (statements may include caveats).



Opposition to Highway Widening

Comments with this theme included statements of opposition to or hesitation toward expanding/widening the existing highway footprint or adding highway lanes (statements may include caveats).

Opposition to I-495 & I-270 Managed Lanes Study

Comments with this theme included statements of specific opposition to the I-495 & I-270 MLS approach, plan, project, or proposal.

Opposition to General Price-Managed/Toll Lanes

Comments with this theme included statements of opposition to or hesitation toward general price-managed/toll lanes (statements may include caveats).

Opposition to High-Occupancy Vehicle (HOV) Lanes

Comments with this theme included statements of opposition to or hesitation toward general HOV Lanes (statements may include caveats).

Opposition to High-Occupancy Toll (HOT) Lanes

Comments with this theme included statements of opposition to or hesitation toward HOT Lanes (statements may include caveats).

Opposition to Express Toll Lanes (ETL)

Comments with this theme included statements of opposition to or hesitation toward ETL (statements may include caveats).

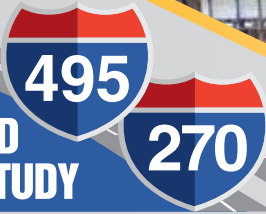
Opposition to Specific ARDS Build Alternative

Comments with this theme included statements of opposition to or hesitation toward either Alternative 5, Alternative 8, Alternative 9, Alternative 10, Alternative 13B, or Alternative 13C (statements may include caveats).



APPENDIX A: Spring 2019 Public Workshops Meeting Materials

Handout (English)



WELCOME

TO THE PUBLIC WORKSHOP FOR THE I-495 & I-270 MANAGED LANES STUDY

This handout includes:

- a guide for navigating the Workshop
- a summary of information presented at the Workshop
- a comment form for you to leave here or mail in later

Station 1: Study Overview	<ul style="list-style-type: none"> ▪ What is the I-495 & I-270 Managed Lanes Study? ▪ Why is the Study needed? ▪ How long will the Study last?
Station 2: Alternatives Development and Screening Process	<ul style="list-style-type: none"> ▪ How were the alternatives developed? ▪ What are the alternatives screening criteria? ▪ What alternatives are being retained?
Station 3: Traffic Analyses	<ul style="list-style-type: none"> ▪ What would my travel time savings be?
Station 4: Alternatives Retained for Detailed Study (ARDS)	<ul style="list-style-type: none"> ▪ Are the alternatives close to my property/community? ▪ What are the needs and how are you reducing the needs? ▪ How will the alternatives affect traffic?
Station 5: Potential Property Needs	<ul style="list-style-type: none"> ▪ What happens if my property is needed?
Station 6: Noise	<ul style="list-style-type: none"> ▪ What happens if my property is impacted by noise?
Station 7: Stay Connected	<ul style="list-style-type: none"> ▪ How do I provide feedback on the Study?
Presentations by Lisa Choplin and Jeff Folden	<ul style="list-style-type: none"> ▪ Weekday presentations 6:30 p.m. and 7:30 p.m. ▪ Saturday presentations 10:00 a.m. and 11:00 a.m. ▪ Presentations are the same and will provide an overview of where we are today with time for questions and answers.

PUBLIC WORKSHOPS

Thursday, April 11th

6:30 p.m. - 8:30 p.m.
 Prince George's Sports and Learning Complex
 8001 Sheriff Rd
 Landover, MD 20785

Saturday, April 13th

10:00 a.m. - 12:00 p.m.
 Thomas Pyle Middle School
 6311 Wilson Ln
 Bethesda, MD 20817

Tuesday, April 23rd

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

Wednesday, April 24th

6:30 p.m. - 8:30 p.m.
 Eastern Middle School
 300 University Blvd E
 Silver Spring, MD 20901

Thursday, April 25th

6:30 p.m. - 8:30 p.m.
 Thomas Wootton High School
 2100 Wootton Pkwy
 Rockville, MD 20850

Saturday, April 27th

10:00 a.m. - 12:00 p.m.
 Suitland Community Center
 5600 Regency Ln
 Suitland-Silver Hill, MD 20746

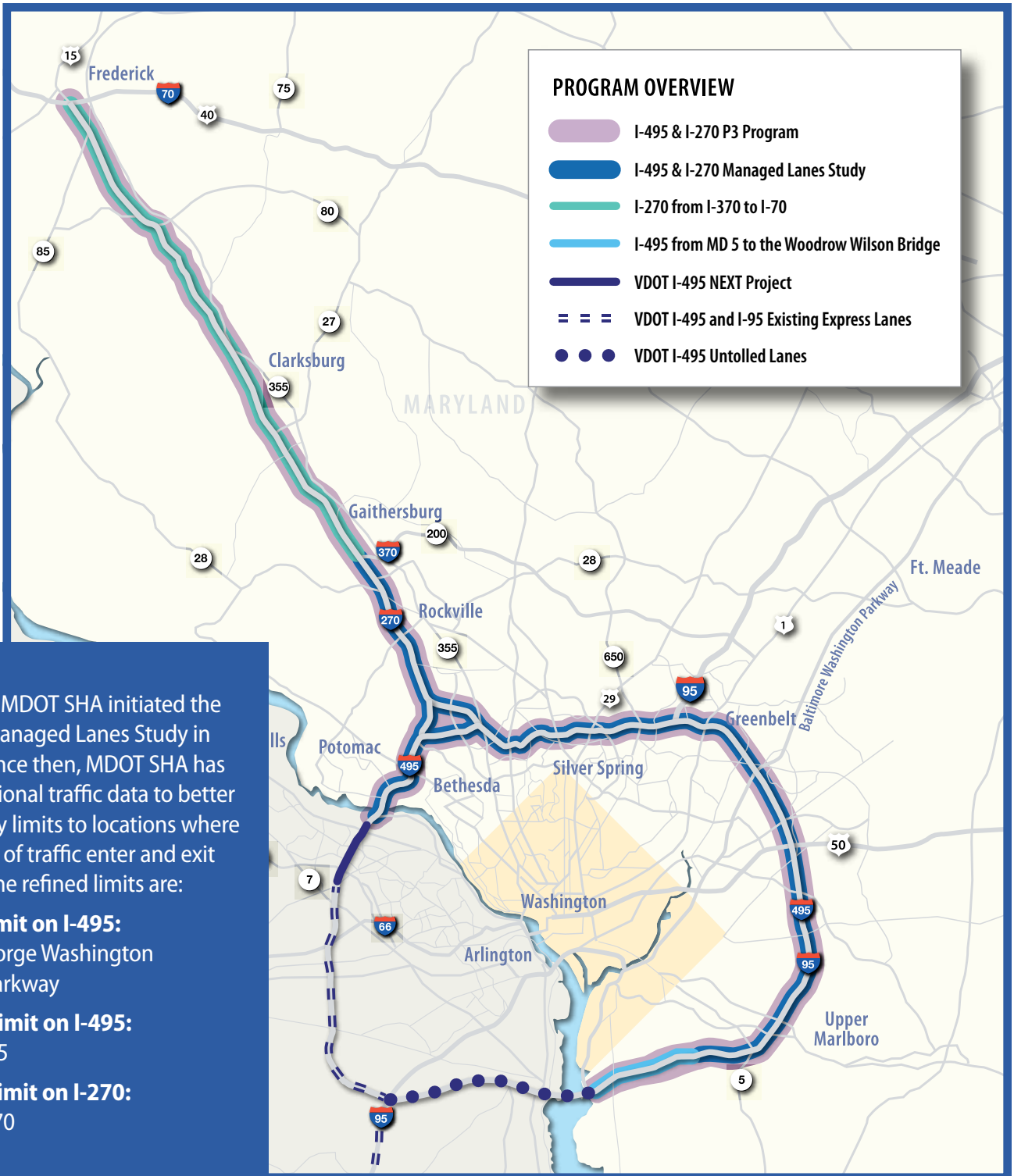
Tuesday, May 14th

6:30 p.m. - 8:30 p.m.
 Oxon Hill High School
 6701 Leyte Dr
 Oxon Hill, MD 20745

Thursday, May 16th

6:30 p.m. - 8:30 p.m.
 Seneca Valley High School
 19401 Crystal Rock Dr
 Germantown, MD 20874





The FHWA and MDOT SHA initiated the I-495 & I-270 Managed Lanes Study in March 2018. Since then, MDOT SHA has gathered additional traffic data to better refine the Study limits to locations where heavy volumes of traffic enter and exit the highway. The refined limits are:

- **Western Limit on I-495:**
south of George Washington Memorial Parkway
- **Southern Limit on I-495:**
west of MD 5
- **Northern Limit on I-270:**
north of I-370

All materials presented at today's Public Workshop, including display boards, presentation, and this handout, are available on the Study website, 495-270-p3.com. The interactive alternatives mapping shown on the computer at today's Public Workshop is also accessible at the study website.



STUDY OVERVIEW

Purpose of Public Workshops

At today's Public Workshop, you will be able to view the engineering, traffic, environmental, and financial analyses for the Screened Alternatives as well as the recommendations for the Alternatives Retained for Detailed Study (ARDS) in the Draft Environmental Impact Statement (DEIS).

I-495 & I-270 P3 Program and I-495 & I-270 Managed Lanes Study

The overall I-495 & I-270 Public-Private Partnership (P3) Program will include improvements to over 70 miles of interstate in Maryland. The P3 Program is needed to address existing and future traffic conditions.

The I-495 & I-270 Managed Lanes Study, required to follow the National Environmental Policy Act (NEPA) process, is the first element in the I-495 & I-270 P3 Program. Ultimately the I-495 & I-270 Managed Lanes Study Environmental Impact Statement (EIS) will document the existing and future traffic, roadway, and environmental conditions used to identify alternatives and assess potential effects, including those presented today.

Study Need

Traffic congestion in the National Capital Region is among the worst in the nation. On I-495 and I-270, heavy traffic lasts between seven and 10 hours every day. This gridlock extends onto local roads, as drivers look for ways to avoid the congestion.

With regional population expected to grow by nearly 1.2 million people by 2040, the travel time for everyone's trip on I-495 and I-270 is expected to increase, further stressing the system.

Transportation studies show that both transit and highway improvements are required to meet future travel needs. For a highway system as extensive and vital as I-495 and I-270, the necessary investment for improvements must be large-scale and sustainable, or we will be stuck in never-ending traffic. The consequence of inaction will severely impact the quality of life for Maryland's citizens, and dampen the State's economy.

The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) have undertaken the I-495 & I-270 Managed Lanes Study to evaluate solutions that could accommodate traffic growth and provide more reliable travel times. Concurrent with the Study, MDOT SHA has begun a separate Public-Private Partnership (P3) process to enable the use of resources and innovation from the private sector to design, build, finance, operate, and maintain these potential transportation improvements to address the Study goals.



PURPOSE AND NEED

PURPOSE

Develop a travel demand management solution(s) 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.

NEEDS

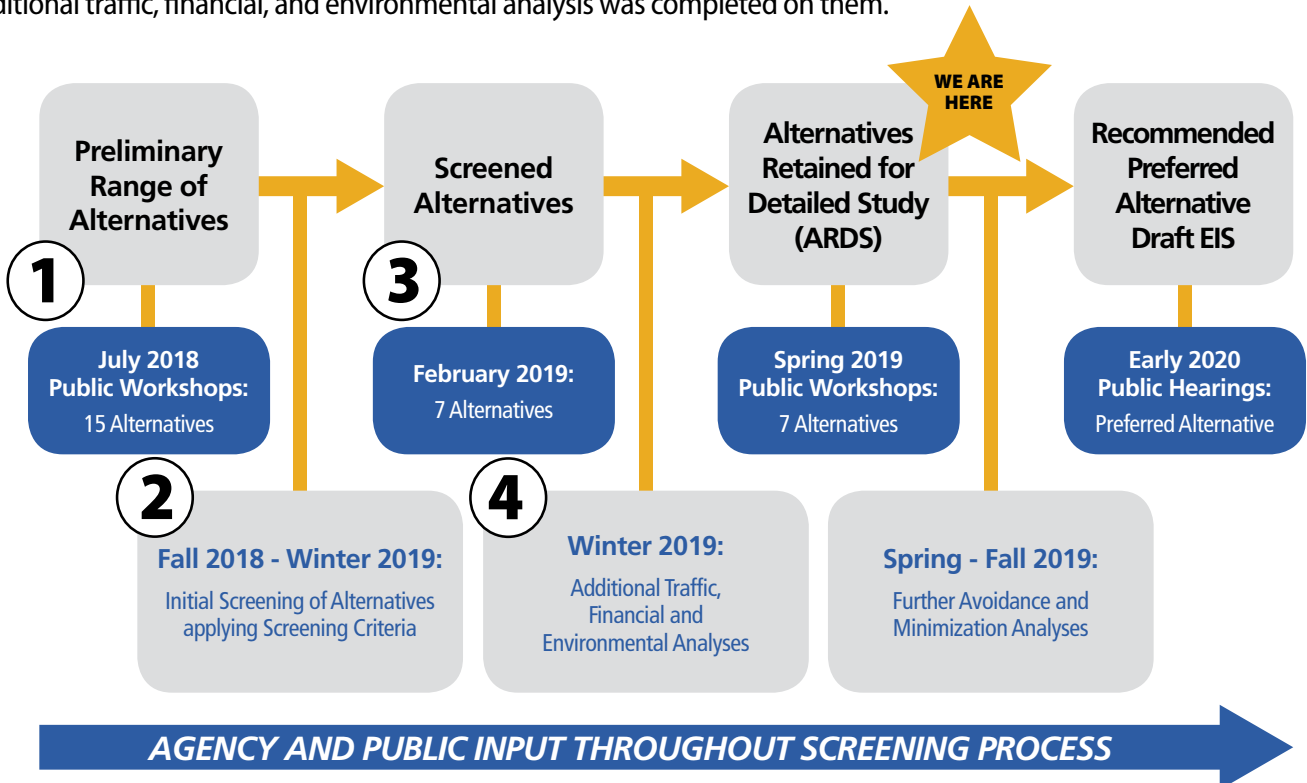
- Accommodate Existing Traffic and Long-Term Traffic Growth
- Enhance Trip Reliability
- Provide Additional Roadway Travel Choices
- Accommodate Homeland Security
- Movement of Goods and Services

GOALS

- Financial Viability
- Environmental Responsibility

ALTERNATIVES DEVELOPMENT AND SCREENING PROCESS

- ① In July 2018, MDOT SHA presented the Preliminary Range of Alternatives to the public. To narrow the 15 Preliminary Range of Alternatives, MDOT SHA performed an initial screening to determine each alternative's ability to meet the Study Purpose and Need.
- ② The Screening Criteria were based on the transportation needs and goals outlined in the Study's Purpose and Need and were applied to each alternative. If a Preliminary Alternative did not meet the Purpose and Need Screening Criteria, MDOT SHA recommended dropping it from further consideration.
- ③ Seven alternatives from the Preliminary Range of Alternatives were carried forward.
- ④ Additional traffic, financial, and environmental analysis was completed on them.



AGENCY AND PUBLIC INPUT THROUGHOUT SCREENING PROCESS



RECOMMENDED ALTERNATIVES RETAINED FOR DETAILED STUDY (ARDS)

Following the completion of the additional traffic, financial, and environmental analyses, MDOT SHA determined that all seven of the Screened Alternatives meet the Study Purpose and Need to some extent; therefore, all seven alternatives are being carried forward as the Recommended Alternatives Retained for Detailed Study (ARDS). These alternatives are listed below and are presented for your feedback at the Public Workshop today:

- **Alternative 1:** No Build
- **Alternative 5:** 1 HOT Managed Lane on I-495 and I-270
- **Alternative 8:** 2 ETL Managed Lanes on I-495 + 1 ETL and 1 HOV Managed Lane on I-270
- **Alternative 9:** 2 HOT Managed Lanes on I-495 and I-270
- **Alternative 10:** 2 ETL Managed Lanes on I-495 + 2 ETLs and 1 HOV on I-270
- **Alternative 13B:** 2 HOT Managed Lanes on I-495 + 2 Reversible HOT Managed Lanes on I-270
- **Alternative 13C:** ETL Managed Lanes on I-495 Reversible ETL Managed Lane + 1 HOV Managed lane on I-270

HOT - High-Occupancy Toll Lane

ETL - Express Toll Lane

HOV - High-Occupancy Vehicle

SCREENING CRITERIA

The Screening Criteria were used for both levels of screening: 1) from Preliminary Range of Alternatives (July 2018) to Screened Alternatives (February 2019) and 2) from Screened Alternatives (February 2019) to Alternatives Retained for Detailed Study (ARDS) (April 2019). The Screening Criteria are outlined below:



ENGINEERING

- Accommodating existing traffic and long-term traffic growth
- Enhancing travel time reliability
- Providing additional travel choice while retaining the general-purpose lanes
- Evaluating complex operating configurations that lead to driver confusion



HOMELAND SECURITY

- Accommodating Homeland Security by providing additional capacity to assist in accommodating population evacuation and the ability to quickly coordinate a traffic response by allowing use by emergency responders



FINANCIAL VIABILITY

- Evaluating potential construction costs compared to potential traffic in managed lanes



MOVEMENT OF GOODS AND SERVICES

- Improving movement of goods via truck freight travel and enhancing the movement of services by improving access to employment centers



MULTI-MODAL CONNECTIVITY

- Improving multi-modal connectivity by enhancing to and between existing transit facilities near the corridor and accommodating new or modified transit service within the alternative



ENVIRONMENTAL

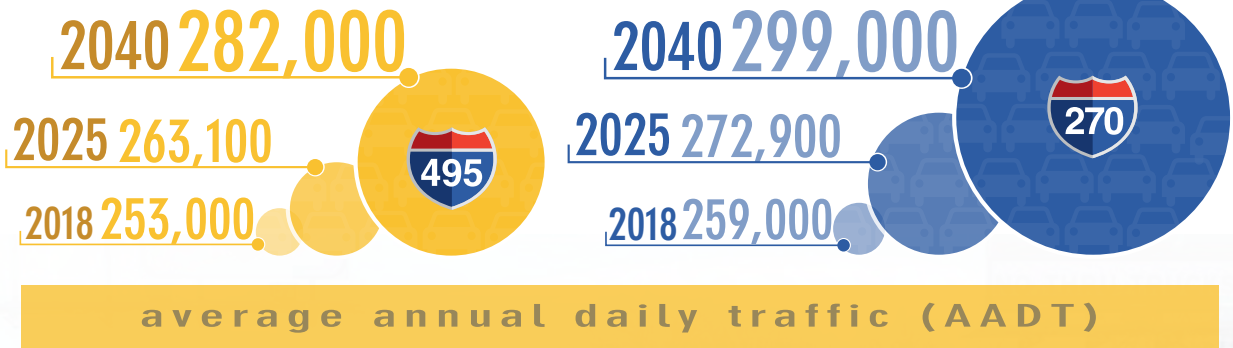
- Considering key environmental resources: require additional property, and impact parks, historic properties, and wetlands and waters

What about Transit Alternatives?

Previous studies have concluded that *no single solution*, either transit or highway, would provide significant relief to the long-term demand; therefore, both are needed. The Capital Beltway/Purple Line Study were originally one planning study. As the Purple Line is under construction; we are now studying the Beltway improvements. Although transit brings revenue through fares, it is not financially viable because it requires a major government investment/subsidies and the state does not have these financial resources. While the National Capital Region Transportation Planning Board Constrained Long Range Plan proposes both highway and transit improvements, including the Purple Line, Corridor Cities Transitway Bus Rapid Transit, and increased train capacity/frequency along MARC lines, this study is focused on the highway aspect of the plan.

Multimodal Considerations

Public buses will be allowed to use the managed lanes to enhance transit mobility and connectivity to existing and planned transit facilities. Improving the highway system will provide a less congested and more reliable route for bus transit. MDOT has committed to working with WMATA to consider the results of the **Washington Area Transformation Bus Study. Direct and indirect access** to existing transit stations and transit-oriented developments will be included at Greenbelt, New Carrollton, Branch Avenue, Silver Spring, and Shady Grove metro stations.



Traffic Operations

The Screened Alternatives were evaluated to determine how they would operate in 2040 traffic conditions using the following considerations:

- **Average Delay:** average amount of time each vehicle is delayed while trying to reach its destination.
- **Person Throughput:** number of people that pass a given point in the roadway network in a set amount of time; accounts for high-occupancy vehicles and buses.
- **Travel Time and Speed:** comparison of travel time and average speed during the peak hours to the expected travel time and speed under No Build condition.

Alternative 5 (1 HOT Lane) performed the least favorably in all categories with the highest delays and lowest person throughputs. It generally showed improvements compared to the No Build, but it did not perform as well as the other Screened Alternatives.

Alternative 8 (2 ETL - 495) (1 ETL & 1 HOV - 270) showed improvements compared to the No Build and outperformed Alternative 5, but it did not perform as well as Alternative 9 or Alternative 10, particularly on I-270.

Alternative 9 (2 HOT Lanes) and **Alternative 10** (2 ETL - 495) (2 ETL & 1 HOV - 270) generally performed the most favorably because they both reduced system-wide average delay by over 30% compared to the No Build in the AM and PM peak periods. Alternatives 9 and 10 also had significant increases in person-throughput at key corridor locations during both peak periods.

Alternative 13B (2 HOT - 495) (2 REV. HOT - 270) and **Alternative 13C** (2 ETL - 495) (2 REV. ETL & 1 HOV - 270) showed improvements compared to the No Build and Alternative 5; however, neither performed as well as Alternatives 9 and 10. Alternative 13C slightly outperformed Alternative 13B.

Additionally, there are challenges with reversible lanes and single-lane systems that are difficult to observe in the traffic models. On single-lane systems (Alternatives 5 and 8), slow moving vehicles can create a "snail effect," slowing down all other vehicles behind them. When the direction is switched on reversible lanes (Alternatives 13B and 13C) there are challenges with downtime, no improvement in the off-peak direction, and negative impacts to transit vehicles in the off-peak direction.

My Commute



Visit the "My Commute" station to calculate your travel time savings and the projected travel speed benefits along the highway, personalized to your specific route.

TRAVEL TIME CALCULATOR RESULTS

My Commute

Period: AM PM
(CIRCLE ONE)

From Interchange:

To Interchange:

	Time (minutes)	Speed (mph)
No Build		
Build (General Purpose)		
Build (HOT/ETL)		
Improvement Per Trip	<input type="text"/> minutes	<input type="text"/> mph

RECOMMENDED ALTERNATIVES RETAINED FOR DETAILED STUDY (ARDS)

ALT 1: No Build (Existing)

All projects in the Financially Constrained Long Range Transportation Plan (CLRP) including I-270 Innovative Congestion Management (ICM) Improvements, Purple Line, Corridor City Transitway BRT, and increased trip capacity and frequency along all MARC lines.



ALT 5: 1 HOT Managed Lane

Add one HOT managed lane in each direction on I-495 and convert one existing HOV lane in each direction to a HOT managed lane on I-270



ALT 10: 2 ETL Managed Lanes and 1 HOV Managed Lane (I-270 only)

Add two ETL managed lanes in each direction on I-495 and on I-270 and retain one existing HOV lane in each direction on I-270 only



ALT 13B: 2 HOT Managed Lanes on I-495 and 2 Reversible HOT Managed Lanes on I-270

Add two HOT managed lanes in each direction on I-495 and convert existing HOV lanes to two HOT managed reversible lanes on I-270 while maintaining General Purpose lanes



WORKSHOP HANDOUT

After additional traffic, financial and environmental analysis, all the Screened Alternatives are being recommended to be retained for detailed study in the Environmental Impact Statement because they each meet the Study's Purpose and Need to some extent.

ALT 8: 2 ETL Managed Lanes on I-495 and 1 ETL and 1 HOV Managed Lane on I-270

Add two ETL managed lanes in each direction on I-495 and add one ETL managed lane and retain one HOV lane in each direction on I-270



ALT 9: 2 HOT Managed Lanes

Add two HOT managed lanes in each direction on I-495 and convert one existing HOV lane to a HOT managed lane and add one HOT managed lane in each direction on I-270



ALT 13C: 2 ETL Managed Lanes on I-495 and Reversible ETL Managed Lane plus 1 HOV Managed lane on I-270

Add two ETL managed lanes in each direction on I-495 and add two managed, reversible ETLs on I-270 while retaining HOV lanes adjacent to General Purpose lanes.



What are High-Occupancy Toll Lanes (HOT)?

Dedicated managed lanes within highway rights-of-way that single-occupancy vehicle (SOV) motorists may use by paying a variably priced toll and high-occupancy vehicle (HOV) motorists may use by paying a discounted toll or no toll at all. Toll payments may vary by time of day and level of congestion.

What are Express Toll Lanes (ETL)?

Dedicated managed lanes within highway rights-of-way that any motorist, regardless of vehicle occupancy, may use by paying a variably priced toll.

PRELIMINARY EFFECTS COMPARISON OF SCREENED ALTERNATIVES BY PROGRAM PHASE

PROGRAM PHASE 1: I-495 from the George Washington Parkway to I-95

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	17	18	18	18	18	18
	Number of National Register Historic Properties	0	9	9	9	9	9	9
	100-Year Floodplain (acres)	0	97	98	98	98	98	98
	Unique and Sensitive Areas (acres)	0	278	283	283	283	283	283
	Forest canopy (acres)	0	560	574	574	575	574	574
	Wetlands (acres)	0	4	4	4	4	4	4
	Waters of the US (miles)	0	11	11	11	11	11	11
	Noise Receptors Impacted	0	1714	2152	2152	2152	2152	2152
ENGINEERING	Total Right-of-way Required (acres)	0	112	125	125	126	125	125
	Number of Properties Directly Effectuated	0	463	552	552	554	552	552
	Number of Residential Relocations	0	25	34	34	34	34	34
	Number of Business Relocations	0	3	3	3	3	3	3
	Width of Pavement on I-495 (feet)	138-146	170-174	194-198	194-198	194-198	194-198	194-198
	Width of Pavement on I-270 (feet)	218-230	N/A	N/A	N/A	N/A	N/A	N/A

PROGRAM PHASE 2A: I-270 from I-495 to I-370

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	12	12	12	12	12	12
	Number of National Register Historic Properties	0	8	8	8	8	8	8
	100-Year Floodplain (acres)	0	6	6	6	6	6	6
	Unique and Sensitive Areas (acres)	0	46	47	47	50	47	49
	Forest canopy (acres)	0	274	277	277	286	277	282
	Wetlands (acres)	0	2	2	2	2	2	2
	Waters of the US (miles)	0	3	3	3	3	3	3
	Noise Receptors Impacted	0	537	634	634	745	575	625
ENGINEERING	Total Right-of-way Required (acres)	0	65	68	68	76	68	73
	Number of Properties Directly Effectuated	0	178	197	197	234	197	213
	Number of Residential Relocations	0	0	0	0	0	0	0
	Number of Business Relocations	0	0	0	0	0	0	0
	Width of Pavement on I-495 (feet)	138-146	N/A	N/A	N/A	N/A	N/A	N/A
	Width of Pavement on I-270 (feet)	218-230	194-198	218-222	218-222	242-248	202-206	226-230

WORKSHOP HANDOUT



POTENTIAL PHASING

- To implement the improvements of a build alternative, a potential phasing plan would be considered. It would be proposed in three phases.
- Phase 1 would start on I-495 at the George Washington Parkway, include improvement of the American Legion Bridge, and extend to I-95.
- Phase 2A on I-270 would start at I-495 and extend to I-370.
- Phase 2B on I-495 would start at I-95 and extend to west of MD 5.
- This phasing would address the most congested freeway segments first and allow Phases 2A and 2B to be delivered concurrently.
- Phase 1 would be anticipated to begin shortly after approval of a Record of Decision and Phases 2A and 2B would be anticipated to begin within two years of beginning of Phase 1.

PROGRAM PHASE 2B: I-495 from I-95 to west of MD 5

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	15	15	15	15	15	15
	Number of National Register Historic Properties	0	8	8	8	8	8	8
	100-Year Floodplain (acres)	0	21	23	23	23	23	23
	Unique and Sensitive Areas (acres)	0	84	84	84	84	84	84
	Forest canopy (acres)	0	582	598	598	598	598	598
	Wetlands (acres)	0	14	15	15	15	15	15
	Waters of the US (miles)	0	14	14	14	14	14	14
	Noise Receptors Impacted	0	1410	1684	1684	1684	1684	1684
ENGINEERING	Total Right-of-way Required (acres)	0	129	146	146	146	146	146
	Number of Properties Directly Effected	0	587	708	708	708	708	708
	Number of Residential Relocations	0	0	0	0	0	0	0
	Number of Business Relocations	0	1	1	1	1	1	1
	Width of Pavement on I-495 (feet)	138-146	170-174	194-198	194-198	194-198	194-198	194-198
	Width of Pavement on I-270 (feet)	218-230	N/A	N/A	N/A	N/A	N/A	N/A

NOTES:

- All alternatives follow the existing highways, therefore, the quantities are similar.
- Property and environmental needs are preliminary at this point in the Managed Lanes Study. As the study moves forward, further avoidance and minimization to reduce property and environmental needs will be evaluated and prioritized. This includes incentivizing the private sector through innovation.
- Preliminary impacts in tables assume total impacts; temporary and permanent impacts will be differentiated in the DEIS.
- The Air Quality Analysis for the Study is still ongoing. The methodologies and assumptions used in the assessment will be outlined in the DEIS and supporting documentation.
- Noise receptors are noise sensitive land uses which include residences, schools, places of worship, parks, among others.

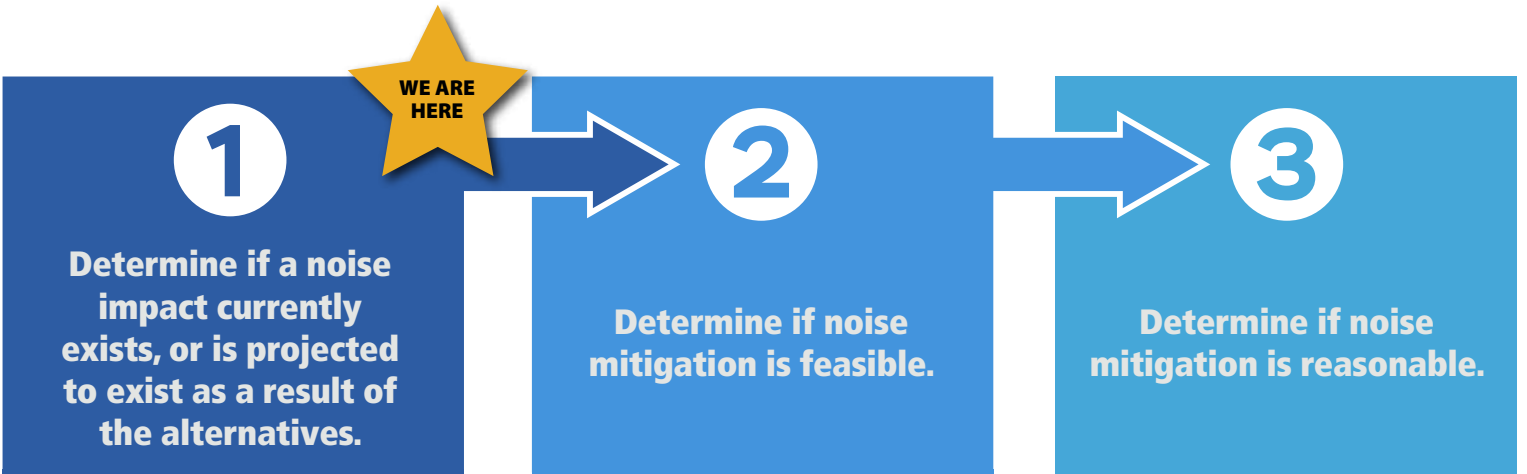
Preliminary Capital Cost Estimates

Preliminary cost estimates for each Screened Alternative were developed for the full length of the study limits. These estimates include costs for construction, engineering, right-of-way, and contingencies, to account for the preliminary level of the current study.

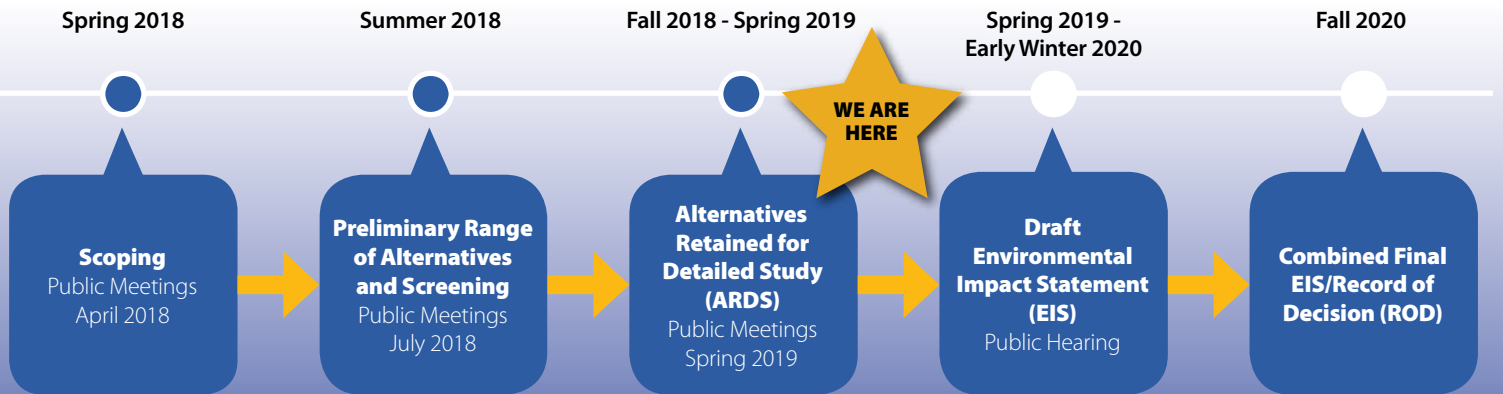
Alternative 1 (No Build)	Alternative 5 (1 HOT Lane)	Alternative 8 (2 ETL - 495) (1 ETL & 1 HOV - 270)	Alternative 9 (2 HOT Lanes)	Alternative 10 (2 ETL - 495) (2 ETL & 1 HOV - 270)	Alternative 13B (2 HOT - 495) (2 REV. HOT - 270)	Alternative 13C (2 ETL - 495) (2 REV. ETL & 1 HOV - 270)
N/A	\$7.72B - \$8.56B	\$8.76B - \$9.70B	\$8.71B - \$9.64B	\$9.05B - \$10.02B	\$8.61B - \$9.54B	\$8.92B - \$9.87B

How Do We Study Noise Impacts?

As part of NEPA, MDOT SHA evaluates the need for noise mitigation when alternatives consider widening of an existing highway. This evaluation includes three requirements:



I-495 & I-270 MANAGED LANES STUDY SCHEDULE



Reduction of Potential Property Needs

Property and environmental needs are preliminary at this point in the Managed Lanes Study. As the study moves forward, further avoidance and minimization to reduce property and environmental needs will be evaluated and prioritized. This includes, incentivizing the private sector through innovation.

How have we reduced potential property needs?

At this early stage, considering the information available and level of design for each alternative, we have attempted to stay within existing rights-of-way to the extent possible to avoid and/or minimize potential property needs from residents and businesses.

In locations where potential property needs were identified, a series of adjustments was applied to reduce the amount of potential property needed. This included reducing grass and grading areas next to the roadway and including retaining walls.

How will we continue to reduce potential property needs?

MDOT SHA is committed to working with residents and businesses to identify approaches that could further reduce potential property needs or mitigate any effects to property as this process moves forward.

Further avoidance and minimization is a priority as the development process moves forward. This includes continuing to evaluate the reduction of property needs as the preferred alternative is identified and refined. Also, MDOT SHA will engage and incentivize the private sector through innovation to reduce property needs.

Tolling

Once MDOT SHA receives agency and public input on the Recommended Alternatives Retained for Detailed Study, the preferred alternative **may** involve new roadway lanes that are tolled.

The choice to use the tolled lanes or general purpose lanes will always be in the hands of the traveler. The general purpose lanes that are free today **will be free in the future** regardless of the preferred alternative that is selected.


Managed Lanes help everyone. For example:

- The Express Toll lanes on I-95 north of Baltimore have resulted in a 12% reduction in delay for those in the general purpose lanes.
- In Virginia, over the last 5 years, trends show a 7% reduction in travel time on the I-495 northbound general purpose lanes in the morning peak and a 15% reduction in travel time on the I-95 southbound general purpose lanes in the evening peak.
- Experience in Virginia on I-495 and I-95 shows most users spend less per month on tolls than they do on a single tank of gas.








STAY CONNECTED

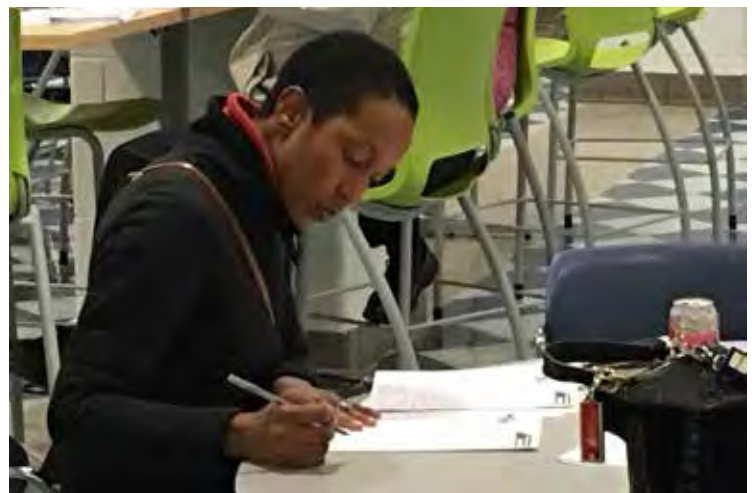
MDOT SHA is committed to keeping the public informed about this important Study. Learn more about the Study:

-  Visit **495-270-p3.com**
-  Call toll free **833-858-5960**
-  Email Study team
495-270-p3@sha.state.md.us
-  Sign up for email notifications on the website **495-270-p3.com**

PROVIDE FEEDBACK

We want your comments on the seven recommended Alternatives Retained for Detailed Study (ARDS). Comments for the ARDS will be accepted through June 14, 2019. Please comment through one of these methods:

-  Hard copy comment form that can be dropped off at the workshops or in the mail
-  Provide oral comments to the verbatim recorder
-  Online comment form **495-270-p3.com**
-  Email **495-270-p3@sha.state.md.us**
-  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

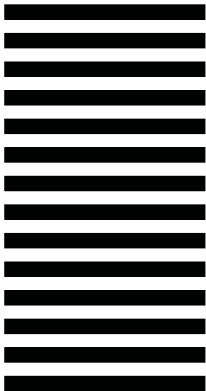




ATTN: LISA B. CHOPLIN, DIRECTOR
 I-495 & I-270 P3 OFFICE
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 707 NORTH CALVERT STREET MS P-601
 BALTIMORE MARYLAND 21298-6521

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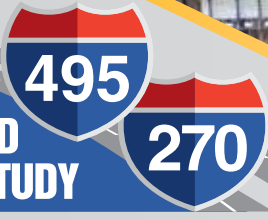
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Handout (Spanish)



BIENVENIDO

AL TALLER PÚBLICO SOBRE EL ESTUDIO SOBRE CARRILES CONTROLADOS EN I-495 Y I-270

Este folleto incluye:

- una guía para navegar el taller
- un resumen de la información presentada en el taller
- un formulario de comentarios para que lo deje aquí o lo envíe por correo más adelante

Estación 1: Descripción del estudio	<ul style="list-style-type: none"> ▪ ¿Qué es el estudio sobre carriles controlados en I-495 e I-270? ▪ ¿Por qué es necesario el estudio? ▪ ¿Cuánto durará el estudio?
Estación 2: Desarrollo de alternativas y proceso de selección	<ul style="list-style-type: none"> ▪ ¿Cómo se desarrollaron las alternativas? ▪ ¿Cuáles son los criterios de selección de las alternativas? ▪ ¿Qué alternativas se conservan?
Estación 3: Análisis de tráfico	<ul style="list-style-type: none"> ▪ ¿Cuál sería mi ahorro en tiempo de viaje?
Estación 4: Alternativas retenidas para análisis detallado (ARDS)	<ul style="list-style-type: none"> ▪ ¿Están las alternativas cerca de mi propiedad/comunidad? ▪ ¿Cuáles son las necesidades y cómo las están reduciendo? ▪ ¿Cómo afectarán las alternativas al tráfico?
Estación 5: Posibles necesidades de propiedad	<ul style="list-style-type: none"> ▪ ¿Qué pasa si mi propiedad es necesaria?
Estación 6: Ruido	<ul style="list-style-type: none"> ▪ ¿Qué pasa si mi propiedad se ve afectada por el ruido?
Estación 7: Siga conectado	<ul style="list-style-type: none"> ▪ ¿Cómo puedo proporcionar comentarios sobre el estudio?
Presentaciones de Lisa Choplin y Jeff Folden	<ul style="list-style-type: none"> ▪ Presentaciones en días de semana a las 6:30 p. m. y 7:30 p. m. ▪ Presentaciones los sábados a las 10:00 a. m. y 11:00 a.m. ▪ Las presentaciones son las mismas y brindarán una visión general de dónde estamos hoy, con tiempo para preguntas y respuestas.

TALLERES PÚBLICOS

Jueves, 11 de abril

6:30 p.m. - 8:30 p.m.
 Prince George's Sports and Learning Complex
 8001 Sheriff Rd
 Landover, MD 20785

Sábado, 13 de abril

10:00 a.m. - 12:00 p.m.
 Thomas Pyle Middle School
 6311 Wilson Ln
 Bethesda, MD 20817

Martes, 23 de abril

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

Miércoles, 24 de abril

6:30 p.m. - 8:30 p.m.
 Eastern Middle School
 300 University Blvd E
 Silver Spring, MD 20901

Jueves, 25 de abril

6:30 p.m. - 8:30 p.m.
 Thomas Wootton High School
 2100 Wootton Pkwy
 Rockville, MD 20850

Sábado, 27 de abril

10:00 a.m. - 12:00 p.m.
 Suitland Community Center
 5600 Regency Ln
 Suitland-Silver Hill, MD 20746

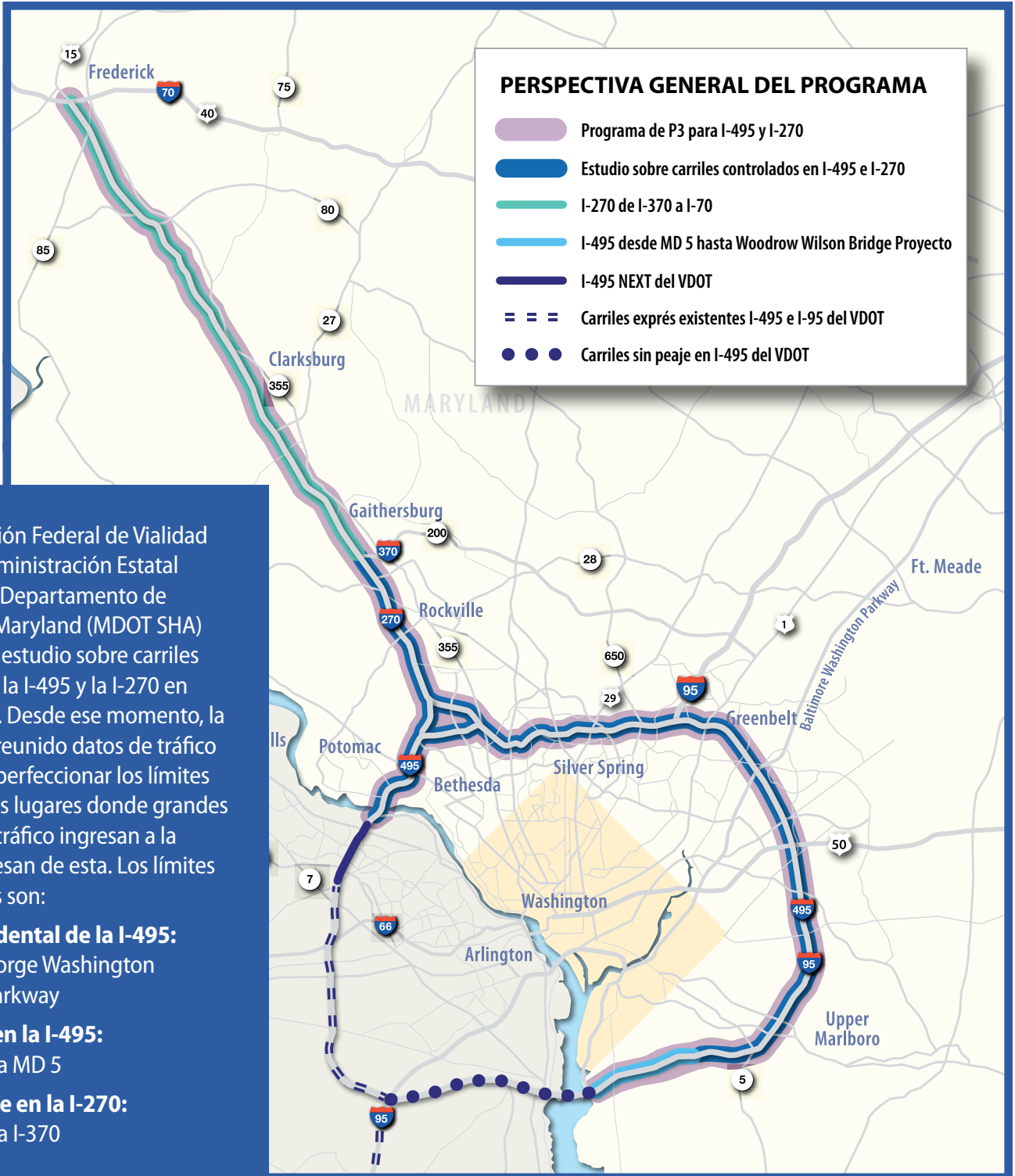
Martes, 14 de mayo

6:30 p.m. - 8:30 p.m.
 Oxon Hill High School
 6701 Leyte Dr
 Oxon Hill, MD 20745

Jueves, 16 de mayo

6:30 p.m. - 8:30 p.m.
 Seneca Valley High School
 19401 Crystal Rock Dr
 Germantown, MD 20874





La Administración Federal de Vialidad (FHWA) y la Administración Estatal de Vialidad del Departamento de Transporte de Maryland (MDOT SHA) comenzaron el estudio sobre carriles controlados en la I-495 y la I-270 en marzo de 2018. Desde ese momento, la MDOT SHA ha reunido datos de tráfico adicional para perfeccionar los límites del estudio a los lugares donde grandes volúmenes de tráfico ingresan a la carretera y egresan de esta. Los límites perfeccionados son:

- **Límite occidental de la I-495:**
al sur de George Washington Memorial Parkway
- **Límite sur en la I-495:**
al oeste de la MD 5
- **Límite norte en la I-270:**
al norte de la I-370

Todos los materiales presentados en el taller público de hoy, incluidos los tableros, la presentación y este folleto, están disponibles en el sitio web del estudio, 495-270-p3.com. El mapa interactivo de alternativas que se muestra en la computadora en el taller público de hoy también está disponible en el sitio web del estudio.



DESCRIPCIÓN GENERAL DEL ESTUDIO

Propósito de los talleres públicos

En el taller público de hoy, podrá ver los análisis ambientales, financieros, de ingeniería y tráfico, para las alternativas seleccionadas, así como las recomendaciones para las alternativas retenidas para análisis detallado (ARDS) en el Proyecto de Declaración de Impacto Ambiental (DEIS).

Programa I-495 e I-270 P3 y estudio sobre carriles controlados en I-495 e I-270

El Programa de asociación público-privada (P3) en I-495 e I-270 general incluirá mejoras en más de 70 millas de la interestatal en Maryland. El Programa de P3 es necesario para abordar las condiciones de tráfico existentes y futuras.

El estudio sobre carriles controlados en I-495 e I-270, requerido para seguir el proceso de la Ley Nacional de Política Ambiental (NEPA), es el primer elemento del Programa de P3 en I-495 e I-270 P3. En última instancia, la Declaración de impacto Ambiental (EIS) del estudio sobre carriles controlados en I-495 e I-270 documentará el tráfico existente y futuro, las carreteras y las condiciones ambientales utilizadas para identificar alternativas y evaluar los efectos potenciales, incluidos los que se presentan hoy.

Necesidad del estudio

La gestión de tráfico en la región de la capital nacional se encuentra entre las peores de la nación. En la I-495 y la I-270, el tráfico pesado dura entre siete y diez horas cada día. Este embotellamiento se extiende a las carreteras locales, dado que los conductores buscan formas de evitar la congestión.

Se espera que la población regional crezca en casi 1.2 millones de personas en 2040, por lo que se espera también que el tiempo de viaje para todos en la I-495 y la I-270 aumente, causando aún más estrés sobre el sistema.

Los estudios de transporte muestran que se requieren mejoras tanto en el tránsito como en las carreteras para satisfacer las futuras necesidades de viaje. Para un sistema de autopistas tan extenso y vital como la I-495 y la I-270, la inversión necesaria para la mejora debe ser sostenible y a gran escala, o estaremos atascados en el tráfico interminable. La consecuencia de inacción afectará gravemente la calidad de vida de los ciudadanos de Maryland y perjudicará la economía del estado.

La Administración Federal de Vialidad (FHWA) y la Administración Estatal de Vialidad del Departamento de Transporte de Maryland (MDOT SHA) han emprendido el estudio sobre carriles controlados de la I-495 y la I-270 para evaluar las soluciones que podrían adaptarse al crecimiento de tráfico y proporcionar tiempos de viaje más confiables. En simultáneo con el estudio, la MDOT SHA ha comenzado un proceso independiente de asociación público-privada (P3) para habilitar el uso de los recursos e innovación del sector privado para el diseño, la construcción, la financiación, la operación y el mantenimiento de estas posibles mejoras en de transporte para abordar los objetivos del estudio.



PROPÓSITO Y NECESIDAD

PROPÓSITO

Desarrollar una solución, o soluciones, de gestión de la demanda de viajes que aborde la congestión, mejore la confiabilidad de viaje en la I-495 y la I-270 dentro de los límites del estudio, y refuerce la movilidad y conectividad multimodal existentes y previstas.

NECESIDADES

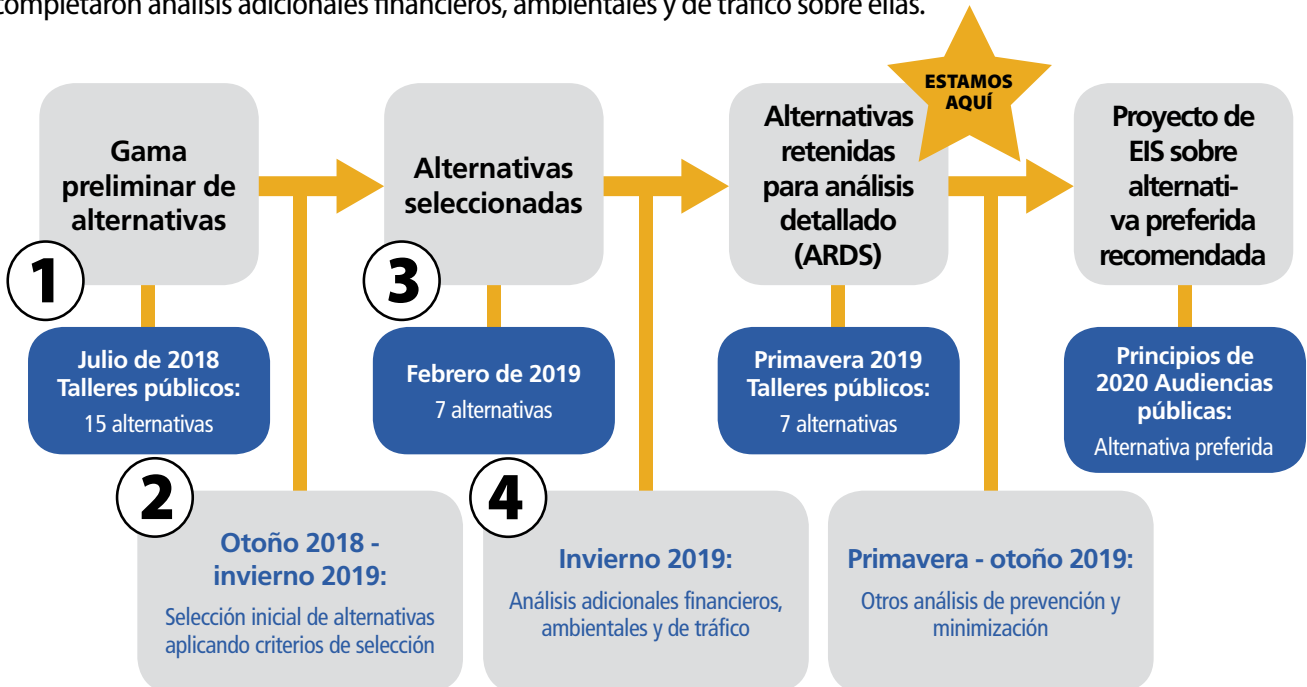
- Adaptarse al tráfico existente y el crecimiento del tráfico a largo plazo
- Aumentar la confiabilidad de viaje
- Proporcionar más opciones de desplazamiento por carretera
- Capacidad y seguridad de la nación
- Movimiento de bienes y servicios

METAS

- Viabilidad financiera
- Responsabilidad ambiental

ALTERNATIVAS DE DESARROLLO Y PROCESO DE SELECCIÓN

- 1 En julio de 2018, la MDOT SHA presentó al público la gama preliminar de alternativas. Para reducir las 15 alternativas de la gama preliminar, la MDOT SHA realizó una selección inicial para determinar la capacidad de cada alternativa de satisfacer el propósito y necesidad del estudio.
- 2 Los criterios de selección se basaron en las necesidades y objetivos de transporte descritos en el propósito y necesidad del estudio y se aplicaron a cada alternativa. Si una alternativa preliminar no cumplía los criterios de selección de propósito y necesidad, la MDOT SHA recomendaba que no continuara para mayor consideración.
- 3 Se conservaron siete alternativas de la gama preliminar de alternativas.
- 4 Se completaron análisis adicionales financieros, ambientales y de tráfico sobre ellas.



COMENTARIOS DE LA AGENCIA Y EL PÚBLICO A LO LARGO DEL PROCESO DE SELECCIÓN



ALTERNATIVAS RECOMENDADAS RETENIDAS PARA ANÁLISIS DETALLADO (ARDS)

Luego de completar los análisis adicionales de tráfico, financieros y ambientales, la MDOT SHA determinó que las siete alternativas seleccionadas cumplen con el propósito y la necesidad del estudio en cierta medida; por lo tanto, las siete alternativas se conservan como alternativas recomendadas retenidas para análisis detallado (ARDS). Estas alternativas se enumeran a continuación y se presentan para recibir sus comentarios en el taller público de hoy:

- **Alternativa 1:** No construir
- **Alternativa 5:** 1 carril controlado con HOT en la I-495 y la I-270
- **Alternativa 8:** 2 carriles controlados ETL en la I-495, más 1 carril controlado ETL y 1 carril controlado para HOV en la I-270
- **Alternativa 9:** 2 carriles controlados con HOT en la I-495 y la I-270
- **Alternativa 10:** 2 carriles controlados ETL en la I-495, más 2 ETL y 1 HOV en la I-270
- **Alternativa 13B:** 2 carriles controlados HOT en la I-495, más 2 carriles controlados HOT reversibles en la I-270
- **Alternativa 13C:** Carriles controlados ETL en la I-495 carril controlado ETL reversible, más 1 carril controlado HOV en la I-270

HOT - carril con peaje por alta ocupación

ETL - carril con peaje exprés

HOV - vehículo de alta ocupación

CRITERIOS DE SELECCIÓN

Los criterios de selección se utilizaron para ambos niveles de selección: 1) desde la gama preliminar de alternativas (julio de 2018) hasta las alternativas seleccionadas (febrero de 2019); y 2) desde las alternativas seleccionadas (febrero de 2019) hasta las alternativas retenidas para análisis detallado (ARDS) (abril de 2019). Los criterios de selección se describen a continuación:



INGENIERÍA

- Adaptarse al tráfico existente y el crecimiento del tráfico a largo plazo.
- Mejorar la fiabilidad del tiempo de viaje
- Proporcionar opciones de viaje adicionales al tiempo que se mantienen los carriles de uso general.
- Evaluar configuraciones de operación complejas que generan confusión en el conductor.



SEGURIDAD NACIONAL

- Adaptarse a la seguridad nacional al proporcionar capacidad adicional para ayudar a la evacuación de la población y la capacidad de coordinar rápidamente una respuesta de tránsito al permitir el uso por parte del personal de emergencia.



VIABILIDAD FINANCIERA

- Evaluar los posibles costos de construcción en comparación con el tráfico potencial en los carriles controlados.



MOVIMIENTO DE BIENES Y SERVICIOS

- Mejorar el movimiento de bienes a través de traslado en camiones y mejorar la circulación de servicios al mejorar el acceso a los centros de empleo.



CONECTIVIDAD MULTIMODAL

- Mejorar la conectividad multimodal al mejorar las el movimiento hacia y entre las instalaciones de tránsito existentes cerca del corredor y adaptarse al servicio de tránsito nuevo o modificado dentro de la alternativa.



AMBIENTAL

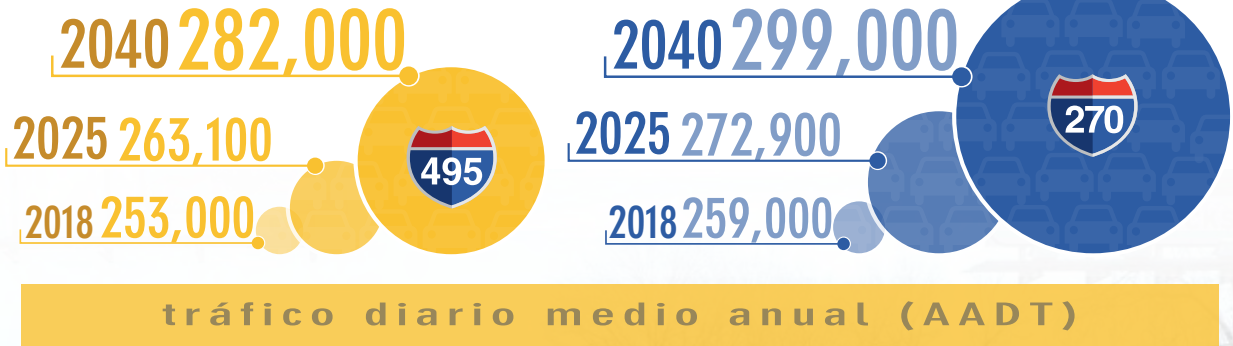
- Considerar los recursos ambientales clave: se requieren propiedades adicionales, hay un impacto en los parques, las propiedades históricas, los humedales y aguas

¿Qué sucede con las alternativas de tránsito?

Estudios anteriores han llegado a la conclusión de que ninguna solución única, ya sea en tránsito o en carretera, proporcionaría un alivio significativo a la demanda a largo plazo; por lo tanto, ambas son necesarias. El estudio de la Circunvalación de la Capital/Purple Line fue originalmente un estudio de planificación. Como Purple Line está en construcción; ahora estamos estudiando las mejoras en la circunvalación. Si bien el tránsito genera ingresos a través de las tarifas, no es viable desde el punto de vista financiero porque requiere una gran inversión/subsidios del gobierno y el estado no cuenta con estos recursos financieros. Si bien el Plan restringido a largo plazo de la Junta de Planificación de Transporte de la Región Capital propone mejoras tanto en la carretera como en el tránsito, incluida la Purple Line, el Corridor Cities Transitway Bus Rapid Transit, y una mayor capacidad/frecuencia de trenes a lo largo de las líneas de MARC, este estudio se centra en el aspecto de la autopista del plan.

Consideraciones multimodales

Los autobuses públicos podrán usar los carriles controlados para mejorar la movilidad y la conectividad del tránsito con las instalaciones de tránsito existentes y planificadas. La mejora del sistema de autopistas proporcionará una ruta menos congestionada y más confiable para el tránsito de autobuses. El MDOT se ha comprometido a trabajar con la Autoridad de Tránsito del Área Metropolitana de Washington (WMATA) para considerar los resultados del Estudio de Autobús de Transformación del Área de Washington. El acceso directo e indirecto a las estaciones de tránsito existentes y los desarrollos orientados al tránsito se incluirán en las estaciones de metro de Greenbelt, New Carrollton, Branch Avenue, Silver Spring y Shady Grove.



Operaciones de tráfico

Las alternativas seleccionadas se evaluaron para determinar cómo funcionarían en condiciones de tráfico en el 2040 con las siguientes consideraciones:

- Retraso promedio: tiempo promedio que cada vehículo se retrasa al intentar llegar a su destino.
- Persona a través del proceso: número de personas que pasan un punto determinado en la red de carreteras en un tiempo determinado; tiene en cuenta los vehículos de alta ocupación y autobuses.
- Tiempo de viaje y velocidad: comparación del tiempo de viaje y la velocidad promedio durante las horas pico con el tiempo de viaje esperado y la velocidad en condiciones de no construir.

La alternativa 5 (1 carril HOT) tuvo el menor rendimiento en todas las categorías con los mayores retrasos y la menor cantidad de personas a través del proceso. En general, mostró mejoras en comparación con no construir, pero no tuvo un desempeño tan bueno como el de las otras alternativas seleccionadas.

La alternativa 8 (2 ETL - 495) (1 ETL y 1 HOV - 270) mostró mejoras en comparación con no construir y superó a la alternativa 5, pero no se desempeñó tan bien como las alternativas 9 o 10, particularmente en la I-270.

La alternativa 9 (2 carriles HOT) y **la alternativa 10** (2 ETL - 495) (2 ETL y 1 HOV - 270) generalmente tuvieron el mejor desempeño, ya que ambas redujeron el retardo promedio en todo el sistema en más del 30 % en comparación con no construir en los períodos pico de a. m. y p. m. Las alternativas 9 y 10 también tuvieron aumentos significativos en la cantidad de personas en las ubicaciones clave del corredor durante ambos períodos pico.

La alternativa 13B (2 HOT - 495) (2 REV. HOT - 270) y **la alternativa 13C** (2 ETL - 495) (2 REV. ETL y 1 HOV - 270) mostraron mejoras en comparación con no construir y la alternativa 5; sin embargo, ninguno de ellos funcionó tan bien como las alternativas 9 y 10. La alternativa 13C superó ligeramente a la alternativa 13B.

Además, existen desafíos con los carriles reversibles y los sistemas de un solo carril que son difíciles de observar en los modelos de tráfico. En los sistemas de un solo carril (alternativas 5 y 8), los vehículos que se mueven lentamente pueden crear un "efecto caracol", lo que ralentiza a todos los demás vehículos que se encuentran detrás de ellos. Cuando se cambia la dirección en los carriles reversibles (alternativas 13B y 13C), existen desafíos con el tiempo de inactividad, no hay una mejora en la dirección fuera del horario pico, y hay impacto negativo sobre los vehículos de tránsito en la dirección fuera del horario pico.

Mi viaje



Visite la estación "My Commute" (Mi viaje) para calcular los beneficios del ahorro de tiempo de viaje y de velocidad de viaje proyectados a lo largo de la autopista, personalizados para su ruta específica.

RESULTADOS DE LA CALCULADORA DE TIEMPO DE VIAJE

Mi viaje

Período: AM PM
(ELIJA UNO)

Desde el intercambio:

Para intercambio:

	Tiempo (minutos)	Velocidad (mph)
No construir		
Construir (propósito general)		
Construir (HOT/ETL)		
Mejora por viaje	<input type="text"/> minutos	<input type="text"/> mph

ALTERNATIVAS RECOMENDADAS RETENIDAS PARA ANÁLISIS DETALLADO (ARDS)

ALT 1: No construir (existente)

Todos los proyectos en el Plan de Transporte de Largo Alcance Financieramente Limitado (CLRP), incluidas las Mejoras en la Gestión de la Congestión Innovadora (ICM) en la I-270, la Purple Line, el Corridor City Transitway BRT y una mayor capacidad y frecuencia de viajes en todas las líneas del MARC.



ALT 5: 1 carril controlado HOT

Agregar un carril administrado HOT en cada dirección en la I-495 y convertir un carril HOV existente en un carril controlado HOT en la I-270.



ALT 10: 2 carriles controlados ETL y 1 carril controlado HOV (solo en la I-270)

Agregar dos carriles controlados ETL en cada dirección en la I-495 y la I-270, y retener un carril HOV existente en cada dirección solo en la I-270.



ALT 13B: 2 carriles controlados HOT en la I-495 y 2 carriles controlados HOT reversibles en la I-270

Agregar dos carriles controlados HOT en cada dirección en la I-495 y convertir los carriles HOV existentes en dos carriles controlados reversibles HOT en la I-270, al mantener los carriles de uso general.



FOLLETO DEL TALLER

Después de un análisis adicional financiero, ambiental y de tráfico, se recomienda que todas las alternativas seleccionadas se conserven para un estudio detallado en la Declaración de Impacto Ambiental porque cada una cumple con el Propósito y la Necesidad del Estudio hasta cierto punto.

ALT 8: 2 carriles controlados ETL en la I-495 y 1 carril controlado ETL y 1 carril controlado para HOV en la I-270

Agregar dos carriles controlados ETL en cada dirección en la I-495, agregar un carril controlado ETL y retener un carril HOV en cada dirección en la I-270.



ALT 9: 2 carriles controlados HOT

Agregar dos carriles controlados HOT en cada dirección en la I-495, convertir un carril HOV existente en un carril controlado HOT y agregar un carril controlado HOT en cada dirección en I-270.



ALT 13C: Dos carriles controlados ETL en la I-495 y un carril controlado ETL reversible, más 1 carril controlado HOV en la I-270

Agregar dos carriles controlados ETL en cada dirección en la I-495 y agregar dos ETL controlados y reversibles en la I-270, y retener los carriles HOV adyacentes a los carriles de uso general.



¿Qué son los carriles con peaje por alta ocupación (HOT)?

Carriles controlados dedicados dentro de los derechos de paso de la autopista que los automovilistas de vehículos de ocupación única (SOV) pueden usar pagando un peaje de precio variable y que los conductores de vehículos de alta ocupación pueden usar pagando un peaje con descuento o sin pagar peaje. Los pagos del peaje pueden variar según la hora del día y el nivel de congestión.

¿Qué son los carriles con peaje exprés (ETL)?

Carriles controlados dedicados dentro de los derechos de paso de la autopista que cualquier conductor, independientemente de la ocupación del vehículo, puede utilizar pagando un peaje de precio variable.

COMPARACIÓN PRELIMINAR DE EFECTOS DE LAS ALTERNATIVAS SELECCIONADAS POR FASE DE PROGRAMA

FASE 1 DEL PROGRAMA: I-495 desde George Washington Parkway hasta I-95

	Recursos	Alt 1 no construir	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
AMBIENTAL	Cantidad de parques o espacios de recreación	0	17	18	18	18	18	18
	Cantidad de propiedades históricas del Registro Nacional	0	9	9	9	9	9	9
	Terreno inundable de 100 años (acres)	0	97	98	98	98	98	98
	Áreas únicas y vulnerables (acres)	0	278	283	283	283	283	283
	Cubierta forestal (acres)	0	560	574	574	575	574	574
	Humedales (acres)	0	4	4	4	4	4	4
	Aguas estadounidenses (millas)	0	11	11	11	11	11	11
	Receptores de ruido impactados	0	1714	2152	2152	2152	2152	2152
INGENIERÍA	Prioridad de paso total necesaria (acres)	0	112	125	125	126	125	125
	Cantidad de propiedades afectadas directamente	0	463	552	552	554	552	552
	Cantidad de reubicaciones residenciales	0	25	34	34	34	34	34
	Cantidad de reubicaciones empresariales	0	3	3	3	3	3	3
	Ancho del pavimento en I-495 (pies)	138-146	170-174	194-198	194-198	194-198	194-198	194-198
	Ancho del pavimento en I-270 (pies)	218-230	N/A	N/A	N/A	N/A	N/A	N/A

FASE 2A DEL PROGRAMA: I-270 de I-495 a I-370

	Recursos	Alt 1 no construir	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
AMBIENTAL	Cantidad de parques o espacios de recreación	0	12	12	12	12	12	12
	Cantidad de propiedades históricas del Registro Nacional	0	8	8	8	8	8	8
	Terreno inundable de 100 años (acres)	0	6	6	6	6	6	6
	Áreas únicas y vulnerables (acres)	0	46	47	47	50	47	49
	Cubierta forestal (acres)	0	274	277	277	286	277	282
	Humedales (acres)	0	2	2	2	2	2	2
	Aguas estadounidenses (millas)	0	3	3	3	3	3	3
	Receptores de ruido impactados	0	537	634	634	745	575	625
INGENIERÍA	Prioridad de paso total necesaria (acres)	0	65	68	68	76	68	73
	Cantidad de propiedades afectadas directamente	0	178	197	197	234	197	213
	Cantidad de reubicaciones residenciales	0	0	0	0	0	0	0
	Cantidad de reubicaciones empresariales	0	0	0	0	0	0	0
	Ancho del pavimento en I-495 (pies)	138-146	N/A	N/A	N/A	N/A	N/A	N/A
	Ancho del pavimento en I-270 (pies)	218-230	194-198	218-222	218-222	242-248	202-206	226-230

FOLLETO DEL TALLER



POSIBLE ORGANIZACIÓN DE FASES

- Para implementar las mejoras de una alternativa de construcción, se podría considerar un posible plan de organización de fases. Se propondrán tres fases.
- La fase 1 comenzaría en I-495 en George Washington Parkway, incluiría mejoras en el American Legion Bridge, y se extendería hasta la I-95.
- La fase 2A en la I-270 comenzaría en la I-495 y se extendería hasta la I-370.
- La fase 2B en la I-495 comenzaría en la I-95 y se extendería hasta la parte oeste de MD 5.
- Esta organización en fases trabajaría, en primer lugar, con los segmentos de autopista más congestionados y permitiría que las fases 2A y 2B finalicen al mismo tiempo.
- Se espera que la fase 1 comience inmediatamente después de la aprobación del Registro de decisión, y que las fases 2A y 2B comiencen dentro de los dos años desde el comienzo de la fase 1.

PROGRAMA DE LA FASE 2B: I-495 desde I-95 hasta el oeste de MD 5

	Recursos	Alt 1 no construir	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
AMBIENTAL	Number of Parks/ Recreation Facilities	0	15	15	15	15	15	15
	Cantidad de propiedades históricas del Registro Nacional	0	8	8	8	8	8	8
	Terreno inundable de 100 años (acres)	0	21	23	23	23	23	23
	Áreas únicas y vulnerables (acres)	0	84	84	84	84	84	84
	Cubierta forestal (acres)	0	582	598	598	598	598	598
	Humedales (acres)	0	14	15	15	15	15	15
	Aguas estadounidenses (millas)	0	14	14	14	14	14	14
	Receptores de ruido impactados	0	1410	1684	1684	1684	1684	1684
INGENIERÍA	Prioridad de paso total necesaria (acres)	0	129	146	146	146	146	146
	Cantidad de propiedades afectadas directamente	0	587	708	708	708	708	708
	Cantidad de reubicaciones residenciales	0	0	0	0	0	0	0
	Cantidad de reubicaciones empresariales	0	1	1	1	1	1	1
	Ancho del pavimento en I-495 (pies)	138-146	170-174	194-198	194-198	194-198	194-198	194-198
	Ancho del pavimento en I-270 (pies)	218-230	N/A	N/A	N/A	N/A	N/A	N/A

NOTAS:

- Todas las alternativas se basan en las autopistas existentes, por lo tanto, las cantidades son similares.
- Las necesidades ambientales y de propiedad son preliminares a esta altura en el Estudio de rutas controladas. A medida que el estudio avanza, se evaluará y se priorizará cómo reducir las necesidades ambientales y de propiedad. Esto incluye incentivar el sector privado mediante innovación.

- Los impactos preliminares en los cuadros asumen impactos totales. Los impactos temporales y permanentes se diferenciarán en el DEIS.
- El análisis de calidad de aire para el estudio aún está en proceso. Las metodologías y las suposiciones usadas en la evaluación se describirán en el DEIS y la documentación de respaldo.
- Los receptores de ruido son tierras sensibles al ruido que incluyen residencias, escuelas, lugares de culto, parques, entre otros.

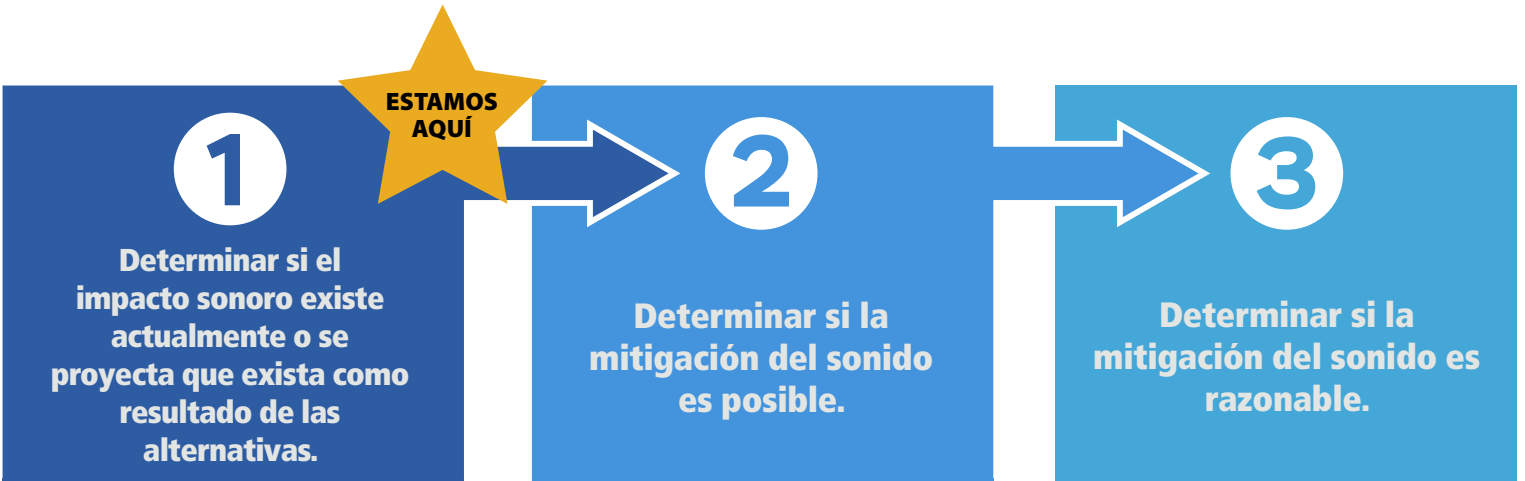
Estimaciones de costo de capital preliminares

Las estimaciones de costo preliminares para cada alternativa evaluada se desarrollaron para el alcance completo de los límites del estudio. Estas estimaciones incluyen costos para la construcción, ingeniería, prioridad y contingencias, para poder responder al nivel preliminar el estudio actual.

Alternativa 1 (No construir)	Alternativa 5 (1 carril HOT)	Alternativa 8 (2 ETL - 495) (1 ETL y 1 HOV - 270)	Alternativa 9 (2 carriles HOT)	Alternativa 10 (2 ETL - 495) (2 ETL y 1 HOV - 270)	Alternativa 13B (2 HOT - 495) (2 REV. HOT - 270)	Alternativa 13C (2 ETL - 495) (2 REV. ETL y 1 HOV - 270)
N/A	\$7.72B - \$8.56B	\$8.76B - \$9.70B	\$8.71B - \$9.64B	\$9.05B - \$10.02B	\$8.61B - \$9.54B	\$8.92B - \$9.87B

¿Cómo estudiamos el impacto sonoro?

Como parte de la NEPA, la MDOT SHA evalúa la necesidad de mitigación de ruido cuando las alternativas consideran ampliar una autopista existente. Esta evaluación incluye tres requisitos:



PROGRAMA DE ESTUDIO DE LOS CARRILES CONTROLADOS I-495 Y I-270



Reducción de necesidades potenciales de propiedad

Las necesidades ambientales y de pobreza son preliminares a esta altura en el Estudio de rutas controladas. A medida que el estudio avanza, se evaluará y se priorizará cómo reducir las necesidades ambientales y de pobreza. Esto incluye incentivar el sector privado mediante innovación.

¿Cómo hemos reducido las necesidades potenciales de propiedad?

En esta etapa temprana, considerando la información disponible y el nivel de diseño para cada alternativa, hemos intentado mantenernos dentro de las prioridades lo máximo posible para evitar o minimizar necesidades potenciales de propiedad de residentes y empresas.

En lugares donde se identificaron necesidades potenciales de propiedad, se aplicó una serie de ajustes para reducir la cantidad de propiedades potenciales necesarias. Esto incluye la reducción de áreas verdes y áreas de nivelación junto a la calzada, incluso muros de retención.

¿Cómo continuaremos reduciendo las necesidades potenciales de propiedad?

La MDOT SHA está comprometida a trabajar con residentes y empresas para identificar enfoques que puedan reducir aún más las necesidades potenciales de propiedad o mitigar cualquier efecto sobre la propiedad a medida que este proceso avanza.

Evitar y minimizar es una prioridad a medida que el proceso de desarrollo avanza. Esto incluye continuar evaluando la reducción de necesidades de propiedad a medida que se identifican y se redefinen las mejores alternativas. Además, la MDOT SHA invitará a participar e incentivará al sector privado mediante innovación para reducir las necesidades de propiedad.

Peaje

Una vez que la MDO SHA reciba comentarios de la agencia y el público sobre las alternativas retenidas recomendadas para el estudio detallado, la alternativa preferida puede involucrar nuevos carriles de autopista con peaje.

La elección de usar carriles con peaje o carriles de propósito general siempre estará en manos del viajante. Los carriles de propósito general que hoy en día son gratuitos continuarán siendo gratuitos, independientemente de la alternativa preferida que se seleccione.

Los carriles controlados ayudan a todos. Ejemplo:

- Los carriles con peaje exprés en la I-95 norte de Baltimore han dado como resultado un 12 % de reducción del retraso para quienes circulan en los carriles de propósito general.
- En Virginia, durante los últimos 5 años, las tendencias muestran un 7 % de reducción del tiempo de viaje en el carril de propósito general en dirección norte de la I-495 en el horario pico matutino, y un 15 % de reducción en el tiempo de viaje en los carriles de propósito general en dirección sur de la I-95 durante el horario pico de la tarde.
- La experiencia en Virginia en la I-495 y la I-95 muestra que la mayoría de los usuarios gastan menos por mes en peaje que en un solo tanque de combustible.



SIGA CONECTADO

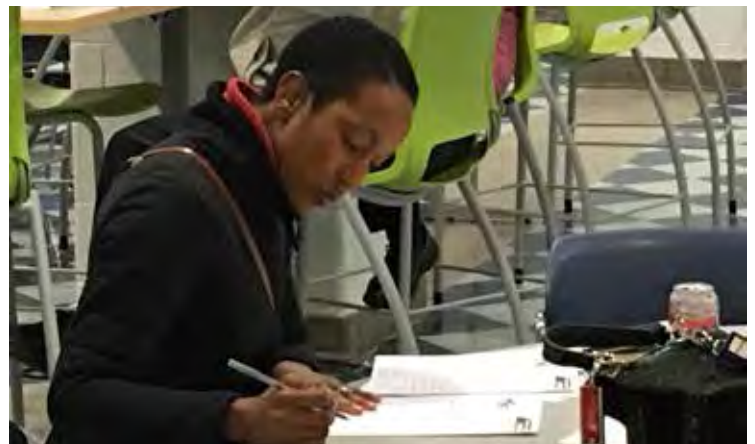
La MDOT SHA se compromete a mantener al público informado sobre este importante estudio. Conozca más sobre el estudio:

-  Visite **495-270-p3.com**
-  Llame a la línea gratuita **833-858-5960**
-  Envíe un correo electrónico al equipo del estudio **495-270-p3@sha.state.md.us**
-  Regístrese para recibir notificaciones de correo electrónico en el sitio web **495-270-p3.com**

ENVÍE COMENTARIOS

Queremos conocer sus comentarios sobre las siete alternativas retenidas para análisis detallado (ARDS). Los comentarios sobre las ARDS se aceptarán hasta el 14 de junio de 2019. Comente mediante uno de estos métodos:

-  Formulario de comentarios en copia impresa que puede entregarse en los talleres o por correo.
-  Correo electrónico a **495-270-p3@sha.state.md.us**
-  Proporcione comentarios orales en la grabadora.
-  Por correo a:
Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202
-  Formulario de comentarios en línea **495-270-p3.com**

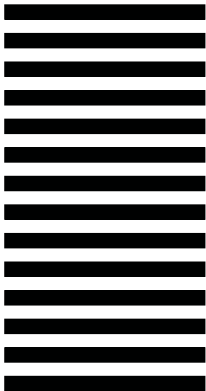




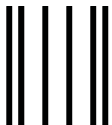
ATTN: LISA B. CHOPLIN, DIRECTOR
 I-495 & I-270 P3 OFFICE
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 707 NORTH CALVERT STREET MS P-601
 BALTIMORE MARYLAND 21298-6521

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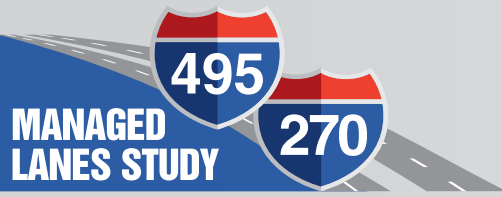
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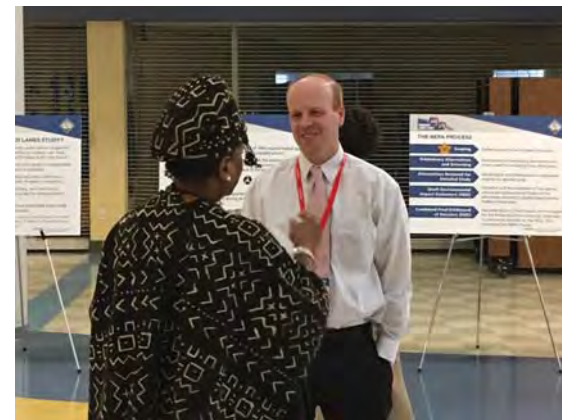


WELCOME!

Public Workshop for the I-495 & I-270 Managed Lanes Study

PURPOSE OF TODAY'S PUBLIC WORKSHOP

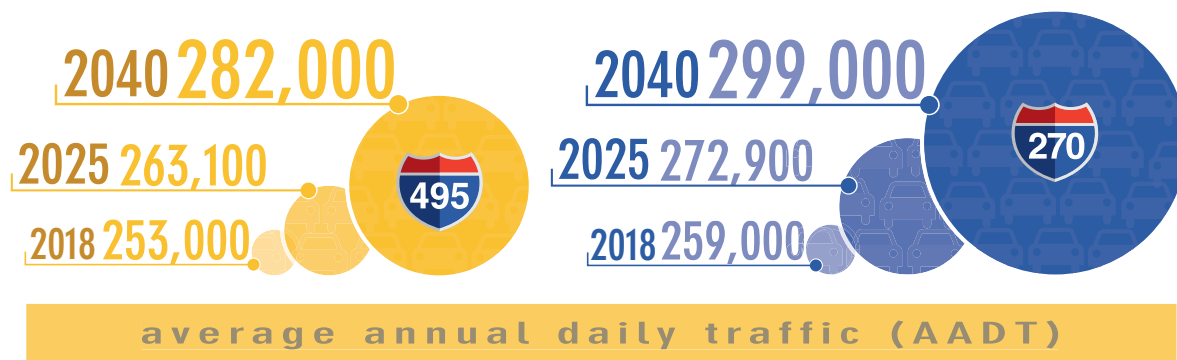
- Present the engineering, traffic, and environmental analyses for the Screened Alternatives
- Present the recommendations for the Alternatives Retained for Detailed Study (ARDS) in the Draft Environmental Impact Statement



PROGRAM NEED:

Address Existing and Future Traffic Congestion

- Traffic congestion limits economic growth opportunities
- Traffic congestion diminishes the quality of life for Marylanders



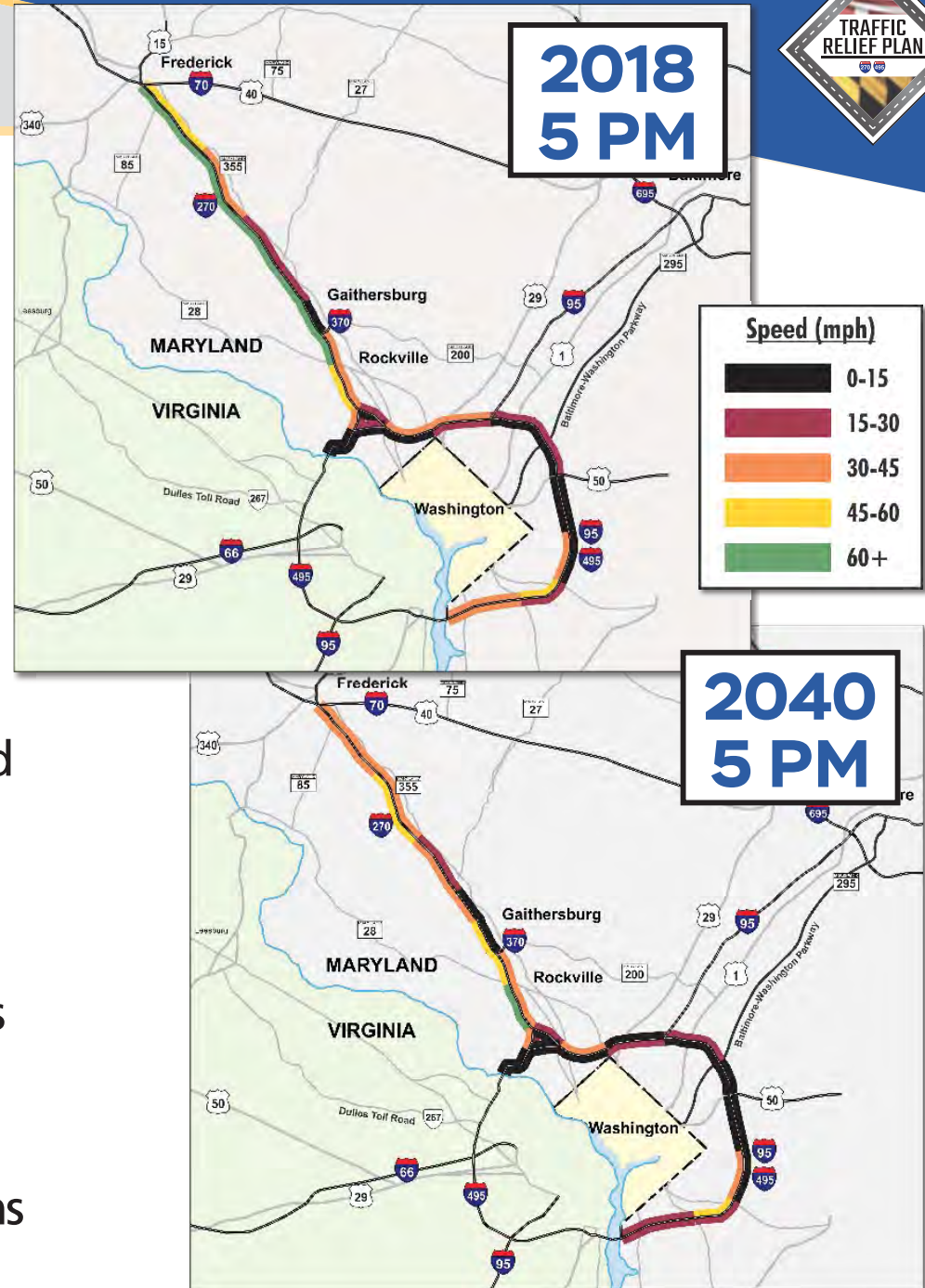
- 98% of Maryland weekday congestion occurs in the Baltimore/Washington region
- The average commuter in the National Capital Region loses 87 hours and over \$2,000 to congestion annually
- \$1.3 B* cost of congestion in the Maryland National Capital Region in 2016 – 33% increase since 2013

* 2017 MDOT SHA Mobility Report



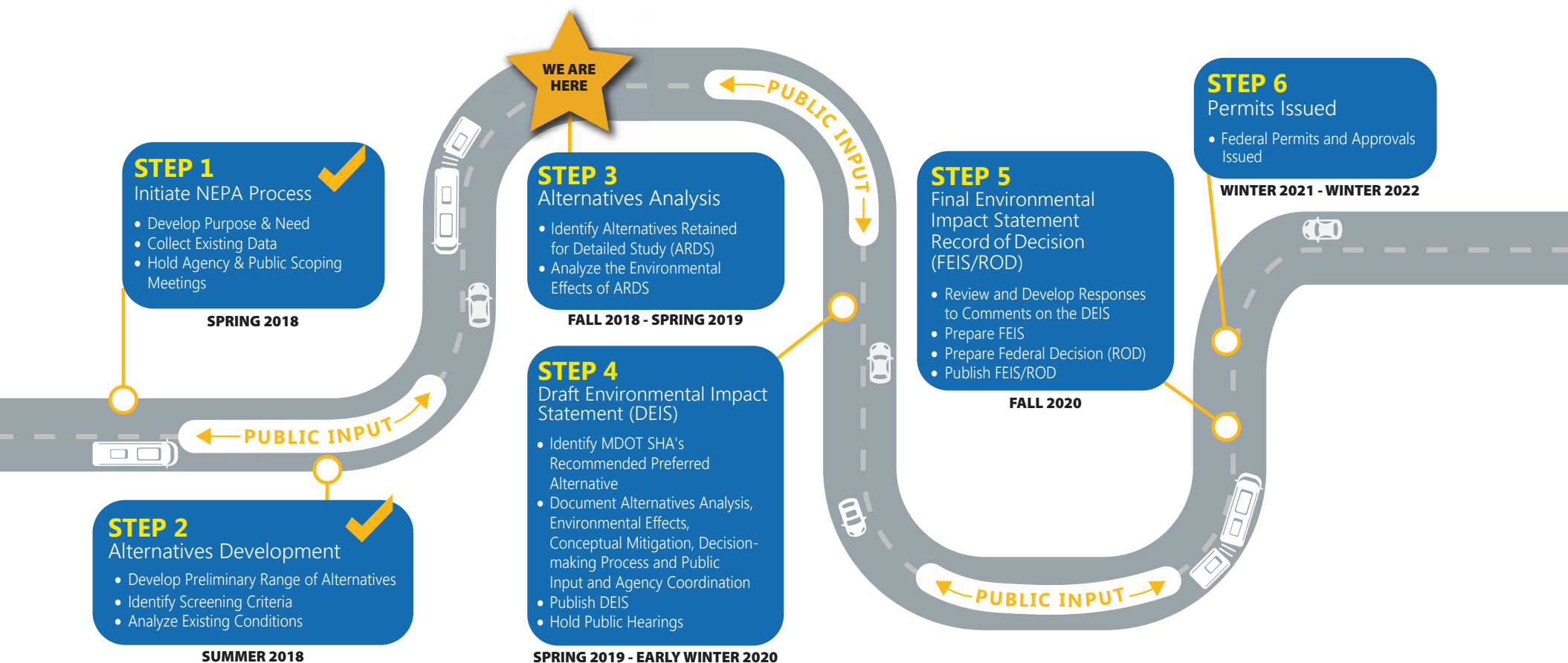
PROGRAM NEED: *Address Existing and Future Traffic Congestion*

- Top 5 highest volume highway sections in Maryland are within program area
- Today, on average, severe congestion lasts for 7 hours each day on I-270 and 10 hours each day on I-495
- Program area includes several of the most unreliable highway sections in Maryland (highly variable travel times day to day)
- Many sections experience speeds less than 15 mph under existing conditions and traffic is expected to deteriorate



THE NEPA ENVIRONMENTAL PROCESS

The National Environmental Policy Act (NEPA) of 1969 requires federal agencies to evaluate the environmental effects of their proposed actions



PURPOSE & NEED

PURPOSE

Develop a travel demand management solution(s) 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.

NEEDS

- Accommodate Existing Traffic and Long-Term Traffic Growth
- Enhance Trip Reliability
- Provide Additional Roadway Travel Choices
- Accommodate Homeland Security
- Movement of Goods and Services

GOALS

- Financial Viability
- Environmental Responsibility



SCREENING CRITERIA

Six screening criteria were used to evaluate, screen, and refine the Preliminary Range of Alternatives to the seven Screened Alternatives. These criteria were based on the transportation needs and goals outlined in the study's Purpose and Need and applied to each alternative:



ENGINEERING

- Accommodating existing traffic and long-term traffic growth
- Enhancing travel time reliability
- Providing additional travel choice while retaining the general-purpose lanes
- Evaluating complex operating configurations that lead to driver confusion



HOMELAND SECURITY

- Accommodating Homeland Security by providing additional capacity to assist in accommodating population evacuation and the ability to quickly coordinate a traffic response by allowing use by emergency responders



FINANCIAL VIABILITY

- Evaluating potential construction costs compared to potential traffic in managed lanes



MOVEMENT OF GOODS AND SERVICES

- Improving movement of goods via truck freight travel and enhancing the movement of services by improving access to employment centers



MULTI-MODAL CONNECTIVITY

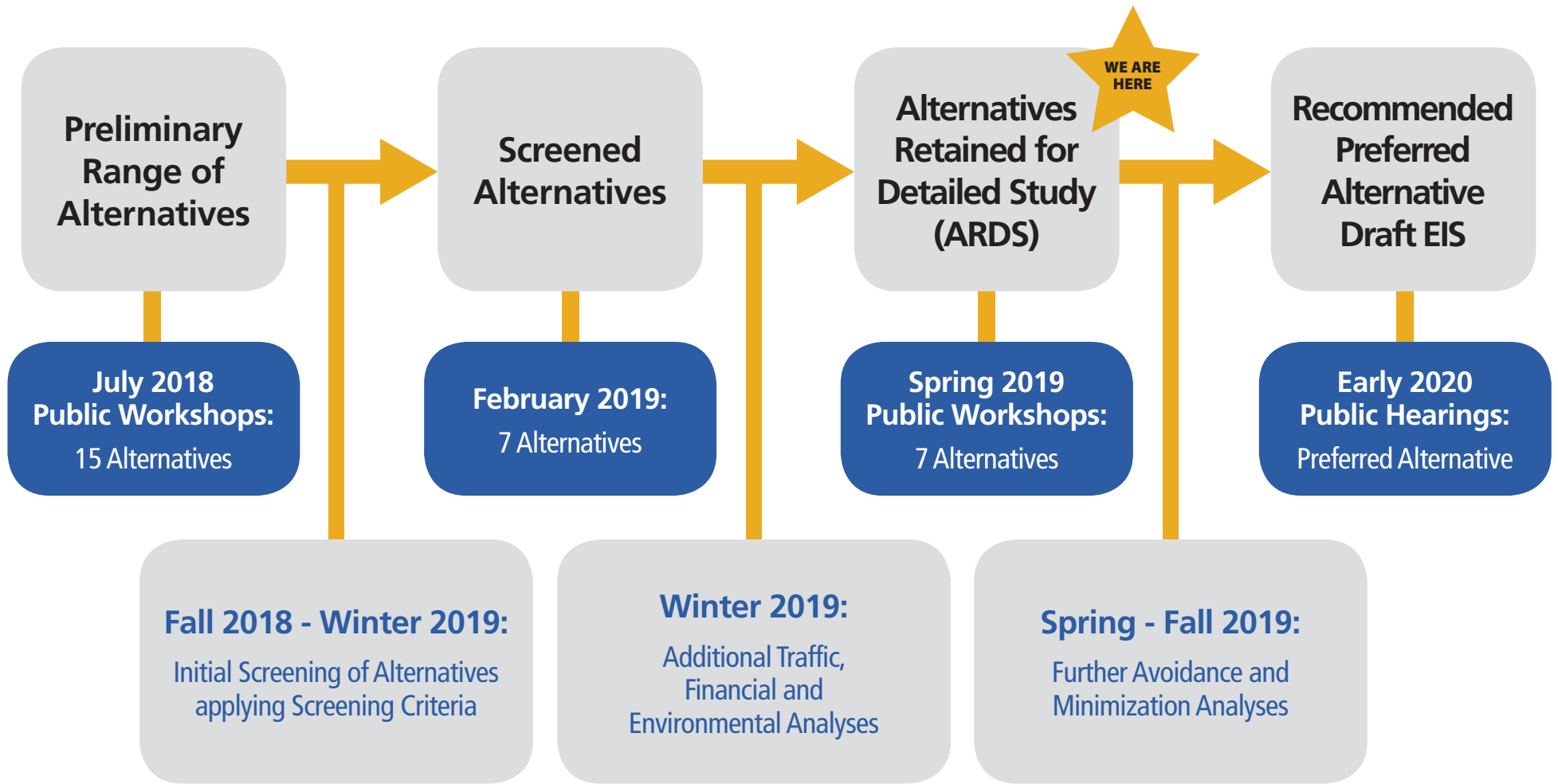
- Improving multi-modal connectivity by enhancing to and between existing transit facilities near the corridor and accommodating new or modified transit service within the alternative



ENVIRONMENTAL

- Considering key environmental resources: require additional property, and impact parks, historic properties, and wetlands and waters

SCREENING PROCESS AND ALTERNATIVES DEVELOPMENT



AGENCY AND PUBLIC INPUT THROUGHOUT SCREENING PROCESS

RECOMMENDED ALTERNATIVES RETAINED FOR DETAILED STUDY (ARDS)

After additional traffic, financial and environmental analysis, all the Screened Alternatives are being recommended to be retained for detailed study in the Environmental Impact Statement because they each meet the Study's Purpose and Need to some extent.

ALT 1: No Build (Existing)

All projects in the Financially Constrained Long Range Transportation Plan (CLRTP) including I-270 Innovative Congestion Management (ICM) Improvements, Purple Line, Corridor City Transitway BRT, and increased trip capacity and frequency along all MARC lines.



ALT 5: 1 HOT Managed Lane

Add one HOT managed lane in each direction on I-495 and convert one existing HOV lane in each direction to a HOT managed lane on I-270



ALT 8: 2 ETL Managed Lanes on I-495 1 ETL and 1 HOV Managed Lane on I-270

Add two ETL managed lanes in each direction on I-495 and add one ETL managed lane and retain one HOV lane in each direction on I-270



ALT 9: 2 HOT Managed Lanes

Add two HOT managed lanes in each direction on I-495 and convert one existing HOV lane to a HOT managed lane and add one HOT managed lane in each direction on I-270



ALT 10: 2 ETL Managed Lanes and 1 HOV Managed Lane (I-270 only)

Add two ETL managed lanes in each direction on I-495 and on I-270 and retain one existing HOV lane in each direction on I-270 only



ALT 13B: 2 HOT Managed Lanes on I-495 2 Reversible HOT Managed Lanes on I-270

Add two HOT managed lanes in each direction on I-495 and convert existing HOV lanes to two HOT managed reversible lanes on I-270 while maintaining General Purpose lanes



ALT 13C: 2 ETL Managed Lanes on I-495 Reversible ETL Managed Lane plus 1 HOV Managed lane on I-270

Add two ETL managed lanes in each direction on I-495 and add two managed, reversible ETLs on I-270 while retaining HOV lanes adjacent to General Purpose lanes.



What are High-Occupancy Toll Lanes (HOT)?
Dedicated managed lanes within highway rights-of-way that single-occupancy vehicle (SOV) motorists may use by paying a variably priced toll and high-occupancy vehicle (HOV) motorists may use by paying a discounted toll or no toll at all. Toll payments may vary by time of day and level of congestion.

What are Express Toll Lanes (ETL)?
Dedicated managed lanes within highway rights-of-way that any motorist, regardless of vehicle occupancy, may use by paying a variably priced toll.

WHAT ABOUT TRANSIT ALTERNATIVES?

- Previous studies have concluded that no single solution, either transit or highway, would provide significant relief to the long-term traffic demand; therefore, both transit and highway improvements are needed.
- The Capital Beltway/Purple Line Study were originally one planning study. As the Purple Line is under construction, now we are studying the Beltway improvements.
- Although transit brings revenue through fares, it is not financially viable because it requires major government investment/subsidies and the state does not have these financial resources.
- While the National Capital Region Transportation Planning Board Constrained Long Range Plan proposes both highway and transit improvements, including the Purple Line, Corridor Cities Transitway Bus Rapid Transit, and increased train capacity/frequency along MARC lines, this study is focused on the highway aspect of the plan.



MULTIMODAL CONSIDERATIONS

- Public buses will be allowed to use the managed lanes to enhance transit mobility and connectivity to existing and planned transit facilities.
- Improving the highway system will provide a less congested and more reliable route for bus transit.
- MDOT has committed to working with WMATA to consider the results of the Washington Area Transformation Bus Study.
- Direct and indirect access to existing transit stations and transit-oriented developments will be included at Greenbelt, New Carrollton, Branch Avenue, Silver Spring and Shady Grove metro stations.

BENEFITS OF EXPRESS TOLL LANES (ETL) / HIGH-OCCUPANCY TOLL (HOT) LANES

Provides Options

- Opportunity for travelers to choose to pay a toll which varies to maintain free flow travel at or above 45 mph and reliable/reduced travel times
- All unrestricted free lanes will remain free
- Provides reduced travel times for those who continue to use the free lanes

Upgrades System

- New bridges and smoother pavement will be provided for all users at no cost to the Transportation Trust Fund, allowing funding that would have been needed to maintain state of good repair to be used for other vital transportation improvements

Reduces Traffic on Local System

- Local roads outside the interstates will have less traffic

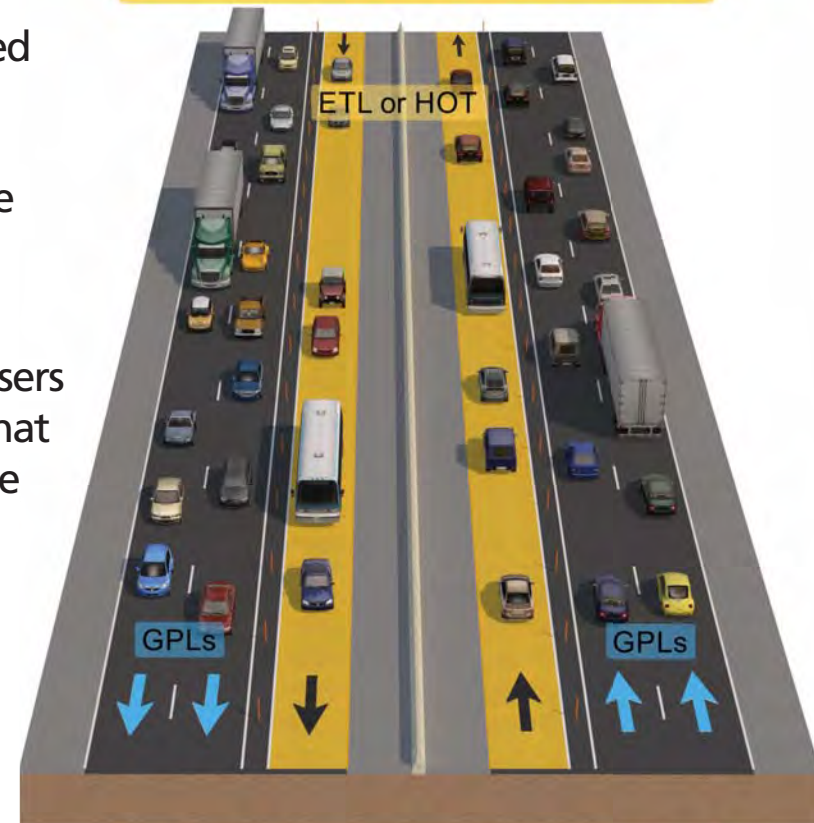
Job Accessibility

- Improves access to jobs in the region

Movement of Goods

- Improves reliability for the movement of goods through the region

ETL or HOT Lanes would be separated and tolled to maintain traffic speeds or throughput



General purpose lanes continue to function as unrestricted free lanes

TRAFFIC OPERATIONS

CONGESTION RELIEF ON I-495 AND I-270

- Average delay per vehicle quantifies the amount of time motorists are stuck in traffic congestion on the highways within the study area.
- All Build alternatives are projected to reduce delay by 20% or more compared to the No Build condition, as shown below.

Alternatives	Delay Reduction vs. No Build	
	AM Peak	PM Peak
2040 No Build	0%	0%
Alternative 5	20%	22%
Alternative 8	24%	33%
Alternative 9	34%	33%
Alternative 10	35%	35%
Alternative 13B	27%	22%
Alternative 13C	26%	35%

*Source: VISSIM Simulation Model. Values reflect delay in all lanes (GP & HOT/ETL) in the year 2040, and also include interchange ramps and junctions.

Legend

- > 30% decrease in average delay
- 20% - 25% decrease in average delay
- 25% - 30% decrease in average delay
- < 20% decrease in average delay

REDUCED DELAY ON LOCAL NETWORK

- By serving more traffic on I-495 and I-270, each of the build alternatives are projected to reduce demand on the surrounding local roadway system, resulting in delay savings for local travelers, as shown below.

Alternatives	Description	% Decrease Daily Delay Local Roads
Alternative 1	No Build	0%
Alternative 5	I-495: 1 HOT Lane I-270: 1 HOT Lane	3.2%
Alternative 8	I-495: 2 ETLs I-270: 1ETL & 1 HOV	6.3%
Alternative 9	I-495: 2 HOT Lanes I-270: 2 HOT Lanes	6.8%
Alternative 10	I-495: 2 ETLs I-270: 2 ETLs & 1 HOV	6.4%
Alternative 13B	I-495: 2 HOT Lanes I-270: 2 Reversible HOT Lanes	6.3%
Alternative 13C	I-495: 2 ETLs I-270: 2 Reversible ETLs & 1 HOV	6.2%

*Source: MWCOG Regional Forecasting Model

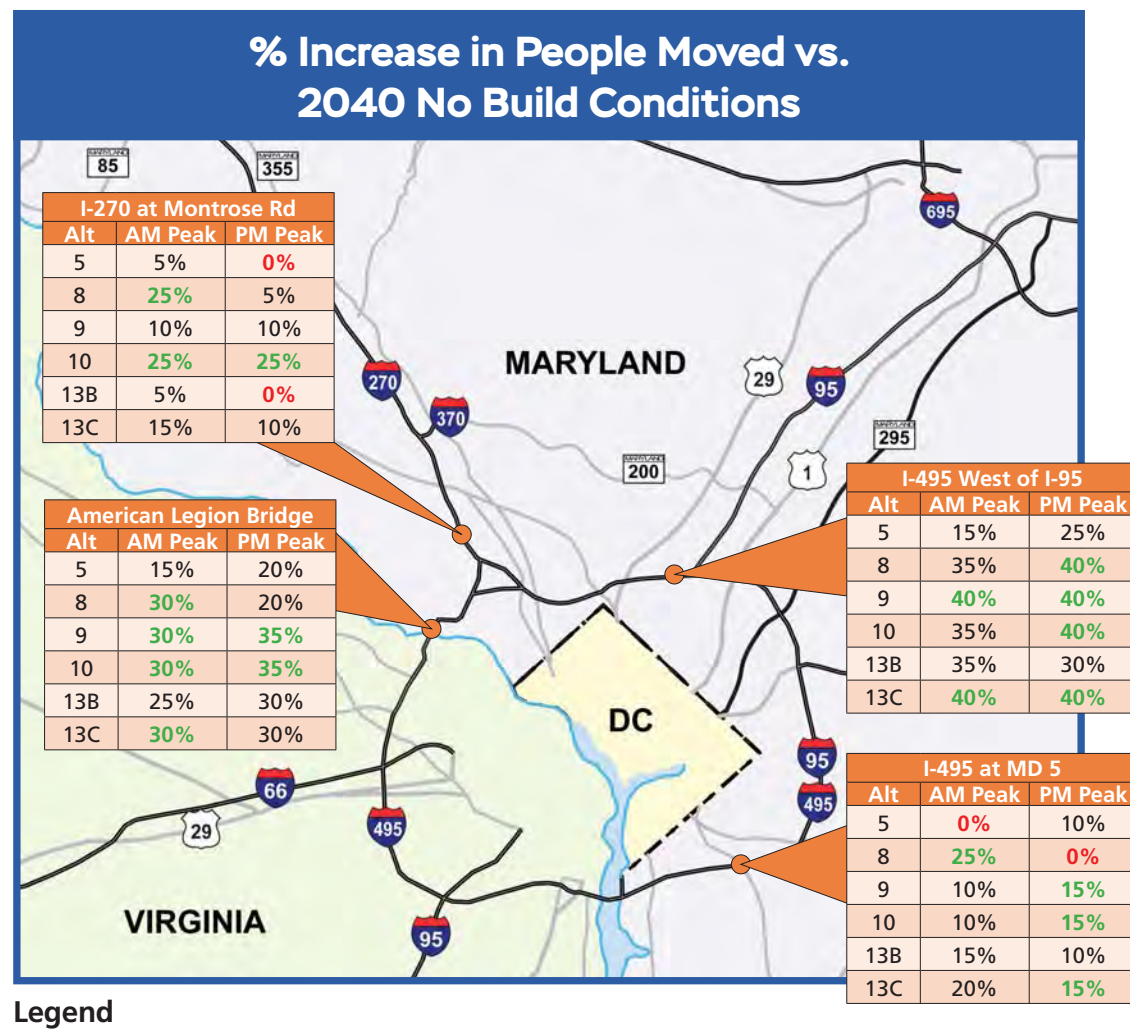
Legend

- No benefit vs. No Build
- < 5% reduction in daily delay on local roadway network
- > 5% reduction in daily delay on local roadway network

TRAFFIC OPERATIONS

MOVING PEOPLE THROUGH THE CORRIDOR

- “Person-throughput” quantifies the efficiency of the roadway network in getting people to their destinations.
- Equals the number of people that pass by a given point on the roadway in a set amount of time.
- Accounts for high-occupancy vehicles and buses.
- Higher numbers are better.
- Benefits of high “person-throughput” on the highway:
 - More efficient use of the roadway.
 - Reduced peak spreading (i.e., less congestion in the off-peak hours).
 - Reduced burden on the surrounding local roadway network (less cut-through traffic).



Legend

XX% Highest increase in “person-throughput” per location

XX% No Benefit compared to 2040 No Build

TRAFFIC OPERATIONS

CORRIDOR TRAVEL TIME AND AVERAGE SPEED IN 2040

GP - General Purpose Lane
 ETL - Express Toll Lane
 HOT - High-Occupancy Toll Lane

Commute from College Park to Bethesda (AM Peak Period)					
Alternatives	Average Speed (mph)	Travel Time (min)	Time Savings (min)	Annual Savings Per Commuter*	
				Minutes	Hours
No Build	14	43	-	-	-
Alt 5 (GP)	29	21	22	5,720	95
Alt 8 (GP)	40	15	28	7,280	120
Alt 9 (GP)	37	16	27	7,020	115
Alt 10 (GP)	45	13	30	7,800	130
Alt 13B (GP)	29	21	22	5,720	95
Alt 13C (GP)	34	18	25	6,500	110
HOT/ETL (All Alts)	60	10	33	8,580	145

*Assumes 260 commuting days in a year.

Commute from I-95 to Woodrow Wilson Bridge (AM Peak Period)					
Alternatives	Average Speed (mph)	Travel Time (min)	Time Savings (min)	Annual Savings Per Commuter*	
				Minutes	Hours
No Build	23	67	-	-	-
Alt 5 (GP)	29	54	13	3,380	55
Alt 8 (GP)	29	54	13	3,380	55
Alt 9 (GP)	30	52	15	3,900	65
Alt 10 (GP)	30	53	14	3,640	60
Alt 13B (GP)	31	50	17	4,420	75
Alt 13C (GP)	30	52	15	3,900	65
HOT/ETL (All Alts)	35	44	23	5,980	100

*Assumes 260 commuting days in a year.
 *HOT/ETL speeds reduce below 45 mph due to the system transitioning to the existing roadway west of MD 5.

Commute from Suitland to Greenbelt Metro Station (AM Peak Period)					
Alternatives	Average Speed (mph)	Travel Time (min)	Time Savings (min)	Annual Savings Per Commuter*	
				Minutes	Hours
No Build	37	27	-	-	-
Alt 5 (GP)	57	17	10	2,600	45
Alt 8 (GP)	56	18	9	2,340	40
Alt 9 (GP)	56	17	10	2,600	45
Alt 10 (GP)	56	17	10	2,600	45
Alt 13B (GP)	56	17	10	2,600	45
Alt 13C (GP)	56	17	10	2,600	45
HOT/ETL (All Alts)	60	15	12	3,120	50

*Assumes 260 commuting days in a year.

Commute from American Legion Bridge to ICC (PM Peak Period)					
Alternatives	Average Speed (mph)	Travel Time (min)	Time Savings (min)	Annual Savings Per Commuter*	
				Minutes	Hours
No Build	24	32	-	-	-
Alt 5 (GP)	29	26	6	1,560	25
Alt 8 (GP)	23	33	-	-	-
Alt 9 (GP)	33	23	9	2,340	40
Alt 10 (GP)	37	21	11	2,860	50
Alt 13B (GP)	42	18	14	3,640	60
Alt 13C (GP)	40	19	13	3,380	55
HOT/ETL (All Alts)	52	15	17	4,420	75

*Assumes 260 commuting days in a year.

Commute from Silver Spring to Rockville (PM Peak Period)					
Alternatives	Average Speed (mph)	Travel Time (min)	Time Savings (min)	Annual Savings Per Commuter*	
				Minutes	Hours
No Build	27	28	-	-	-
Alt 5 (GP)	47	16	12	3,120	50
Alt 8 (GP)	48	15	13	3,380	55
Alt 9 (GP)	49	15	13	3,380	55
Alt 10 (GP)	37	20	8	2,080	35
Alt 13B (GP)	48	15	13	3,380	55
Alt 13C (GP)	40	19	9	2,340	40
HOT/ETL (All Alts)	53	14	14	3,640	60

*Assumes 260 commuting days in a year.

Commute from Chevy Chase to Landover (PM Peak Period)					
Alternatives	Average Speed (mph)	Travel Time (min)	Time Savings (min)	Annual Savings Per Commuter*	
				Minutes	Hours
No Build	18	50	-	-	-
Alt 5 (GP)	32	29	21	5,460	90
Alt 8 (GP)	36	26	24	6,240	105
Alt 9 (GP)	36	26	24	6,240	105
Alt 10 (GP)	37	25	25	6,500	110
Alt 13B (GP)	40	23	27	7,020	115
Alt 13C (GP)	35	26	24	6,240	105
HOT/ETL (All Alts)	47	20	30	7,800	130

*Assumes 260 commuting days in a year.

HOT/ETLs would offer RELIABLE free-flow travel at or above 45 mph.

Visit the "My Commute" station to calculate your travel time savings and the projected travel speed benefits along the highway, personalized to your specific route.



OTHER CONSIDERATIONS

CHALLENGES WITH REVERSIBLE LANES

- Daily maintenance and associated costs
- Downtime during changeovers
- Safety concerns
- Driver expectancy issues
- Less flexibility to adapt to incidents
- Does not serve demand in off-peak direction on I-270



CHALLENGES WITH SINGLE-LANE SYSTEMS

- “Snail” effect – speed governed by slowest moving vehicle*
- Lower speeds in managed lane
- Passing is constrained
- Less flexibility to adapt to incidents
- Less reliable

*Source: NCHRP Report 03-96, Analysis of Managed Lanes on Freeway Facilities (Web-Only Document 191).



PRELIMINARY EFFECTS COMPARISON OF SCREENED ALTERNATIVES BY PROGRAM PHASE

PROGRAM PHASE 1: I-495 from the George Washington Parkway to I-95

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	17	18	18	18	18	18
	Number of National Register Historic Properties	0	9	9	9	9	9	9
	100-Year Floodplain (acres)	0	97	98	98	98	98	98
	Unique and Sensitive Areas (acres)	0	278	283	283	283	283	283
	Forest canopy (acres)	0	560	574	574	575	574	574
	Wetlands (acres)	0	4	4	4	4	4	4
	Waters of the US (miles)	0	11	11	11	11	11	11
	Noise Receptors Impacted	0	1714	2152	2152	2152	2152	2152
ENGINEERING	Total Right-of-way Required (acres)	0	112	125	125	126	125	125
	Number of Properties Directly Effected	0	463	552	552	554	552	552
	Number of Residential Relocations	0	25	34	34	34	34	34
	Number of Business Relocations	0	3	3	3	3	3	3
	Width of Pavement on I-495 (feet)	138-146	170-174	194-198	194-198	194-198	194-198	194-198
	Width of Pavement on I-270 (feet)	218-230	N/A	N/A	N/A	N/A	N/A	N/A

PROGRAM PHASE 2A: I-270 from I-495 to I-370

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	12	12	12	12	12	12
	Number of National Register Historic Properties	0	8	8	8	8	8	8
	100-Year Floodplain (acres)	0	6	6	6	6	6	6
	Unique and Sensitive Areas (acres)	0	46	47	47	50	47	49
	Forest canopy (acres)	0	274	277	277	286	277	282
	Wetlands (acres)	0	2	2	2	2	2	2
	Waters of the US (miles)	0	3	3	3	3	3	3
	Noise Receptors Impacted	0	537	634	634	745	575	625
ENGINEERING	Total Right-of-way Required (acres)	0	65	68	68	76	68	73
	Number of Properties Directly Effected	0	178	197	197	234	197	213
	Number of Residential Relocations	0	0	0	0	0	0	0
	Number of Business Relocations	0	0	0	0	0	0	0
	Width of Pavement on I-495 (feet)	138-146	N/A	N/A	N/A	N/A	N/A	N/A
	Width of Pavement on I-270 (feet)	218-230	194-198	218-222	218-222	242-248	202-206	226-230



- NOTES:**
- All alternatives follow the existing highways, therefore, the quantities are similar.
 - Property and environmental needs are preliminary at this point in the Managed Lanes Study. As the study moves forward, further avoidance and minimization to reduce property and environmental needs will be evaluated and prioritized. This includes incentivizing the private sector through innovation.
 - Preliminary impacts in tables assume total impacts; temporary and permanent impacts will be differentiated in the DEIS.
 - The Air Quality Analysis for the Study is still ongoing. The methodologies and assumptions used in the assessment will be outlined in the DEIS and supporting documentation.
 - Noise receptors are noise sensitive land uses which include residences, schools, places of worship, parks, among others.

PROGRAM PHASE 2B: I-495 from I-95 to west of MD 5

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	15	15	15	15	15	15
	Number of National Register Historic Properties	0	8	8	8	8	8	8
	100-Year Floodplain (acres)	0	21	23	23	23	23	23
	Unique and Sensitive Areas (acres)	0	84	84	84	84	84	84
	Forest canopy (acres)	0	582	598	598	598	598	598
	Wetlands (acres)	0	14	14	14	14	14	14
	Waters of the US (miles)	0	14	14	14	14	14	14
	Noise Receptors Impacted	0	1410	1684	1684	1684	1684	1684
ENGINEERING	Total Right-of-way Required (acres)	0	129	146	146	146	146	146
	Number of Properties Directly Effected	0	587	708	708	708	708	708
	Number of Residential Relocations	0	0	0	0	0	0	0
	Number of Business Relocations	0	1	1	1	1	1	1
	Width of Pavement on I-495 (feet)	138-146	170-174	194-198	194-198	194-198	194-198	194-198
	Width of Pavement on I-270 (feet)	218-230	N/A	N/A	N/A	N/A	N/A	N/A

POTENTIAL PHASING:

- To implement the improvements of a build alternative, a potential phasing plan would be considered. It would be proposed in three phases.
- Phase 1 would start on I-495 at the George Washington Parkway, include improvement of the American Legion Bridge, and extend to I-95.
- Phase 2A on I-270 would start at I-495 and extend to I-370.
- Phase 2B on I-495 would start at I-95 and extend to west of MD 5.
- This phasing would address the most congested freeway segments first and allow Phases 2A and 2B to be delivered concurrently.
- Phase 1 would be anticipated to begin shortly after approval of a Record of Decision and Phases 2A and 2B would be anticipated to begin within two years of beginning of Phase 1.

PROPERTY NEEDS - FREQUENTLY ASKED QUESTIONS

Property and environmental needs are preliminary at this point in the Managed Lanes Study. As the study moves forward, further avoidance and minimization to reduce property and environmental needs will be evaluated and prioritized. This includes, incentivizing the private sector through innovation.

What determines if my property is needed?

- Many factors are analyzed in developing a transportation facility such as environmental, traffic operations, safety and property effects. If the improvements are wider than MDOT SHA's property, your property is needed.

What are my rights related to property acquisition?

- MDOT SHA complies with State and Federal laws to determine just compensation for impacts to your property.
- Just compensation is based on the fair market value of the property and includes the compensation for property needed plus any decrease in the value to any remaining property.
- For full details on the acquisition process, please refer to the MDOT SHA Your Land and Your Highways: Your Rights and Benefits Guide.

How far in advance will I know that my property is needed?

- MDOT SHA will advise you well in advance of actual negotiations. A letter will be mailed to you explaining that your property will be appraised and you have the right to be present. The mere fact that a study is ongoing does not mean that transportation improvements will affect your property.

What will I be paid for my property if it is needed?

- MDOT SHA will offer fair market value of your property which will include compensation for the property and decrease in value to the remaining property. Relocation assistance is a separate benefit that is provided if the owner is eligible.

REDUCTION OF POTENTIAL PROPERTY NEEDS

Property and environmental needs are preliminary at this point in the Managed Lanes Study. As the study moves forward, further avoidance and minimization to reduce property and environmental needs will be evaluated and prioritized. This includes, incentivizing the private sector through innovation.

How have we reduced potential property needs?

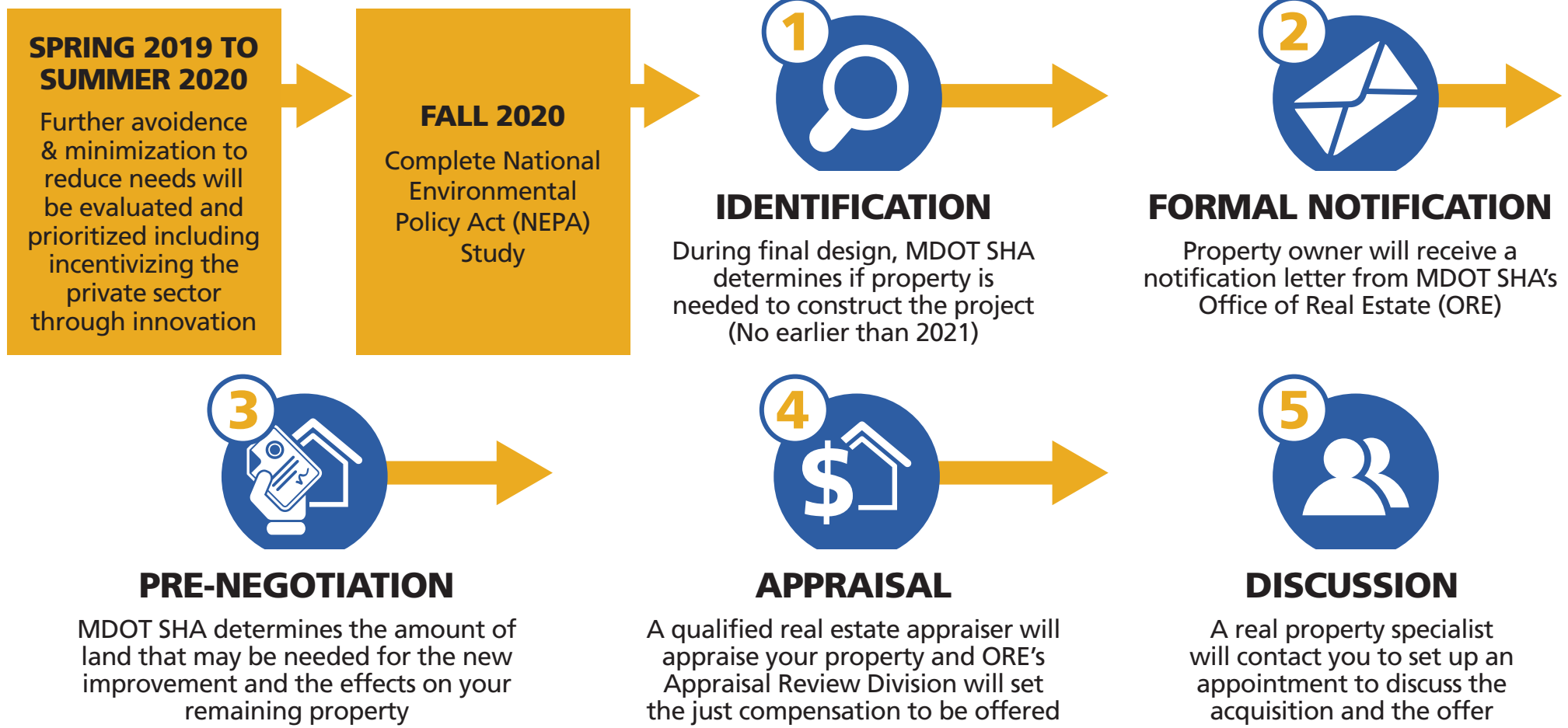
- At this early stage, considering the information available and level of design for each alternative, we have attempted to stay within existing rights-of-way to the extent possible to avoid and/or minimize potential property needs from residents and businesses.
- In locations where potential property needs were identified, a series of adjustments were applied to reduce the amount of potential property needed. This included reducing grass and grading areas next to the roadway and including retaining walls.

How will we continue to reduce potential property needs?

- MDOT SHA is committed to working with residents and businesses to identify approaches that could further reduce potential property needs or mitigate any effects to property as this process moves forward.
- Further avoidance and minimization is a priority as the development process moves forward. This includes continuing to evaluate the reduction of property needs as the preferred alternative is identified and refined. Also, MDOT SHA will engage and incentivize the private sector through innovation to reduce property needs.

WHAT HAPPENS IF MY PROPERTY IS DIRECTLY AFFECTED?

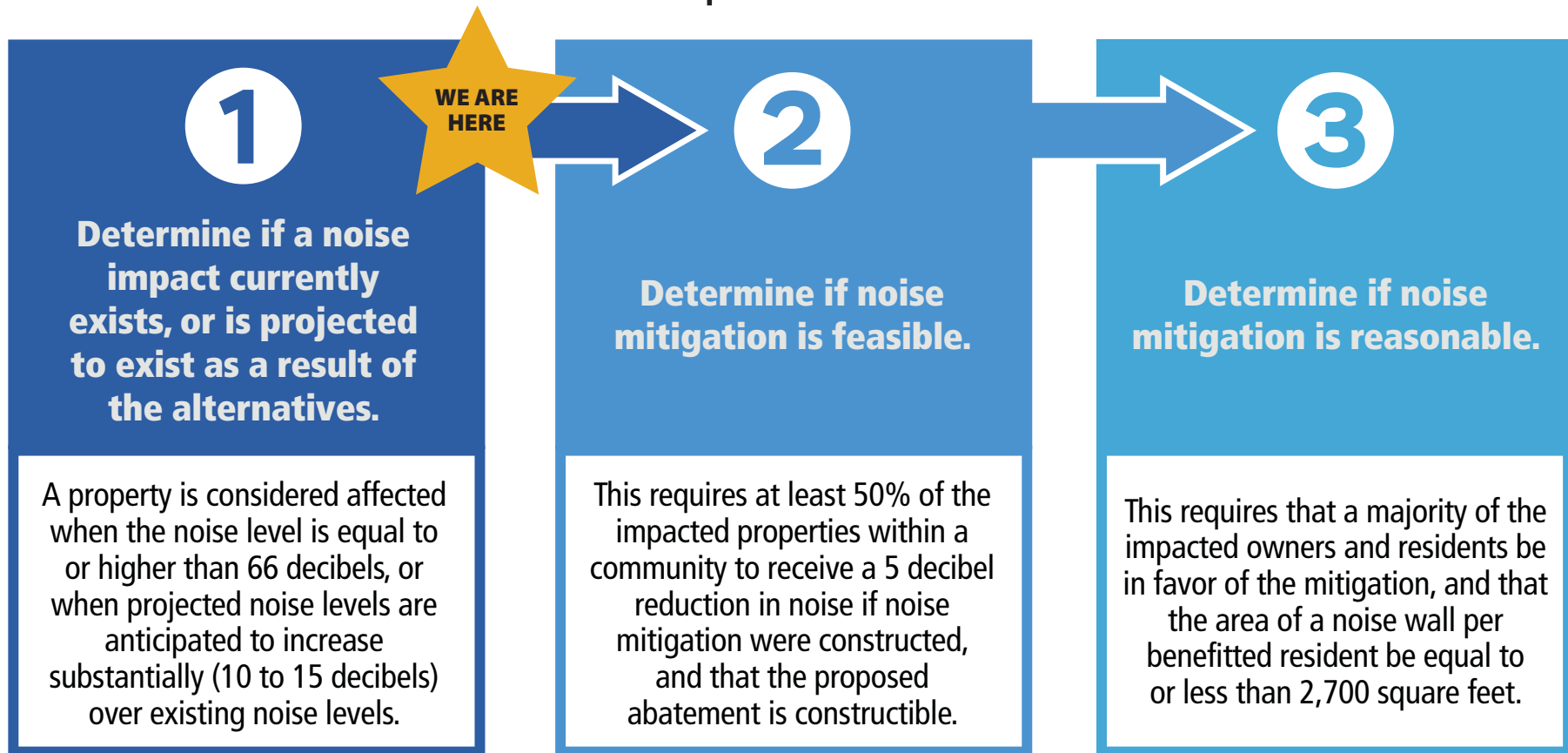
TIMELINE OF THE ACQUISITION PROCESS



https://www.roads.maryland.gov/ORE/highway_brochure_2019.pdf

HOW DO WE STUDY NOISE IMPACTS?

As part of NEPA, MDOT SHA evaluates the need for noise mitigation when alternatives propose changes to the existing noise environment. This evaluation includes three requirements:



<https://www.roads.maryland.gov/Index.aspx?PageId=828>

WHAT IS MDOT SHA'S NOISE MITIGATION POLICY?

The MDOT SHA Noise Policy requires mitigation be feasible and reasonable.

FEASIBILITY: Can effective mitigation be constructed?

Acoustic Considerations: Can mitigation reduce projected noise levels by at least 5 dB(A) at 50% of impacted sites? Reduction of noise levels may be limited where external noise sources exist, such as where aircraft flight paths exist. In these situations, noise barriers may not be feasible.

Safety & Access Considerations: Will noise mitigation block access for driveways, local streets or pedestrians? Will it cause unsafe conditions, for example by limiting sight distance? If so, mitigation is not feasible.

Site Constraint Assessment: Will construction of the noise mitigation require additional considerations, for example: a retaining wall; major utility conflicts; acquisition of right-of-way?

REASONABLENESS: Is it reasonable to construct noise mitigation in this location?

Viewpoints of Benefited Property Owners & Residents: If more than 50% of benefited residents in the impacted area are opposed to the noise mitigation, it is deemed not reasonable.

Benefited Residences & Design Goal: At least 50% of benefited residences must receive at least a 7 dB(A) reduction from the proposed abatement for the abatement to be considered reasonable.

Cost Effectiveness: A barrier system will be considered reasonable if the area of wall provided per benefited residence is equal to, or less than, 2,700 square feet.

NOTE: For full details please refer to the MDOT SHA Highway Noise Policy, August 2011
<https://www.roads.maryland.gov/Index.aspx?pagelid=828>

STAY CONNECTED






MDOT SHA is committed to keeping the public informed about this important study. Learn more about the study:

-  Visit 495-270-p3.com
-  Call toll free **833-858-5960**
-  Email Study team
495-270-p3@sha.state.md.us
-  Sign up for email notifications on
the website 495-270-p3.com

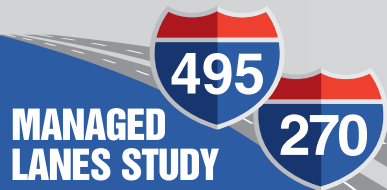


PROVIDE FEEDBACK

We want your comments on the recommended Alternatives Retained for Detailed Study (ARDS). **Comments for the ARDS will be accepted through June 14, 2019.** Please comment through one of these methods:

-  Hard copy comment form that can be dropped off at the workshops or in the mail
-  Provide oral comments to the verbatim recorder
-  Online comment form 495-270-p3.com
-  Email 495-270-p3@sha.state.md.us
-  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





WE'RE WORKING OUR WAY AROUND THE STUDY AREA TO GET YOUR FEEDBACK

Since January, MDOT SHA has met with stakeholders and community members.

Four Cities Stakeholder Meeting (College Park, Berwyn Heights, Rockville, New Carrollton)	College Park	January 30, 2019
Suburban Maryland Transportation Alliance Meeting	Rockville	February 7, 2019
Carderock Citizens Association Meeting	Bethesda	February 10, 2019
Town of Cheverly Town Hall Meeting	Cheverly	March 14, 2019
Upcounty Citizens Advisory Board Meeting	Germantown	March 18, 2019
Montgomery County Council Meeting	Rockville	March 19, 2019
Village of North Chevy Chase Meeting	Chevy Chase	March 19, 2019
The Promenade Meeting	Bethesda	March 20, 2019
Locust Hill Citizens Association Meeting	Bethesda	March 21, 2019
Prince George's County Council Meeting	Upper Marlboro	March 25, 2019
Construction Management Association of America Meeting	Baltimore	March 26, 2019
Greater Bethesda Chamber of Commerce Meeting	Bethesda	March 27, 2019
Cabin John Citizens Association Meeting	Cabin John	March 27, 2019
Frederick Chamber Transportation Action Committee	Frederick	April 3, 2019
Gaithersburg City Council Meeting	Gaithersburg	April 8, 2019

Contact us if you'd like to schedule a meeting with your organization:

@ 495-270-p3@sha.state.md.us

📞 833-858-5960 Toll-Free

PUBLIC-PRIVATE PARTNERSHIPS (P3)

WHAT IS A P3?

A Public-Private Partnership (P3) is an alternative delivery model that seeks to harness private sector expertise and innovation in the delivery of public infrastructure for the benefit of the public owner and users of the infrastructure. Constraints and authority, P3s can successfully leverage the respective strengths of the public and private sectors to deliver large, complex infrastructure projects in a cost-effective and timely fashion. Functions under a P3 delivery model may include designing, building, financing, operating, and maintaining an infrastructure facility.

BENEFITS OF A P3



Projects delivered faster:

P3 projects can move forward when the public owner does not have available funding.



Operations and maintenance:

The P3 developer operates the facility and maintains it over the term of the agreement at a more economical cost.



Provides equity and financing:

Without a P3, proposed improvements of this magnitude would take decades and would use Maryland's entire transportation budget.



Transfer of risks:

The public owner and the private partner share the risks based on who can best manage each risk to provide the best value to the public owner, such as revenue risk, design and construction risks, long-term operations and maintenance risks.

A P3 IS NOT

■ A Funding Source

Projects require user fees or tax dollars regardless if a P3 is used

■ Privatization

The private partner does not obtain any ownership. The State is still the owner

■ Transfer of State Responsibility

The State retains the ultimate responsibility to ensure the facility meets its intended public need. The private sector also cannot have decision making in the environmental process as it is a government function



Presentation



WELCOME

I-495 & I-270 P3 Program & Managed Lanes Study

Spring Public Workshops
April & May 2019



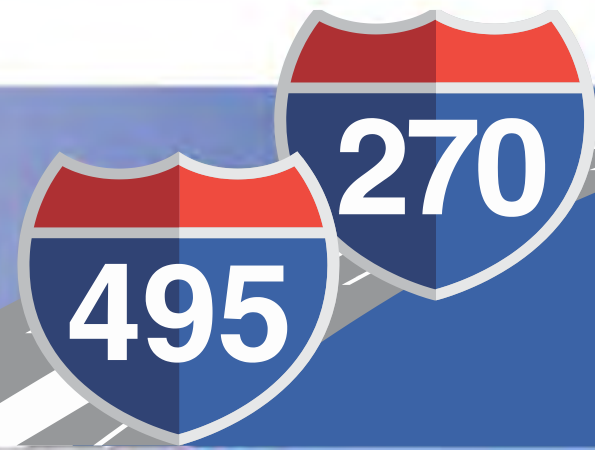


Agenda

- Program Need
- National Environmental Policy Act (NEPA) Process
- Alternatives Development and Screening
- Next Steps
- Stay Connected



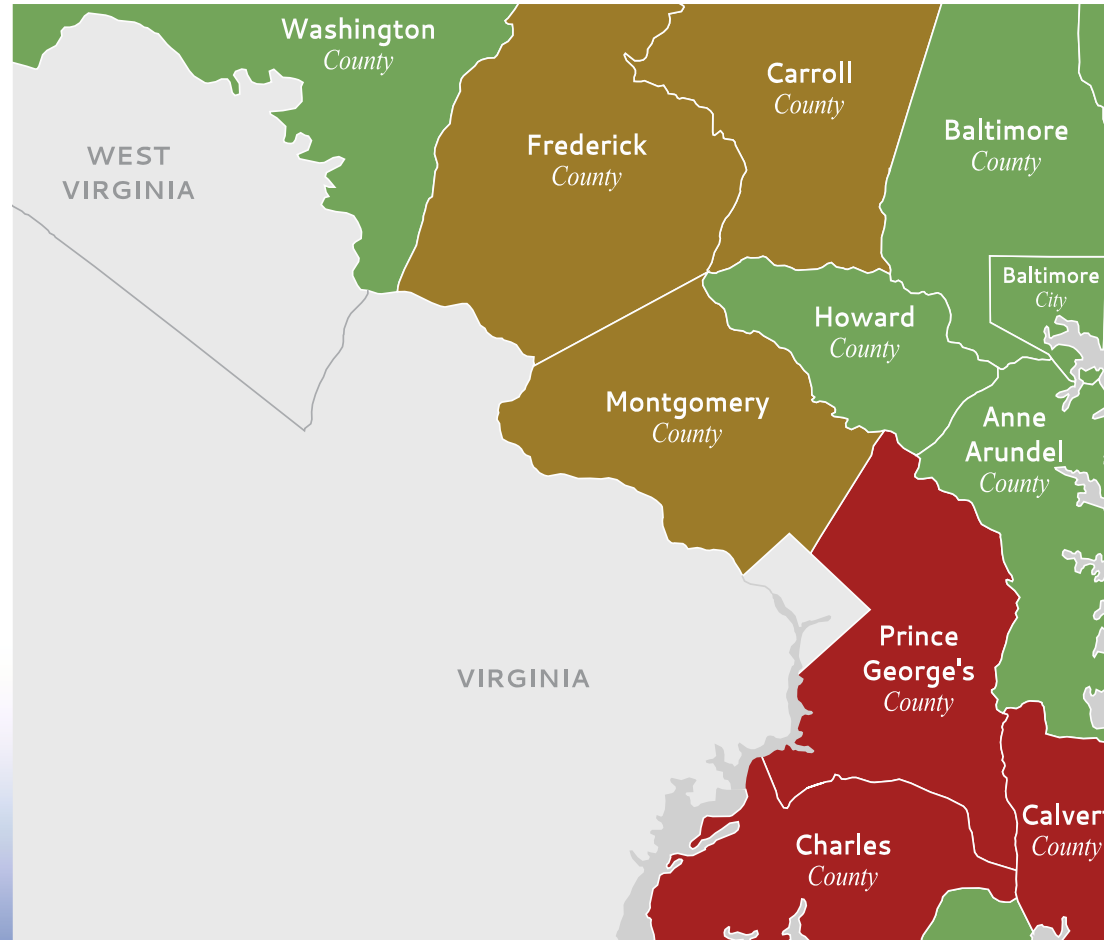
PROGRAM NEED





Address Traffic Congestion

- Congestion limits economic growth and diminishes the **quality of life**
- Top 5 **highest volume** freeway sections in Maryland are within program area
- Today, on average, **severe congestion** lasts for **7 hours** each day on I-270 and **10 hours** each day on I-495
- Many sections experience **speeds less than 15 mph** under existing conditions and traffic is expected to deteriorate
- The average commuter in the National Capital Region loses **87 hours** and **over \$2,000** to congestion annually
- \$1.3 B* cost of congestion in the Maryland National Capital Region in 2016 – 33% **increase** since 2013



AVERAGE COMMUTING TIME

- >26–32 Minutes
- >32–36 Minutes
- >36–43 Minutes

- Average commute time in Maryland = 32.3 minutes
- Tied for first place – longest commute time in the country
- Within the center of the State, commutes longer than State average

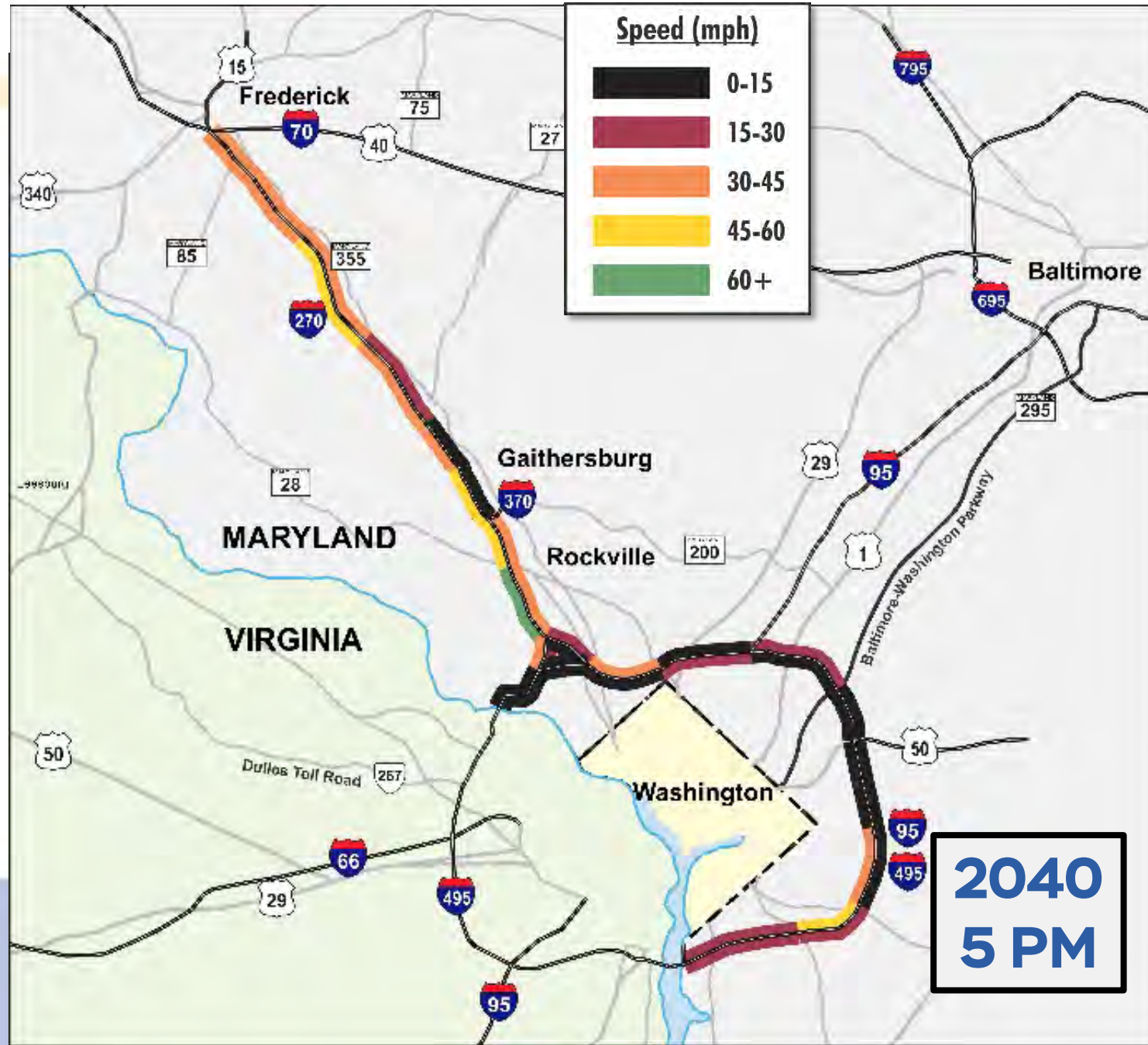




Address Traffic Congestion

Average Annual Daily Traffic (AADT)

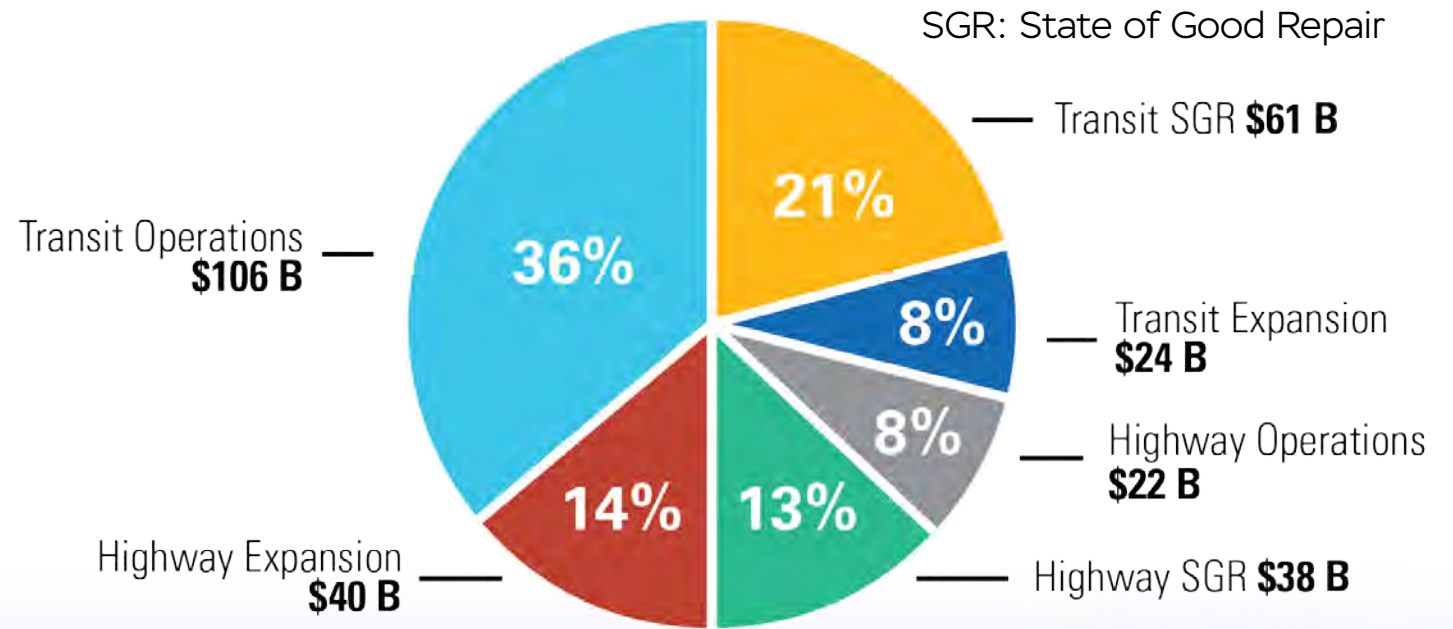
Location	2018	2040
I-270: I-370 to I-495	259,000	299,000
I-495: VA Line to I-270	253,000	282,000
I-495: I-270 to I-95	235,000	252,000
I-495: I-95 to MD 4	230,000	245,000





Visualize 2045 – Regional Long Range Transportation Plan

- Planned Future Expenditures in the National Capital Region
 - 66% Public Transportation (\$191 B)
 - 34% Highways (\$100 B)



Total: \$291.1 Billion

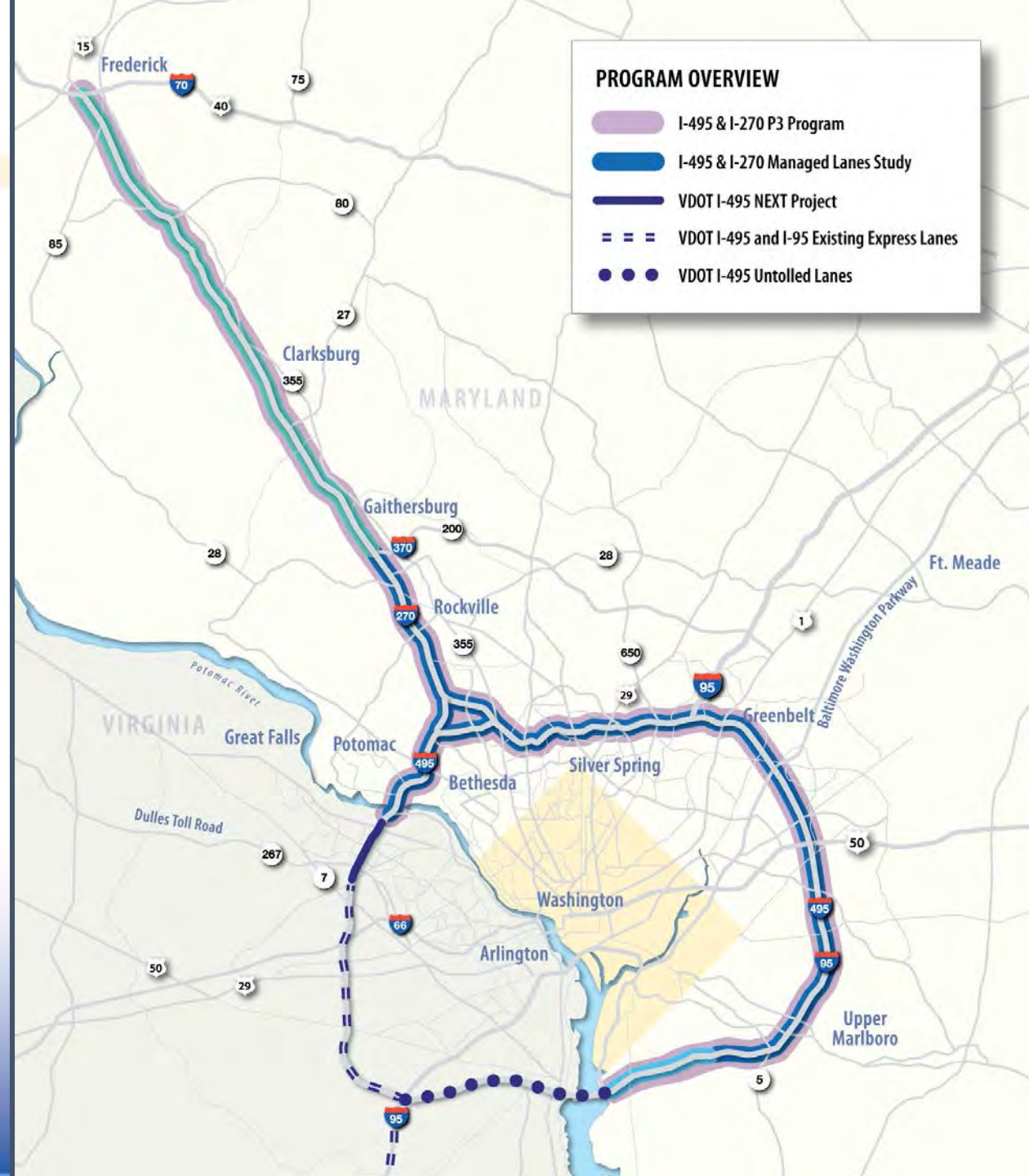
*Units in Billions





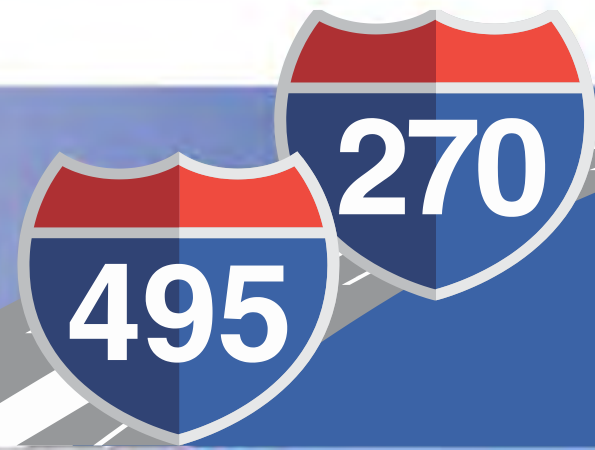
I-495 & I-270 P3 Program

- I-495 & I-270 P3 Program includes over 70-miles of interstate corridor
- First Study: I-495 & I-270 Managed Lanes Study (48 miles)
- Future Studies: I-270 from I-370 to I-70 and I-495 from MD 5 to the Woodrow Wilson Bridge
- VDOT I-495 NEXT Project: Environmental study underway independently



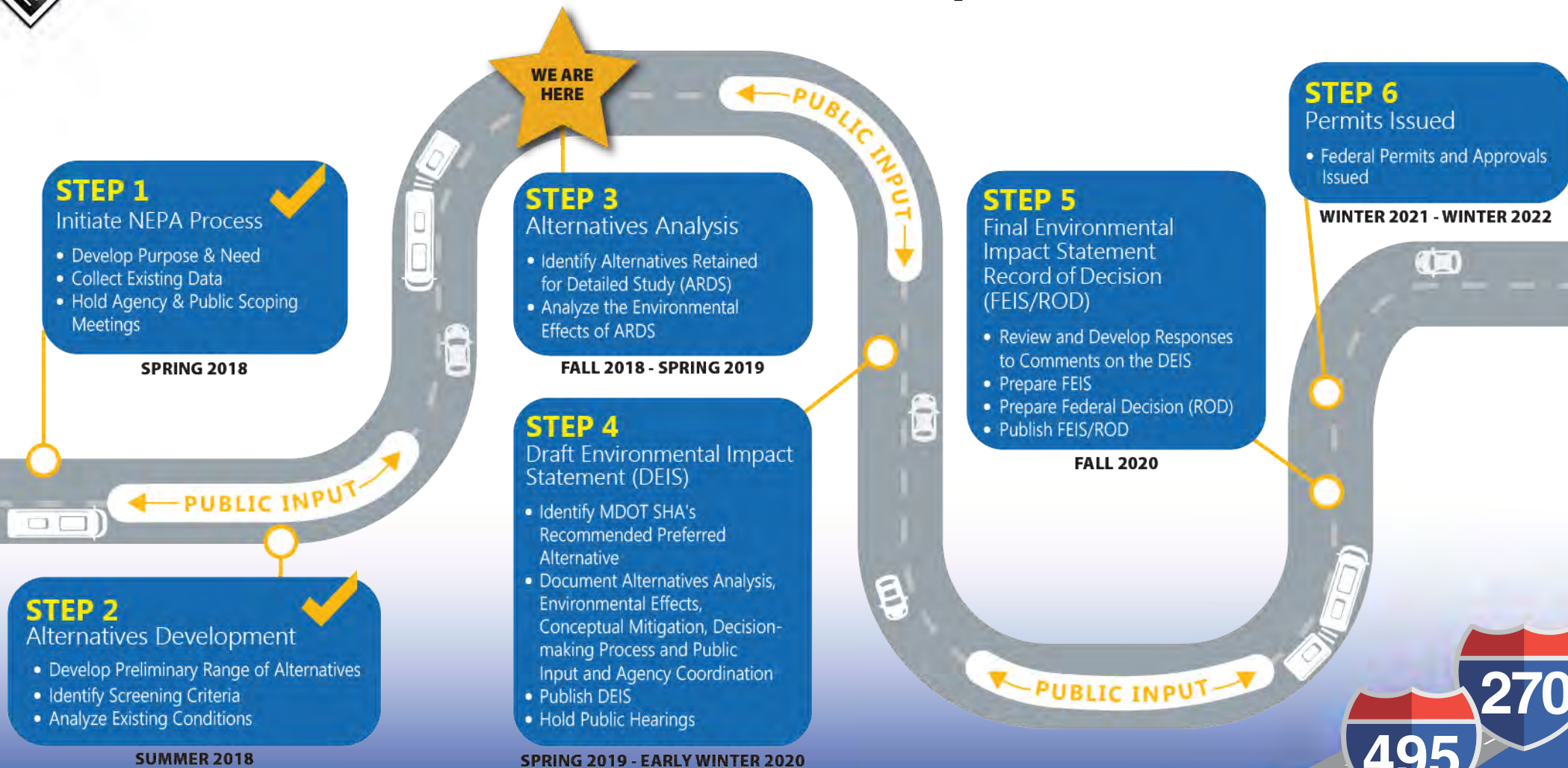
National Environmental Policy Act (NEPA) PROCESS

I-495 & I-270 Managed Lanes Study





What's Been Completed?





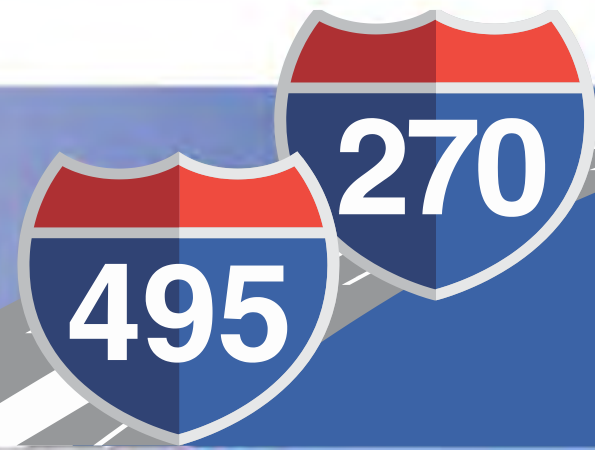
I-495 & I-270 Managed Lanes Study Purpose and Need

- **Purpose:** Develop a travel demand management solution(s) 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.
- **Needs:**
 - Accommodate Existing Traffic and Long Term Traffic Growth
 - Enhance Trip Reliability
 - Provide Additional Roadway Travel Choices
 - Accommodate Homeland Security
 - Improve Movement of Goods and Services
- **Goals:**
 - Financial Viability
 - Environmental Responsibility



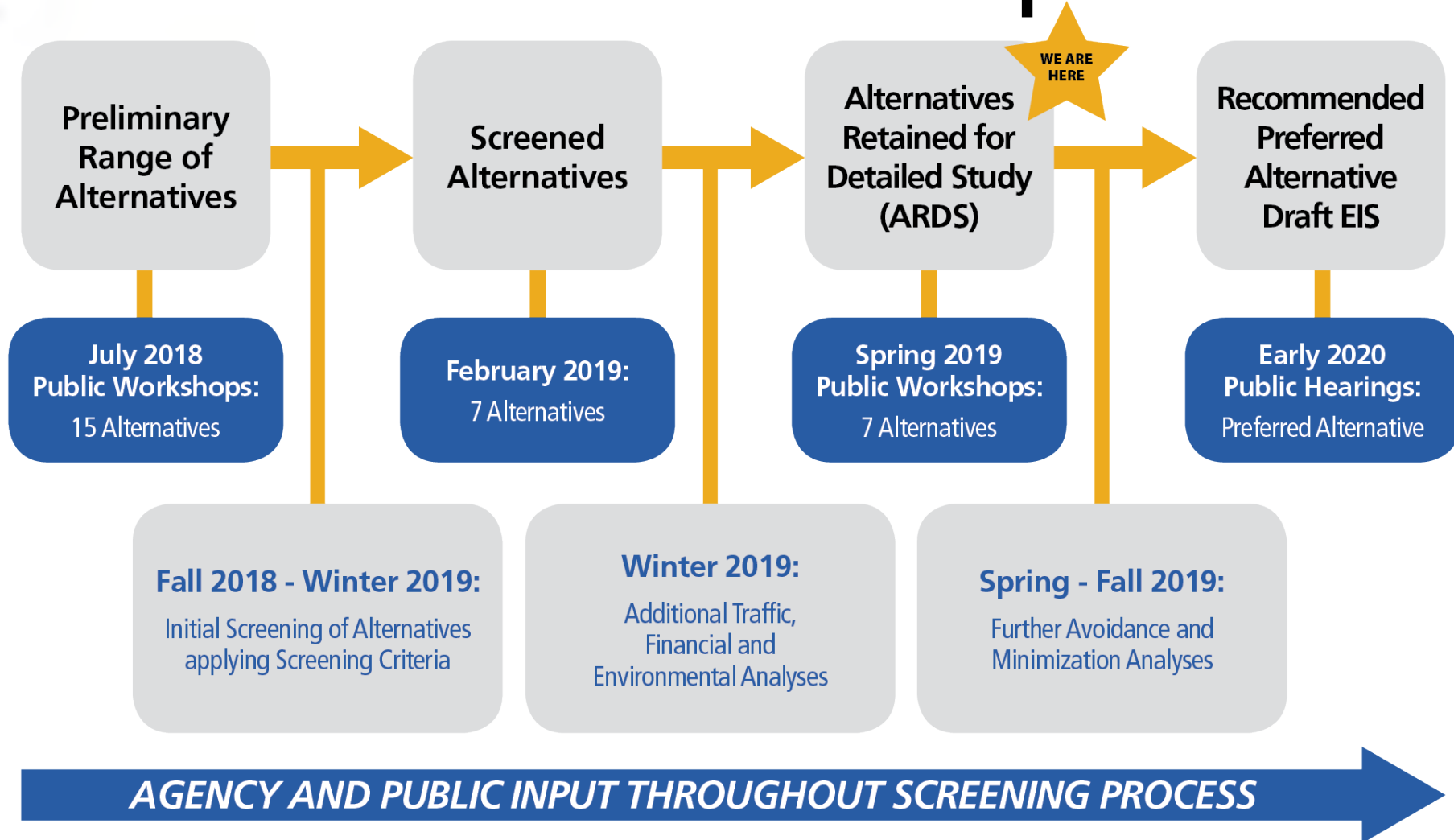
ALTERNATIVES DEVELOPMENT AND SCREENING

I-495 & I-270 Managed Lanes Study





Alternatives Development





Screening Criteria to get to ARDS

Six screening criteria were based on the transportation needs and goals outlined in the Study's Purpose and Need:



ENGINEERING

- Accommodate existing traffic and long-term traffic growth
- Enhance travel time reliability
- Provide additional travel choice
- Evaluate complex configurations that lead to driver confusion



MOVEMENT OF GOODS AND SERVICES



HOMELAND SECURITY



ENVIRONMENTAL CONSIDERATIONS



FINANCIAL VIABILITY



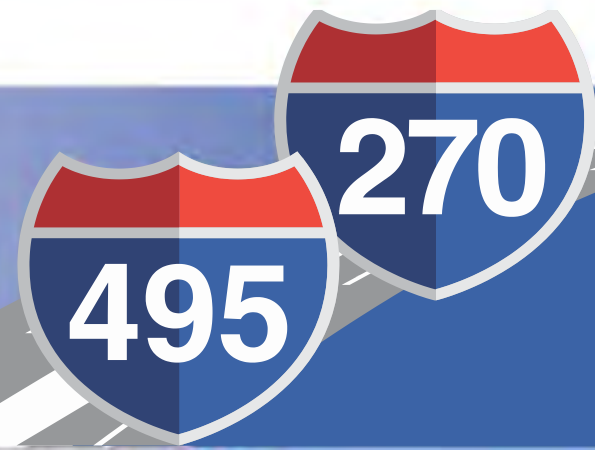
MULTI-MODAL CONNECTIVITY

- Alternatives that **do not meet** the purpose and need are **not carried forward** for evaluation in the Draft Environmental Impact Statement (DEIS)
- **Reasonable** alternatives, those that **meet** the purpose and need and are, therefore recommended to be **carried forward** for detailed study in the the DEIS



RECOMMENDED ALTERNATIVES RETAINED FOR DETAILED STUDY

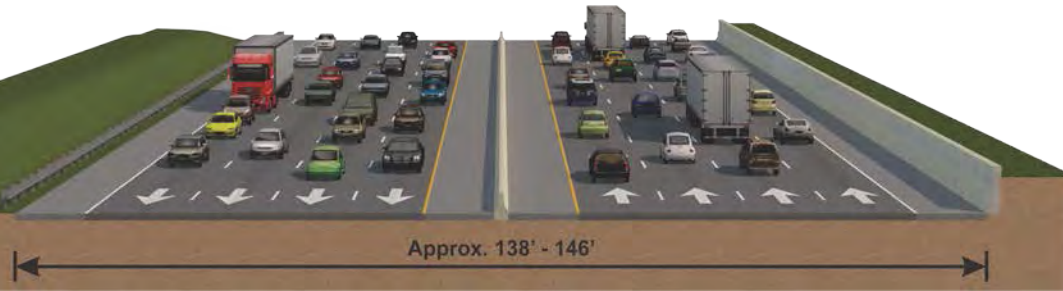
I-495 & I-270 Managed Lanes Study





Alternative 1 – No Build

All projects in the Financially Constrained Long Range Transportation Plan (CLRP) including I-270 Innovative Congestion Management (ICM) Improvements, Purple Line, Corridor Cities Transitway, Bus Rapid Transit, and increased trip capacity and frequency along all MARC lines



- No-Build does **not** meet the purpose and need
- Used as a baseline to compare the results of each build alternative





Alternative 5

Add one HOT managed lane in each direction on I-495 and convert one existing HOV lane in each direction to a HOT managed lane on I-270



- Reduces delay versus the No Build by 20% in AM peak and 22% in PM peak
- Decreases daily delay on local roads by 3.2%
- Average savings per commuter is 45 hours and \$900 per year
- Single lane system would be constrained by the slowest moving vehicle, less reliable, and less flexible to adapt to incidents





Alternative 8

Add two ETL managed lanes in each direction on I-495 and add one ETL managed lane and retain one HOV lane in each direction on I-270



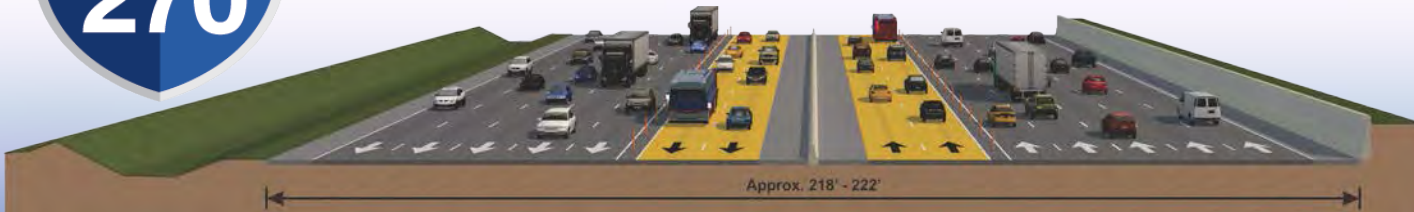
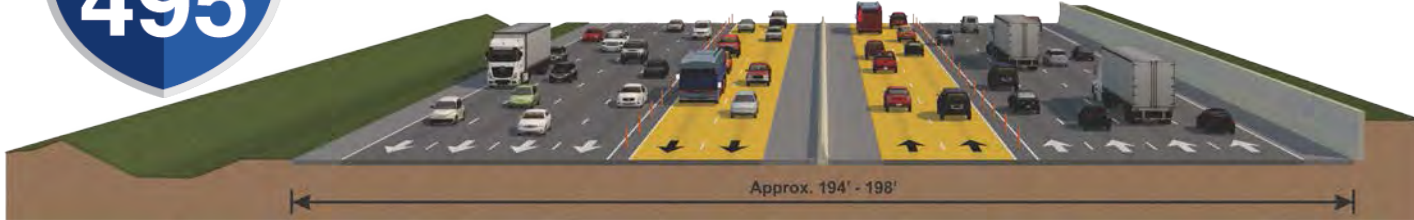
- Reduces delay versus the No Build by 24% in AM peak and 33% in PM peak
- Decreases daily delay on local roads by 6.3%
- Average savings per commuter is 59 hours and \$1,180 per year
- Similar to Alternative 5, a single lane system on I-270 would be constrained by the slowest moving vehicle, less reliable, and less flexible to adapt to incidents





Alternative 9

Add two HOT managed lanes in each direction on I-495 and convert one existing HOV lane to a HOT managed lane and add one HOT managed lane in each direction on I-270



- Reduces delay versus the No Build by 34% in AM peak and 33% in PM peak
- Decreases daily delay on local roads by 6.8%
- Average savings per commuter is 73 hours and \$1,460 per year
- Would allow for passing of slower moving vehicles, be more reliable, and more adaptable to incidents than single lane or reversible alternatives





Alternative 10

Add two ETL managed lanes in each direction on I-495 and on I-270 and retain one existing HOV lane in each direction on I-270 only



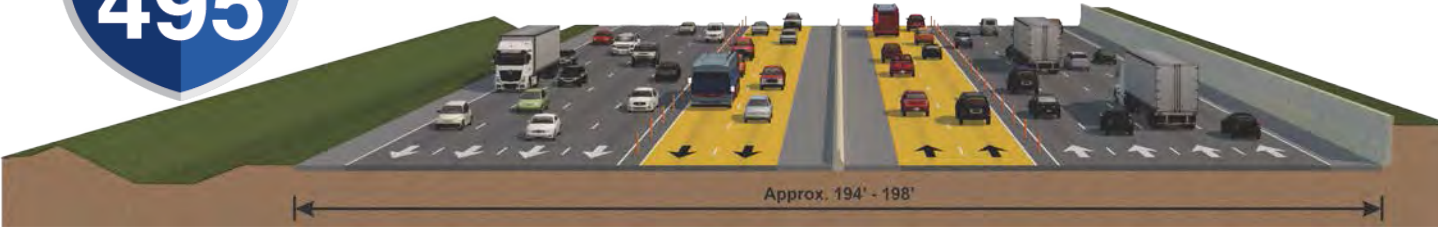
- Reduces delay versus the No Build by 35% in AM peak and 35% in PM peak
- Decreases daily delay on local roads by 6.4%
- Average savings per commuter is 72 hours and \$1,440 per year
- Would allow for passing of slower moving vehicles, be more reliable, and more adaptable to incidents than single lane alternatives





Alternative 13B

Add two HOT managed lanes in each direction on I-495 and convert existing HOV lanes to two HOT managed reversible lanes on I-270 while maintaining General Purpose lanes



- Reduces delay versus the No Build by 27% in AM peak and 22% in PM peak
- Decreases daily delay on local roads by 6.3%
- Average savings per commuter is 65 hours and \$1,300 per year
- Does not serve demand in off-peak direction of I-270, less flexible to adapt to incidents, and requires downtime for changeovers





Alternative 13C

Add two ETL managed lanes in each direction on I-495 and add two managed, reversible ETLs on I-270 while retaining HOV lanes adjacent to General Purpose lanes



- Reduces delay versus the No Build by 26% in AM peak and 35% in PM peak
- Decreases daily delay on local roads by 6.2%
- Average savings per commuter is 64 hours and \$1,280 per year
- Does not serve demand in off-peak direction of I-270, less flexible to adapt to incidents, and requires downtime for changeovers





Multimodal Considerations

Multimodal Mobility and Connectivity

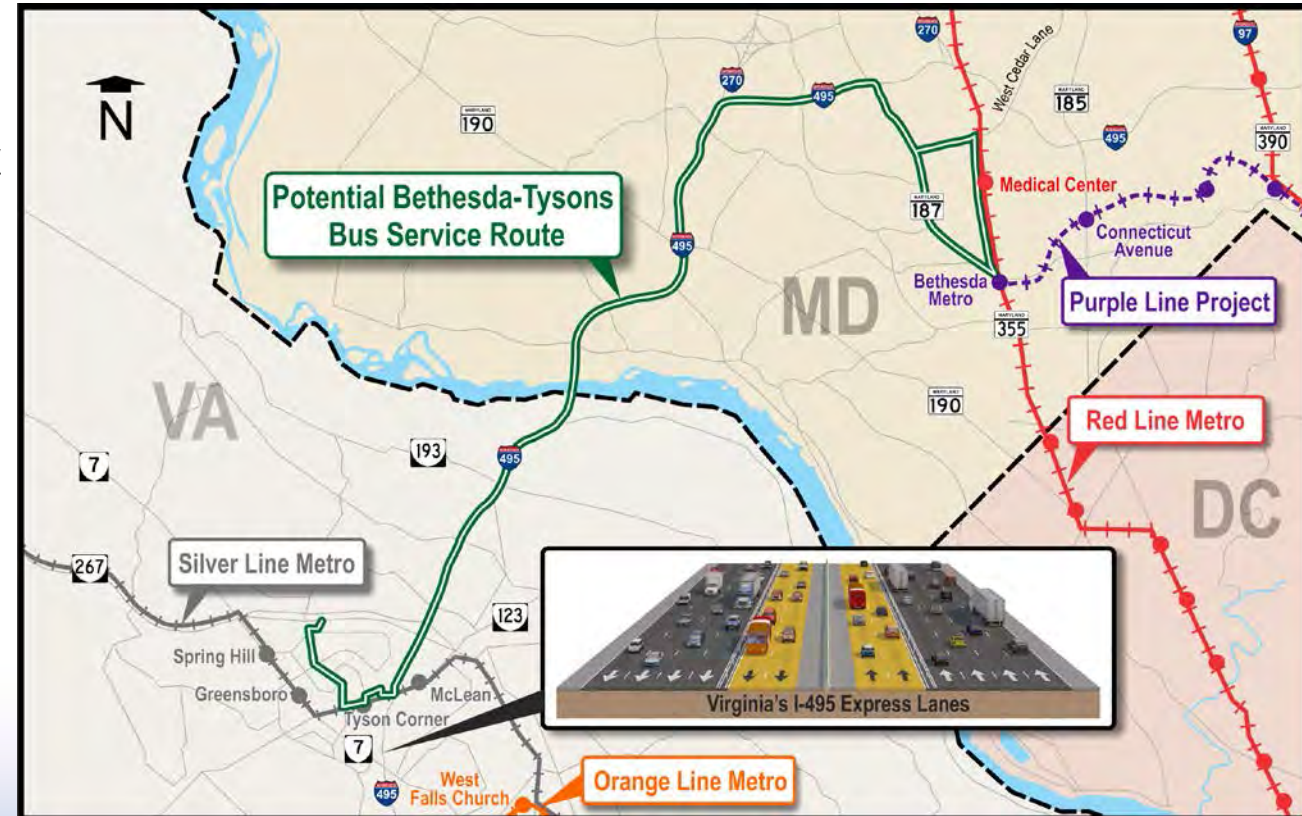
- Alternatives will include multimodal mobility and connectivity with other travel modes such as transit and pedestrian/bicycle connections

Direct and Indirect Access

- Improved access to existing transit stations and transit oriented developments will be included in the alternatives including Greenbelt Metro, New Carrollton, Branch Avenue, Largo and Shady Grove

Bus Usage of Managed Lanes

- Public bus usage of managed lanes will be allowed to enhance transit mobility and connectivity to existing and planned transit facilities
- MDOT has committed to working with WMATA to consider the results of the Washington Area Transformation Bus Study in the MLS improvements





Benefits of Express Toll Lanes (ETL) / High Occupancy Toll (HOT) Lanes

Provides Options

- Opportunity for travelers to choose to pay toll that varies to maintain free flow travel at or above 45 mph and reliable/reduced travel times
- All unrestricted free lanes will remain free
- Provides reduced travel times for those who continue to use the free lanes

System Upgrades

- New bridges and smoother pavement will be provided for all users at no cost to the Transportation Trust Fund, allowing funding that would have been needed to maintain roads to be used for other transportation improvements

Traffic on Local System

- Local roads outside the interstates will have less traffic

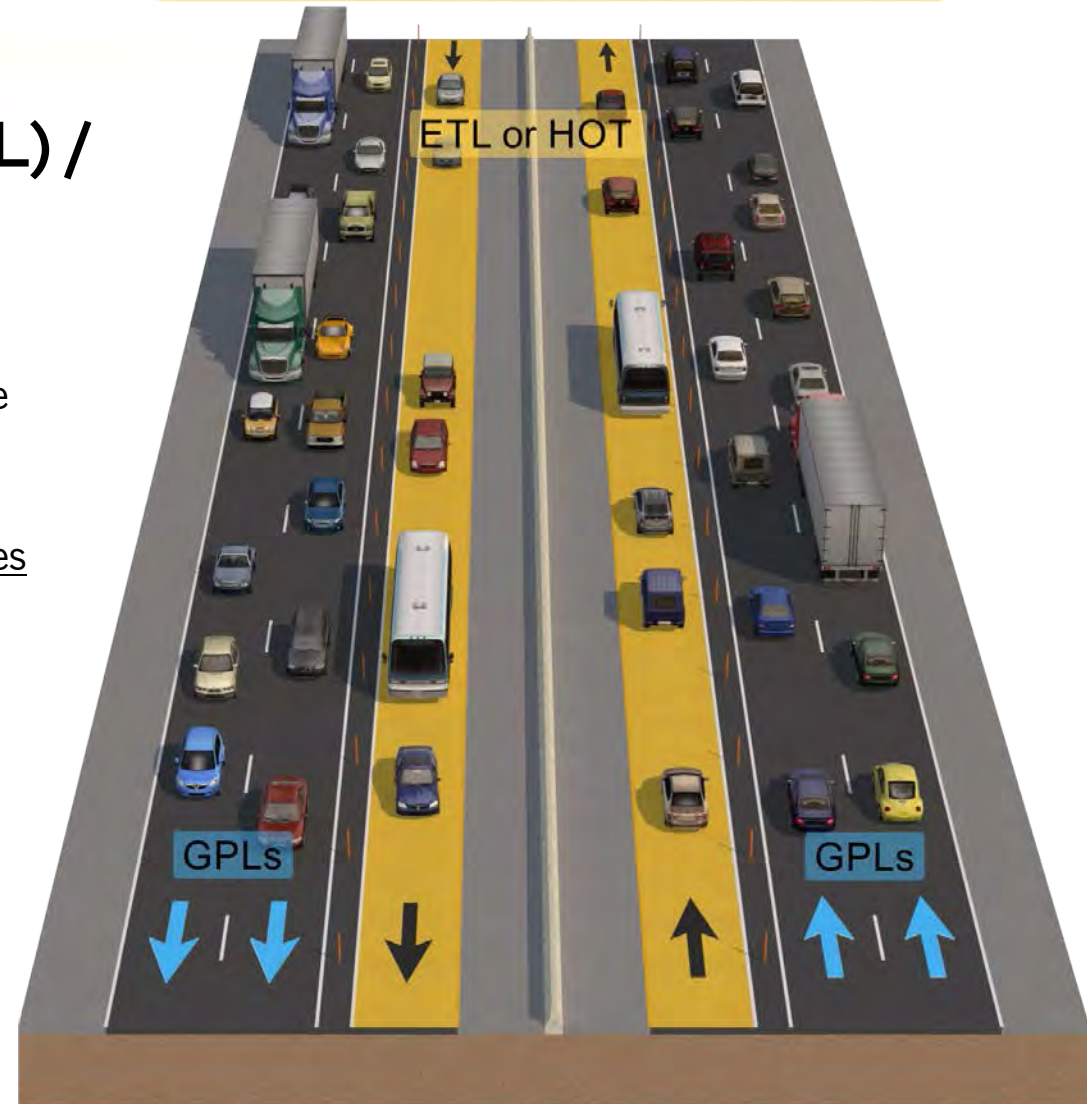
Job Accessibility

- Would improve access to jobs in the region

Movement of Goods

- Would improve reliability for the movement of goods through the region

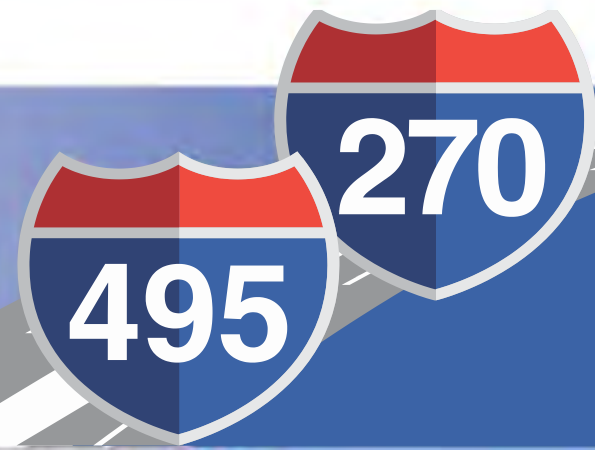
ETL or HOT Lanes would be separated and tolled to maintain traffic speeds or throughput



General purpose lanes (GPLs) continue to function as unrestricted free lanes

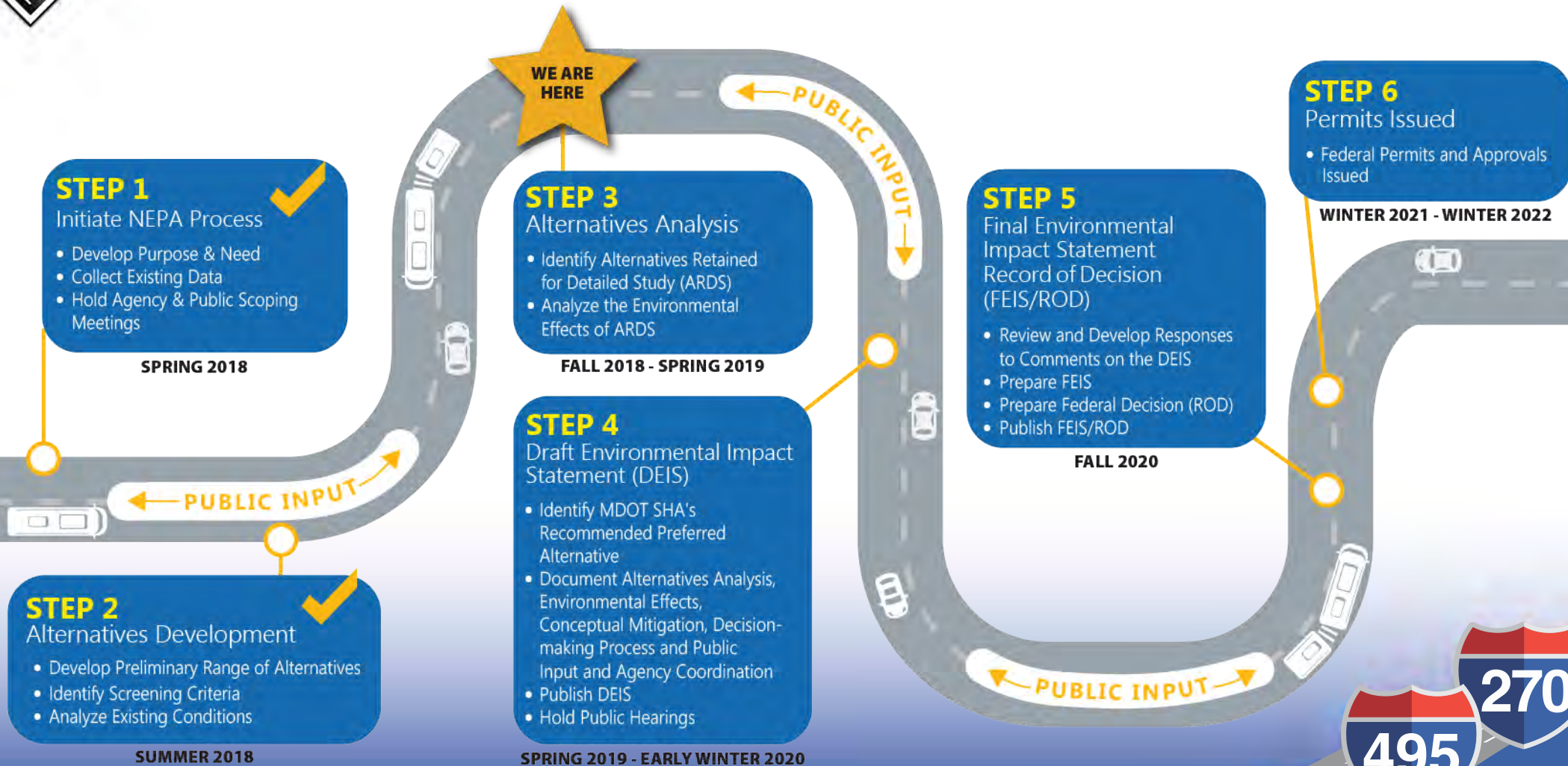
NEXT STEPS

I-495 & I-270 Managed Lanes Study





What's Next?





Provide Feedback & Stay Connected



Hard copy comment form that can be dropped off at the workshops or in the mail



Provide oral comments to the verbatim recorder



Online comment form
495-270-p3.com



Email 495-270-p3@sha.state.md.us



By Mail at:
Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Program Office
707 N. Calvert Street
Mail Stop P-601
Baltimore, Maryland 21202



Have Questions? Call Toll-Free
833-858-5960

Please provide comments by June 14, 2019





We have technical staff here today to answer your questions and hear your feedback!

Station 1:
Study Overview

Station 2:
Alternatives
Development and
Screening Process

Station 3:
Traffic Analyses

Station 4:
Alternatives
Retained for Detailed
Study (ARDS)

Station 5:
Potential Property
Needs

Station 6:
Noise

Station 7:
Stay Connected





APPENDIX B: Spring 2019 Public Workshops Notification Materials

**MDOT SHA
Press Release**



For Immediate Release

Contact: MDOT SHA Office of Communications, 410-545-0303

**I-495 and I-270 Travelers Could See Dramatic Time Savings on Their Future Commutes
with the State’s Regional Congestion Relief Plans**

***MDOT SHA to Host First of Eight Managed Lanes Study Public Workshops
Tonight in Landover***

April 11, 2019 - Tonight, the Maryland Department of Transportation State Highway Administration (MDOT SHA) is holding the first of eight public workshops in April and May, to present the results of preliminary traffic and environmental studies for the I-495 & I-270 Managed Lanes Study. The MDOT SHA has been studying seven Screened Alternatives (as announced in February) and is proposing to carry all seven forward as the Alternatives Retained for Detailed Study (ARDS) in the Draft Environmental Impact Statement.

“Maryland needs to address congestion in the DC region now,” said MDOT SHA Administrator Greg Slater. “If we don’t find a solution now, Marylanders will be sitting in traffic for many years to come – and that would be unfortunate. With the Managed Lanes Study, possible solutions for an improved transportation network and accessibility to transit options are being analyzed. With this Study along with the Purple Line and other transportation efforts, MDOT is seeking to implement a connected network of choices for Maryland travelers, and businesses. The I-495 and I-270 traffic relief studies are about giving people time back in their lives and providing them with a reliable trip. Who doesn’t need time back in their day?”

A recent report released by the national transportation research nonprofit TRIP showed the average commuter in the Washington national Capital Region loses 87 hours to congestion annually. Analyses for the I-495 & I-270 Managed Lanes Study show that the hours lost to congestion will continue to grow for commuters on I-495 and I-270 under the no-build alternative. Preliminary analyses for the build alternatives under study for the I-495 & I-270 Managed Lanes Study show the average savings per commuter on I-495 and I-270 would vary from 45 hours to 73 hours per year.

Congestion relief would also be expected on many of the local arterial roads due to reduced demand and less cut-through traffic, with up to nearly a 7% reduction in delays projected on the local roadway network on a daily basis in 2040.

Detailed traffic data will be presented at the workshops to demonstrate how each of the ARDS would affect travel along I-495, I-270, and throughout the region. Workshop attendees will have the opportunity to see how each alternative could improve their specific commute on I-495 and I-270 in the future by using a “My Commute” calculator tool that will be available at all of the workshops.

The MDOT SHA has added two workshops in May, in addition to the six in April. The workshops will be held at the following dates and times:

Thursday, April 11, 2019
6:30 p.m. – 8:30 p.m.
Prince George’s Sports and Learning Complex
8001 Sheriff Rd.
Landover, MD 20785

Saturday, April 13, 2019
10:00 a.m. – 12:00 p.m.
Pyle Middle School
6311 Wilson Ln.
Bethesda, MD 20817

Tuesday, April 23, 2019
6:30 p.m. – 8:30 p.m.
Eleanor Roosevelt High School
7601 Hanover Pkwy.
Greenbelt, MD 20770

Wednesday, April 24, 2019
6:30 p.m. – 8:30 p.m.
Eastern Middle School
300 University Blvd, East
Silver Spring, MD 20901

Thursday, April 25, 2019
6:30 p.m. – 8:30 p.m.
Thomas Wootton High School
2100 Wootton Pkwy.
Rockville, MD 20850

Saturday, April 27, 2019
10:00 a.m. - 12:00 p.m.
Suitland Community Center
5600 Regency Ln.
Suitland-Silver Hill, MD 20746

Tuesday, May 14, 2019
6:30 p.m. – 8:30 p.m.
Oxon Hill High School
6701 Leyte Dr.
Oxon Hill, MD 20745

Thursday, May 16, 2019
6:30 p.m. – 8:30 p.m.
Seneca Valley High School
19401 Crystal Rock Dr.
Germantown, MD 20874

The MDOT SHA study team will be available at each of the eight workshops, including two on Saturdays, to answer questions about the alternatives analysis. Large-format maps will be available via paper displays and digitally on large screens and iPads. The workshops will also feature educational display boards and two identical short presentations, each followed by an opportunity for brief general questions and answers.

The MDOT SHA will have comment cards available for people wishing to provide a documented written comment and a verbatim reporter to take verbal comments. Feedback is also welcome throughout the study online at 495-270-P3.com, via email at 495-270-P3@sha.state.md.us or through the mail to:

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

For more information about the recommended Screened Alternatives, including the screening criteria and process, as well as all of the display boards and a video of the presentation, visit the program website at 495-270-p3.com.

###

Newspaper Advertisement



**MANAGED
LANES STUDY**

495

270

Multiple studies over the last decade have shown that the National Capital Region is one of the most congested in the nation, and Marylanders face the second highest commuting times in the country. Today, on average, travelers have to navigate seven hours of traffic congestion daily on I-270. The duration is even worse on I-495 with travelers having to navigate 10 hours of congestion daily.

To address this congestion, the Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are completing the I-495 & I-270 Managed Lanes Study. This study is looking to provide a solution that addresses congestion, improves trip reliability, and enhances existing and planned mobility and connectivity for other modes of travel including transit. The study begins on I-495 south of the George Washington Memorial Parkway in Virginia, and includes addressing the serious regional bottleneck at the American Legion Bridge, and extends to west of MD 5 and includes I-270 from I-495 to I-370.

Since presenting the Preliminary Range of Alternatives in July 2018, MDOT SHA completed an initial screening which reduced the preliminary alternatives to seven recommended Screened Alternatives. Public workshops are being held to present the traffic, environmental, and financial analyses for the recommended Screened Alternatives along with the recommendations for the alternatives to be retained for detailed study in the Draft Environmental Impact Statement.

www.495-270-p3.com



APRIL PUBLIC WORKSHOPS

Mark your calendar and plan to attend one of these six public workshops in Montgomery and Prince George's Counties:

Thursday, April 11th

6:30 p.m. – 8:30 p.m.

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Landover, MD 20785

Saturday, April 13th

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Eleanor Roosevelt High School
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Greenbelt, MD 20770

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Eastern Middle School
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Silver Spring, MD 20901

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Rockville, MD 20850

Saturday, April 27th

10:00 a.m. – 12:00 p.m.

Suitland Community Center
5600 Regency Ln
Suitland-Silver Hill, MD 20746



MEETING FORMAT

- The MDOT SHA team will guide attendees through the workshop materials that will include informational displays, handouts, and interactive and hard copy mapping. Staff will be available to answer questions.
- During the week, two presentations will occur at 6:30 p.m. and 7:30 p.m. On Saturday, two presentations will occur at 10:00 a.m. and 11:00 a.m. Presentations are the same and will provide an overview of where we are today with time for questions and answers.
- A virtual workshop will also be available on the program website 495-270-p3.com starting April 11, 2019.
- Comments will be accepted at the public workshops and online. Throughout the study we welcome your feedback. Provide your comments:
 - @ Email Study Team: 495-270-P3@sha.state.md.us
 - 🗨 Submit a comment online 495-270-P3.com or by mail to: Maryland Department of Transportation State Highway Administration, I-495 & I-270 P3 Office 707 North Calvert Street, Mail Stop P-601 Baltimore, MD 21202

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 1, 2019.

Newspaper Insert



MANAGED LANES STUDY



ABOUT THE STUDY

Multiple studies over the last decade have shown that the National Capital Region is one of the most congested in the nation, and Marylanders face the second highest commuting times in the country. Today, on average, travelers have to navigate seven hours of traffic congestion daily on I-270. The duration is even worse on I-495 with travelers having to navigate 10 hours of congestion daily.

To address this congestion, the Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are completing the I-495 & I-270 Managed Lanes Study. This study is looking to provide a solution that addresses congestion, improves trip reliability, and enhances existing and planned mobility and connectivity for other modes of travel including transit. The study begins on I-495 south of the George Washington Memorial Parkway in Virginia, and includes addressing the serious regional bottleneck at the American Legion Bridge, and extends to west of MD 5 and includes I-270 from I-495 to I-370.

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-  Submit a comment online 495-270-P3.com or by mail to: Maryland Department of Transportation State Highway Administration, I-495 & I-270 P3 Office 707 North Calvert Street, Mail Stop P-601 Baltimore, MD 21202



www.495-270-p3.com

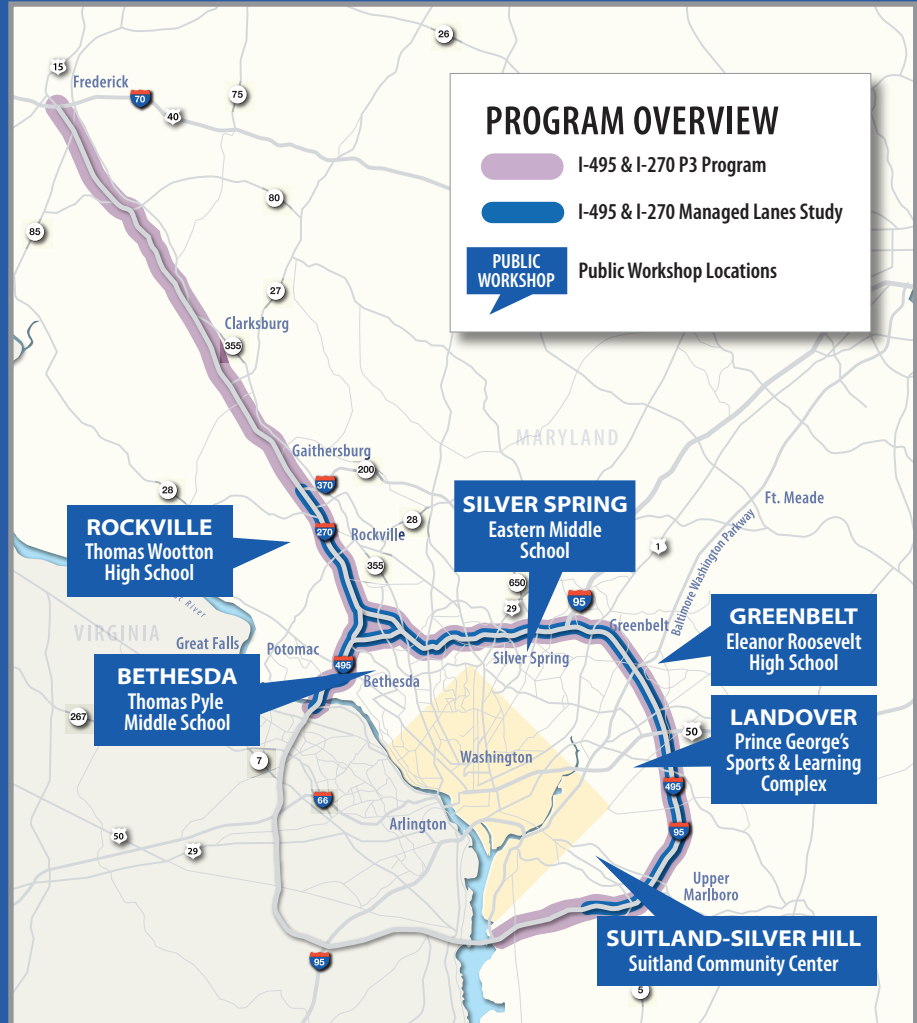
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如需<中文版>的简报，请发电子邮件到 495-270-P3@sha.state.md.us。请在电子邮件主题栏标出

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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.

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



Targeted Facebook and Instagram Advertisements




Paid Social Media Plan (Facebook and Instagram)

March 8, 2019

- 5. Maryland Residents mark your calendars! You are invited to attend MDOT SHA's Public Workshop on Thursday, April 11th at Prince George's Sports & Learning Complex. #Fix495now #Fix270now





Maryland State Highway Administration
Sponsored · 🌐

Mark your calendar and plan to attend one of these six public workshops in Montgomery and Prince George's counties. #Fix495now #Fix270now



495-270-P3.COM
Click learn more to see all six Public Workshops [LEARN MORE](#)

👍 5

👍 Like 💬 Comment ➦ Share



Maryland State Highway Administration
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Mark your calendar and plan to attend one of these six public workshops in Montgomery and Prince George's counties. #Fix495now #Fix270now



495-270-P3.COM
Click learn more to see all six Public Workshops [Learn More](#)

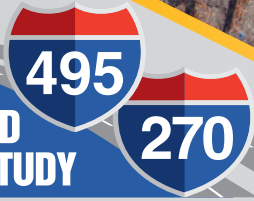
👍 5

👍 Like 💬 Comment ➦ Share

Flyer

(English and Spanish)

MANAGED LANES STUDY



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6:30 p.m. - 8:30 p.m.
Eastern Middle School
300 University Blvd E, Silver Spring, MD 20901

Thursday, April 25th
6:30 p.m. - 8:30 p.m.
Thomas Wootton High School
2100 Wootton Pkwy., Rockville, MD 20850

Saturday, April 27th
10:00 a.m. - 12:00 p.m.
Suitland Community Center
5600 Regency Ln., Suitland-Silver Hill, MD 20746

Tuesday, May 14th
6:30 p.m. - 8:30 p.m.
Oxon Hill High School
6701 Leyte Dr., Oxon Hill, MD 20745

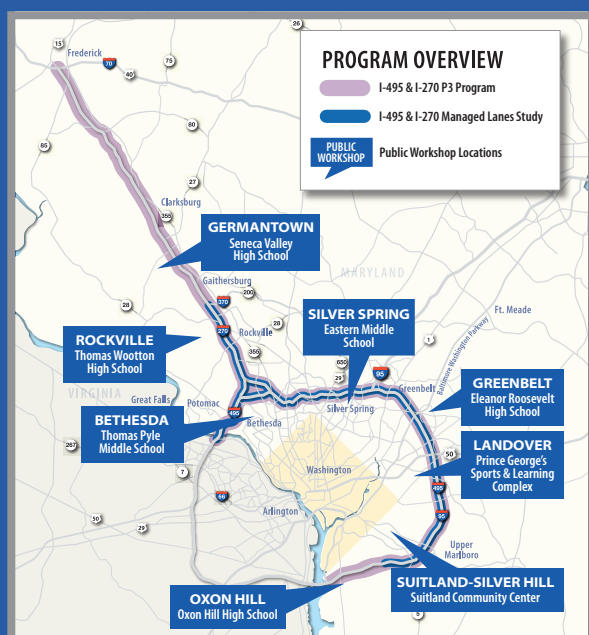
Thursday, May 16th
6:30 p.m. - 8:30 p.m.
Seneca Valley High School
19401 Crystal Rock Dr., Germantown, MD 20874

i ABOUT THE STUDY

Multiple studies over the last decade have shown that the National Capital Region is one of the most congested in the nation, and Marylanders face the second highest commuting times in the country. Today, on average, travelers have to navigate seven hours of traffic congestion daily on I-270. The duration is even worse on I-495 with travelers having to navigate 10 hours of congestion daily.

To address this congestion, the Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are completing the I-495 & I-270 Managed Lanes Study. This study is looking to provide a solution that addresses congestion, improves trip reliability, and enhances existing and planned mobility and connectivity for other modes of travel including transit. The study begins on I-495 south of the George Washington Memorial Parkway in Virginia, and includes addressing the serious regional bottleneck at the American Legion Bridge, and extends to west of MD 5 and includes I-270 from I-495 to I-370.

Since presenting the Preliminary Range of Alternatives in July 2018, MDOT SHA completed an initial screening which reduced the preliminary alternatives to seven recommended Screened Alternatives. Public workshops are being held to present the traffic, environmental, and financial analyses for the recommended Screened Alternatives along with the recommendations for the alternatives to be retained for detailed study in the Draft Environmental Impact Statement.



MEETING FORMAT

- The MDOT SHA team will guide attendees through the workshop materials that will include informational displays, handouts, and interactive and hard copy mapping. Staff will be available to answer questions.
- During the week, two presentations will occur at 6:30 p.m. and 7:30 p.m. On Saturday, two presentations will occur at 10:00 a.m. and 11:00 a.m. Presentations are the same and will provide an overview of where we are today with time for questions and answers.
- A virtual workshop will also be available on the program website 495-270-p3.com starting April 11, 2019.
- Comments will be accepted at the public workshops and online. Throughout the study we welcome your feedback. Provide your comments:

📧 Email Study Team:
495-270-p3@sha.state.md.us

✉ Submit a comment online 495-270-p3.com or by mail to: Maryland Department of Transportation State Highway Administration, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202

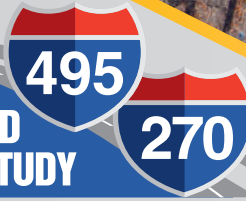
REQUEST FOR ASSISTANCE: The Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the project toll-free number at 833-858-5960.



495-270-P3.com

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MANAGED LANES STUDY



REUNIONES PÚBLICAS

Marque su calendario y planea venir a uno de estas ocho reuniones públicas en los condados de Montgomery y Prince George's:

jueves 11 de abril

6:30 p.m. - 8:30 p.m.

Prince George's Sports and Learning Complex
8001 Sheriff Rd., Landover, MD 20785

sábado 13 de abril

10:00 a.m. - 12:00 p.m.

Thomas Pyle Middle School
6311 Wilson Ln., Bethesda, MD 20817

martes 23 de abril

6:30 p.m. - 8:30 p.m.

Eleanor Roosevelt High School
7601 Hanover Pkwy., Greenbelt, MD 20770

miércoles 24 de abril

6:30 p.m. - 8:30 p.m.

Eastern Middle School
300 University Blvd E, Silver Spring, MD 20901

jueves 25 de abril

6:30 p.m. - 8:30 p.m.

Thomas Wootton High School
2100 Wootton Pkwy., Rockville, MD 20850

sábado 27 de abril

10:00 a.m. - 12:00 p.m.

Suitland Community Center
5600 Regency Ln., Suitland-Silver Hill, MD 20746

martes 14 de mayo

6:30 p.m. - 8:30 p.m.

Oxon Hill High School
6701 Leyte Dr., Oxon Hill, MD 20745

jueves 16 de mayo

6:30 p.m. - 8:30 p.m.

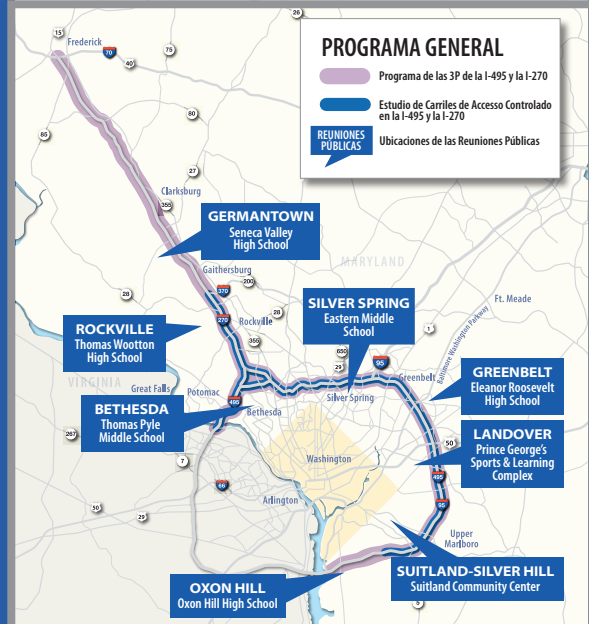
Seneca Valley High School
19401 Crystal Rock Dr., Germantown, MD 20874

i SOBRE EL ESTUDIO

Varios estudios realizados durante la última década han demostrado que la Región de la Capital Nacional es una de las zonas más congestionadas de la nación, y los habitantes de Maryland se enfrentan con el segundo tiempo más alto de viajes diarios en el país. Hoy, en promedio, la I-270 tiene siete horas de congestión de tráfico diariamente. La situación es aun peor en la I-495, donde hay 10 horas de congestión diariamente.

Para abordar esta congestión, la Administración Federal de Autopistas (Federal Highway Administration o FHWA) y la Administración Estatal de Carreteras del Departamento de Transporte de Maryland (Maryland Department of Transportation State Highway Administration o MDT SHA) están completando el estudio de carriles de acceso controlado en la I-495 y I-270. Este estudio busca proporcionar una solución que aborde la congestión, mejore la confiabilidad del viaje y aumente movilidad y conectividad existentes y planificadas para otros modos de viaje, incluido el tránsito. El estudio comienza en la I-495 al sur de George Washington Memorial Parkway en Virginia, e incluye abordar el embotellamiento en el American Legion Bridge, y se extiende al oeste del MD 5 e incluye la I-270 desde la I-495 hasta la I-370.

Desde julio de 2018, cuando se presentaron las Alternativas Preliminares (Preliminary Range of Alternatives), MDT SHA ha completado un examen inicial lo cual redujo las Alternativas Preliminares a siete Alternativas recomendadas (Screened Alternatives). Se están llevando a cabo reuniones públicas donde presentaran los análisis de tráfico, análisis ambientales y análisis financieros de las Alternativas recomendadas, junto con las recomendaciones para las alternativas que se conservarán para un estudio detallado en la declaración de impacto ambiental preliminar (Draft Environmental Impact Statement).



FORMATO DE REUNIÓN

- El equipo de MDT SHA guiará a las personas a través de los materiales de las reuniones públicas que incluirán pantallas informativas, folletos y mapas interactivos y en papel. El personal estará disponible para responder a las preguntas.
- Durante la semana, dos presentaciones ocurrirán a las 6:30 p.m. y 7:30 p.m. El sábado, se realizarán dos presentaciones a las 10:00 a.m. y a las 11:00 a.m. Las presentaciones son iguales y brindarán una visión general de dónde estamos hoy con tiempo para preguntas y respuestas.
- Una reunión virtual también estará disponible en el sitio web del programa 495-270-p3.com a partir del 11 de abril de 2019.
- Los comentarios serán aceptados durante las reuniones públicas y en el sitio web del programa. Agradecemos sus comentarios a lo largo del estudio. De sus comentarios:

✉ Correo Electrónico del Equipo de Estudio:
495-270-p3@sha.state.md.us

🌐 Envíe un comentario en el sitio de web 495-270-p3.com o por correo a:
Maryland Department of Transportation State Highway Administration, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202

SOLICITUD DE ASISTENCIA: El servicio de transmisión de Maryland puede asistir a los usuarios de teletipo al 7-1-1. Personas que requieran asistencia para participar, como un intérprete para problemas de audición / dificultades para hablar o asistencia con el idioma inglés, debe ponerse en contacto con el proyecto con la línea gratuita al 833-858-5960.



495-270-P3.com



APPENDIX C: Spring 2019 Public Workshops Public Comments



Date	Method	Submission Text	Assigned Comment Themes
4/11/19	Online Submission Form	The only way we will have a livable world for our children is if we act now to begin reducing our production of CO2. Tailpipe emissions are a huge contributor to global warming. People are not naturally inclined to forgo driving. Unlike Europe, we don't pass along the cost of environmental destruction to those doing the polluting in the form of a gasoline or carbon tax. Quite the contrary, we SUBSIDIZE polluters by spending huge amounts of money on automobile infrastructure. The only solution is greater use of mass transit and discouraging the long commutes that gigantic highways encourage. When I-270 was first enlarged 20 years ago, it was half-empty most days. But it spurred suburban sprawl and car commuting and now it's congested again. We should pursue bus rapid transit, accelerate development of the purple line, and develop other transit options. Shift existing lanes to HOV or pursue other options within existing infrastructure, but do not spend a penny on highway expansion!	Climate Change Promote Incentives to Reduce Vehicles on Roads Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic Opposition to Highway Widening
4/11/19	Hard Copy Submission Form	-time to start and prevention safety concern	Support for I-495 & I-270 Managed Lanes Study Safety
4/11/19	Hard Copy Submission Form	I like Alternate 8 in particular w/ the 2 ETL's in each direction I-495. That is my predominant commuter route.¶¶	Support for Specific ARDS Build Alternative Support for Express Toll Lanes Commute
4/11/19	Hard Copy Submission Form	Strongly prefer HOT lanes to ETL due to equity considerations. Disagree that transit is not financially feasible--ALL transportation infrastructure is subsidized, not just transit. Prefer Alt. 9 Wish there were a more transit-focused alternative!!	Support for High-Occupancy Toll Lanes Opposition to Express Toll Lanes Social Equity Support for Transit Support for Specific ARDS Build Alternative Support for Alternate Transportation Improvements
4/11/19	Email	Can you share a link to the virtual public workshop that was to be posted on the P3 web site today? It's not yet live on the site. Thanks,	Public Involvement
4/11/19	Email	The real solution is a rail connection but SHA and Secy Rahn can't think or believe or study a better plan with rail. Their concrete brains are fixated only on roads. The [name redacted] of Maryland and I don't say that kindly.	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Transit
4/11/19	Email	My comment/concern is the environmental impact expanding the beltway will have. It seems that widening the beltway by any means just encourages more drivers. There are major parks (Beach Drive) that will be impacted. You should study the number of cyclists who use Beach Drive and sidewalks along that area to commute. Why not see what the real impact the Purple Line will have and then make a decision. The purple line is another example of allegedly removing cars from the roadway (after bike trails and green space have been destroyed). Why is adding more cars the answer?	Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts Pedestrian/Bicycle Access Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
4/11/19	Email	What are the dates for the 495/270 workshops I only see locations and times. Thanks	Public Involvement
4/11/19	Hard Copy Submission Form	I think this is a great thing that going to happen.	Support for I-495 & I-270 Managed Lanes Study
4/11/19	Online Submission Form	We are the residents and taxpayers and WE DO NOT WANT THIS. No build is the only option. Focus on transit.	Opposition to I-495 & I-270 Managed Lanes Study Support for Alternative 1/No-Build Support for Transit
4/11/19	Online Submission Form	Either go for no build or managed lanes. If you take homes and businesses (like the YMCA, the local hospital or our high school), you are going back on your word not to take homes and you have outright lied to the public.	Property/Community Impacts Support for Alternative 1/No-Build Support for General Price-Managed/Toll Lanes



Date	Method	Submission Text	Assigned Comment Themes
4/11/19	Online Submission Form	My comments relate to the I-270 phase. I drive daily to and from Frederick County in the "reverse" rush hour commute. It is easy to see the evening bottle neck on this end is as far North/West as Urbana. The first hit is where the lanes reduce and then don't ever flow close to posted speed. With the residential building growth in Frederick county, building roadway capacity in Montgomery County doesn't improve trip times or meet the other goals. It just increases the build up down stream. While I don't drive on 494, it probably holds true there as well. As the cost of living drives the commuter further away from job opportunities, the need to expand roadways beyond the current study is the most critical element. Delay the current plans until the "ends" of these roads are built to handle the CURRENT volume coming from and to I-495 and I-270 in Montgomery and PG County. Otherwise the investment in capacity under these plans does absolutely nothing to meet any of the stated goals.	Commute Traffic Effectiveness of Proposed Alts. in Addressing Traffic Regional Economy
4/11/19	Online Submission Form	Hello - I would like to have extra copies of the postcard you recently mailed out, with the list of dates for the upcoming open meetings. I'd like to be give the card to some friends who did not get their own copy. Can you please mail me a batch of 20 or more? And if that's not a possibility, is there a link to the e-version of the card and I can print it out myself? I saw the meetings listed in several spots on your page, but they include extra things like maps and can't easily be printed out on one page. Thank you for your help.	Public Involvement
4/11/19	Online Submission Form	What about light rail from Shady Grove METRO station to Frederick plus adding lanes to 270 to ending the lane squeeze in Clarksburg heading north to Frederick? The reduction in lanes creates a bottleneck, wherever it occurs. Convenient public transit with funding for maintenance has the potential to mitigate the problem or at least provide an alternative to sitting in traffic in the long run. There would need to be significant parking at transit stations, and the light rail would ideally run to match METRO and MARC connections, as well as the extended METRO hours (not just rush hour).	Support for Alternate Transportation Improvements Support for Transit
4/11/19	Online Submission Form	This plan is a money-wasting disaster. Not only will it do little to ease traffic, but it harms the poor who can't afford to pay to travel the "hot lanes." Why does Maryland want to look like Virginia with its plan that costs people hundreds of dollars to travel on PUBLIC ROADS. We already pay taxes. These usage-based-pricing deals run counter to the American idea that we can move freely across the country. Don't run our roads into another version of I-66 where cost to travel on the PUBLIC corridor have neared \$50. From the WashPost: Virginia will adjust the pricing algorithm on the 66 Express Lanes in an effort to lower tolls that have stunned commuters and some elected officials by topping \$40 more than a dozen times since the lanes opened. Transportation Secretary Shannon Valentine said Monday that the state will test various options, including lowering the target travel speed from 55 mph to allow more cars to enter the lanes and possibly bring down toll prices. The tolls are dynamic \u0226 \u8364 " meaning they change according to demand and volume of traffic to maintain an average vehicle speed of 55 mph. The tolls are calculated every six minutes. However, Valentine said there is no guarantee that the adjustments will lead to lower tolls in the long term. \u0226 \u8364 \u0339 Our goal and commitment is to move more people at a lower cost,\u0226 \u8364 ? Valentine said. \u0226 \u8364 \u0339 But there is really no one solution.\u0226 \u8364 ? This is NO REAL SOLUTION, it's just another way to allow the rich to get a benefit they don't deserve, and for the construction companies to get more money from our tax dollars. Stop the waste. Stop the unfairness.	Effectiveness of Proposed Alts. in Addressing Traffic Social Equity Opposition to General Price-Managed/Toll Lanes Toll Rates
4/11/19	Online Submission Form	I do not see how widening the I-495 beltway with pay lanes will help congestion. Why is the State of Maryland not looking at a by-pass for regional commuters passing through the DMV region? What consideration is being given to public transit and other forms of transportation?	Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Support for Transit
4/11/19	Letter	on MD-DOT plans for I-270 & I-495 We should have plans that reduce the number of cars. Plans that encourage high occupancy vehicles, ride sharing, more functional bus one best. The "Lexus Lane"like I-495 on Virginia doesn't solve this problem. If congestion tolls are implemented, they should have well-defined minimum rate for each time period.	Promote Incentives to Reduce Vehicles on Roads Effectiveness of Proposed Alts. in Addressing Traffic Toll Rates
4/11/19	Letter	The descriptions of the HOT and ETL options for 270 and 495 are not very clear. I will attend a session. That said, I urge you to adopt approaches that reduce the number of cars. The High Occupancy Vehicle approaches are the only way to do that fairly. No lexus lanes!! Support ride sharing lots @ on ramp exchanges!	Public Involvement Promote Incentives to Reduce Vehicles on Roads Support for High-Occupancy Vehicle Lanes Opposition to General Price-Managed/Toll Lanes
4/11/19	Hard Copy Submission Form	Instead of new construction, enforce HOV-2 for ALL existing lanes on 495, 270. This would *immediately reduce congestion by 30% (or even 40%). How to enforce? Perhaps pull people over off the ramp for non-compliance. We could do SLUG LINES as they do in NOVA 395	Support for Alternate Transportation Improvements Support for High-Occupancy Vehicle Lanes
4/11/19	Verbatim-Court Reporter	[name redacted]: Well, I was kind of looking at the patent that they've got in Virginia where they've put 60 and part of the Beltway in tolls. ¶¶And some of the people that I've spoken to from Virginia are dead set against what they've done. And some of the employers are not ¶¶reimbursing them for this 35 and 40 bucks a day to come into work. I thought that was extreme. And I don't want to see that happen in Maryland. ¶¶And of course, as an environmentalist I'm concerned with some of the rain runoff that we have now and expanding that with more macadam and more cement is just going to exacerbate the problem. And I don't see where the environment, of course would add, including cars and trucks and other transport. You're going to have your pollution. So I am kind of against the water pollution and the ¶¶air pollution. And that in researching some other areas of the country, they find when they expand or add highways, it's only a temporary fix. So I think, you know, the push for the younger generation is to have transit-orientated development and I can see that now. I was asking at every Purple Line meeting where are we going to park and they said you got the wrong idea. This is not a Park and Ride adventure. It's for those folks who are going to work or socialize and I had the wrong idea. So I'm now sold on this transit-oriented ¶¶development where you have hubs or communities within walking distance. We want to get people out of cars. So the Baltimore Red Line and our Purple Line and once Metro gets its act	Toll Rates General Environmental Impacts Water Quality/Stormwater Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Support for Alternative 1/No-Build



Date	Method	Submission Text	Assigned Comment Themes
		together, I think we'll have more in the way of transportation by and for the public. ¶¶This bike share thing has taken off. Unfortunately, so has the motor bikes, the scooters. But I see now what the college age is going towards and some of us who are younger with a hat on, are not going to be around to see the expansion take place anyway. ¶¶So it's like the Governor's MagLev line. It does none of us in Prince George's County any good, so why should we work hard and promote it ¶¶and have our taxes go for this? So that's all, I'm saying it's a temporary fix and I'm kind of against it. I was for Option 1, leave it as it is. ¶¶COURT REPORTER: Yeah, I saw that. Thank you so much. You have a good day. [name redacted]: You too. Enjoy it.	
4/11/19	Verbatim-Court Reporter	COURT REPORTER: First off, let me get your name? [name redacted]: [name redacted], or I go by [name redacted]. COURT REPORTER: [name redacted]. [name redacted]: And [name redacted] is [name redacted]. COURT REPORTER: [name redacted] — [name redacted]: E. COURT REPORTER: [name redacted]? [name redacted]: Right. COURT REPORTER: Do you have an address? [name redacted]: Yes. I live in [address redacted]. COURT REPORTER: Spell that. [name redacted]: [address redacted]. COURT REPORTER: And spell the other. [name redacted]: New Carrollton. It's New and then it's C-A-R-R-O-L-L-T-O-N. COURT REPORTER: And do you have the zip? [name redacted]: Yeah. 20784. COURT REPORTER: Tell me [name redacted], give me your thoughts. [name redacted]: Okay. Well, interesting. I've lived in New Carrollton since 1990 and I have seen a huge difference in the amount of traffic on the Beltway in the last, what is that, 26 years. And I right now, I'm retired recently, since I was laid off. I've retired. And I have more flexibility so I use the Beltway during off hours whenever I can. And I have been really surprised, how busy, how slow it can be on a Sunday afternoon, or, you know, a Friday night at 10:00 p.m. And then just during the day when I have to travel when it's during the rush hour times which take up a good part of the day. It just seems to have gotten a lot worse. So I am definitely in favor for them to build extra lanes. I'm not opposed to tolls for especially as long as those lanes that you could choose to use, that you did not have to pay tolls for. And if I had my wish I would have two lanes going in each direction added to the Beltway. I feel that would give a lot more flexibility and in case there's an accident, there would be extra lanes that one could use. So I am in favor of that. Now I didn't look at the whole project, but I looked at the east part of the, you know, the area that most affects me. And in that part of the area I was surprised how I guess I expected them to use a lot more property that is not already designated for those lanes. I mean they use some. I mean there's no question about that. But some of it is actually within what the State, is it the State or the County already has the right-of-way for. So my position is that I am in favor of doing this, just because of the way it will affect traffic in our area. Thank you.	Traffic Support for Highway Widening Support for General Price-Managed/Toll Lanes Safety Property/Community Impacts
4/11/19	Email	I just heard on WTOP that at least 34 houses will have to be demolished in the proposed beltway expansion. My property abuts the beltway. I would like to know if my house is one of those. I'd really rather not hear it first on the news. My house is at [address redacted]	Property/Community Impacts Public Involvement
4/11/19	Email	Can you please provide the dates of the workshops. You provide times, but no dates. Thanks.	Public Involvement
4/11/19	Email	Can you please provide the dates of the workshops. You provide times, but no dates. Thanks.	Public Involvement
4/11/19	Email	Good morning, I saw in a recent article that 12 houses are slated to be taken and another over 500 impacted by the beltway expansion project. Are you able to share the location of the impacts? I live at [address redacted] and am curious if the houses across the street that have the beltway wall in their backyard will be impacted or taken in that immediate area? I am planning on coming to the meeting on the 24th in Silver Spring, MD. Thanks! [name redacted] Thanks so much for the quick reply, does the pink relocation of the Wall take into account all proposed impacts, i.e. including the four new lanes (assuming that is the widest impact)? Thanks!	Property/Community Impacts
4/11/19	Email	Somehow I missed all of the information about this issue until I heard on my neighborhood list serve. I will go to a meeting. How do I find a detailed map of houses that are in the proposed path? the maps that are find clearly show my area, and I think will be directly affected, and I deserve to know.	Property/Community Impacts Public Involvement
4/11/19	Email	Hi, I'm trying to figure out what the purple shading means on the 1-495 / I-270 Managed Lands Study inactive online map. For example, Indian Spring Terrace (between Colesville Rd and University Blvd in Silver Spring), the Sligo Creek Golf Course, the Church of Latter-day Saints and the Chevy Chase Recreation Association. It says potential historic properties, but how does this affect the project. Thank you,	Property/Community Impacts Public Involvement
4/11/19	Email	Hello, Do any of these studies impact homes on Culver Street??	Property/Community Impacts
4/11/19	Email	Thank you for finally attempting to provide substantive details about the impact to communities. Unfortunately, I don't think your map is working properly. When I try to look at the project overlays (layer list), I just get permanent 'thinking' indications (circled in red in the layer list below) whenever I try to add a layer. Without the overlays, the map is useless. In case you're wondering: I'm using the most updated version of Chrome and my internet speed is 248mps (see screen shot below) and my job involves digital commerce - I don't think the issue is on my side.	Public Involvement
4/11/19	Email	Hello [name redacted] - Thanks so much for the quick response. My neighbors and I are eagerly waiting for more information.	Public Involvement



Date	Method	Submission Text	Assigned Comment Themes
4/11/19	Email	Hi. Thanks for your response and for all the information you shared. Theres clearly a plan for some sort of road structure at Forest Glen and Seminary. Sounds like you may not be authorized to disclose what that plan is. If I went to one of the public workshops, do you think I might be able to get the answer? I understand you guys have to be careful and guarded about what you say as people are really worked up over this. Have a great weekend. --	Public Involvement
4/11/19	Email	Thanks you so much. That makes perfect sense. You have answered all of my questions. This was incredibly helpful. Have a great weekend. Thanks for helping us work through this --	Public Involvement
4/11/19	Email	To Whom It May Concern, I am a Silver Spring constituent and I am attempting to utilize the "interactive online map" to understand the plans for beltway expansion however nothing interactive is working about it. It just shows the map and no key or overlays or any information. Can you please address the issue and let me know when it is working? Thank you,	Public Involvement
4/11/19	Email	Hello [name redacted] - Congrats. Looks like the map is working again. So our house is marked with the red X below. It looks like we might lose ~20 feet from the forested area at the edge of our property. I presume a new sound wall will be built. Is there a way we can know exactly where the sound wall will move to? So I looks like there is a a plan to carve out a large swath of land around Seminary (marked with ?). Can you please tell me more about what the plan is for that space (the space outlined in Orange near the ??) Thanks in advance.	Noise Public Involvement
4/11/19	Verbatim-Court Reporter	COURT REPORTER: Can I have your name? MAYOR ESTES: Edward Estes, spelled E-S-T-E-S. COURT REPORTER: E-S-T-E-S? Okay. And do you have an address, sir? Of course you do. MAYOR ESTES: Yeah. I actually can give you a card, so. COURT REPORTER: Well, that would be better. Cards are great. Thank you. Thank you. That's actually a good picture. MAYOR ESTES: Thanks. COURT REPORTER: Okay. City of Glenarden. MAYOR ESTES: Right. Glenarden. COURT REPORTER: Okay. Just give me some comments and your thoughts today. MAYOR ESTES: Okay. Well, actually the Program was very informative. I really liked that they had the video, the monitors for this particular meeting to relate to one of the parts which I think is version — Alternative 9, which is the HOV managed lanes that would go through my City of Glenarden which is just north of 202 and it's dissected by 495 and MD Highway 704. And so we do have an impact currently in our City and the traffic from the 50 which is north of our City actually is diverted down through our City as a result of heavy traffic on the Beltway doing commuting hours, both in the morning and evening. So there are some ideas for Urban Development in our community or 704, but my Council is a little resistant because they think that because we have so much traffic now during the rush hours that creating lane dodging efforts that it would make congestion even worse. Because we're hoping to maybe do a Main Street on 704. But that's neither here nor there. But there was an option that I saw that would impact our City which was the demolition of a bridge that connects our City where 495 dissects it. And the bridge will have to be demolished and a new construction because of the widening that may occur at that bridge. It's almost guaranteed that they've got to replace the bridge. But I was also demonstrating to some of the planners, transportation planners, that there's a bridge that was proposed to connect our new Town Center with the rest of the city at Evert Street and was hoping that in talking with Maryland Department of Transportation and the State Highway Administration, that maybe we could get that bridge constructed because the developer of the Towne Centre was supposed to actually construct the bridge. But the County allowed him to waiver the option because the cost had risen from the original proposed construction of the bridge. So they're not planning to make that connector. And so it's important that if we do have demolition of the major bridge that connects the major thoroughfare through our City that the new bridge would be a tremendous asset to the City and the Towne Centre and it would also reduce some congestion that we're already experiencing at the Towne Centre from 202 and MLK, which is Highway 704. So that bridge would really have a great impact and that bridge also is adjacent to one of the sites that was considered for the FBI site and there is a sector plan that the Park and Planning created that had an office development, mixed-use development at that site, rather than to an office, and some commercial, and it was like a campus kind of design and if that bridge was built, it would kind of encourage new development at the Landover Mall site. It had been abandoned for almost 15-20 years, if not longer. So we're hoping that something of this nature, if we can benefit from this proposed expansion and the HOV lanes which would definitely help reduce the congestion at our connection to the Highway, 495. It would be wonderful because at that juncture at 202, Highway 202 and 495 is always congested during rush hour, and going both ways. And so it definitely puts more pressure on our interior corridors that, you know, the traffic is diverted to. So that was good to learn and I got to help get my Council up to speed so they'll understand what the impact is on our city. And maybe detract from any fears or, you know, impacts. They think they got to destroy the city with expansion. So they need to be more educated about it and it's great that I came tonight so that they can give more attention and allow the Maryland Department of Transportation to come visit with us and get a chance to talk more in detail about what is the impact to our city. Because I think our city is one of the more unique situations. I don't think any other city that I saw other than Greenbelt was actually impacted by this or dissected by it. So that's about it. That's all I have to say. That's what I told the guys out there so I'm just repeating what I had spoken to them earlier. COURT REPORTER: Thank you, Mayor. MAYOR ESTES: Thank you, sir. (Whereupon, at 8:45 p.m., the meeting was adjourned.)	Public Involvement Support for I-495 & I-270 Managed Lanes Study
4/12/19	Online Submission Form	For pedestrians and especially bicyclists from Brunett Ave (I495 underpass) east to Rhode Island Ave, about 8 miles, there are no safe means of traveling north-south; alternatively, safe crossings west of Brunett are spaced about a mile or less through Bethesda/River Road. The demographics are similarly different east/west of Brunett (west: white and affluent, east: brown and relatively poor). Bottom line: I495 is a mobility barrier for the East #MoCo communities of color. With development in FDA/White Oak to the north and along the Purple Line to the south, unmet demand for mobility will be exacerbated. As part of I495 planning, the I495 mobility barrier for these communities needs to be addressed. Plans should consider the following facilities: 1. A bridge over I495 near Indian Springs/Blair HS (consistent with MoCo plans) 2. An extension of the Northwest Branch Trail under I495 to New Hampshire/Lockwood BRT/FDA 3. A safe trail/separated bike lane along Riggs Rd (MD212) under I495 between Adelphi and Powder Mill	Safety Pedestrian/Bicycle Access Social Equity Support for Alternate Transportation Improvements

Date	Method	Submission Text	Assigned Comment Themes
4/12/19	Online Submission Form	Congestion cannot be solved by adding more lanes. Adding more lanes to any road invites more cars to travel that road. Investing in public transportation is the best plan for the future. Changing commuting habits is the challenge that needs to be studied and addressed for a sustainable future.	Traffic Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
4/12/19	Online Submission Form	There is no information on the on-line map. It is just a satellite image of the DC metro. Therefore, could you also please provide a list of affected properties by address for each alternative. Thanks	Public Involvement Property/Community Impacts
4/12/19	Online Submission Form	I strongly support alternative 9, which would strongly incentivize carpooling by exempting HOV vehicles from paying the toll on the new HOT lanes. This would move the largest number of people the most efficiently. It is also consistent with the VA 495 express lanes, making for a seamless transition from one state to the next on the beltway. Alternative 10 for ETL lanes would be shortsighted by not adequately encouraging carpooling. The ETL lanes would be filled with many single occupant vehicles, since there would be little incentive to carpool compared to HOT lanes where the lanes are free with a carpool. It would also make the transition to and from the VA 495 Express Lanes clunky and difficult by requiring HOV vehicles to leave the lanes when entering MD to avoid paying a toll when it is free in VA.	Support for Specific ARDS Build Alternative Promote Incentives to Reduce Vehicles on Roads Opposition to Express Toll Lanes Opposition to Specific ARDS Build Alternative
4/12/19	Online Submission Form	As a resident who lives in close proximity to I-495 in Bethesda, I'm concerned about the disruption (noise, pollution) involved with construction of the expanded roadway and increased volume in the future. I also do not own a car and would not benefit from this plan unless there were inclusion of bus/transit lanes. In general, I would like to see a more aggressive approach to the way transit is funded, including the efficient construction of the Purple Line and improvements in circumferential transit from Bethesda to Tysons VA (by bus or light rail extension), such that expansion of these highways are not immediately met with increased volume and congestion.	Noise Support for Transit
4/12/19	Online Submission Form	as if the traffic nightmare that was caused on March 28th, by the overturned tractor-trailer on the American Legion Memorial Bridge, wasn't evidence enough; residence in Maryland, Virginia and D.C. NEED another bridge to get them across the Potomac from MoCo into NoVa. The only reason they won't consider building one is because it will cause motorists to drive through the elite's neighborhoods in Potomac, Maryland, and residents there likely have political strings to pull to prevent it from happening. Another bridge would give us all another way to commute to work/events and would greatly reduce the likeliness that a traffic event would happen like the one on the 28th. I was in the car from 1:30pm to 8:30pm on my commute home from STERLING, VA to SILVER SPRING, VA. That is not an exaggeration. Literally 7hrs to get to my home after work. All because there was no way for me to cross the Potomac, but to have to drive into D.C. where EVERYONE else was driving to. Please help the residents of the DMV and build us another bridge, we matter just as much as the social elite in Potomac.	Traffic Support for Alternate Transportation Improvements Social Equity
4/12/19	Online Submission Form	i like alternative 13-b. for 495, instead of 4 general lanes, make it 3 general lanes to reduce impact on house being destroyed.	Support for Specific ARDS Build Alternative Property/Community Impacts
4/12/19	Online Submission Form	How will this project address the induced demand caused by adding travel lanes? MDOT SHA indicated that the new lanes would give 110,000 more people access to job - which means any new roads will quickly become congestion with these 110,00 new people. How does this project actually reduce the number of vehicles?	Effectiveness of Proposed Alts. in Addressing Traffic Regional Economy
4/12/19	Online Submission Form	Hello, Thanks to everyone involved in the conceptualization of this project we finally have some movement on the biggest issue in this region. I support the current Alternate 9, because of the following benefits. It provides the ability for a single-rider to pay and move through the corridor faster. It allows for other commuters to pool together and use these HOT lanes while also reducing the number of vehicles in this corridor. Personally, I would have liked to see a variation of Alternate 13C, where it is "2 HOT-I495 2 REV HOT - I270 1 HOV I270". But that option is not even in scope. I strongly oppose any Alternate that has an ETL lanes only section. Because, that option will most likely make those who cannot afford the tolls to continue using the Free lanes, which will make no difference to the traffic congestion even after spending more than \$9 Billion. On the other hand, the HOT lanes will at least provide an option for those cost-conscious commuters to pool together and try to complete their commute faster. I am also hoping that the the HOT lanes will require 2 instead of the 3 like it is currently over in NoVA.	Support for I-495 & I-270 Managed Lanes Study Support for Specific ARDS Build Alternative Opposition to Express Toll Lanes Promote Incentives to Reduce Vehicles on Roads Social Equity Support for High-Occupancy Toll Lanes
4/12/19	Online Submission Form	My suggestion for reducing congestion is to give more businesses incentives to let workers work from home at least one day a week, or flexibility of hours. I am a government contractor who has at least eight hours per week of tasks that could be done online, but I am not permitted to telework because they didn't put that in the contract. We are expected to report to work between the hours of 7:30AM-8:30AM and cannot work later than 5:30PM. This means we must commute during the peaks of the rush hour and do not have a choice otherwise. Also I would suggest making the ramps to the highways more accessible. Getting on to 495 from Connecticut Ave is problematic. Also don't make people pay two separate fares to ride on the MARC and Metro - create a joint program to allow free transfers from the MARC to the Metro to encourage public transportation use.	Promote Incentives to Reduce Vehicles on Roads Commute Traffic Safety Support for Transit
4/12/19	Online Submission Form	I am generally in favor of expanding capacity on 495 and 270, and think it will benefit residents and businesses. I am concerned about what I consider a lack of transparency about the eventual toll rates, and concerned about what those tolls might be. If this project is going to result in tolls like those on I-66 (e.g., \$40-45) this is not going to be a worthwhile endeavor. If there are more modest, reasonable tolls (up to \$5, say), I think the project will be an ongoing success. This may mean that that "private" part of the partnership has to have a longer window to recoup their investment, but the State should be able to mandate/negotiate that, in exchange for providing traffic relief that will be meaningful and at an acceptable cost to the public. Thank you.	Support for I-495 & I-270 Managed Lanes Study Support for Highway Widening Toll Rates Public-Private Partnership Program

Date	Method	Submission Text	Assigned Comment Themes
4/12/19	Online Submission Form	I believe this plan is fantastic and Alternative 9 is the best proposal. My job requires that I travel from my office all over the State. Public transportation is not an option for me. Also, one benefit of this project that is not discussed, is that it will require rebuilding of the entrance and exit ramps, some of which are terribly dangerous. Particularity on 270, there are merge lanes that are far too short. This will greatly increase safety. Please continue to push for this project for all the working families who have to commute to work and sit in traffic and don't have time to come out and protest.	Support for I-495 & I-270 Managed Lanes Study Support for Specific ARDS Build Alternative Commute Safety Traffic
4/12/19	Online Submission Form	I am vehemently opposed to both widening the Beltway AND adding toll or express lanes. Why in the world would you want to turn Maryland into Virginia? The Virginia experiment should teach us all that adding lanes only makes traffic worse, not better. Have you ever driven south on Interstate 95 on a summer morning? There is nothing more miserable than it taking 5 hours to get to Richmond and even the HOT lanes are backed up. I lived in Northern Virginia for six years before moving to Maryland and I would never go back, even though I work there. The congestion is a way of life. It's sooooo much worse than it is in Maryland. The options that you should be considering are carpooling and transit. An express bus lane makes sense. The Purple Line makes sense. Expanding the dedicated HOV lane from 270 to the Beltway makes sense. But the very idea that you are going to expand the Beltway in Silver Spring and elsewhere is a NONSTARTER. You are going to tear down homes, impair business, impact schools including the fields at my children's high school -- for what? To add to the congestion misery? To divide Maryland into the Haves and HaveNots even further? To pollute my kids' lungs when they are outside at school? Honestly, I am ashamed that the Hogan administration and anyone else in support of this project is moving forward. How much taxpayer money have you already spent? Have you not heard from the impacted neighborhoods' state legislative delegation? They are unanimously OPPOSED to the expansion. They have introduced bills that have been blocked. Do you not understand what representative government is all about? The people who live along the proposed expansion routes say no. Take your road project elsewhere. Why not look at expanding the ICC? Does anyone even use it? How much did it cost? Direct your efforts there, thank you!	Opposition to General Price-Managed/Toll Lanes Opposition to Highway Widening Traffic Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Support for High-Occupancy Vehicle Lanes Property/Community Impacts Social Equity Air Quality Opposition to I-495 & I-270 Managed Lanes Study Support for Alternate Transportation Improvements
4/12/19	Online Submission Form	Seems like a better alternative would be to extend the intercounty connector and a new bridge into Virginia. I know I hate driving into Virginia with the new toll lanes. Traffic is much worse. Very few are willing to pay and everyone else is stuck. Using the Virginia model does not work.	Support for Alternate Transportation Improvements Traffic Toll Rates
4/12/19	Online Submission Form	I agree that something needs to be done to relieve the volume of traffic on I-495 and I-270. However, I think a more intelligent remedy needs to be found. Snatching hundreds or thousands of homes and businesses is NOT the remedy. Can't we explore ALL avenues of relief? This would include staggering work schedules; school start times; and offering more work from home jobs. Furthermore, there needs to be a greater incentive for people to use MASS TRANSIT. Pay residents to use metro, Uber and Lyft. Allowing a private company to build and own roads is a recipe for disaster and extortion. Have not learned from the HOT lanes in Virginia?!? It is repugnant how easily politicians default to taxing their constituents to fund "their good ideas". We already pay taxes. Use those funds to pay for these projects. If that is not enough money then tax these casinos that have been allowed to exploit the residents of Maryland. Use the lotto money. Tax these housing developers that are building houses everywhere you look but have not contributed to expanding a single road! IF GOV. HOGAN WANTS THIS PROJECT THEN TELL HIM TO REACH INTO HIS POCKETS AND FUND IT HIMSELF. The residents and business owners of Maryland are DONE SUBSIDIZING THIS NONSENSE!!! HOT LANES ARE A FORM OF EXTORTION!!	Traffic Property/Community Impacts Promote Incentives to Reduce Vehicles on Roads Support for Transit Public-Private Partnership Program
4/12/19	Online Submission Form	I believe that the entire premise of this study is flawed in that your study options and plans don't include alternatives for equivalent investment in expansion of mass transit to meet a larger percentage of our region's commuters and local travelers. Many studies of highway build-outs conclude that within a relatively short time, the expanded roads attract new development that re-creates the original congestion, and in some cases, accelerates the growth of congestion in that area. We need more convenient, economical and environmentally friendly alternatives to privately owned vehicles that sit unused for the majority of the hours in each day. Whether those alternatives should be rapid bus, light rail, monorail, heavy rail or some mixture of those modalities and where those alternatives should be placed should be the subject of your study. Thank you for your consideration of my comment.	I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Support for Transit
4/12/19	Online Submission Form	I was at your Landover work shop on last night. I do have questions that was not covered in the presentation. 1. Where will the entry locations to the express lane be located and how many along the route from Montgomery county to the Wilson bridge? 2. Will there be entry points in Prince Georges county near the Wilson Bridge? 3. Will there be exit points that will allow you to get to the Purple line or Metro rail stations? 4. Will there be Locations that you can exit for park and ride county and Metro bus stations instead of driving your car the full distance to your destination? Example: You want to go to Annapolis and you take the express lane from Montgomery county and you want to exit to take a county or Metro bus the rest of the way? 5. Will the express lanes be set up so that the county and any bus service can get on and off as part of commuting passengers to and from work? 6. Will the express lane be available 24 hours each day? 7. Will there be hours of the day or night that you can use the express lanes at no cost? 8. Will the express lane be sent up for emergency units to enter and exit? 9. Will 18 wheeler trucks be allowed in the express lanes? 10. Will tradesmen truck be allowed in the express lanes? This is all I have for now. Thank you and I'm looking forward to hearing from you.	Analysis Methodology
4/12/19	Online Submission Form	Is there a plan to add lane(s) to I-270 from Clarksburg to Frederick?	I-495 & I-270 Managed Lanes Study Process/NEPA
4/12/19	Hard Copy Submission Form	I support the double HOT lanes on 495 (9). 270 can be solved through a HOT lane conversion (no additional lanes) along with expanded MARC Brunswick line service.	Support for Specific ARDS Build Alternative Support for High-Occupancy Toll Lanes Support for Transit

Date	Method	Submission Text	Assigned Comment Themes
4/12/19	Hard Copy Submission Form	It is unclear why the trade-off is with the neighborhood properties instead of the parkland across the beltway from Locust Hill. It is also unclear what the sound barrier and how it will impact houses on Bellevue Drive. I also want to see a study of accidents. It is apparent that the curves will be maintained. I think it will just be more lanes to have accidents in.	Property/Community Impacts Forest Buffer/Undeveloped Land/Parkland Noise Safety Analysis Methodology
4/12/19	Hard Copy Submission Form	*Explore bypass EAST of WILSON BRIDGE *Explore (again!!!) bypass/outer beltway/bridge or tunnel north of American Legion to connect to underused existing I-CC for I-95 north + southbound traffic *Expand 270 to encourage I-CC traffic *Get trucks off beltway by building bypass *Increase Metro ridership by opening longer hours, subsidizing cost (decrease ridership fees) *Protect any green space/ parkland-- for people's sanity!!! Save Rock Creek Park!	Support for Alternate Transportation Improvements Support for Transit Forest Buffer/Undeveloped Land/Parkland
4/12/19	Hard Copy Submission Form	1. Reforest + maintain in perpetuity any tree canopies taken. 2. Coordinate with MD DNR on deer management in area 3. Next meetings- go neighborhood by neighborhood to show what is proposed and the impact on all the communities 4. Add very high, thin sound barriers all along routes from bridge 5. Reforest and maintain tree canopy near + along ALB 6. Use sound mitigation concrete in construction all along route 7. All future mtgs must have reps from State + County [unknown] assessment offices to compensate homeowners in some way.	Forest Buffer/Undeveloped Land/Parkland Public Involvement Property/Community Impacts Noise Forest Buffer/Undeveloped Land/Parkland
4/12/19	Hard Copy Submission Form	-We need in law unbreakable guarantee [sic] that public transit will be prioritized on managed lanes regardless of profit loss for private entity - Climate change impact not appropriately considered at all. - Must include arterial [sic] road mitigation so no new traffic. - Public concerns clearly not met. - NO Build is the right choice. - Must compensate residents for health impact.	Support for Transit I-495 & I-270 Managed Lanes Study Process/NEPA Analysis Methodology Climate Change Public Involvement Support for Alternative 1/No-Build
4/12/19	Hard Copy Submission Form	Critical to know effect of construction on American Legion Bridge- close lanes? [down arrow] speed? Other? Clara Barton Pkwy Will you close the exit? Will you limit access? Other?	Analysis Methodology
4/12/19	Hard Copy Submission Form	-No consideration at all for an outer beltway- -No more Potomac Crossings- -Vile foreign investment- Prohibitive expense for a highway no one can afford to use...	Support for Alternate Transportation Improvements Public-Private Partnership Program Social Equity
4/12/19	Hard Copy Submission Form	Even if no residents are taken (which I doubt), green spaces, trees + neighborhoods will be impacted. During construction the dust, noise + turmoil will be unbearable to residents close to I-270. Will the sound barrier be moved-- before, after, during construction. Want to see Environmental Impact Statement. Property values in areas even close to I-270 have fallen + will fall even further, will property taxes be reduced?	Property/Community Impacts Noise I-495 & I-270 Managed Lanes Study Process/NEPA
4/12/19	Hard Copy Submission Form	I would like someone to come to our neighborhood + explain why the 7 houses need to be impacted by the beltway expansion. 3 of the 7 houses have owners that are 85-92 years of age. I need to arrange a meeting for you to speak to them. No one today said whether my house would be taken or not. Please call me as soon as possible.	Property/Community Impacts Public Involvement
4/12/19	Hard Copy Submission Form	The plans show the new boundary with [sic] for the Beltway will come right next to my house. This will add noise + significantly lower my property value. There had better be a way to compensate home owners for this.	Property/Community Impacts Noise
4/12/19	Hard Copy Submission Form	- "if you build it, they will move" - OR we will never meet the need without innovative approaches. Adding more lanes for more vehicles is NOT the solution--either for quality of life or for the environment. We need to incentivize people changing their "behaviors" in light of our climate change emergency! Let's spend our limited funds on innovative approaches rather than adding more capability to accommodate more cars polluting our environment. Thank you for the opportunity to comment. Please consider all comments in an unbiased manner with what's best for all-- including environment.	Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts Promote Incentives to Reduce Vehicles on Roads Climate Change Public Involvement



Date	Method	Submission Text	Assigned Comment Themes
4/12/19	Hard Copy Submission Form	Below are questions to which I would like the SHA to provide a response 1. Why isn't a 2045 traffic model being presented along with 2040 data to inform public input on this project? 2. Who will make the decision between HOT and ETL if additional lanes are added AND how will that decision be made- what priorities[sic] + policies will influence/goven[sic] that decision? 3. Why aren't state and county historic designations being used in mapping/calculating impact on historic sites instead of only federal? (This is a state project) 4. Why isn't information about construction times for the different alternatives being presented at this point in the decision-making process? It is relevant to knowing how long traffic will be disrupted and how long between the end of construction and the anticipated 2040 travel times.	Analysis Methodology I-495 & I-270 Managed Lanes Study Process/NEPA Public Involvement
4/12/19	Hard Copy Submission Form	Along the Colesville corridor off of 495 by Blair; there is already a lot of traffic & speeding cars. With the increase/expansion of 495, what is MDOT doing to ensure safety of students who walk along the over pass to get from Blair going South? The need for a foot bridge to get across Colesville over 495 exchange is direr. Also what are the downstream impacts to local roads & decreasing vehicle miles traveled.	Traffic Safety Pedestrian/Bicycle Access Promote Incentives to Reduce Vehicles on Roads
4/12/19	Hard Copy Submission Form	I cannot concur on any of the ARDS. The full impact of local + county possible determinations (ie: RE-ZONING) based on NOISE on other adverse impacts from any ARDS has not been calculated. The adverse impact to Rock Creek through disruption + additional storm water run-off is totally unacceptable. Further, it would also adversely impact downstream. Rail. Rail. Rail. Do it!! There must be better alternatives for a 2nd Potomac River crossing, especially from north-west MD.	Property/Community Impacts Noise Forest Buffer/Undeveloped Land/Parkland Water Quality/Stormwater Support for Transit Support for Alternate Transportation Improvements
4/12/19	Hard Copy Submission Form	I'm very concerned about the widening of the beltway through my neighborhood- Locust Hill in Bethesda. The area of disturbance is pushed right up into our neighbors[sic] backyards and into Rock Creek Park on the other side of the Beltway. We are already dealing with constant noise and disturbances from the highway and this is likely to continue with this expensive, environmentally alternative which seems to save a few inutes a day and a great environmental and residential cost.	Opposition to Highway Widening Property/Community Impacts Forest Buffer/Undeveloped Land/Parkland Noise General Environmental Impacts
4/12/19	Hard Copy Submission Form	My prefered [sic] alternative is "Alternative 1." None of the other retained alternatives make sense to me, and appear to both be pre-ordained and intended to benefit only those who invest in the proposals (to the detriment of the citizens of the State of Maryland). The MDOT reps keep saying, at least before the election, that no homes or property would be taken, and that appears to be untrue. All you havce to do is drive in N. Virginia during rush hour(s) to see that this "managed lanes" process does not work. And just look at what happened in Texas. This notion will just lead to move transportation problems- not solutions. Go back to the drawing board folks!	Support for Alternative 1/No-Build Social Equity Property/Community Impacts Opposition to General Price-Managed/Toll Lanes Effectiveness of Proposed Alts. in Addressing Traffic
4/12/19	Hard Copy Submission Form	How much of the states [sic] GHG Cap (%) will this enhancement utilize?	Air Quality
4/12/19	Hard Copy Submission Form	15 minutes of Q and A is wholly insufficient for the public portion of a workshop!	Public Involvement
4/12/19	Hard Copy Submission Form	Build the biggest lanes you can build. I think 10 is the best solution. I would prioritize the beltway widening 1st followed by widening I-270 between Germantown & Frederick	Support for Highway Widening Support for Specific ARDS Build Alternative
4/12/19	Hard Copy Submission Form	My house will be very close to the beltway which I don't want. RIDICULOUS! Whoever came up with this idea is a complete idiot. Trains are the future and are much better for the environment. Consider expanding Metro and MARC.	Property/Community Impacts Support for Transit Support for Alternate Transportation Improvements
4/12/19	Hard Copy Submission Form	We need a guarantee in writing that the existing sound wall will be built/replaced. Noise is too high w/o it.	I-495 & I-270 Managed Lanes Study Process/NEPA Noise

Date	Method	Submission Text	Assigned Comment Themes
4/12/19	Hard Copy Submission Form	(7 years old) Dont [sic] take my house	Property/Community Impacts
4/12/19	Hard Copy Submission Form	(10) I don't think we should do this because it will ruin parts of my backyard and it will be very hard to sleep at night. Also, the traffic is fine and people can just go on a different route or ride a commuter train. Don't take my backyard (or my house)!!!!	Property/Community Impacts Traffic
4/12/19	Hard Copy Submission Form	I think this was a very polished, user-friendly workshop designed specifically to whitewash MDOT's real ambition to install the same miserable HOT lanes currently in Virginia. Don't ruin my home for the sake of shoddy Lexus Lanes. And for God's sake don't privatize the thing. Who does that really help?	Public Involvement Opposition to High-Occupancy Toll Lanes Property/Community Impacts Public-Private Partnership Program
4/12/19	Hard Copy Submission Form	I like the arrayed alternatives but am disappointed by lack of detail on the American Legion Bridge which is the most critical link in the region's transportation system. Had the recent truck accident near bridge spilled fuel onto bridge and caught fire the whole region would be shut down! This should be first priority.	Public Involvement Safety
4/12/19	Hard Copy Submission Form	- What about giving the purple line a chance? - How are properties compensated with now decreased property value? - How are people who are impacted and can't afford a similar neighborhood considered? - I work in corporate America in VA and live in Rockville and am a single parent who can't afford another property since comparable areas are over \$550k. How are you thinking about my scenario?	Support for Transit Property/Community Impacts Social Equity
4/12/19	Hard Copy Submission Form	Based on the language used by the representatives here it seems that the decision to expand I-495 and I-270, regardless of public outcry or the impact to property and property value, has been made and will go ahead. I get the impression that public feedback is irrelevant, and the plan will go ahead, to the detriment of the public. Similar expansions have taken place and congestion of cars is rarely eased for long. More lanes just means more cars to have more collisions. Please do not expand 270 or 495.	I-495 & I-270 Managed Lanes Study Process/NEPA Property/Community Impacts Public Involvement Effectiveness of Proposed Alts. in Addressing Traffic Safety Opposition to Highway Widening
4/12/19	Hard Copy Submission Form	Your options do not take into account the fact that both the IPCC's (UN Panel) findings and our own federal government states we are in a climate emergency and must reduce greenhouse gases by 45% by 2030/2035 or we risk the lives of hundreds of millions of people and later an uninhabitable planet. We should be looking at investing in creative solutions to public transit not the same old same old proposals. I am totally against making it easier for more cars to get on the road.	Climate Change Support for Transit Promote Incentives to Reduce Vehicles on Roads
4/12/19	Hard Copy Submission Form	1) Why are you not running 2065+ models to investigate the decay rate of expected gains past 2040? 2) Your maps don't show state historic districts just federal. 3) Using proprietary models that cannot be externally validated is bad practice. 4) What are the uncertainty on the model estimates of the delta in commute time. What do the model ensembles show, what is the standard deviation etc etc. This is not how you present data. Why is local govt control over highway construction ok for the eastern shore but not for Montgomery County. Why does the state value some voices over others?	Analysis Methodology I-495 & I-270 Managed Lanes Study Process/NEPA Social Equity
4/12/19	Hard Copy Submission Form	There is not enough time allocated for this meeting. This is your 3rd meeting in Bethesda and many others in other places and you have yet to have a meeting in Silver Spring where there is the most impact. You need to spend a lot more time over there in the less wealthy area than over here in Bethesda & Clarksburg. Which isn't even in the first phase.	Public Involvement Social Equity
4/12/19	Hard Copy Submission Form	By presuming the solution and then trying to justify it w/ very poor modeling that doesn't account for uncertainty, you have demonstrated ineptness!	Analysis Methodology I-495 & I-270 Managed Lanes Study Process/NEPA
4/12/19	Hard Copy Submission Form	1. What are the assumptions for these studies 2. How am I compensated for my reduced property value? 3. Hogan promised no homes would be removed? Or impacted!	Analysis Methodology Property/Community Impacts
4/12/19	Hard Copy Submission Form	The description of the proposals painted a picture of more lanes of traffic on 270 + 495 moving many more cars often at a higher speed. There was no mention whatsoever of increased cars + lanes and increased accidents. No discussion of what multilanes would mean in sections of 495 where the curved lanes of the Beltway already contribute to driving challenges and accidents. Instead, the	Analysis Methodology I-495 & I-270 Managed Lanes Study Process/NEPA



Date	Method	Submission Text	Assigned Comment Themes
		discussion simply described the saved hours of time, with no evidence to support this, and increased dollars saved, again, with no evidence. The impression from this workshop is that this is a done deal and the decision has already been made. The public comment period is A SHAM.¶¶¶	
4/12/19	Hard Copy Submission Form	What we DON'T need are more lanes on top of what we already have. What we DO NEED is a beltway that gets people from I-270/370 to Virginia. It is a waste to go down 270 to cross a bridge to go to VA. There needs to be other options. The proposed options also don't factor in gridlock at the exits. More people on highways will just bottleneck getting onto local roads.	Opposition to Highway Widening Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic
4/12/19	Hard Copy Submission Form	Build another highway on top of existing highway	Support for Alternate Transportation Improvements
4/12/19	Hard Copy Submission Form	The lack of transparency in this process is unsettling. The outcomes of the data modeling were presented in the posters (thank you), but the underlying data and assumptions used to do said modeling are completely obscure/hidden. These data must be released for transparency. Next, everyone is glossing over the fact that the long-term impact is totally unclear. We have "X" minutes now, "Y" minutes at some point in the future, but no account for traffic DURING discussion or for outyears (e.g. 10 yrs. After project completion, there's a good chance we'll be right back to where we started. And more transparency about the cost. IT IS NOT FREE.	I-495 & I-270 Managed Lanes Study Process/NEPA
4/12/19	Hard Copy Submission Form	Terrible idea! You're going to adversely impact quality of life and potentially adversely impact property values for an entire community with no likely long-term benefit to the traffic conditions in Montgomery County. This looks like a fast-moving train by financially interested parties, with no concern for affected Montgomery homeowners. The Governor should care about these voters' concerns and rights!! Over the long haul, this will reduce the excellence of one of our school systems in the country because of impact on community.	Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic I-495 & I-270 Managed Lanes Study Process/NEPA
4/12/19	Hard Copy Submission Form	The beltway/270 widening will do serious environmental and community harm. All studies show once a highway is widened congestion and pollution gets worse. Toll lanes will inequitably service only those who can pay the high fees. No one benefits and whole communities and neighborhoods will be harmed. We need alternative transit not a widened 495/270. When a truck overturned on 495 recently, the areawide gridlock showed the need for alternative transit & additional bridges. A widened beltway/270 will only do harm.	General Environmental Impacts Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Social Equity Support for Alternate Transportation Improvements Traffic Opposition to Highway Widening
4/12/19	Hard Copy Submission Form	1. State tree on state land fell onto sound wall behind my house- huge- previous notifications to state elicited response to trim top (portion over hanging beltway lanes) but unable to lift tree off wall without crane which was outside budget- slowly leaning more and more on wall as rootball degrades and other trees deteriorate propping trunk - workshop "mentor" recommended mention 2. Glad to see my house won't be requisitioned as has been proposed in previous plans. 3. Generally hate toll lanes, prefer HOV lanes. Reversing lanes are nightmare in multistate travel corridor like I-95 and 270 when seasonal travelers try to navigate esp- poor weather.	Opposition to General Price-Managed/Toll Lanes Support for High-Occupancy Vehicle Lanes
4/12/19	Hard Copy Submission Form	1. The P3 process is anti-democratic: our legislators and county council members are sidelined from the process. 2. PUBLIC ROADS should be publicly funded:: I do NOT want my tax dollars going to support private profit from building what should be a PUBLIC ROAD 3. Explain your assumptions: every answer received was full of unexplained assumptions. 4. BUILD 270 NORTH to 70 FIRST WITH NO TOLL LANE	Support for Alternate Transportation Improvements Public-Private Partnership Program I-495 & I-270 Managed Lanes Study Process/NEPA
4/12/19	Hard Copy Submission Form	Please move to the 21st century and provide studies with all forms of transportation which include but not limited to: More public transportation More bicycle [sic] lines More trails Doing the same thing every 10-15 years is called [sic] insanity. No more taking away homes to replace them with cars.	Support for Transit Pedestrian/Bicycle Access Property/Community Impacts
4/12/19	Hard Copy Submission Form	Please release data for the increased number of cars (vehicle miles/yr) driven in each Alternative. In addition the sensitivity to some of the assumptions used in the model should be made public.	Analysis Methodology
4/12/19	Verbatim-Court Reporter	COURT REPORTER: Your name and address. [name redacted]: Okay. And this is just really any kind of comment or — COURT REPORTER: Yes. Well, tell us what's on your mind, your concerns. Or whatever you have questions about. [name redacted]: Okay. COURT REPORTER: And I'll put it into a record. [name redacted]: Okay. COURT REPORTER: Just talk normally. I'll pick you up no matter where you are. [name redacted]: Now? COURT REPORTER: You're on. [name redacted]: Okay. I live between the Beltway, Old Georgetown Road, Fernwood Road and Old Georgetown, Fernwood, Democracy and Beltway. I have noticed over the years that the traffic has gotten increasingly terrible and blocked and dangerous and almost claustrophobic. I can't even get to my own home without all this traffic between the Beltway and my local roads that I am paying taxes on. I can't even do my activities of daily living. So I am wondering if this project with the Beltway is going to really make a difference, and are you addressing the local roads, the local roads where they feed onto the Beltway as well. We have NIH, Bethesda Naval, all those areas, I don't feel that all these	Traffic Noise

Date	Method	Submission Text	Assigned Comment Themes
		roads have been addressed properly and I don't know if the widening of the Beltway is going to help or hurt. Even Beech Road is incredibly terrible. Also, the noise issue. We bought our home before the wall was built. We endured the wall being built. Now we're being told that the wall is coming down and that we may lose some of our property. I guess we should have known that when we bought the property, that that could happen, but this is a quandary for us as to whether we want to stay in Bethesda and support paying all these high taxes and not really getting a benefit necessarily from it when I can't even get to my home. On some of the days I avoid even going out, doing my daily, my daily chores or whatever. So anyway, thank you. COURT REPORTER: Oh, thank you. And I appreciate you talking about it. <i>[name redacted]</i> : Yeah, that was a lot. That was, I'm mad, I'm really mad.	
4/12/19	Verbatim-Court Reporter	<i>[name redacted]</i> : Well, first of all, if we're going to have tolls on a road, that's okay if the toll is collected by the state and it's used to improve the road. If, instead, the toll goes in to the pockets of a private company, I got a problem with that. That's not a public road. That's a private road. I do not want toll roads on the Beltway that goes into some private pockets. And the idea, the very idea that all of this is going to be at no cost to the taxpayer is just a flat out lie, because first of all, we're paying for the study and out of Montgomery County, we are, as Ike Leggett put it, the ATM for the state. We send a dollar to Annapolis; we get 17 cents back. We are funding this. I do not want to fund somebody's private profit. The people who can't afford to drive in the Lexus lanes will have a worst time in the lanes that are left. And yes, we are simultaneously the ATM for the state and, oh, by the way, we've got a 30 percent FARMs rate in our schools. So 30 percent of the students in Montgomery County, which educates more students than any other county — any other jurisdiction in the state. 30 percent of our students qualify for free and reduced meals. That's what that means. So yeah, we've got poor people too and this is not public. We want to have a public road. Let's find a way. Let's raise the money. And secondly, the very idea that our elected county representatives don't get to veto this. They don't get even a say, they don't get to say anything about it. But people on the Eastern Shore, their County Executives get to, get to say what goes on and we don't. We don't get a say on this. That's not right either. I'm not buying it. And thirdly, I'll just say flat out, one of the questions that was asked in session was, well, what's it going to cost, what is going to be the cost to the, somebody who wants to ride in one of these Lexus lanes and the answer was, well, what we're going to do is we're going to figure out. It's really, it's really very small because the answer we give to that is we're going to take the average of all the people who are traveling for free and we're going to average that in with the small proportions that are paying the freight in the Lexus lanes. That's not an answer. That's not an answer to the question. And you're just being deceptive. I'm not buying it. I am very much opposed to this entire project. That's it.	Public-Private Partnership Program Social Equity I-495 & I-270 Managed Lanes Study Process/NEPA Toll Rates Opposition to I-495 & I-270 Managed Lanes Study
4/12/19	Email	Do you plan on broadcasting at least one of the presentations either on a cable government channel or on YouTube? Thanks, <i>[name redacted]</i> Gaithersburg, MD 20877	Public Involvement
4/12/19	Email	Where do all the employees of MDOT live?? Where does Hogan live? Is it in a new development far from the Dc suburbs with little or no character? All the homes along 495 have TREMENDOUS history, character, and life! Tearing these homes down or even getting that much closer will RUIN these tight communities that have been here long before Hogan et all were even a cell. Maryland survives will lose their charm. It will end up torn apart and pieced when it was once a beautiful city with surrounding suburbs. Very sad.	Property/Community Impacts
4/12/19	Email	I don't understand why this plan is progressing. It does not make sense. If you expand train service people will use that instead of driving. Not everyone can afford or will want to pay your proposed toll lanes. Expanding the roads will not work. They will fill up with cars within months. For \$11 billion and years of noise and pollution while they build it? RIDICULOUS	General Environmental Impacts Noise Opposition to I-495 & I-270 Managed Lanes Study Effectiveness of Proposed Alts. in Addressing Traffic Social Equity Support for Transit
4/13/19	Online Submission Form	How long is it believed this solution will be effective at reducing traffic? As the population increases will the expressway simply be widened again? Have any long-term solutions been investigated? The first two questions propose a large issue. The need for car ownership will increase drastically. Other than the foreseeable increase in CO2 emissions per capita, there are many other problems that arise in a community with the increase in vehicle usage; I will only talk about the few that immediately come to mind. First, as the routes to the expressway will become more congested, they will need to be widened as well. This means more three to four lane roads of between 35 and 45 mph making sidewalks precarious to venture. This will result in pedestrians of all ages taking more risk getting to and from public transportation; this includes grade school bus stops. This clearly has the potential to negatively affect public transportation. Along with lack of ridership, more cars on the road will negatively affect the efficiency of public transportation. More cars on the road will mean more traffic which obviously has adverse effects on anything that shares the road. Issues with transportation are incredibly hard to solve. One idea is to improve public transportation; it's accessibility and function. Why not improve the quality of every part of life, not just the commute to work? Improve the public transportation system and improve peoples' access to daily needs as well as social entertainment. Improving the public transportation system could create affordable city communities outside of the DC border. Not to mention, public transportation would help to fund its own upkeep whereas roads do not generate income over their lifespan. Hopefully, a final small request. Can a workshop similar to the one held today, April 13th be held closer to Gaithersburg or Frederick? I haven't looked at any data, but I'm guessing it's an unaffordable commitment for the majority of people who will be affected by this change in infrastructure to get into Bethesda on a busy Saturday.	Effectiveness of Proposed Alts. in Addressing Traffic Air Quality Safety Support for Transit Social Equity Public Involvement
4/13/19	Online Submission Form	I have reviewed the online Map and went to speak with representatives today (4/13) about the impact to my property. It seems that under almost all alternatives nearly my entire yard will be consumed. I bought my property in large part because of the yard. It's a dog yard and I have spent nearly all of my adult life raising guide dogs for the blind and visually impaired so a house with a yard is important to me. I frequently (near weekly) have guide dog puppies in training over for socialization sessions in the yard (i.e. puppy play time)and my large yard is perfect for this. Further, consuming the yard and having a sound barrier back right up to the home completely devalues the home and would make it virtually impossible to sell. I can't imagine any model being able to	Property/Community Impacts Noise



Date	Method	Submission Text	Assigned Comment Themes
		forecast an appropriate value for that. The only logical solution under this scenario would be to buy the home and property outright which I am open to considering. Frankly I would prefer that option to having a home with a sound barrier 10 ft from my house with no yard that is unsellable. Your task ahead is complicated, difficult, and frankly thankless. You are dealing with a difficult demographic and I wish you the best of luck.	
4/13/19	Online Submission Form	Consider pedestrian/bike lanes alongside any rebuilding.	Pedestrian/Bicycle Access
4/13/19	Online Submission Form	Please build the express lanes and new Potomac crossing. These should have been completed several years ago.	Support for I-495 & I-270 Managed Lanes Study Support for Alternate Transportation Improvements
4/13/19	Online Submission Form	I do not support adding toll lanes. The tolls on the Virginia 495 Hot Lanes and I-66 are so high that the average commuter cannot use them. The project should be funded with tax dollars and not through a partnership with a private company who would own the roads and charge a toll. Additionally, a second bridge connection between western Montgomery County and Loudoun County should be included as part of this plan. Loudoun County has already identified a viable potential location for the bridge crossing.	Opposition to General Price-Managed/Toll Lanes Toll Rates Public-Private Partnership Program Support for Alternate Transportation Improvements
4/13/19	Online Submission Form	Hi, I want to thank you for beginning to address this absurd problem: I've lived all over the eastern United States in my 20 adult years and haven't seen this sort of traffic anywhere. I'd like to advocate against privatization of a public good - meaning the tolled option - and instead advocate for additional bridges between Loudoun Cty and Potomac that wouldn't involve destroying people's homes. I can't believe that the wealthy residents of that area could block a problem that would be the best option for the most people. Thank you,	Traffic Public-Private Partnership Program Opposition to General Price-Managed/Toll Lanes Support for Alternate Transportation Improvements Property/Community Impacts Social Equity
4/13/19	Online Submission Form	Public transit options should be put back on the table and the I-270 split should not be expanded. Studies have shown that more lanes will only result in more users and traffic with no improvement to traffic congestion. Rather, additional air and noise pollution and worse traffic congestion will further degrade living conditions for residents. More importantly, the losses in property value, additional traffic congestion, environmental and traffic disturbances from the construction and then added traffic plus the cost of the construction itself will be greater than gains from the project. If Eastern shore residents must approve of highway expansion for it to take place, the same should be the case for Montgomery county residents as well.	Support for Transit Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Air Quality Noise Property/Community Impacts Traffic General Environmental Impacts
4/13/19	Online Submission Form	I am opposed to the taking of public open space that protects creeks. I want stormwater management facilities to slow the water down, settle out the sediment, and increase the amount of water that goes into the ground rather than rushing into the stream so that the existing construction conforms to current stormwater standards. Any new construction must adhere to the most current stormwater regulations and be continuously monitored and updated in order to minimize impact to the surrounding natural landscape. I want to know how the 495/270 proposal relates to the state's commitments under the EPA's MS4 permit and the Chesapeake Bay cleanup plan. I would like to see less stormwater runoff and less roadway pollution going into the streams in our watershed; this project has the potential to increase stormwater runoff and road pollution. I am especially concerned about the threat to three parts of my watershed. Two sections of the watershed have been identified as "priority catchments" by the county and border I-270 and the I-495 spur. The streams here are already in need of restoration. One section of the watershed has been identified as a "priority conservation catchment" by the county and it is adjacent to I-495 in Cabin John. This area contains critically significant, extremely significant, and highly significant conservation areas. Please stop destroying the environment. Thank you.	Forest Buffer/Undeveloped Land/Parkland Water Quality/Stormwater General Environmental Impacts
4/13/19	Verbatim-Court Reporter	COURT REPORTER: Thank you. Did you want to say something? [name redacted]: I have several points. I would just go down them. COURT REPORTER: You don't have to get ready. You're fine. I can get everything in the room so, go ahead. Several things. [name redacted]: Several points that I would like to bring up. This is probable that this whole expansion is going to happen. I would like to see the use of the latest technology in concrete. I know that in Arizona and in Texas and some other states they have been using noise-impact concrete made out of recycled tires. And because noise is an issue of the tires hitting the roadway on 495, et cetera, I would like to see the use of that technology in the new construction of the bridge deck itself also. And several letters and copies of the Post article were sent to Annapolis and to Baltimore, et cetera, and I don't know if anybody paid any attention to it, but I would like to see that happen. We are going to lose an enormous tree canopy that we rely on for mitigating the noise and air pollution in our neighborhood. I would like to see it put back. I would like to see some very mature trees as possible. I would like to see the state maintain that canopy in perpetuity. I would like for them to work with the neighborhood to make sure that proper trees are put in. And I want to make sure that the canopy is put back in density. And that goes along 495 and down to where the bridge is, because there are little copse of trees down near the bridge on both sides, on the Maryland side, that it looks like are going to be devastated. So they need to be put back, and fast-growing trees too. At every single meeting from now on I would like to see a member of the state and a member of the county tax assessment	Noise Forest Buffer/Undeveloped Land/Parkland Property/Community Impacts Public Involvement Safety Support for Alternate Transportation Improvements

Date	Method	Submission Text	Assigned Comment Themes
		<p>offices present, to answer the questions we have about what will happen when our properties are devalued but not taken, because we are going to lose significant amounts of money on a devaluation of property. And how we will be compensated for that devaluation in perpetuity. So that when we die, since most of us are retirees in our neighborhood, we stand to lose a great deal because we were counting on those houses to bring us into our retirement safely because we were told in the 70's when we bought the houses there that there was going to be an outer bridge and an outer Beltway and the trucks are going to be far away from us and it never happened. We have become trapped now in the existing roadway and bridge and we need compensation for what's going to happen now to us. We have no place to go. We will have no money to go any place else. And we need an enticement in the taxes and the assessment so that there will be people in the future who will come in and buy our houses because of the low taxes. Not necessarily the assessment but the low tax. I think the assessment should be high where they should be, which is \$900 to a million bucks, but the taxes should be low and that should carry on for all the next owners in perpetuity, so that somebody will always buy those properties which, by the way, have lovely gardens and they should be protected somehow. And if you can't do that you might as well bulldoze the whole neighborhood and take it over. There should be meetings neighborhood by neighborhood. Every little housing development should have its own big meeting with the tax people, the planners. The Department of Natural Resources should be in there because most of those neighborhoods have huge populations of deer which are devastating everything and now they are trapped. They will be even more trapped in those neighborhoods. We need to have those meetings neighborhood by neighborhood to explain the impacts to us since we are the homeowners. And I want to know what is going to happen if we not only have another accident on the Beltway and the American Legion Bridge which closes it down. But if a terrorist, God forbid, decides to find that place and they do something to the bridge and then it never exists. Anybody stopping to think about that? We need an outer bridge and an outer Beltway. And maybe make it so only trucks go. And maybe make it so there's no on and off ramps so there won't be a devastation to the surrounding land. And there won't be any development and people will have to pass through all the way, and somehow keep the trucks off the current bridge and the Beltway because they make a huge amount of noise and pollution as it is. You don't want to know what else. Thank you. COURT REPORTER: Thank you for coming by. I appreciate it. <i>[name redacted]</i>: Appreciate it. Thank you,</p>	
4/13/19	Verbatim-Court Reporter	<p><i>[name redacted]</i>: Now what do you want me to do, answer questions or — COURT REPORTER: I'm not asking any questions. Just tell me what your thoughts and comments are today. <i>[name redacted]</i>: Okay. Well, my thoughts are, it's the first meeting I've been to where at least I got a better picture of what's already been decided. And decisions have been made without looking at the environmental issues or the indirect way that this is being funded by persons like myself who are going to lose home value and are going to be subject to more particle pollution and sound pollution from where I live. On the macro level, though, I think the Transportation Department is into building roads and they're myopic in looking at other solutions, particularly solutions that are not yet available. Is this being recorded properly? Okay. Thank you. COURT REPORTER: I was just checking my digital. <i>[name redacted]</i>: That's cool. I run focus groups and we use digital recording. Anyhow, my major concern is that the decision-making process has not looked at the other variables that are going to be produced by this widening of the Beltway and I live near the Legion Bridge, widening of the Beltway, which is going to take some of our own common property away in the process of building, expanding the Beltway. And I think the expansion is going to have a significant direct impact on our whole community because I think the values of the 90 homes in our community will go down. Our community will be redlined as a noisy community or with construction going on for the next I don't know how many years. Do you? UNIDENTIFIED FEMALE: Probably four. <i>[name redacted]</i>: At least four years. And they're talking about what the impact of this is going to be in 2040. Well, I would hope by 2040 we have a tremendous number of technological improvements that will reduce consumption of time between work and home. And I hope that those kinds of things are taken into consideration. There's no real brainstorming in terms of solutions to this problem. They are old 20th Century solutions trying to address a 21st Century problem. And so, to me it's really what's not being considered is the impact on people's lives that are adjacent to the Beltway, the impact on children's development. The impact on activities that people in the community may engage in. In other words, you'd be doing more things inside rather than outside because of the noise or the particle pollution that's going to occur. And nobody has taken into consideration the costs to the homeowners in these neighborhoods and communities. Nobody has taken into consideration the Alternatives endorsing and strongly supporting Alternatives. Getting together with businesses and corporations to enable them to establish a better plan for how their workers get to work and how close their homes are to where they are going. It seems the way things are now from my observations that everybody in Virginia works in Maryland and everybody in Maryland works in Virginia. They just keep — and you can see that in the traffic flow. I just see this as a bizarre solution to a serious environmental problem.</p>	<p>Public Involvement I-495 & I-270 Managed Lanes Study Process/NEPA General Environmental Impacts Traffic Air Quality Noise Support for Alternate Transportation Improvements Property/Community Impacts</p>
4/13/19	Verbatim-Court Reporter	<p><i>[name redacted]</i>: Okay. You want me to write it? I could probably do that faster. COURT REPORTER: Oh, that would be great, yes. It would be faster. What is your name, by the way? <i>[name redacted]</i>: <i>[name redacted]</i>. COURT REPORTER: <i>[name redacted]</i>. Okay. What are basically your thoughts and what you have in mind and we send this and it goes on the record. So put anything there that you want to put. <i>[name redacted]</i>: Okay. I just have a very quick — COURT REPORTER: You have a three-minute time. <i>[name redacted]</i> Okay, I just have a very quick -- COURT REPORTER: Go right ahead. <i>[name redacted]</i>: Okay. My suggestion is this. And the background is every single day I drive on the Beltway and I move to the left where the faster traffic is supposed to travel. I just listened to the man talk about how this expansion will allow more, the slower people to move to the right. That's not going to happen unless signage is put all the way around the Beltway on the left-hand side reminding slower traffic to move right. So my suggestion is please put signage periodically around the Beltway on the left hand side reminding those drivers, slow drivers, to move right. Thank you. COURT REPORTER: Put your name down. <i>[name redacted]</i> Obviously, we're not that. Who we are, we'll concerned about the environment in our future neighborhood. But are we concerned about 2040? I don't think so. COURT REPORTER: It doesn't. I agree. That's a long ways off. <i>[name redacted]</i> Right. I mean I think our principal concerns and I'll talk about that in a second is what it does to the community and what it does to the marketability of our homes. And I haven't heard anyone mention that at all. <i>[name redacted]</i> But also, truthfully, the concern that won't be mine, ours, is really, really helpful. COURT REPORTER: Well, go ahead. Start, give me your concerns now. <i>[name redacted]</i> Okay. Our concerns are several. The discussion we heard this morning showed that the various scenarios, there would be a certain reduction in traffic and then a monetary savings. The monetary savings is somewhat deceptive because all they've done is monetize the value of someone sitting on their behind in a car. They haven't factored in what it's going to cost them to use the, I guess the HOT lights and raises an equality issue for people who don't have the means for a HOT lane. COURT REPORTER: I'm just writing down concerns. Go ahead. <i>[name redacted]</i>: And I don't really see that addressed anywhere, particularly in a county where we have such a wide disparity of income levels. Again, I think the other problem frankly is the discussion we heard this morning. This is without casting aspersions at anyone. We're very hard to follow. I mean you had people who clearly are not professional speakers droning on and reading a report. For people who are not traffic engineers, we're two fairly bright people. It went in one ear and out the other.</p>	<p>Analysis Methodology Property/Community Impacts Social Equity Public Involvement</p>

Date	Method	Submission Text	Assigned Comment Themes
		<p>I mean I think it needs to be simplified. It needs to be made more relevant and understandable for the average person. And I consider all these average people are not traffic engineers. And I think that there needs to be a better coordination with media. I think the Washington Post article this past Thursday raised a lot of hackles, maybe not appropriately. Because everyone wants to know am I one of those 54 houses. <i>[name redacted]</i>: Yeah. It's very complicated. COURT REPORTER: Anything else? <i>[name redacted]</i>: As a retired lawyer, I fully anticipate this will go to litigation and this will be like the Purple Line. This will be held up by the Courts for years so we're going to live in a state of perpetual uncertainty. For the County, for the homeowners, for the neighborhoods, for prospective purchasers, for prospective sellers, and by the time this thing is resolved, many of these plans may become obsolete. They may have been leapfrogged by technology.</p>	
4/13/19	Verbatim-Court Reporter	<p><i>[name redacted]</i>: Okay. You want me to write it? I could probably do that faster. COURT REPORTER: Oh, that would be great, yes. It would be faster. What is your name, by the way? <i>[name redacted]</i>: <i>[name redacted]</i>. COURT REPORTER: <i>[name redacted]</i>. Okay. What are basically your thoughts and what you have in mind and we send this and it goes on the record. So put anything there that you want to put. <i>[name redacted]</i>: Okay. I just have a very quick — COURT REPORTER: You have a three-minute time. <i>[name redacted]</i>: Okay, I just have a very quick -- COURT REPORTER: Go right ahead. <i>[name redacted]</i>: Okay. My suggestion is this. And the background is every single day I drive on the Beltway and I move to the left where the faster traffic is supposed to travel. I just listened to the man talk about how this expansion will allow more, the slower people to move to the right. That's not going to happen unless signage is put all the way around the Beltway on the left-hand side reminding slower traffic to move right. So my suggestion is please put signage periodically around the Beltway on the left hand side reminding those drivers, slow drivers, to move right. Thank you. COURT REPORTER: Put your name down. <i>[name redacted]</i>: Obviously, we're not that. Who we are, we'll concerned about the environment in our future neighborhood. But are we concerned about 2040? I don't think so. COURT REPORTER: It doesn't. I agree. That's a long ways off. <i>[name redacted]</i>: Right. I mean I think our principal concerns and I'll talk about that in a second is what it does to the community and what it does to the marketability of our homes. And I haven't heard anyone mention that at all. <i>[name redacted]</i>: But also, truthfully, the concern that won't be mine, ours, is really, really helpful. COURT REPORTER: Well, go ahead. Start, give me your concerns now. <i>[name redacted]</i>: Okay. Our concerns are several. The discussion we heard this morning showed that the various scenarios, there would be a certain reduction in traffic and then a monetary savings. The monetary savings is somewhat deceptive because all they've done is monetize the value of someone sitting on their behind in a car. They haven't factored in what it's going to cost them to use the, I guess the HOT lights and raises an equality issue for people who don't have the means for a HOT lane. COURT REPORTER: I'm just writing down concerns. Go ahead. <i>[name redacted]</i>: And I don't really see that addressed anywhere, particularly in a county where we have such a wide disparity of income levels. Again, I think the other problem frankly is the discussion we heard this morning. This is without casting aspersions at anyone. We're very hard to follow. I mean you had people who clearly are not professional speakers droning on and reading a report. For people who are not traffic engineers, we're two fairly bright people. It went in one ear and out the other. I mean I think it needs to be simplified. It needs to be made more relevant and understandable for the average person. And I consider all these average people are not traffic engineers. And I think that there needs to be a better coordination with media. I think the Washington Post article this past Thursday raised a lot of hackles, maybe not appropriately. Because everyone wants to know am I one of those 54 houses. <i>[name redacted]</i>: Yeah. It's very complicated. COURT REPORTER: Anything else? <i>[name redacted]</i>: As a retired lawyer, I fully anticipate this will go to litigation and this will be like the Purple Line. This will be held up by the Courts for years so we're going to live in a state of perpetual uncertainty. For the County, for the homeowners, for the neighborhoods, for prospective purchasers, for prospective sellers, and by the time this thing is resolved, many of these plans may become obsolete. They may have been leapfrogged by technology.</p>	<p>Traffic Support for Alternate Transportation Improvements General Environmental Impacts Property/Community Impacts</p>
4/13/19	Verbatim-Court Reporter	<p>COURT REPORTER: Okay. Here we go. Give me your name. <i>[name redacted]</i>: <i>[name redacted]</i>. What's your field of endeavor, man? COURT REPORTER: I'm a court reporter. <i>[name redacted]</i>: Oh, are you? That's interesting. COURT REPORTER: They just bring me in to do my thing. All right. What are your comments, sir? <i>[name redacted]</i>: Well, I can tell you that last year the very gentleman who had a presentation. His name eludes me now. Told me that there would be no impact beyond the existing right-of-way. This year I came in and they give a prediction they're going to take about a quarter of my back yard. Okay. So it shows me that they have no credibility, right? That their guarantees guarantee nothing. In fact, Governor Hogan himself promised that no home would be harmed, that no right-of-way would be violated, and now there's a big green line where they're going to tear down everything and take people's yards. Right. 30 homes are going to be affected and you know, you hear a couple of other comments. I'll try and make it concise. In 1967 they proposed an outer Beltway. The ICC is part of that. Probably about a third to half of the construction has already been done, right? They could have a crossing at White's Ferry and a crossing south of the Woodrow Wilson Bridge. That tractor-trailer that overturned and held everything up for 8 or 9 hours so nobody could get home, is a good example of why other crossings are needed and are strategic. If something deleterious happened on a grand scale, you know, it would just be a catastrophe. And it was practically a catastrophe when that tractor-trailer overturned spilling fuel all over the highway. Then, so that they blow off, you know, any concept, any idea for an outer Beltway. It would cost a third of what this is going to cost. It could be free, God forbid, right? Whenever I go across the Woodrow Wilson Bridge, I usually go to Annandale, I count the cars. The last time I crossed, I counted 100 automobiles, four of which were police cars catching up to speeders. Everybody else was bumper-to-bumper all the way from the Wilson Bridge to Annandale. So these lanes that cost a fortune to travel on aren't traveled on. So it backs people up or started other Alternatives to try and get around it. So, you know, there's the idea of foreign investment which is what the country needs the least. You have German companies, Japanese companies, they take all their money back to, to the Bundesbank and we don't get any reinvestment or any returns on the investment that's being made. They make all the profits and they carry it back to wherever they came from. This isn't an absurdity. America has the ability to build a highway. Now I don't, also don't agree with the people that think that you can't pave anything over in Upper Montgomery County. My word, an agricultural reserve, in a place where since 1910 the population has gone up by a factor of 13, is an absurdity. Buy a farm in Pennsylvania. This is the kind of attitude that you're running into. And the level of destruction and expense is almost unbounded. They got to tear down everything they built before and they got to harass people with all this construction. They got to destroy homes. And they've got to lay out a tremendous amount of money, and give it away to somebody who won't even reinvest it here. So that's my opinion. The whole thing is absurd. Build an outer Beltway with more crossings. You know, violate the sacred cow of the agricultural reserve, and catch up with the 21st Century. And that ends it all. Thank you.</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Public-Private Partnership Program Forest Buffer/Undeveloped Land/Parkland Property/Community Impacts</p>

Date	Method	Submission Text	Assigned Comment Themes
4/13/19	Verbatim-Court Reporter	<p>COURT REPORTER: [name redacted], I got you. [name redacted]: Okay. COURT REPORTER: Tell me what you have on your mind. [name redacted]: Okay. My name is [name redacted]. One, I oppose public/private partnership because the roads, roadways and the land are too precious to seed over contractual obligations of the government. The government needs to be in charge at all times and the voters need to be in charge of the government. I do not believe in toll lanes in inner city roads and that means the type of roads we're talking about, to watch lanes of construction while other lanes for those who can afford it and I can afford it, but watching other lanes for those who can afford it fly through is just an unfair and inappropriate and improper use of government resources which should be available for all. Toll lanes, well, I've noticed HOT lanes. We don't want to repeat Virginia. I'm not even sure HOV lanes really work. I think they're anecdotal. Whether folks can find a co-worker nearby that happened to be at the same place to use a HOV lane. Again, I see these lanes underused and while other lanes are congested, there's one statistic cited that a HOT lane would improve traffic for other ones. That, of course, cannot be compared to opening up all lanes to everyone. I'm not necessarily opposed to expansion, contrary to many others. But if we're going to expand it should be done so they can be used equally for all without seeing government property and government interests over the private partnerships which is the worst idea. We've seen some bad examples of that happen. So thank you for my comments, for hearing them. COURT REPORTER: Thank you, [name redacted]. It's a pleasure. [name redacted]: Thank you. Okay.</p>	<p>Public-Private Partnership Program Social Equity Toll Rates</p>
4/13/19	Verbatim-Court Reporter	<p>[name redacted]: I'm starting to get nervous like this public speaking now. COURT REPORTER: It's not that bad. Just give me your thoughts. I'm just here to get what you're thinking about. [name redacted]: Okay. There's that. COURT REPORTER: Thank you. And you are? [name redacted]: I'm [name redacted]. COURT REPORTER: [name redacted]. Okay, you're rolling. Go ahead, [name redacted]. MS. HVITVED: My concern with this project is that I feel like there are a lot of unanswered questions and I think there's a lot of information that needs to be presented at this point in the decision-making process. For example, the models right now are only modeling 2040 and this doesn't tell us anything about what happens after 2040. So I think it's critical that we have 2045 models presented and the information and data about traffic flows and delays for 2045 using the current model and assumptions of what it will look like. And the reason this is important is because we don't know how long the gain, the promised or anticipated gains in traffic decrease will extend. So if it's only for five years, that's an important piece of information people need to have in deciding now. Moreover, there's not been any information provided about how long construction might take for the different alternatives and that's something that it seems could at least be estimated and could be used as another factor in making a decision so each Alternative could have estimated construction times included along with it. It's not been very transparent how the purpose and need were designated and how some of the more value-based assumptions that are going into these models have been determined, and who's making those decisions and how they could be influenced because anyone who's worked in assessments like this and modeling of this sort, understands that the assumptions that underlie the models will dramatically affect what kind of decisions come out of them and so how these models are being developed and the kind of priorities that are being assumed in them is going to be critical. And there has not been a lot of public input into that. I also want to note that it seems like they're using only federal historic designations rather than state and county historic designations also in determining and describing how many historic sites will be affected. But since this is a state project, it seems like they should at least be using state historic designations as well. And I also would like more information presented about how a decision between HOT and ETL lanes will be made because those are very dramatic differences from a citizen and taxpayer perspective. And the primary reason, values that go into that decision will be critical. If it's about making more money, clearly the decision would skew towards ETL lanes. If it's about putting Maryland's values into practice, HOT lanes, and encouraging more High Occupancy Vehicles and Electric Vehicles would seem to be more important. But this would come at the expense of income for whoever is running the lanes. So I think there needs to be a much clearer discussion about how that decision would be made and who would be making the decision between HOT and ETL lanes. Thank you.</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Analysis Methodology</p>
4/13/19	Verbatim-Court Reporter	<p>COURT REPORTER: My name is [name redacted], by the way. [name redacted]: Hello. Nice to meet you. Are you up? COURT REPORTER: You don't have to be close. I can get you. [name redacted]: Okay. COURT REPORTER: Go ahead. Tell me your thoughts and concerns. [name redacted] They showed us the 66 decibel contour line that would be adjusted in the event of this expansion. They did not have a study that showed what the contour line is currently. I would like a study that shows what the contour line is currently. How much noisier this will make our home. Because our home already falls in the contour line of the expansion which is bad. Also, they said that they would check and see if walls could be built and if they were cost effective and if not, then we're hosed, which I think is improper. You cannot build a wall to protect us from the noise level, you shouldn't build a highway. Period. Especially a managed-lane highway which is a scam in my opinion. That's it. COURT REPORTER: Okay. I got it. [name redacted]: Thank you. COURT REPORTER: Thank you.</p>	<p>Noise Opposition to General Price-Managed/Toll Lanes</p>
4/13/19	Verbatim-Court Reporter	<p>No, I'm going to keep it short. COURT REPORTER: All right. It's up to you. Oh, by the way, what's your first name? [name redacted]. COURT REPORTER: Can you spell it for me? [name redacted]. COURT REPORTER: I gotcha. [name redacted]: Just in this mic. COURT REPORTER: It doesn't matter. I can pick you up anywhere you are. [name redacted]: All right. Give me a sec. I just want to make sure I hit all — I want to make sure I get everything. All right. Sorry. COURT REPORTER: All set? [name redacted]: Yep. COURT REPORTER: Good. [name redacted]: Okay. So I have three main areas of comment on this. The first is the data that's been presented and the models that have been run, I think are really inadequate. The issue with these lane addition projects isn't that they would ease traffic in some window. The issue and different things that are seen in a lot of cases, not necessarily for managed lanes but, but the data on those are a little weak right now. But the issue is more that what ends up happening if you get an initial decrease in traffic which is what your 2020 model is showing. But -- sorry, the 2040 models are showing. But then that decreases over time as a decay rate on the benefit of these kinds of projects. So I understand, you have a 2045 model ready, and that the plan is currently not to run that model on any, on all of the alternatives, just on the one selected Alternative. I think this is a mistake because you currently have no data on the decay rate of the potential gain that you're expected to get from this project. And the only way to get that decay rate data is to run a model on your base line 2040 year Then on some year in the future I would prefer 2045 and 2050 to get a more robust data set on what the decay rate of this is expected to be. And so I really think you should consider not going forward with selecting a plan until you've gotten a sense of what, of what that decay rate is likely to be. So that's my general comment on, on the presentation of the modeling data. Also in general, the data that was presented I felt was very, very weak in general Models don't spit out single numbers like you're presenting here. They spit out an ensemble of numbers. These are probably statistical simulations. I imagine that's standard deviation on these numbers. When you present a number like a 20-minute commute, is that 20-minute plus or minus 15 minutes? There's no indication of what the uncertainty values of these numbers are, what the confidence intervals are. I felt the whole</p>	<p>Analysis Methodology I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements</p>



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		<p>presentation of that data was just very flap dash and you guys can do better. Second, I'm frustrated as a Montgomery County resident about why people on the Eastern shore get veto power of the State Highway projects. Our voices apparently are not as important as them. Now I have some suspicions about why that might be based on who the current occupant of the Governor's mansion is, but this is incredibly frustrating that people on the Eastern Shore can say well, we don't want this highway to be built. Whereas the state just kind of steamrolls over our voices. It just seems fundamentally unfair. And so, I'd like you to consider why that is the case. And yes, certainly, fundamentally we shouldn't be subsidizing people to live an hour away from where they work. So this is a fine solution to a traffic problem, but it is the dumbest possible solution. Right, like a more integrated approach would be best. But you're the State Highway Administration. You build highways, right. You can't handle things like affordable housing close to where people work. Anyway, okay. So those are my comments. Thanks very much. COURT REPORTER: Thank you very much. I appreciate it. Take care.</p>	
4/13/19	Verbatim-Court Reporter	<p>UNIDENTIFIED FEMALE: So I guess and I don't understand enough to know, have other technological considerations been employed. Won't affect me but -- UNIDENTIFIED MALE: Like a double-decker? UNIDENTIFIED FEMALE: 2050; 2060. Which is a project that is very expensive and costs the taxpayers money. UNIDENTIFIED MALE: But can you really plan giving the rapid state of technology and a demographic change. Can you go forward 50 years? UNIDENTIFIED FEMALE: Well, I hope that they look at the velocity and demographic change as best they can. UNIDENTIFIED MALE: I was going to say. I'm sure they have but I'm not sure it's particularly sustainable. UNIDENTIFIED FEMALE: Well, they've done what they can do. UNIDENTIFIED MALE: Right. UNIDENTIFIED FEMALE: And also the environment. Noise pollution, gasoline. Well, we'll have more electric cars, but I don't know, it's a little beyond me. UNIDENTIFIED MALE: I must also say that something does have to be done. We live not far from the Beltway, not far from the American Legion Bridge and it's a nightmare. It is an absolute nightmare and the County, the State, and pending homeowners are betwixt and between. Something needs to be done. It's not as if they're looking for a problem to solve. The problem just hit them right in the face. Last week when the truck turned over on American Legion Bridge, it backed up traffic for hours and hours and hours everywhere. UNIDENTIFIED FEMALE: Not only where we live. All over D.C. I went downtown that night, all over D.C. UNIDENTIFIED MALE: Right. Right. UNIDENTIFIED FEMALE: Okay. UNIDENTIFIED MALE: American Legion is the major bottleneck in Washington, next to the Woodrow Wilson. UNIDENTIFIED FEMALE: The other bottleneck that you don't see that I do see is I commute to Frederick once a week. We go up to Frederick, Maryland from Bethesda. COURT REPORTER: Yeah. UNIDENTIFIED MALE: So I think the other consideration is that's where people are going to be living as the Washington area gets bigger and bigger, people are going to be moving further and further away from the city. It is a parking lot. But are there other ways? UNIDENTIFIED MALE: Well. UNIDENTIFIED FEMALE: Thank you for listening. UNIDENTIFIED MALE: Living in and being a resident in Montgomery County for how many years? UNIDENTIFIED FEMALE: A long time. UNIDENTIFIED MALE: 40? UNIDENTIFIED FEMALE: 1976. UNIDENTIFIED MALE: Okay. So it's not 40; yes, 40 years. I have no reason to think Montgomery County is not going to fully explore all the Alternatives. I may not agree with the Alternative you choose. UNIDENTIFIED FEMALE: Well, but this isn't only about Montgomery County. This is state-wide. There are people who have investments in this. UNIDENTIFIED MALE: Fairfax as well. UNIDENTIFIED FEMALE: Right, the Governor and how do we know how much of this is part, I mean it's complicated. You know, it's not just Montgomery County. UNIDENTIFIED MALE: Right. UNIDENTIFIED FEMALE: It's state-wide. UNIDENTIFIED MALE: And I haven't heard anyone talk about being taxed from Amazon. UNIDENTIFIED FEMALE: Oh, right. I was thinking of that. UNIDENTIFIED MALE: Because irrespective of where Amazon is located, it's going to have a dramatic impact on the Beltway. It's going to be 25, 30,000 people. UNIDENTIFIED FEMALE: Extra. Not extra people but more people. UNIDENTIFIED MALE: 25, 30,000. UNIDENTIFIED FEMALE: Right. Immediately. UNIDENTIFIED MALE: Right. Who are, you know, the Tech World on strange hours so they're going to be 24/7. I think what we need to all do is beam ourselves like they did in the Star Trek with Scotty. UNIDENTIFIED FEMALE: Well, actually, in RM, this isn't for this, but in our specific neighborhood, we have another problem. We have the noise from National Airport. UNIDENTIFIED MALE: We're in the fly pattern. UNIDENTIFIED FEMALE: We're in the fly pattern and we understand that there is one runway and it starts at like 5:00 a.m. and it times by seconds. I think I'll never fly National Airport again because it's terrifying.</p>	<p>Analysis Methodology General Environmental Impacts Noise Commute Traffic</p>
4/13/19	Verbatim-Court Reporter	<p>UNIDENTIFIED FEMALE: So I guess and I don't understand enough to know, have other technological considerations been employed. Won't affect me but -- UNIDENTIFIED MALE: Like a double-decker? UNIDENTIFIED FEMALE: 2050; 2060. Which is a project that is very expensive and costs the taxpayers money. UNIDENTIFIED MALE: But can you really plan giving the rapid state of technology and a demographic change. Can you go forward 50 years? UNIDENTIFIED FEMALE: Well, I hope that they look at the velocity and demographic change as best they can. UNIDENTIFIED MALE: I was going to say. I'm sure they have but I'm not sure it's particularly sustainable. UNIDENTIFIED FEMALE: Well, they've done what they can do. UNIDENTIFIED MALE: Right. UNIDENTIFIED FEMALE: And also the environment. Noise pollution, gasoline. Well, we'll have more electric cars, but I don't know, it's a little beyond me. UNIDENTIFIED MALE: I must also say that something does have to be done. We live not far from the Beltway, not far from the American Legion Bridge and it's a nightmare. It is an absolute nightmare and the County, the State, and pending homeowners are betwixt and between. Something needs to be done. It's not as if they're looking for a problem to solve. The problem just hit them right in the face. Last week when the truck turned over on American Legion Bridge, it backed up traffic for hours and hours and hours everywhere. UNIDENTIFIED FEMALE: Not only where we live. All over D.C. I went downtown that night, all over D.C. UNIDENTIFIED MALE: Right. Right. UNIDENTIFIED FEMALE: Okay. UNIDENTIFIED MALE: American Legion is the major bottleneck in Washington, next to the Woodrow Wilson. UNIDENTIFIED FEMALE: The other bottleneck that you don't see that I do see is I commute to Frederick once a week. We go up to Frederick, Maryland from Bethesda. COURT REPORTER: Yeah. UNIDENTIFIED MALE: So I think the other consideration is that's where people are going to be living as the Washington area gets bigger and bigger, people are going to be moving further and further away from the city. It is a parking lot. But are there other ways? UNIDENTIFIED MALE: Well. UNIDENTIFIED FEMALE: Thank you for listening. UNIDENTIFIED MALE: Living in and being a resident in Montgomery County for how many years? UNIDENTIFIED FEMALE: A long time. UNIDENTIFIED MALE: 40? UNIDENTIFIED FEMALE: 1976. UNIDENTIFIED MALE: Okay. So it's not 40; yes, 40 years. I have no reason to think Montgomery County is not going to fully explore all the Alternatives. I may not agree with the Alternative you choose. UNIDENTIFIED FEMALE: Well, but this isn't only about Montgomery County. This is state-wide. There are people who have investments in this. UNIDENTIFIED MALE: Fairfax as well. UNIDENTIFIED FEMALE: Right, the Governor and how do we know how much of this is part, I mean it's complicated. You know, it's not just Montgomery County. UNIDENTIFIED MALE: Right. UNIDENTIFIED FEMALE: It's state-wide. UNIDENTIFIED MALE: And I haven't heard anyone talk about being taxed from Amazon. UNIDENTIFIED FEMALE: Oh, right. I was thinking of that. UNIDENTIFIED MALE: Because irrespective of where Amazon is located, it's going to have a dramatic impact on the Beltway. It's going to be 25, 30,000 people. UNIDENTIFIED FEMALE: Extra. Not extra people but more people. UNIDENTIFIED MALE: 25, 30,000. UNIDENTIFIED FEMALE: Right.</p>	<p>Traffic</p>

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4/13/19	Email	https://na01.safelinks.protection.outlook.com/?url=https://youtu.be/JDK-xzt9zXI?t=0&data=02 01 ABrown@sha.state.md.us b7a3a476670540277b1b08d6c06e332f b38cd27c57ca4597be2822df43dd47f1 0 0 636907976871080098&sdata=K7T1d27cqaxBQeFhEacsycwa8ELNvw5z+WTb7+SDBaM=&reserved=0 Getting There Sure beats driving that nightmare I-270 no matter what they do to reverse, inverse, diverse, coverse, obverse the traffic lanes. Unfortunately for Marylanders the cement heads in charge only think about how to create more traffic, not reduce it. I have heard about "Wrongway Corrigan" but now we have Wrong Way Rahn. Build it big, expensive, intrusive, dirty and dangerous. Hardly what's needed.	Effectiveness of Proposed Alts. in Addressing Traffic Traffic
4/13/19	Email	Where are the 34 homes which will be impacted, the 4 businesses, and the 1500 properties that are impacted.	Property/Community Impacts
4/13/19	Email	I know that is the source. However, that is extremely time consuming to locate all those properties. You must have a list and that should be public information since you have put it on the maps.	Property/Community Impacts Public Involvement
4/13/19	Email	How do you know that there are 34 homes and 4 businesses that will be taken. You have corresponded with them. You have that information. It is on the map but that is time consuming. If you do not provide a response I will ask the press to find out and make this an issue.	Property/Community Impacts Public Involvement
4/13/19	Email	you have plotted the properties on the map. How do you know that there are 34 homes that will be destroyed.	Property/Community Impacts Public Involvement
4/14/19	Online Submission Form	Hello -- I wish we had learned about the meeting at Pyle Middle School earlier. I only found out about it a day or two before before, which wasn't enough time to adjust our schedule. It is my daughter's school and close by, but we couldn't make it work.	Public Involvement
4/14/19	Online Submission Form	My big concerns are how stormwater runoff due to increase in impervious surface and road noise will be managed. I have noted that the nkise from noise traffic in my neighborhood...kensington...has increased exponentially and nkw also wuite loud inside my home. It was not like this ten years ago and should e mitigated as part of project. We are already hsving local roads such as Beach flooded fairly frequently. Beach runs next to 495. Also, i do think that we need to do all we can to get less people driving and using public transport...or st least pzrking and using metro. Has anyone considered impact of gps technology on use of larger roads vs secondary roads. I do wonder if this is not a major driver of some of the traffic issues.	Water Quality/Stormwater Noise Promote Incentives to Reduce Vehicles on Roads Support for Transit Traffic
4/14/19	Online Submission Form	I would hope the County and the State of Maryland might consider a tunnel, providing maximum capacity, minimum impact. If you have any questions about my idea of a tunnel, please contact me at [phone number redacted]. Please view the ongoing poll being conducted on Nextdoor.com as most responders have voted for a tunnel. Poll: I-270 / I-495 Problem. Would you support a tunnel from Tysons to Montrose - multiple lanes each direction? Preventing any more bridges over the Potomac as many oppose - would a tunnel under the Potomac from Tysons to Montrose with a lot of lanes in both directions be a potential and viable solution?	Support for Alternate Transportation Improvements Public Involvement
4/14/19	Online Submission Form	I feel that there has been insufficient consideration of transit alternatives in this process. Perhaps there are possible P3 solutions for additional bus and rail. We have to somehow get more people off the roads or any of these alternatives will be a temporary solution at best. Past experience has shown that building more road capacity invites more cars. I am dismayed that none of the alternatives that included a specific role for buses made the curt. I am also concerned that the communities that will bear the direct environmental and economic costs of improvements in Phase I of your plan are those that are some of the lowest income communities in Montgomery County. They stand to lose the most and gain the least benefit. The stretch of I-495 through Silver Spring is the narrowest in the system. I assume that additional land will need to be taken from the surrounding communities and I am concerned that we will lose one high school (Blair) and one hospital (Holy Cross) in this process that we can ill afford to lose. Without further information on the specifics of each plan, I would only support the "no build" option. Where is the interactive map mentioned in the online presentation audio?	Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic Public-Private Partnership Program Social Equity Property/Community Impacts Support for Alternative 1/No-Build Public Involvement
4/14/19	Hard Copy Submission Form	Problems on the beltway will not be resolved with more lanes. Many of the backups are caused by the exit and entrance lanes at Wisconsin, Connecticut, Georgia, Rt-29, and I-95. Find a way to resolve the merge of I-270 and 495. Use bus lanes. Adding more lanes will only provide more traffic and will not resolve the need for better mass transit.	Effectiveness of Proposed Alts. in Addressing Traffic Traffic Support for Transit

Date	Method	Submission Text	Assigned Comment Themes
4/14/19	Email	Thank you for the information.	Public Involvement
4/14/19	Email	<p>Good afternoon State Highway Administration. I understand we can send comments to this email address regarding the proposed "Beltway Widening" project. In determining the transportation needs of the future, the rationale behind "Beltway Widening" is to accommodate more commuters. It states that transit and highway projects alone cannot address the existing and future needs of our area. However it seems to omit one major factor that goes beyond transportation, and that is of development itself. It seems that the "Beltway Widening Project" assumes that commuters of the future will be "more of the same," that is folks commuting several tens if not dozens of miles one way to their place of work. The study doesn't consider nor point out that if future development is smarter, not just "more of the same," there won't be need for such projects. The ICC was supposed to reduce traffic on the Beltway, and I'm not sure if that has actually happened, for example. It's environmental impact notwithstanding, the toll fares are not income for the state but to pay back the financiers who footed the bill to build it. If future development has a higher density, if counties invest in more affordable housing, if employers or county policies encourage folks to live closer to work, there won't be a need for extra toll lanes which A) won't be used much or B) will just fill up again with more congestion. If people's habits don't change, we will just have more of the same - more congestion, just on wider highways. We are accustomed to driving far away to afford a decent home and get a decent salary. If that is the way of the future, there won't be a highway wide enough or transit projects robust enough to handle the traffic congestion. Unless the 495-270 project is considering such "smart development" as a solution to transit problems, I believe this whole endeavor is a waste of time and money. Not to mention the issue of environmental and homeowner impact. I am in favor of "Option 1 - no build" and hope more of my neighbors feel the same way. Thank you for this opportunity to express my views. Sincerely,</p>	<p>Opposition to General Price-Managed/Toll Lanes Public-Private Partnership Program Support for Alternate Transportation Improvements Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternative 1/No-Build Support for Transit</p>
4/14/19	Email	<p>Hi, I'm a Maryland resident, and would like to enter an official comment on this transportation proposal. I am opposed to the toll-centric, private-company managed concept as it stands. As we've seen with our neighbors to the south, the end result of building out those characteristics is an inflexible highway expansion, run by people who have motivation to increase traffic levels, with toll rates that are inaccessible to all but the relatively wealthy. Virginia was left literally begging private companies for the right to improve a highway bottleneck (ref https://www.washingtonpost.com/transportation/19/02/01/how-virginias-billion-deal-with-transurban-came-about-solved-major-i-bottleneck). None of this benefits the public good. More broadly, the tolling plans create private profit at public expense. Instead of those tolls building up public trust funds for future maintenance and projects, it's profit margin for companies and individuals that were well-connected. And in the future, when there are no public funds available for the next major project, either taxes go up, or additional public rights are sold to additional profit-seekers. That is indeed how conservatives want to run things, but progressive states like Maryland should not support such leeching. Transportation is one of the most basic common-good services provided by government, and also one of the highest-impact on society and environment. It should solely be in the public purview. Lastly, a huge tolls-and-roads project like this crowds out all other proposals. If we're dropping nine BILLION dollars, what else could we do instead? Could we create equivalent road capacity by reducing current usage? Such as monetary incentives and rebates to telecommute, shift schedules, carpool, move closer to jobs, subsidize residential construction near transit hubs. What about new transit? What about other modes of locomotion? If you helped people move closer to their jobs, and ALSO gave them safe walking/biking paths, how many would then not drive? Before the conservatives poo-poo such proposals, keep in mind you're talking some high-density, well-educated regions where people actually have enlightened self-interest. And no, those proposals wouldn't make well-connected gifters rich, but...public good, first and foremost. We should not be ram-rodding through Hogan's proposal and gift to his construction allies. No privatization of public transportation. A more relatable angle, perhaps inquire how many of your colleagues employed by SHA can afford tolls like VA's "HOT" lanes have been charging? \$40 or \$50 for one-way on a given day? The answer would certainly be relevant to my points. Thanks,</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to General Price-Managed/Toll Lanes Public-Private Partnership Program Pedestrian/Bicycle Access Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Effectiveness of Proposed Alts. in Addressing Traffic Social Equity Support for Transit</p>
4/15/19	Online Submission Form	Alternative 10 is the best one!!! Let's make it happen. Thanks for all your hard work. Add the bus to Tysons from Bethesda and RBT routes and we have a winner.	Support for Specific ARDS Build Alternative
4/15/19	Online Submission Form	<p>I was disappointed in the lack of real options. There really seemed to be three different types of options, No Build, Adding Hot Lanes or ELT lanes, or adding a reversible lane to 270. It would have been good to see more detail on some of the other options that were removed such as Alternative 2: Transportation System Management/Transportation Demand Management (TSM/TDM), Alt 14: Rail, or additions of General lanes to the highways. It is not clear why some of these were not chosen to be studied. I am very concerned about expanding either roadway as a first response. If there can be changes to bottle necks or traffic patterns or HOV lanes these should be done first to fix issues, then transit options, lastly adding more lanes. 270 already has 12 lanes, I am unsure how adding lanes to 16 will help the problem with bottle necks and it will only be a few years until more people move up-county or to Fredrick County and beyond and those 16 lanes will be filled. Also, I did not see any mention of how the hot lanes or any new lanes on 270 will affect the local and non local lane set up currently on 270. It seems like there could be other alternatives to remove the local lanes and add more lanes or make for less complicated merges and improve traffic flow. Some drawings showed no more local lanes on 270, is the plan for them to be removed? How will this affect 270 traffic. Between HOT lanes and ELT it seems as if HOT lanes are superior as you can have carpools use them freely. No build seems to be the best option in my mind or perhaps 13b with reversible lanes on 270. the traffic on 270 is commuting affected. The traffic is terrible going Southbound in the AM and going northbound in the PM this seems like the perfect set up to use reversible lanes. I am not convinced there could be benefits from taking existing lanes and turning them into reversible ones and not expand the highway at all.</p>	<p>Analysis Methodology Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Traffic Support for Alternative 1/No-Build Support for Specific ARDS Build Alternative Commute Opposition to Highway Widening Support for High-Occupancy Toll Lanes</p>
4/15/19	Online Submission Form	It is not right to giveaway the lands of our highways to foreign entities, allowing them to charge outrageous sums for us to travel on roads in the state we pay taxes in. Why not have the state borrow the money, and collect 100% of the tolls themselves? Better yet, no tolls. If you want tolls on 270, why not on 355 and every road that parallels it? End the madness. We can deal with the traffic. We cannot deal with paying \$50 to travel 5 miles.	Public-Private Partnership Program Toll Rates

Date	Method	Submission Text	Assigned Comment Themes
			Traffic
4/15/19	Online Submission Form	There is something concerning about the noise studies being performed. We went to the presentation Saturday 4/13 at Pyle Middle School. 1. They are modeling the noise effects based on a 2001 validated study and NOT revalidating the model by doing any field sound studies! 2. We live around Tomlinson Ave in Cabin John, MD where there is NO current sound wall. This has been a longstanding issue locally. We have maps of the 2001 sound study for the neighborhood (where MD reneged on a deal for a sound wall) and they had similar maps at the open house, but modeled for two new lanes and projected traffic for 2040. Guess what, NO CHANGE! See for yourself, this is the 2001 map: https://imgur.com/a/eCj961K (see the 66 dBa line). Now look at the line around Tomlinson for 2040: https://imgur.com/a/MweJY62 . Unless I am reading the map wrong (perhaps someone reviewing knows more about sound than I do can clarify), this seems very wrong. How is possible to add two lanes and project forward 39 years have have the same noise impact? We are very concerned about the sound impact in our area. We are concerned the state or the P3 concessionaire will choose not to build sound abatement walls (again). Also planned for this area seems to be an elevated exit whose sound will propagate very far.	Noise Analysis Methodology Public-Private Partnership Program
4/15/19	Online Submission Form	Good Morning, here are my comments regarding the proposals for the 495/270 managed lane study. - Any option to manage either roadway should be toll-less. Any tolls fall disproportionately on the lower/middle class income brackets. By my experience it only worsens traffic in some scenarios and the tolls are frankly onerous. - For I-270 Option 8 would appear to be the best balance - For I-495 Option 9 would appear to be the best balance - Additionally, some of these issues may be alleviated with greatly increased funding for commuter rail options that span a much greater span of service throughout the day and evening especially for person(s) that work odd hours and would love too stay off the roads as opposed to driving daily and making crowded roads even more crowded. - Any ideas around a mileage based tax is also a non-starter which has been talked about in addition to toll lanes. This in concert with or on its own is a monetary burden to persons living paycheck to paycheck which inevitably impacts the economy in reduced spending power by consumers. - A slow incremental gas tax (1-2 cents per year) for a year would be ideal since revenue would steadily increase year to year, not be noticeable over a long period of time and prevent these toll based solutions which ultimately hurt the economy over time. Thank you.	Toll Rates Social Equity Opposition to General Price-Managed/Toll Lanes Effectiveness of Proposed Alts. in Addressing Traffic Support for Specific ARDS Build Alternative Support for Specific ARDS Build Alternative Support for Transit
4/15/19	Online Submission Form	The maps on this web site are terrible. It is difficult if not impossible to read and it's hard to figure out the keys with the colors being so similar. It feels like the web site is trying to obscure or hide the details or different alternatives from the public. I really resent the lack of transparency around this project.	Public Involvement I-495 & I-270 Managed Lanes Study Process/NEPA
4/15/19	Hard Copy Submission Form	My comments on the 7 alternatives seem more relevant to commuters than to adjacent neighbors of the beltway! One photo I was shown re: Bridge to River Rd. showed one (yellow) line indicating every alternative would go to that line! The entrance mostly reviewed the differences between + among the 7 alternatives. To most of the audience, different impacts from those choices to neighbors of the beltway would have been useful but were not addressed.	Commute Public Involvement
4/15/19	Email	Good evening, I live at [address redacted] and it looks like my property will be affected by the expansion of 495. Needless to say I oppose this project completely for several reasons and of course the fact that I live right next to the highway is one of them. I'd love to see a government that actually cares about environment, wildlife and people's health but I know it's unrealistic even if we are dealing with unprecedented climatic changes so here is my question: according to the map available online part of my backyard will be used during the construction process but my house will not be taken away. Are there any chances that this can change and you can decide last minute that you actually need my house? I lost part of my land to eminent domain in Italy back in 2007 and I cannot believe the nightmare is coming back just a little over a decade later and thousands of mile away. If my house is not marked in yellow can I rest assure that I will not lose it???? Best regards at [address redacted]. [See AppC_Attachment_041519_GA_Email]	Climate Change General Environmental Impacts Opposition to I-495 & I-270 Managed Lanes Study Property/Community Impacts
4/15/19	Email	Hello: I am reviewing the interactive map on the i-495 expansion study and have a question about the 66 decibel contour. Can you please explain what it represents? If a property falls within the line as mapped now, what does that mean? Is that the noise level at the current beltway footprint, or is that the anticipated worse case scenario noise pollution for expansion? Thank you,	Noise Public Involvement
4/15/19	Email	Good afternoon, Can you explain the format of this workshop? Will it be a presentation or will it be just an informational overview, e.g., maps, handouts, etc of the proposed managed lanes where then attendee seeks answers to questions from various professionals at the workshop. The later being a drop-in at your leisure type of format. Thank you.	Public Involvement
4/16/19	Online Submission Form	As someone who lives very close to I-495, I am only in favor of a project which does not encroach upon the property of neighbors which borders the highway, and does not cause undue noise increases. I would prefer a lane dedicated to public bus traffic rather than a paid toll lane. There must be a common solution between the state need for additional traffic lanes and the concerns of resident property owners.	Property/Community Impacts Noise Support for Transit Opposition to General Price-Managed/Toll Lanes
4/16/19	Email	I would like to make a suggestion on the transportation problems in the Wash DC area. I would like to suggest that the counties and the State of Md encourage telecommuting. Give employers tax credits for employees that work from home, or telecommute. In addition, the State of MD could develop/build telecommuter hubs in Hagerstown, or Frederick and other places (Annapolis, Belair, Eastern Shore) where people could go to telecommute close to their home particularly if they don't have highspeed internet at their homes. Maybe start with state employees. This could be a public endeavor, or a public/private partnership. This reduction in cars on the highways in the morning and going back in the evening would have an immediate affect and would reduce infrastructure costs because new roads and wider roads would not be necessary. I believe that the answer to today's traffic problems is not building more roads. More roads only encourage sprawl	Opposition to Highway Widening Promote Incentives to Reduce Vehicles on Roads Effectiveness of Proposed Alts. in Addressing Traffic

Date	Method	Submission Text	Assigned Comment Themes
		and encourage more development exasperating the problem. I have lived in Montgomery county almost all my life (born in Bethesda in 1958) and have seen 270 go from 4 lanes (2 lanes either way), to 6 lanes, to 8 to 12 lanes and it has made NO difference. The same with the 495/Beltway. The solution is getting people out of their cars	
4/16/19	Email	Hi my dad lives at [address redacted]. Regarding this proposed plan I am looking for further clarity. Will my father and his neighbors be forced to move from their houses for the expansion of your project?	Property/Community Impacts
4/17/19	Email	Dear Sir/Ma'am: On the interactive map, the preliminary limits of disturbance for the alternatives will not load. In fact, when I load the map, I receive a notice that the limit of disturbance for each of the alternatives cannot be added to the map. Is there something I can do to add those features? Thank you.	Public Involvement
4/17/19	Email	To whom it may concern, As a resident of Maryland (specifically Montgomery County), I am vehemently opposed to House Bill 102 and Senate Bill 442, which would add lanes to I-270 and I-495. Moving forward with these projects would be an incredibly inefficient use of state resources and would exacerbate the traffic issue. Because of induced demand, traffic would remain bad in the long term even if it initially improved (eg. Los Angeles). Likewise, maintaining these new roads would hemorrhage money and undo any potential good. Maryland needs to be improving mass transit so that it is more accessible. Not only would this save us money, but it would help cut down our environmental footprint. Please take my voice into account as a Maryland taxpayer. This is unsustainable in pretty much every way. Best regards,	General Environmental Impacts Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
4/17/19	Email	Can anyone at Maryland.gov please explain to me: 1. How will widening the beltway and adding pay lanes relieve congestion? The whole point of pay lanes is to generate revenue, but revenue can't be generated unless there's a reason to use the pay lanes. The only reason is congestion in the regular lanes. If anything, this installation will provide the organizations that benefit from the tolls an incentive to make congestion worse. 2. How will adding traffic lanes in general relieve congestion when studies done in the last decades show that such road widening has only a short term effect, and eventually results in the same or greater congestion. 3. Why is the government not looking to relieve congestion by making Metro rail and bus travel faster, more efficient and more attractive to commuters. I have traveled on underground rail systems all over Europe, and the DC Metro system has to be one of the slowest, most inefficient and most expensive in the world. I live in Silver Spring, 8 miles from downtown DC. It takes me an hour to get there on the Metro. I can get on my bicycle and cycle into the city faster than that! This is the nation's capital city we're talking about, and we have a Metro system that moves at an average of 8 miles an hour. It's a national embarrassment that we're spending time and money on a "solution" that has been known for decades to be no solution at all, and meanwhile we're doing nothing to improve public transport in DC or the DC suburbs!	Commute Opposition to General Price-Managed/Toll Lanes Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Traffic
4/17/19	Email	, Thank you for your helpful response. What are the procedural or legal implications of our property being located in the 66 decible "impact" area? If I understand the slides correctly, do we have a distinct voice in the sound mitigation process? Anything else?	I-495 & I-270 Managed Lanes Study Process/NEPA Noise Public Involvement
4/18/19	Email	Hello, I saw on your page a button that says "request your own event". But when I click on it I'm just brought back to your comment page. Can you please tell me more about what the "request your own event" option is? Thank you	Public Involvement
4/18/19	Email	This is both a question and a request. The interactive map on your 495-270-p3 web site shows some instances of brownish outlines of some kind of county right-of-way outside the limit of disturbance line of all of the alternatives. For example, the intersection of Waterford and Merwood Rds near the intersection of the Beltway and University Blvd. This same outline occurs on several other roads that crossover or under the Beltway or are near the Beltway. What is the meaning of these outlined areas? The first area mentioned surrounds my house. Your engineering representative indicated that anything outside the limit of disturbance would not be affected. If this is true, I request that these outlined areas be removed from the maps to reduce misunderstanding by the public and by any bidders on this project. The favor of your response to this issue is requested. Thank you.	Property/Community Impacts Public Involvement
4/18/19	Email	From: [name redacted] [mailto: [email redacted]] Sent: Friday, April 19, 2019 1:15 PM To: [name redacted] < [email redacted] > Cc: [name redacted] < [email redacted] >; [email redacted] Subject: I-270 Sound Barrier TO: [email redacted] Maryland DOT State Highway Administration [phone number redacted] Hello, [name redacted]. I'm sending this email as you suggested when I called your office this morning. I live in a community on the southern edge of North Bethesda that borders I-270 (on the right side of the highway as one heads north, between the I-270 split and Old Georgetown Rd.). Some of the houses here suffer from the enormous noise that comes off the highway and somehow we were never given a sound-barrier wall, not even after the traffic and noise load exceeded predictions. Our concern now is that if the anticipated I-270 expansion/widening materializes, we will be in an impossible noise situation unless an effective barrier is provided. Therefore, we want to know what we should be doing to assure that such a barrier is included in the planning and in the financial estimate for the overall project. We - of course! - don't want to find out too late that we should have made our request known earlier. We believe that in the particular circumstances of our community - a long-established development literally overseeing the highway - it is likely that a sound barrier will be legally required when an expansion takes place. But we aren't certain and so we wanted to check. You asked me to send this email so that you could make sure that the appropriate Transportation engineer is made aware of our concern and will contact me regarding anything we should be doing. Thank you - I really appreciate your help.	I-495 & I-270 Managed Lanes Study Process/NEPA Noise
4/18/19	Email	Hello.....Recently it was confirmed to me that my property at the above address has been identified as 1 of 34 homes that fall into the residential displacement category. I would like to receive some information about the time frame and what to expect from state of Maryland regarding this project that unquestionable that is going to put on a lot of hardship and burden on homeowners like myself. I'm waiting to hear from you...thank you....	Property/Community Impacts

Date	Method	Submission Text	Assigned Comment Themes
4/18/19	Email	Yes I would like to talk to a real property specialist....can you provide me with the name and phone number? thank you....	Property/Community Impacts
4/19/19	Online Submission Form	I am strongly opposed to MDOT's proposals to widen I-495 and I-270. These projects would create only very temporary reductions to congestion, but at huge taxpayer expense. Also, widening the interstates would increase carbon emissions in the long-term and contribute to more climate change putting all our young people at risk since they will bear the brunt of climate change impacts throughout their lives. The state should invest in new transit lines and other programs to reduce car trips, such as on-demand "last mile" transit, and expanding the MWCOG Ride Matching programs to encourage the program's use for non-work rides such as carpooling to church, PTA meetings, community events, etc. Carbon emissions would increase as a result of more interstate lanes, at a time when we need to be doing everything possible to decrease carbon emissions. Any benefits to commuters would be short-lived and overwhelmed by the short and long-term costs to communities, taxpayers, and the climate. It is also premature to talk about widening I-495 before the construction of the Purple Line light rail is in service!	Opposition to I-495 & I-270 Managed Lanes Study Effectiveness of Proposed Alts. in Addressing Traffic Climate Change Promote Incentives to Reduce Vehicles on Roads Support for Transit Air Quality
4/19/19	Online Submission Form	Your 66 decibel corridor does not adequately assess the potential impact on high-rise buildings near the Beltway. My apartment is shown as being outside the corridor, but I currently measure traffic noise around 65 decibels. Additional traffic -- or lanes closer to my property -- will certainly increase this. You MUST consider the noise impact on properties on higher floors of high rises.	Noise Property/Community Impacts
4/19/19	Email	Greetings, I wanted to check if it would be possible to get a list (with addresses) of all the properties that are deemed to be effected by the various alternatives for the I-495/I-270 P3 program. The number of such properties was indicated at the recent public forums (see a screenshot of the table provided in one of the handouts). Please let us know if there are any questions. Sincerely,	Property/Community Impacts Public Involvement
4/19/19	Email	***comments for the record on ARDS*** The Purpose and Needs for the project includes "enhances existing and planned multimodal mobility and connectivity". "Multimodal" should include pedestrians and bicycles. This should be obvious from legislation passed in Maryland since the Ped-Bike Access 2000 Law in the 1990s, as well as nationwide trends in transportation engineering and practice over the last few decades. Therefore, it is very disturbing to find virtually no mention of pedestrians and bicycles in any of the documents about the various alternatives in MDOT presentations. There are a few places where pedestrians and bicyclists should get consideration, and should be specifically mentioned in ARDS documents: 1) A barrier-separated bicycle and pedestrian path on a widened American Legion Bridge, similar to the path on the Woodrow Wilson Bridge. 2) Evaluation of available Right of Way width in each segment between interchanges to see if there is sufficient width for a bike-ped path in that segment. Obviously, there are severe Right of Way constraints in many places. However, where there is space, the project could provide a ped-bike connection between major roads with no conflicts with intersections and driveways. 3) Improving bicycle and pedestrian facilities on bridges carrying roads over the Beltway and I-270. Some roads over the Beltway and I-270 currently lack sidewalks or sidewalk connections. It should be clear in all project documents that any rebuild bridges will be designed with good-quality bicycle and pedestrian facilities, and not just replaced in kind with inferior facilities. 4) Interchange designs must make bicyclists and pedestrians a priority. All too often, on and off ramps are hazardous to pedestrians and bicyclists. Such dangerous and outdated designs must be avoided when reconstructing Beltway and I-270 interchanges. Thank you for your attention.	I-495 & I-270 Managed Lanes Study Process/NEPA Pedestrian/Bicycle Access Safety
4/20/19	Online Submission Form	Hello, I appreciate all the hard work and research everyone is doing I understand that there are many opinions and needs to juggle and weigh. As a resident of Cypress Grove In in cabin John I would ask that an accurate noise study be conducted instead of using an old one. Traffic and noise has increased proportionally with the number of cars now on the road yet there is no noise abatement wall. I ask that when the expansion takes place allowing yet even more cars to pass through and therefore bring more noise and air quality issues, that a new wall is constructed at that time. Thanks in advance.	Noise Analysis Methodology Air Quality
4/20/19	Email	Dear Sir/Madam, I was told by a colleague who attended your most recent workshop on the proposed highway widenings that there are "planning representatives" assigned to various neighborhoods. Is this correct, and can we get a list of who is assigned to what district and a contact email for each of them? Your prompt reply would be most appreciated. Thank you. Sincerely yours,	Public Involvement
4/21/19	Online Contact Form	There must be another alternative than to put families out of their homes. We appointee government officials to ensure that our liberties are protected, not so we can get removed from our homes. This effects not one member of our community but every single individual involved. No amount of compensation can make this acceptable. Count my and my family's voice against this expansion proposal. Because it is hurting citizens adjusted and stable way of living.	Property/Community Impacts Opposition to Highway Widening
4/21/19	Email	***Comments for the record on ARDS*** I am concerned that no mention is made of including a barrier-separated bicycle and pedestrian path on the widened American Legion Bridge. An example of such a path can be seen on the reconstructed Woodrow Wilson Bridge. Such a path is included in Master Plans for Montgomery County, Maryland. It would connect local roads and paths in Montgomery County (such as the C&O towpath, Macarthur Boulevard, Seven Locks Road, Wilson Lane, and Goldsboro Road) with local roads and paths in Fairfax County (such as Live Oaks Drive, Balls Hill Road, and Georgetown Pike). This would make it feasible to bike from Bethesda to Tysons Corner without detouring through the District of Columbia and Arlington County. The staff members available for discussion seemed oblivious to the possibility of including a path on a widened bridge, much less the importance of it for the transportation network between the two counties. I am particularly concerned that the later in the process one gets, the more likely one gets to the point where it will be "too late" to include a path on the bridge in the project. Thank you for your attention. [name redacted] [email redacted]Producer of "Perils For Pedestrians" Television	I-495 & I-270 Managed Lanes Study Process/NEPA Pedestrian/Bicycle Access

Date	Method	Submission Text	Assigned Comment Themes
4/21/19	Email	Thank you for your quick response to my question on the right-of-way line on the interactive map. What I am really concerned with is how that line will be interpreted by the P3 designers/construction bidders. Does this mean that they are encouraged to use these areas in their construction planning and are expected to be blocked off during long periods of construction. You can see that this would be very disruptive to me and my neighbors. Can you give us further clarification on this issue? Thank you.	Public-Private Partnership Program Public Involvement
4/21/19	Email	Thank you for your quick and helpful response. As I understand from the map you linked to, our little community of Timberlawn South (my address is [address redacted]) - at least the houses that are very close to I-270 - fall within the "66 decibel contour" area and therefore there will be a sound abatement wall provided at the edge of our community, under any of the highway expansion alternatives under consideration. We'll keep our eyes open! Thank you again. --	Noise
4/21/19	Email	The material for the upcoming public workshops talks about the reduced cost, for example, "Average savings per commuter is 45 hours and \$900 per year ". How is the cost of tolls included in this? This is not explained in the handout or presentation material, unless I missed it. For the ETL, it seems obvious that many people will be paying tolls, sometimes large tolls, so this should be included in the average. Thanks, [name redacted], Silver Spring, MD	Analysis Methodology
4/21/19	Email	I am interested in attending all meetings and forums. Please email me with schedules and pertinent information.	Public Involvement
4/22/19	Hard Copy Submission Form	The only option that is environmentally sound - air, noise, water pollution - is the no-build option. You need to promote public transportation; ride shares; mini buses; call-a-bus for neighborhoods or civic centers during peak travel times. ¶¶	Support for Alternative 1/No-Build Air Quality Noise Water Quality/Stormwater Support for Transit
4/22/19	Hard Copy Submission Form	Everything was presented in such a positive light, yet I know there must be some major issues. What are those issues? I do understand the future need to do something about increased traffic on 270 & 495, but I read that the Greater Washington Partnership had pressured Hogan to make MD's side of the Beltway look/work like VA's. How are the toll lanes really working out for VA? Is MDOT making a truly informed decision? What does the empirical data show?	Public Involvement Traffic Analysis Methodology
4/22/19	Hard Copy Submission Form	NO BUILD ALTERNATIVE is by far the best alternative. Adding lanes to the Beltway will only result in more traffic, building, pollution, noise, and climate change. And in a few years, these new lanes will all be clogged. We need improved public transit - bus rapid transit, for example has proven successful in a number of cities throughout the world. DO NOT BUILD MORE ROADWAYS!	Support for Alternative 1/No-Build Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts Noise Climate Change Support for Transit Opposition to Highway Widening
4/22/19	Hard Copy Submission Form	1. While you are making all these grandiose plans, the maintenance of our roads is suffering. Potholes are getting bigger. Power Mill Rd (212) from Annandale Rd to Rhode Island Avenue is one big mess. If we call - we are told the road is under reconstruction and will be repaved. That isn't until 2022. We need help NOW. 2. The ICC is under utilized because of the high tolls. Our tax money built that road. The same will happen to the HOT and ETL if the tolls are extreme.	Roadway Maintenance Toll Rates
4/22/19	Hard Copy Submission Form	- A plan that is not joint with Virginia is doomed to fail. - Beltway is main street. A bigger (wider) street does not solve problem. All traffic will still jam up at bridges. - Must put in more bridges; especially in northern areas (Potomac and Virginia Great Falls) - Any thoughts about future flying vehicles	Effectiveness of Proposed Alts. in Addressing Traffic Traffic Support for Alternate Transportation Improvements Analysis Methodology
4/22/19	Hard Copy Submission Form	-No build is the only viable option. ¶¶-Benefits are being grossly exaggerated and presented in a way that is inherently misleading. ¶¶-Costs to environment are basically ignored in favor of minor benefits ¶¶-It is inherently misleading to use "reduction of delay", this does not directly translate into reduction of commute time.¶¶-Presentations are identical and do not respond to feedback of previous rounds of hearings¶¶-Speech of presenters doesn't accept Alt. 1 as an option	Analysis Methodology Support for Alternative 1/No-Build General Environmental Impacts Public Involvement
4/22/19	Hard Copy Submission Form	First of all I am thankful for letting me know my house won't be demolish and I can sleep better. Also if this lanes will help our commute I am for it as long as houses are not demolish.	Property/Community Impacts

Date	Method	Submission Text	Assigned Comment Themes
4/22/19	Hard Copy Submission Form	1. effects of construction on home and building near us work- vibrations, heavy equipment, etc. ¶¶2. Create an eastbound exit from Greenbelt Metro Station in addition to existing westbound exit ¶¶3. Complete environmental study - impervious surfaces, loss of woods; effects of critters in those woods, habitats of animals, etc. ¶¶4. Replace meat of lost wooded areas¶¶5. Prefer ETLs in addition to HOT lanes¶¶6. Waivers for electric vehicles [illegible] hybrids on restricted lanes	Support for Alternate Transportation Improvements I-495 & I-270 Managed Lanes Study Process/NEPA Forest Buffer/Undeveloped Land/Parkland Support for Express Toll Lanes
4/22/19	Hard Copy Submission Form	I still think additional HOT/ETL will just cause increased demand and not solve the underlying traffic issue. The vendor will be incentivized to make money, meaning traffic must still exist on the free lanes. As a result, the vast majority of people who can't pay for the managed will still be in just as bad of traffic as before. Invest more in public transit, not more highway lanes. Public transit if a much more effective way to move people, highway lanes are just much more effective as moving cars most of which are single occupancy.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
4/22/19	Hard Copy Submission Form	Disappointment(s) No incorporation of mass transit into the plans other than bus between Bethesda-Tysons. What about a mass-transit option with carpool parking at WMATA stations ¶¶¶¶¶I want to see modern environmental engineering put into these new construction plans. I would like to see solar collection along the tops and sides of the lane separators. New construction- incorporate solar. Just more lanes/ not new ideas/	Support for Transit Support for Alternate Transportation Improvements
4/22/19	Hard Copy Submission Form	ALT 13C I don't think that HOT will work because many people simple refuse to carpool	Opposition to High-Occupancy Toll Lanes
4/22/19	Hard Copy Submission Form	I prefer alternative w/ HOT LANES or 13B because HOT benefits of encouraging environmental stewardship thru maximizing occupancy in vehicles ¶¶¶¶¶-Would like more consideration to changing technologies impact on best solution. I am concerned about dynamic pricing- lack of trust in a for profit endeavor¶¶¶¶¶-Wish there was more innovation in ideas -Wish there was more emphasis on alternate transportation being a key component -Concerned this solution will not last long before new solutions are needed	Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic Public-Private Partnership Program Toll Rates
4/22/19	Hard Copy Submission Form	I very much hope that we do the NO BUILD option, with much improved public transportation. I firmly believe that this is the most likely option to reduce congestion (if the money is actually spent on public transport action rather than corporations supporting highways).¶¶¶¶¶Also it is the fairest - tolls aren't fair to low income people, neither is suppressing public transportation as our region does. It is also a much better environmental + long term option.	General Environmental Impacts Support for Alternative 1/No-Build Support for Transit Social Equity
4/22/19	Hard Copy Submission Form	1. Public transit is almost non-existent. Placing priority on additional road construction takes attention away from where it should go - public transit. ¶¶¶¶¶2. I'm told a public-private partnership is needed because the state does not have the needed resources. Well, long-term this will aggravate the state's resource availability. Money will be siphoned off to big corporations. Think of the long-term consequences! ¶¶¶¶¶3. Think outside the box. Way outside. The transportation industry will be far different in 20-25 years, with technologies allowing much higher density on roads while also being safer; millennial's not owning as many cars	Support for Transit Public-Private Partnership Program Support for Alternate Transportation Improvements
4/22/19	Hard Copy Submission Form	I am extremely concerned about the impacts the ARDS will have on existing single family homes, residences and businesses.	Property/Community Impacts
4/22/19	Hard Copy Submission Form	I would like to see more options for public transportation including trains, buses, something innovative?¶¶¶¶¶I think that making the roads wider only solves the problem momentarily, then more development happens, more cars come and we are back to the same issue.¶¶¶¶¶We need to think about different options for transportation, more like the European way and no so much everyone having a car and driving singly.	Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements
4/22/19	Hard Copy Submission Form	I prefer the no-build option with more resources devoted to public transit.¶¶¶¶¶I think counties should pass laws to limit new development. People should be encouraged to work in the same county where they live and/or move very close to work. Also increase telepresence where you stay home and connect via Skype. I have an intuation that as soon as you build there will be more congestion again.	Promote Incentives to Reduce Vehicles on Roads Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternative 1/No-Build Regional Economy
4/22/19	Hard Copy Submission Form	Existing condition (for MDOT District) on New Hampshire Ave MD-650 North, the exit ramp to go to I-495 there is a lot of cut-through where vehicles from either left or middle lane will cut vehicles in right lane merging onto the ramp at a high rate of speed dangerously & potentially causing a multi-vehicle collision. Can District 3 provide traffic safety to prevent this from occurring. There is a pedestrian/bicycle crosswalk at this ramp. Someone will get hurt if this issue is not resolved.	Safety

Date	Method	Submission Text	Assigned Comment Themes
4/22/19	Hard Copy Submission Form	I prefer Alt 9. Alt 9 will prevent HOV violators (Alt 10). The revenue generated from Alt 9 HOT lanes will help sustain/managed this corridor	Support for Specific ARDS Build Alternative
4/22/19	Hard Copy Submission Form	-How are we ensuring we are staying on/ahead with trends to ensure that whatever is decided isn't then archaic when built? -Are we working/inquiring w/ land development & local government to get real time stats projected for area growth rather than just using past projections alone? ¶¶-Are we working/inquiring w/ land development & local government to get real time stats projected for area growth rather than just using past projections alone? Thank you for your time and efforts.¶¶	Traffic
4/22/19	Hard Copy Submission Form	I would recommend none of them. I am strongly opposed to beltway or I-270 expansion. It is outrageous and appears to me just a scam to benefit private corporations, and bought and paid for politicians. SHAME ON YOU LARRY HOGAN!	Opposition to Highway Widening Public-Private Partnership Program
4/22/19	Online Contact Form	Please do not expand the Beltway or 270; rather, just toll the existing lanes, ICC-style. However, if you do decide to expand, please include bike and pedestrian improvements to any road work, to allow people to travel more easily without a car.	Opposition to Highway Widening Support for General Price-Managed/Toll Lanes Promote Incentives to Reduce Vehicles on Roads Pedestrian/Bicycle Access
4/22/19	Online Contact Form	Please do not expand; rather, just toll the existing lanes.	Opposition to Highway Widening Support for General Price-Managed/Toll Lanes
4/22/19	Hard Copy Submission Form	-After multiple presentations, I continue to hear this project discussed as a foregone conclusion as if the "no-build" alternative is not actually being considered. Given the extreme costs of any of these alternatives, I find this very disappointing. ¶¶-As a council member for the town of Berwyn Heights, I have no heard a single supportive comment from a resident regarding widening the beltway. ¶¶-The costs of any of the alternatives, except "no-build", in terms of habitat, environmental impact, homes lost, noise and more far outweigh any small traffic decrease. ¶¶-Given projected development in PG County, it seems that any improvements will be temporary¶¶-We need to be focusing on public transit alternatives on order to make clear transportation sustainable (in every sense) for this long term, not continuing to focus on automobiles. ¶¶-While Gov. Hogan promised that no homes would be list, that is not the case for any alternative other than "no-build"¶¶-These alternatives all in some way mimic projects in Virginia. This is not a good thing!! VA highways are avoided by most of my residents and the communities look like concrete wastelands. We do not want this in Maryland too.	I-495 & I-270 Managed Lanes Study Process/NEPA General Environmental Impacts Support for Transit Property/Community Impacts
4/23/19	Hard Copy Submission Form	Please stop this project! It will only bring more traffic to our area and contribute to global warming. Our neighborhood will be destroyed for years and our housing value will drastically go down. Consider the fact that this plan will not even work to reduce traffic. ¶¶	Opposition to I-495 & I-270 Managed Lanes Study Effectiveness of Proposed Alts. in Addressing Traffic Traffic Climate Change Property/Community Impacts
4/23/19	Hard Copy Submission Form	Please do not destroy the Silver Spring YMCA. It has an outdoor heated pool. I have multiple sclerosis and swimming there helps me b healthy.	Property/Community Impacts
4/23/19	Hard Copy Submission Form	The only alt option I am in favor of is Alt 1.¶¶¶¶Building more lanes generated more traffic, hence more Co2. Climate change is real and effecting our lives now.¶¶¶¶I would prefer to see MD focus on changing our culture of the car, and build more. We need alternative transportation option, as well as alt living options and work options (i.e. teleworking). Beltway expansions would make life hell for years then not solve the problem.¶¶¶¶I am also angry this involves ppp development and the answer to whether that developer has been promised a level of income has not been presented.	Support for Alternative 1/No-Build Climate Change Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic Public-Private Partnership Program Promote Incentives to Reduce Vehicles on Roads
4/23/19	Verbatim-Court Reporter	COURT REPORTER: Okay. Just tell me your name. [name redacted]: My name is [name redacted] and I have been a resident within Prince George's County for over 25 years. I recently went to the Workshop here at Eleanor Roosevelt High School. Based upon the information that I've gathered by just merely listening and not having an opportunity to thoroughly read the pamphlets that I've received this evening, a couple of questions came to mind. Would the opportunity for residents to use the E-Z Pass System, be a possibility within this study? Has the Program considered climate change? Has the Program, are they saying that there's a possibility that there is a No Build option or the way that this is actually going, where we're having workshops and then possibly hearings. Is it just more of a protocol that we're going through these processes, or is it really based upon how many comments they receive, the type of comments that they receive where if residents really	I-495 & I-270 Managed Lanes Study Process/NEPA Climate Change



Date	Method	Submission Text	Assigned Comment Themes
		feel strongly about something in regards to a No Build option, will that actually occur? So those are the concerns that I have. Thank you. COURT REPORTER: Thank you, [name redacted]. Now I have you both on the record. Now [name redacted], state your name and your address and then give me your thoughts.	
4/23/19	Verbatim-Court Reporter	COURT REPORTER: Thank you, [name redacted]. Now I have you both on the record. Now [name redacted], state your name and your address and then give me your thoughts. [name redacted]: My name is [name redacted]. I live at [address redacted], and the thing I was thinking about is that we're talking about a private/public partnership in which the questions that I don't see any comments on is that the public/private partnership is needed because the Government, the State does not have enough money to do this on its own. So we need the public — so we need the private sector to come in and help with this. And then there are going to be all these tolls and, of course, the private sector is going to be taking their share of the profits and everything. So right now we're told that the State doesn't have the money to do this on its own and it looks like short-term, okay, that's what people are trying to do. But long-term, why is nobody saying this is going to make things worse, you know, in the long term because we're giving more and more of our taxpayer money over to the private sector to enrich these corporations and then the State gets less and less of the money from their public services that they should be providing and down the road it's going to get worse. Because the corporations then are getting more and more of our money and the Government's getting less and less of our money and then what. We've got to look at the whole picture and think, you know, we've got to get mass transit involved. We've got to look at the new technologies that are coming with, you know, the electrification of the transportation industry and the fact that Artificial Intelligence is going to allow vehicles to be more dense on the highways as well as at the same time increasing safety because cars will be able to go travel closer together while still being safe because of the new technologies. We've got to look at things and we've got to think of things that, if this is supposed to be a long-term project, we have to think of the technologies that are coming then. It just seems like, well, too-short-term minded and long-term short. Those are my comments.	Public-Private Partnership Program Support for Transit Safety I-495 & I-270 Managed Lanes Study Process/NEPA
4/23/19	Verbatim-Court Reporter	COURT REPORTER: [name redacted], can you spell your name and give your address. [name redacted]: I'm [name redacted], and I'm at [address redacted] also. And I agree with everything [name redacted] said. I also feel very strongly as he does. He didn't go into this very much, but the public transportation is really the most important option. I don't think from the talks that it didn't sound like public transportation was a real option that was being considered. I mean it was in the No Build and they kept talking about how every other alternative would be so much better than the No Build. If as much money was put into the Mass Transit, into the transportation system that we have that people want to put into roads, I think the transportation would be a lot better. If we don't put money into our public transportation, we just, that's expected to do it on its own and people just complain if it isn't working right instead of trying to make it better. You know, we just fire people and complain about it and avoid it and I think we could make it a lot better. We're the Nation's Capital. We should be leaders in this. I mean our country used to be the leader in the world in a lot of things and we're really falling back on this. I mean I just think the public transportation would, it would just solve so many problems if we had better public transportation. I think if we're building more roads, it's kind of like if you build it they will come. I think if we build more lanes we will get the same traffic. Every time more roads are built, more people are going to use them. People are just going to just keep driving more. If we have public transportation, then people have alternatives, you know. We would love to take even trips with public transportation, but certainly locally. It would be much better if we have the opportunity to not drive our cars when we were going more than walking distance. And we really, it's pretty hard for people to do that. And I think we should be focusing on that. Okay. Thank you. COURT REPORTER: [name redacted], thank you very much.	Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic
4/23/19	Verbatim-Court Reporter	My name is [name redacted], [address redacted]. I know this — all proposals that come down have gone through the criteria, all end up being P-3 which means we're going to take public land and we're going to give it to a private developer to build us something while it's still going to maintain and operate at a profit. In the past we felt these roadways, especially when the Interstate Highway System was built, the Federal Government told us that the highways would be stoplight-free, north to south, east to west, and toll-free. And no toll road could be part of the Interstate Highway System. Something has changed since then and this is becoming a problem because everything I see as a solution to increased traffic on the Beltway and just about every road in the area, seems to be the only answer is a toll road. And unfortunately the two types of toll roads that we're talking about in tonight's or today's presentations have been the HOT lanes and the ETL lanes. Now basically, as I understand HOT lanes, that is when the traffic volume goes up. So does the price, just like on I-66. That's not something I'm really interested in seeing happen. You know, if we really need this way to fund these things, then it should be a flat rate, period. And it should not change. It shouldn't be Lexus lanes, as they're called often now. So I think actually 30 percent of the traffic on the Beltway, the Washington Beltway, could be eliminated if the original I-95 construction plan was done the way it was supposed to be done. And that means it goes right through D.C. And D.C. already has some of the lanes built that were built in the beginning. But because of political situations and so forth, it was canceled. And now all that traffic coming from Maine to Florida that does not want to be on this Beltway but has to go on the Beltway in order to get south of D.C. So today's tunneling is much better than it was back in the 50's and the 60's and the 70's. It's much cheaper. And what I don't see in all these presentations is, the total dollars that are going to be assigned to each one of these, whether it's Alternate 5, Alternate 1, Alternate 8, whatever. But they tell us what the time is going to be that will be lessened, if these are built how much faster they'll go. But I'd like to see that based against what it's going to cost for that. That's pretty much it. COURT REPORTER: Thank you very much for your time. [name redacted]: You're welcome.	Public-Private Partnership Program Opposition to General Price-Managed/Toll Lanes Toll Rates Support for Alternate Transportation Improvements Traffic I-495 & I-270 Managed Lanes Study Process/NEPA
4/23/19	Online Contact Form	I appreciate the efforts of MDOT to increase capacity on the American Legion Bridge -- but what is really needed is a new bridge crossing upriver -- to connect mid-county to the Dulles corridor.	Support for I-495 & I-270 Managed Lanes Study Support for Alternate Transportation Improvements
4/23/19	Email	I'm in one of the areas that will lose a huge amount of parkland if the beltway expansion is approved. We will actually lose every single park in our neighborhood. I'm just wondering if there is a rule about how many parks are supposed to be within a certain area in Silver Spring. Is it by density or area? Is there a plan to add additional green spaces to compensate for this devastating loss? Any info you can share would be greatly appreciated. Thank you.	Forest Buffer/Undeveloped Land/Parkland Property/Community Impacts



Date	Method	Submission Text	Assigned Comment Themes
4/24/19	Online Submission Form	I support widening the Beltway but I oppose a P3 arrangement to do it. A P3 arrangement will cost more in the long run because we would not only have to ultimately pay for construction of the project but would also have to pay for a private company's financing costs (higher than the cost to the state to borrow the money) and for the private company's profit. The state should raise the gas tax or institute another tax to fund the project. There should be no P# arrangement. Taxes, rather than tolls, should pay for the project. We all benefit directly or indirectly. We all should pay. But we shouldn't pay for the extra costs a P3 arrangement would ultimately impose.	Support for Highway Widening Public-Private Partnership Program
4/24/19	Online Submission Form	I am opposed to the project, because expanding highways only encourages more traffic and does not solve the problem. I will be directly affected by noise (I am already adversely affected by the noise)--my neighbors' backyards are being cut off in the proposed model. Years ago we had a noise survey and a wall was then built--I never saw noise levels recorded after the wall, but from my experience, I think the noise was worse--was bouncing over the wall. If the expansion is implemented, it is only fair that noise abatement be improved, which is possible, and that the levels be documented and available to homeowners.	Opposition to I-495 & I-270 Managed Lanes Study Effectiveness of Proposed Alts. in Addressing Traffic Noise Property/Community Impacts
4/24/19	Online Submission Form	I hope that whatever plan is adopted will include reasonable breakdown shoulders. With the extensive potholes in the road and the number of flat tires as a result, pulling over onto a too-small shoulder is not only disruptive to traffic - can tie up a whole lane and cause accidents, but it actually a life-threatening situation for the person with the broken car or flat tire. Also, I would like to see more trees used as natural sound barriers. The current barriers only magnify the sound to those who live about a block away from the beltway. Thank you, Adele Seifried	Safety Roadway Maintenance Noise
4/24/19	Online Submission Form	I curenly live near the 495 beltway, my backyard has the highway barrier. The future barrier that will be built, will it be taller to cut down or eliminate traffic noise?	Noise
4/24/19	Online Submission Form	I would like to see alternative 9 or 10. Given the reduced cost of alternative 9, especially since it allows reduced cost for HOV, I would tend to support that however if there is significant time savings from alternative 10 over alternative 9 then I would support alternative 10. Please also make the "your commute" tool available to everyone. Please do not let the Montgomery County dreamers derail this necessary project. I didn't vote for them.	Support for Specific ARDS Build Alternative Support for Specific ARDS Build Alternative Public Involvement Support for I-495 & I-270 Managed Lanes Study
4/24/19	Online Submission Form	As a resident of a neighborhood that would be directly affected by the plan to widen I-495, I want to express my concerns over the impact Governor Hogan's plan will have on my neighbors and my family. I live about a block from the beltway. If this widening occurs, I fear the impacts to my neighborhood will cause irreparable damage to a place that I have lived and loved for the last 19 years. My dear neighbor will lose her house, other neighbors will lose yards, my local golf course will lose land, and the local barber shop and convenient store will lose their businesses. This community as I know it will be forever changed. I have lived in Montgomery County all of my life. Both my husband and I attended county public schools, as does my daughter now. While numerous families have moved to Howard County for a less congested, simpler lifestyles, my family has chosen to stay. We take pride in our county and love our peaceful neighborhood. We feel our neighborhood is an oasis in the midst of the busy suburbs. The community of Montgomery County is formed by neighborhoods and the people that care for their homes and neighbors. Impacting these neighborhoods with brazen plans to demolish homes, businesses and park land will negatively effect the Montgomery County community. Please, I encourage you to halt all plans to widen the beltway. Do it for those that will lose homes, those that will lose businesses, those that will lose the neighborhoods they have loved so well. It's time to take a stand and do what is right for those that take pride in calling Montgomery County home.	Property/Community Impacts Opposition to Highway Widening
4/24/19	Online Submission Form	Thank you for the chance to comment. I live in Woodside Forest in Silver Spring, near the Beltway. Back last November, I answered a knock on my door to find a woman who identified herself as a volunteer for the re-election of Gov. Larry Hogan. She asked for my vote. I told her that my vote was contingent on what happened with the Beltway widening, and that I am opposed to any widening. She told me that the governor had promised no property would be taken and argued with me at length, insisting there would be no effect on my neighborhood and I was wrong. As it turns out, these promises were for nothing and indeed property would be taken in the alternatives under consideration. More importantly, this widening would destroy the quality of life in close-in Silver Spring, robbing us of our YMCA, a large chunk of golf course, playgrounds, beautiful parkland, homes and businesses. This is an assault on a peaceful and diverse community in favor of a transportation scheme that has not been thoroughly researched or thought out and likely will end up a huge burden on Maryland taxpayers. I cannot express enough my opposition to any alternatives that include building added Beltway lanes. I am in favor instead of additional funding for our Metro system, buses, ride share--anything other than continuing to depend on the one-person-one-car mode of transportation that is no longer suitable for our state and our nation. This is the wrong answer to congestion.	Opposition to Highway Widening Property/Community Impacts Support for Transit Promote Incentives to Reduce Vehicles on Roads Forest Buffer/Undeveloped Land/Parkland
4/24/19	Online Submission Form	Why is Maryland even considering this project when ALL evidence from other cities' trying the same (expansion of major highways/thoroughfares) has proven IT DOES NOT WORK? Can Maryland not learn from the missteps of other states?	Effectiveness of Proposed Alts. in Addressing Traffic
4/24/19	Hard Copy Submission Form	Invest in more buses! Serenity now!	Support for Transit

Date	Method	Submission Text	Assigned Comment Themes
4/24/19	Hard Copy Submission Form	-All modeling needs to go to at least 2060 to accurately capture both climate change impacts & latent demand & induced demand. Address how climate change will impact new infrastructure. -Any mitigation needs to be permanently protected & maintained -Quantitative modeling of GHG needs to be done for all scenarios -Include costs of climate impacts & carbon offsets (RGGL) need to be included in cost/benefit analysis -Include transit in baselines -Model invested/enhanced public transit & BRT in modeling alternatives -Include environmental impacts in alt analysis -Include equity concerns in criteria & analysis	Analysis Methodology Climate Change General Environmental Impacts Support for Transit Social Equity
4/24/19	Hard Copy Submission Form	I am totally against the expansion of the beltway when it personally effects my entire community! We have such a beautiful place where we live, talk to our neighbors, walk our dogs and simple enjoy the space we have. Now, we see that may change our way of living int his community. I'm in my 60's with our two children finishing and graduating college. So, now is the time for my husband & myself to enjoy what we have in this terrific neighborhood. We had hope to retire soon and instead are talking about moving out of our home & basically starting over because this neighborhood will never be the same. I believe roads can be expanded but not where it will effect a whole community. Also, who will oversee this building and make sure that this is a good thing. We know better! It's wrong and should never happen!	Property/Community Impacts
4/24/19	Hard Copy Submission Form	Please stop insulting our intelligence, our community needs & the integrity of our neighborhoods. I'm tired of hearing "thank you for your story". These aren't stories. These are strong & legitimate concerns about our homes, schools, green space, businesses, churches. I'm tired of hearing that you don't want to tell the vendors how many homes to spare or destroy so that they can be innovative & unique. There is nothing innovative about adding more lanes. You make no sense. We gone from a promise that no houses would be taken. Now it's 34 with only 1500 affected. In our Indian Spring neighborhood more than 800 houses will be "affected" - that's only 1/4 of the many miles to be impacted. How can it possibly be only 1500 homes affected!! Use the \$11 billion to utilize 21st century smart technology to manage the existing lanes to further develop alternative modes of transportation and to have a truly collaborative process - not just listening to our stories while you shove this down our throats without input from our legislative or county officials. NO BUILD. You are putting the future of our neighborhoods into the hands of vendors who know nothing about our neighborhoods and certainly no interest in us 0 clearly just the profit.	I-495 & I-270 Managed Lanes Study Process/NEPA Property/Community Impacts General Environmental Impacts Forest Buffer/Undeveloped Land/Parkland Support for Alternative 1/No-Build Public-Private Partnership Program
4/24/19	Hard Copy Submission Form confirmed	1. What about your environmental study shown about the impact of increased air and water pollution caused by the increased beltway and I-270 traffic? 2. What is the plan for the resulting congestion on Route 29, which would be the only entrance between I-95 and I-270 to the Lexus lanes? Would 29 need to be widened? Would residences and businesses be displaced? 3. I am shocked that this plan is being considered, when a longer term mass transit solution would have a longer term benefit. 4. What are the results of the final environmental study?	I-495 & I-270 Managed Lanes Study Process/NEPA Air Quality Water Quality/Stormwater Traffic Property/Community Impacts Support for Transit
4/24/19	Hard Copy Submission Form	I think the option of the outer beltway (370 continued across the Potomac to 66) should be included in the study. If the goal is to decrease traffic congestion, giving people an alternate route will help a lot. Most larger cities have 2 beltways. The other advantage of an outer beltway is there would be a "bail out" route if an accident is blocking the beltway.	Support for Alternate Transportation Improvements Safety
4/24/19	Hard Copy Submission Form	Extremely concerned about the rush of this project which will have massive impact on homes, communities, schools, and businesses. Where is the environmental study? Where is the data that says this will alleviate traffic long term? Particularly concerned about colesville Rd/Rt 29 area where students already have to cross 2 beltway ramps on each side of street to get back & forth to school. This project will bring more traffic & possibly ramps to the area. There have already been students injured by traffic in this area. Very, very opposed to this without additional study.	Analysis Methodology I-495 & I-270 Managed Lanes Study Process/NEPA Safety
4/24/19	Hard Copy Submission Form	Other than Alt 1 - the no build option, the presentation indicates that the 2040 with the various build options, Commuters will have anywhere from slightly less than one hour per week to slightly more than one hour per week. That breaks down to a savings of approx. 6 minutes in a one way trip (12 mins. round trip) per say. The presentation did not address how that 6-12 minute savings saves commuters money especially in light of the fact that all build options incorporate tolls which cost rather than save money. I do not feel that the build alternatives/offered are worth the destruction of my neighborhood. In addition to an insignificant impact to commuting times, making "Lexus lanes" is a horrible idea that only benefits wealthy people and does not incentivize people to carpool or share rides.	Public Involvement Analysis Methodology Effectiveness of Proposed Alts. in Addressing Traffic Property/Community Impacts Social Equity
4/24/19	Hard Copy Submission Form	If the purpose is to reduce congestion on 495 & inner 270 why was study limited to beltway/270 expansion. Why not consider an outer B'way crossing into inter-county connector to reduce traffic on 495/inner 270? Apparently this has not been considered or summarily ruled out	Analysis Methodology Support for Alternate Transportation Improvements
4/24/19	Hard Copy Submission Form	Best option/first choice: No Build. In the long run it will just make things worse. Second choice: American Legion Bridge expansion ONLY. In terms of toll lane options. HOT lanes which provide tangible financial incentive for carpooling (should be free) is much better than ETL. When climate change is factored in "100 yr floodplain" is actually much more vulnerable than that. What about only doing "Phase I"? Tolls need capping an high end. There ain't no such thing as a free lunch - in the end, the people will pay. Too much. Implement plans that would have been used to mitigate traffic had Amazon come here: MARC + BRT	Support for Alternative 1/No-Build Support for Alternate Transportation Improvements Support for High-Occupancy Toll Lanes Support for Transit Climate Change

Date	Method	Submission Text	Assigned Comment Themes
			Water Quality/Stormwater Toll Rates
4/24/19	Hard Copy Submission Form	One way to really alleviate traffic in the MoCo region would be to make the REd Line a full loop - connect Glenmont to Shady Grove, so taking Metro from Silver Spring to Bethesda wouldn't take over and building more roads is just inviting more cars & more traffic.	Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
4/24/19	Hard Copy Submission Form	1. For climate purposes, you need to model impacts quantitatively, not qualitative analysis. You also need to extend the time period studied beyond 2040. It needs to go at least 50 years out. You also need to include offset carbon costs since Maryland will be part of RGGI's transportation carbon plan. You also should include climate feedback loops (flooded roadways, etc) You need a transit improvement baseline in order to capture a true GHG reducing alternative. 2. Model real BRT system 3. consider equity impacts 4. You need to consider transit	Analysis Methodology Climate Change Support for Transit Social Equity
4/24/19	Hard Copy Submission Form	Let's see actual plans for an elevated highway or elevated train before everything else moves ahead.	Support for Alternate Transportation Improvements
4/24/19	Hard Copy Submission Form	I know you're trying to make us feel like this is all a great thing to get more traffic flowing but as a resident of South four corners who will be directly impacted by noise (more than we already have) and loss of parks, business & neighbors property I cannot support this. It feels like a done deal though so I can only hope you will protect as much as you can, eliminate noise and hopefully our property values won't be destroyed.	Opposition to I-495 & I-270 Managed Lanes Study Noise Forest Buffer/Undeveloped Land/Parkland Property/Community Impacts
4/24/19	Hard Copy Submission Form	I like alt 9 or I like Alt 13B!!!Event was well done!!!	Support for Specific ARDS Build Alternative Support for Specific ARDS Build Alternative Public Involvement
4/24/19	Hard Copy Submission Form	1. Please factor tolls into total costs. 2. VA I-495 tolls are an abysmal failure that must NOT be replicated in MD. 3. Any new lanes proposals must be redrawn without the use of tolls which from the commuters perspective, is the MOST EXPENSIVE solution. 4. Message for Gov. Hogan: No more frickin' tolls roads!!!	Toll Rates
4/24/19	Hard Copy Submission Form	WE DO NOT WANT the beltway expanded destroying our neighborhoods, homes, businesses, parks, etc. WE DO NOT SUPPORT this!!!There are other viable alternatives that need to be used and not pushed aside as it has already been done. You are jamming this down our throats ruining where we live + want to live. No consideration. One house torn down is one too many. One parkland torn up is one too many.	Opposition to Highway Widening Opposition to I-495 & I-270 Managed Lanes Study Support for Alternate Transportation Improvements Property/Community Impacts Forest Buffer/Undeveloped Land/Parkland
4/24/19	Hard Copy Submission Form	You have presented benefits in terms of community hrs saved per year. Please present the costs -community hours incurred during construction -direct cost to drivers using "toll" lanes -how many years after completion will the congestion return to the same level as before construction -construction costs in case private party defaults These and other impact costs need to be assessed before our down select of options	Analysis Methodology Toll Rates Effectiveness of Proposed Alts. in Addressing Traffic Public-Private Partnership Program I-495 & I-270 Managed Lanes Study Process/NEPA
4/24/19	Hard Copy Submission Form	Build MARC or METRO from Dulless to BWI instead!! Then connect both ends of the Red line and North end Green/Yellow lines to the BWI-Dulles line. This would eliminate a lot of beltway/270 traffic. Use the money for this kind of congestion relief.	Support for Alternate Transportation Improvements
4/24/19	Hard Copy Submission Form	What was presented was a 1960's solution to ta 21st century problem. For that reason, and more, the solutions offered will not solved the problem of traffic congestion. The solution offered will not result in very much saved time (looks to be ONLY about 20 mins saved a day!) and that is not acceptable. Come up with better alternatives. All solutions except no build, were just slight variations of either an HOT or ETL lanes- again show us some real alternatives that give real results and will not disrupt our beautiful Silver Spring communities. This is being thrust on a community that doesn't want this.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements

Date	Method	Submission Text	Assigned Comment Themes
4/24/19	Hard Copy Submission Form	Why are none of the alternatives looking at a massive expansion of public transit? We are the greatest country in the world and a state in that country. We need to look at the alternatives like a high-speed tram above the beltway or something that gets CARS OFF THE ROAD. We owe it to our kids and grandkids. I'm so disappointed that MD can't come up with a state of the art alternative to reduce Co2 emissions for the long haul. The disregard of the research that shows widening the beltway/270 won't reduce traffic for more than a few years is disgusting. Be innovative.	Support for Alternate Transportation Improvements Support for Transit Promote Incentives to Reduce Vehicles on Roads Effectiveness of Proposed Alts. in Addressing Traffic Air Quality
4/24/19	Hard Copy Submission Form	Choose the No-Build option. We don't want this.	Support for Alternative 1/No-Build
4/24/19	Hard Copy Submission Form	-We need results of the "studies" that concluded the numbers we see regarding the "improvements". -We would like to see origin/destination studies from presentation -Will these be a "vote" by the MoCo/PGCo delegates/executives? -Have we considered other road projects on "feeder" roads? -Bicycle lanes? -Is there alternative to the P3? I know it is expensive to build, but where would the money go? -Biggest question: How do we get cars off the road? by 2040? - What about truck/ traffic?	I-495 & I-270 Managed Lanes Study Process/NEPA Pedestrian/Bicycle Access Public-Private Partnership Program Promote Incentives to Reduce Vehicles on Roads
4/24/19	Hard Copy Submission Form	Need to look at additional options that look at Multi-modes of transit. -Bikes -Bus -RPIZ -ETC Adding lanes will NOT help our traffic problems	Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic
4/24/19	Hard Copy Submission Form	Don't like any + No Build is not an option in my opinion. Seems you have already decided on moving project forward. Noise, pollution will be terrible. Do not do this to my community!!	I-495 & I-270 Managed Lanes Study Process/NEPA General Environmental Impacts Noise Property/Community Impacts
4/24/19	Hard Copy Submission Form	We are being punished for choosing to live close in and avoiding the long commute. The commute is a choice, and we should not have to give up our quality of life for someone else's commute.	Property/Community Impacts
4/24/19	Hard Copy Submission Form	We live near the Silver Spring YMCA; Indian Spring Terrace Park; Sligo Golf course and across the Beltway from Blair High School. We object to the "Lexus Lanes" which would greatly impact the locations above as well as small businesses on Forest Glen Rd. The noise level in our area is already high = heavy traffic; racing drivers; emergency vehicles and traffic helicopters from news stations following accidents. Taking space along the beltway will exasperate not only the amount of traffic, increase the noise and greatly impact climate & environmental issues. Luckily our home on Normandy Drive would not be directly impacted, other than problems above. Why aren't better/other mass transportation solutions being considered more than "Lexus Lanes"?	Property/Community Impacts Opposition to General Price-Managed/Toll Lanes Noise Traffic Support for Alternate Transportation Improvements Support for Transit
4/24/19	Hard Copy Submission Form	From all the studies I have read-adding lanes does not reduce congestion. Transit needs to be further addressed- purple line a good start. Concerns: additional air pollution for Blair HS kids. Environmental impacts on land/creeks/rivers (Sligo Northwest Branch etc.) Losing 1/2 the YMCA adversely impacts our community as well. Have elevated roads been looked at on top of the beltway? Speaker talked about current congestion affecting our quality of life- what you are proposing is worse.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Air Quality Forest Buffer/Undeveloped Land/Parkland Water Quality/Stormwater Property/Community Impacts Support for Alternate Transportation Improvements
4/24/19	Hard Copy Submission Form	The neighborhood, the county council does not want this widening into our neighborhoods. It must be stopped. We want to live here for many years and not have our neighborhoods destroyed by adding construction to the beltway. We are against this. You are destroying our way of life! I own a small business. I will move out of this county and take my family and my business elsewhere. I will suggest a community that supports us - not one that destroys our homes and spends billions doing it. Shame on you.	Opposition to I-495 & I-270 Managed Lanes Study Property/Community Impacts Regional Economy
4/24/19	Hard Copy Submission Form	I support ALT 1: No Build -We need to give time for the purple line & other transit improvements such as BRT to work prior to widening I-495 & I-270 & adding lanes. -Add'l transit options should be explored, instead, such as using funds to decrease cost of metro & busses significantly -Impact on parks, floodplain, homes, sensitive areas, forests are extremely significant. Before we take these steps, we need to explore more transit options.	Support for Alternative 1/No-Build Support for Alternate Transportation Improvements Support for Transit Forest Buffer/Undeveloped Land/Parkland

Date	Method	Submission Text	Assigned Comment Themes
			Water Quality/Stormwater Property/Community Impacts General Environmental Impacts
4/24/19	Hard Copy Submission Form	1. At seems the D.O.T is pushing a false option: "choose one of these (but not option 1 of no roads) options". This makes people think an action should be taken, when it is of little value. 2. At best your studies suggest a 20 minute decrease in traffic...for billions of dollars spent. It is not worth it. 3. Why aren't options of using this same amount of money for economic development, trains or other public transit on the table? 4. why is this happening AGAINST THE WISHES of the Moco & PGco governments? MD DOT is getting pushed in the wrong direction	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Support for Transit
4/24/19	Hard Copy Submission Form	The public does not have enough information about the impacts of this widening, both environmental and financial.¶¶Montgomery county does not support this project. We support targeted road investments and transit.	I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to I-495 & I-270 Managed Lanes Study Support for Alternate Transportation Improvements Support for Transit General Environmental Impacts
4/24/19	Hard Copy Submission Form	I am concerned about properly affected, including the silver spring YMCA, Holy Cross Hospital, Forest Glen Rd between Sligo Creek and US 29, and the school, parks and senior center along that portion of Forest Glen Rd. I have serious concerns about the study and affects on US 29 for the managed lanes access. Traffic at 29/University "four corners" is already very bad. Additional delays, traffic and impact will not help local roads, homes and businesses, along with congestion north & southbound on US 29. I am deeply disappointed this significant proposal is being fast tracked- this impacts so much. Lastly, what about freight growth? Is this also priority to business not tax base residents?	Property/Community Impacts Forest Buffer/Undeveloped Land/Parkland I-495 & I-270 Managed Lanes Study Process/NEPA Traffic Regional Economy
4/24/19	Hard Copy Submission Form	Very concerned at a toll lane entrance ramp will be built on Colesville Rd. This is a high pedestrian area with an existing sidewalk that many students use to walk to Blair High School. Pedestrian access & safety across this bridge must be in place.	Safety Pedestrian/Bicycle Access
4/24/19	Hard Copy Submission Form	More information about the anticipated transit improvements must be incorporated into future presentations and materials. It is not possible to make informed decisions about whether to build more highway without having a clearer understanding of what will be done on the transit side and why those steps will not address highway congestion. Ph. 1 begin late 2021 Ph. 2 begin 2023 Ph 2B begin 2023	I-495 & I-270 Managed Lanes Study Process/NEPA
4/24/19	Hard Copy Submission Form	+Need studies of other alternatives to address congestion besides adding beltway lanes, or consideration of how alternatives could meet criteria to reduce congestion. +Need other alternatives with scope to include solutions other than beltway widening? +Need access to studies that supported traffic widening for alternatives, how were numbers produced?¶¶	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Analysis Methodology
4/24/19	Hard Copy Submission Form	The American Legion Bridge is a bottleneck. There does not appear to be study or data on alleviating this by creating a new Potomac River crossing further west that could be an extension of the ICC/370. This would allow the goal of reducing traffic jams to be accomplished while allowing those going from further north of the Beltway to Western Fairfax/Loudon counties to have a more direct route. There should be an alternative that does not involve adding lanes to existing roads or doing nothing. If there has been study of a new Potomac river crossing it should be shared along with these alternatives.	Support for Alternate Transportation Improvements Opposition to Highway Widening
4/24/19	Letter	I strongly support the no-build alternative. The Silver Spring YMCA should be left undisturbed! And what will this do to the Silver Spring Y? The Y is immensely important to thousand of people living in down county neighborhoods. It's packed through much of the day. It nurtures tots and 90-year-olds and humans in between. Babies learn to swim. Seniors rehab after knee and hip replacements. Teens get first jobs as lifeguards and camp counselors and make friends shooting hoops. Working parents worried about the safety and happiness of their kids during the day count on the Y and its playing field and pools during the summer and after school. Women on yoga mats get a break from overwork and a place to fight off osteoporosis and find camaraderie. I absolutely adore the heated outdoor pool in the winter. I defy anyone to name a place that inculcates more healthy human interaction than the Y. It ain't fancy but it's real and it all backs up against the Beltway. Leave it alone.¶¶¶¶John Kelly nails it here when he writes: "Adding lanes to a road doesn't sound that innovative to me. It seems like 20th century thinking, like dial up in a broadband world. And a lot of experts think it doesn't help much anyway. It can reduce congestion in the short-term, but as motorists flock to the more-open highway, it just gets clogged again." ¶¶¶¶I remember reading Robert Caro's biography of Robert Moses and how the massive highway bridges he built into New York City were going to end traffic congestion. Within days after opening those bridges were jammed and traffic was clogged again. ¶¶¶¶I drive on the beltway quit a bit, including during rush hour. Yes, traffic stops and there are delays. But before long it starts moving again. I get to where I want to go. It's not that bad. We could build more lanes but the disruption would be massive. And accomplish nothing. I live in the Indian Springs neighborhood. My address is	Support for Alternative 1/No-Build Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic

Date	Method	Submission Text	Assigned Comment Themes
4/24/19	Hard Copy Submission Form	If this plan goes forwardm the YMCA may/will eventually close and if that happens, where will all the kids who depend on the Y when their parents are working go?	Property/Community Impacts
4/24/19	Hard Copy Submission Form	I am opposed to destroying the Silver Spring YMCA. It is a valuable community asset. I am also concerned about the disturbance on East Granville. What will happen to the woods there? It is valuable for the wildlife that is trying to live in our area. What kind of water management do you propose in that area? Will you clear cut it all to put in strom drains and water collection? What kind of border wall will go in front of East Granville?¶¶	Property/Community Impacts Forest Buffer/Undeveloped Land/Parkland Water Quality/Stormwater Noise
4/24/19	Hard Copy Submission Form	1. The two most popular options were eliminated. MOST of us favor shared lanes, incentives for carpooling, public transportation. The ONLY options retained are for widening + tolls¶¶2. MANY people are going to be displaced, property taken or devalued. We lose parkland, recreational facilities and homes/businesses¶¶3. ENVIRONMENT!! NO SOLUTION	Support for Alternate Transportation Improvements Property/Community Impacts Promote Incentives to Reduce Vehicles on Roads Support for Transit Property/Community Impacts Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts
4/24/19	Hard Copy Submission Form	All the alternatives proposed save commuters ~70 hours per year which is ~1 hour per WEEK which is 12 minutes per DAY how does this incredibly small decrease in time justify an entire region with so many \$ spent???	I-495 & I-270 Managed Lanes Study Process/NEPA
4/24/19	Hard Copy Submission Form	Why not consider building the outer beltway which was part of the original expansion when 495 was first built!	Support for Alternate Transportation Improvements
4/24/19	Hard Copy Submission Form	I have multiple points to make. First off, as a 16 year old, this will affect mine & my generation's life a great deal. We're all learning to drive, and with major construction, the roads will be mucked up, making it much more difficult. Second, it won't fix this area's traffic problem. Adding more room on the beltway only encourages more people to drive, playing into my third reason as to why I'm against this. It is going to be so harmful to the environment. No only must trees be cut down, the but construction process will cause so much pollution & runoff. I am angry.	Safety Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts Forest Buffer/Undeveloped Land/Parkland Water Quality/Stormwater
4/24/19	Hard Copy Submission Form	Personal comment: The same idea was done in VA, from time to time I travel to VA and there has not been any difference traffic wise, Route 200 was constructed and is hardly use because of the toll. That route could mitigate traffic problem if it was open (no toll) perhaps there is other alternatives more efficient than widening the beltway or privatizing Rds.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements
4/24/19	Hard Copy Submission Form	1. I disagree with presenting time savings only for 2040. People should know the impact now, 2025, 2030, 2035, and 2040.¶¶¶¶2. I believe that breaking the NEPA process into phases is contrary to the intent of the laws. The entire impact needs to be considered at the same time.	Analysis Methodology I-495 & I-270 Managed Lanes Study Process/NEPA
4/24/19	Hard Copy Submission Form	1. This is too late in the process - real input (not just showing info) should have been large scale way earlier but thank you for at least doing this.¶¶2. It seems that by now things are heavily weighed to 2 lanes each direction (9&10) but this will weak havoc with neighborhoods/communities all along the beltway for a very modest return. Vote (No build) and rethink whole process - do it right first not try to paper over a pre-determined idea. Stop¶¶3. NO- TOLL lanes will have to be kept very congested to get people to take TOLL lanes—esp. since they can't be sure how much \$ they'll have to pay on a given trip. This basic reality is being ignored.¶¶4. We don't want our communities to be like the concrete jungles of northern VA!¶¶5. Please look at effect of increased traffic turn off from 495 at Univ. Ave to N. Hampshire to North Capital more traffic dumped into these already super congested (at rush hour) areas will just move to congestion downstream.	I-495 & I-270 Managed Lanes Study Process/NEPA Property/Community Impacts Support for Alternative 1/No-Build Traffic Effectiveness of Proposed Alts. in Addressing Traffic
4/24/19	Hard Copy Submission Form	What is the enabling legislation? Where are the transit options? There seems to be little consideration for businesses outside of the beltway e.g. How would FDA employees exit? New hospital employees in Prince Georges? Colesville Rd/Rt 29 is unable to handle current traffic. These plans would add a lot more traffic to Colesville & create additional problems. This project is not on the master plan, unlike the ICC. A second beltway is on the master plan. Where are those plans? Why isn't that being considered? There is a lot of pretty photos but no background info or impact information.	Traffic Effectiveness of Proposed Alts. in Addressing Traffic I-495 & I-270 Managed Lanes Study Process/NEPA



Date	Method	Submission Text	Assigned Comment Themes
4/24/19	Hard Copy Submission Form	First off Gov Hogan needs to return the donations he received from transportation. No quid pro quo. Why should a private company from another country be allowed to "lease" and operate toll roads? Why isn't there a HOV 2 lane on the beltway now?	Public-Private Partnership Program Support for High-Occupancy Vehicle Lanes
4/24/19	Hard Copy Submission Form	We could do more to stop or slow the use of cars in the 20 year [illegible] the world will be a lot hotter then.	Climate Change Promote Incentives to Reduce Vehicles on Roads
4/24/19	Hard Copy Submission Form	I am a homeowner. I am a YMCA member and parent. I gave birth to my children at Holy Cross hospital. The people of Montgomery County DO NOT want this expansion. Leave our parks our schools and our hospitals alone. The only alternative that works is NO BUILD. There is nothing positive with this expansion. Bad for the environment. Bad for families.	Property/Community Impacts Support for Alternative 1/No-Build General Environmental Impacts
4/24/19	Hard Copy Submission Form	Eminent domain has no place in "partnership" with government & the PRIVATE SECTOR. A German buys my property for \$1,500.00 and makes billions!!! Not just or "American"!!! If you must make a travesty of government privilege take no homes or property - use elevated lanes and build an outer beltway—you've chosen the most destructive and corrupt "alternative"!!!	Public-Private Partnership Program Support for Alternate Transportation Improvements
4/24/19	Hard Copy Submission Form	Please look at every possible alternative expanding I-495 & I-270. No one in my neighborhood is interested in the build alternatives! We are going to lose Holy Cross Hospital, 2 parks, and several homes as well as Senior Citizens Center. The improvement in traffic is not worth the loss of resources or quality of life facilities to our neighborhood.	Property/Community Impacts Traffic
4/24/19	Hard Copy Submission Form	Please strongly consider the no build option. The pollution/environmental degradation and loss of homes/community to all of your proposal expect the no build option are staggering. Our neighborhoods do NOT want this project nor do any of our local MD officials. LISTEN to the people of Maryland. Thank you.	Support for Alternative 1/No-Build General Environmental Impacts Opposition to Highway Widening
4/24/19	Hard Copy Submission Form	1. This is 20th century thinking - this is not being proactive or progressive. When they build - they will come! 2. Taking out my homes or recreational areas (Sligo Creek golf course) established neighborhoods is NOT acceptable 3. Why not consider transportation programs that are highly efficient throughout Europe? 4. Private public partnerships are not working - i.e. purple line overruns and no deliverable 5. Be transparent. The public needs to know!	Effectiveness of Proposed Alts. in Addressing Traffic Property/Community Impacts Support for Alternate Transportation Improvements Public-Private Partnership Program I-495 & I-270 Managed Lanes Study Process/NEPA
4/24/19	Hard Copy Submission Form	I am only and absolutely in favor of one alternative. NO BUILD. Presenters were very professional and respectful.	Support for Alternative 1/No-Build Public Involvement
4/24/19	Hard Copy Submission Form	I strongly believe a no-build option is preferable at this time. The designed build alternatives do not allow too new transit to take effect the exploration of increased MARC, bus rapid transit to take effect. Within the build alternative #5 is the least objectionable but i feel increased study is necessary	Support for Alternative 1/No-Build Support for Transit Support for Specific ARDS Build Alternative
4/24/19	Hard Copy Submission Form	The No Build alternative gets my vote and my husband's who didn't attend because of severe hearing loss. The other alternatives provide little improvement in saved commuter time for the major impact they would have on homes, facilities, etc and the environment in the area of I-495 and I-270.	Support for Alternative 1/No-Build Effectiveness of Proposed Alts. in Addressing Traffic
4/24/19	Hard Copy Submission Form	When the speaker reviewed each of the retained alternatives he stated the percentages of projected relief each alternative would provide. However, those percentages are not provided in the document. I think it would be helpful if there was a line after the Preliminary Capital Cost Estimates which display the projected relief percentages along with the costs.	Public Involvement
4/24/19	Hard Copy Submission Form	Why are there no free alternatives for expansion. The VA toll lanes and the cross county connector don't seem to be used heavily because of cost. Don't build.	Opposition to General Price-Managed/Toll Lanes Support for Alternative 1/No-Build

Date	Method	Submission Text	Assigned Comment Themes
4/24/19	Hard Copy Submission Form	There is clearly overwhelming public opposition in this community - as well as considered political opposition from our elected leadership - to the expansion of 495 & 270.¶¶While presenters insist that beltway widening is necessary in addition to public transit options - I strongly expect that traffic congestion will expand to fill the space allotted to it.¶¶One failing to allot the space will give us the incentive to solve transit problems in other ways.¶¶In addition, I object to the idea of providing faster transportation only to those with the ability to pay.	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Social Equity
4/24/19	Hard Copy Submission Form	Widening the road will not relieve congestion. Every study conducted on road widening shows this to be true.¶¶You have not conducted a study but are push of a construction solution. You are leading people on with your talk of "alternatives". You are paid by the taxpayers - you should answer to us.	Effectiveness of Proposed Alts. in Addressing Traffic I-495 & I-270 Managed Lanes Study Process/NEPA
4/24/19	Hard Copy Submission Form	NO LOCAL COMMUNITIES HAVE BEEN CONSULTED WE HAVE THE EXPERTISE. These plans all focus on moving traffic while ignoring the needs of the local communities. Already Colesville, University & Georgia Aves are traffic nightmares dumping more traffic to these roads while adding more lights will not solve any problems EXCEPT thru traffic to VA. There is no sufficient environmental study- data your [sic] using is decades old- it's useless. This seems like a done deal with no neighborhood impact. Where is the EIS?? What is the role of Parks & Planning? There are over 150 bridges that would be reconstructed! I am opposed and I'm so angry that these appear to be jammed down our throats with no thought to the people who actually live here. THE FACT THAT THERE IS NO EGRESS TO NEW CARROLLTON WHERE all the mass transit connects is INSANE	Opposition to I-495 & I-270 Managed Lanes Study I-495 & I-270 Managed Lanes Study Process/NEPA Traffic Forest Buffer/Undeveloped Land/Parkland I-495 & I-270 Managed Lanes Study Process/NEPA
4/24/19	Hard Copy Submission Form	Complete lip service to transit. You speak of "balance" between highways & Transit, but there is no transit alternatives to I-495 and extremely limited MARC service vs I-270. Balance would be Purple Line (preferably METRO) to Tysons and only then decide if even wider highways are needed. Access to transit & links to transit means you have to put the cars somewhere. More lots, more garages, more congestion at stations. Please rethink.	Support for Transit
4/24/19	Hard Copy Submission Form	No build. This would be a tremendous hardship on this community. Nobody has addressed the # of years we would all be slowed down by this construction.	Support for Alternative 1/No-Build Property/Community Impacts
4/24/19	Hard Copy Submission Form	Climate change is threatening our kids, communities, economy, and a livable planet.¶¶We need more transit, active transportation infrastructure, carpooling, etc.¶¶Not \$ billions into more traffic lanes.	Climate Change Support for Transit Opposition to Highway Widening
4/24/19	Hard Copy Submission Form	Work with MNCPP (Park and Planning) in both Montgomery & Prince George's to prioritize the bike/ped interchange improvements to maximize the value of current trail plans that enhance access to transit & the rest of the trail network.	Pedestrian/Bicycle Access I-495 & I-270 Managed Lanes Study Process/NEPA
4/24/19	Hard Copy Submission Form	Do not widen 495. ¶¶Explore other mass transit alternatives.¶¶I am against this.¶¶A neighborhood will be ruined; parks, YMCA, homes.¶¶This will pollute my neighborhood. it will NOT solve the traffic woes. There will just be a bottleneck at the Amer Leg Bridge. DO NOT DO THIS	Opposition to Highway Widening Support for Transit Property/Community Impacts General Environmental Impacts Effectiveness of Proposed Alts. in Addressing Traffic
4/24/19	Hard Copy Submission Form	I would like alternative #1. From experience driving in VA on the express lane it doesn't appear to improve much congestion. few people use the lane, as it cost \$. Example: ICC. Also, google maps directs people on to it without notifying that it is a toll. Cities like L.A. that have 6-7 lanes, still have some of the worst traffic. I saw no case studies of areas this has worked before. It will be disruptive and environmentally damaging other alternatives are out there; into more buses and public transport, bike lanes, and legislation allowing employees to work from home if they can/please.	Support for Alternative 1/No-Build Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts Support for Transit Pedestrian/Bicycle Access Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads
4/24/19	Hard Copy Submission Form	Lexus Lanes are primarily for the rich. Few people can afford \$1.00 each day to commute. Never is the question of environmental justice considered in this assessment. The assessment that traffic would improve is 3%-6% on intersecting arterials is pretty meaningless. I question the projected improvements of 25% after the provision of Lexus Lanes. This calculation is directly impacted by the increased speed on the Lexus Lanes which is easily corrupted by simply increasing charges. I would prefer to focus on just the charges in the no fee lanes. I also want to see the growth and induced traffic impacts. Finally, your financial rationalizations are befret of validity. To provide the excuse that the state cannot afford roadway improvements is absurd. After all who is paying for any improvements- the taxpayer.	Toll Rates Social Equity Analysis Methodology

Date	Method	Submission Text	Assigned Comment Themes
4/24/19	Hard Copy Submission Form	Simply put this only will work for those who can afford these lanes. It will not solve the issues of a lack of infrastructure & what we really need is more public transportation. Add lanes for buses and a light rail that runs along the beltway. This only will take away homes and space for valuable community resources such as a public golf course, YMCA & beautiful park.	Opposition to General Price-Managed/Toll Lanes Support for Transit Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Social Equity
4/24/19	Hard Copy Submission Form	Everything I heard was about improving commutes with little or no emphasis on effects on neighborhoods and environment. I am worried about noise and air pollution and impact on sensitive areas (Sligo Creek Park near me) including effect on water, fish, birds, deer and other mammals. I'm also worried about effect on property values and quality of life (increased noise, especially). Don't forget about the helicopters that hover over our neighborhoods many days...I vote for No build option. Widening won't fix the problem.	Property/Community Impacts Air Quality Noise Forest Buffer/Undeveloped Land/Parkland Support for Alternative 1/No-Build Effectiveness of Proposed Alts. in Addressing Traffic
4/24/19	Hard Copy Submission Form	I am: 1. Disappointed that the state of MD full of smart tech - savvy people, can't seem to invest in efficient greener transit solutions that will be effective in the long term. 2. Deeply concerned that my family's quality of life will be unbearable during & after construction. My home value (with the "disturbance" at my curb) will plummet and I may not be able to afford to sell my home. I am potentially interested in requesting a buyout of my property.	Support for Alternate Transportation Improvements Property/Community Impacts Support for Transit
4/24/19	Hard Copy Submission Form	I did not see studies of dedicated bus lanes on upgraded public transportation. This seems like the most cost effective & sustainable way to support transportation and growth in our areas. Toll options will benefit only those able to pay for their use, further impacting the wealth & opportunity gap in our society. This beltway expansion is an intellectually lazy choice that pushes off long term problems.	Support for Transit Social Equity Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements
4/24/19	Hard Copy Submission Form	Don't do it! Please look for simpler alternatives - staggering work hours, incentives for businesses to allow telecommuting etc. Be creative not destructive.	Opposition to Highway Widening Promote Incentives to Reduce Vehicles on Roads Support for Alternate Transportation Improvements
4/24/19	Hard Copy Submission Form	I am disappointed in all 7 recommended alternatives. All the alternatives seem to be 1950's solutions for 2020's problems! I am a firm believer in mass transit solutions and encouraging businesses to move to vacant malls; i.e. White Flint and developing mass transit to those areas and other areas outside the vicinity of the beltway. I hope there is greater vision in the population expansion we are now and will be continuing to experience.	Opposition to Highway Widening Support for Transit Promote Incentives to Reduce Vehicles on Roads
4/24/19	Hard Copy Submission Form	I am totally against any of the alternatives that widen the beltway. I only want the NO BUILD option. I do not feel like the process is being candid and that the no build option is actually an option despite the fact not the community is against the build alternatives. In summary: NO BUILD!	Opposition to Highway Widening Support for Alternative 1/No-Build I-495 & I-270 Managed Lanes Study Process/NEPA
4/24/19	Hard Copy Submission Form	Yet another long term expensive, disruptive plan to accommodate more fossil fuels & CO2 into our already fragile environment. DO NOT BUILD!	Air Quality Support for Alternative 1/No-Build
4/24/19	Hard Copy Submission Form	Only 1 that I want is no build. A lot of money that could be better spend on bus - rail.	Support for Alternative 1/No-Build Support for Transit
4/24/19	Hard Copy Submission Form	I oppose the 6 alternatives because they do not take into account any options for mass transit, reversible lanes, bus rapid transit, and any other transit option. The alternatives only include build options for a profit motive rather than considering the best options to preserve the environment and parkland. In the immediate Indian Spring neighborhood, numerous homes and businesses would be severely impacted as well as Blair High School, our YMCA, Holy Cross hospital, Sligo golf course and businesses near Forest Glen.	Support for Transit Public-Private Partnership Program Property/Community Impacts Support for Alternate Transportation Improvements Forest Buffer/Undeveloped Land/Parkland
4/24/19	Hard Copy Submission Form	The presentation included a statement that HOT lanes in Virginia 495 are very successful. Given that a UVA civil engineer has raised significant doubts about the financial success (the contractor is not recouping even operation costs) and traffic success, the public should be provided with real data on the improvements in travel time, and the financial situations. Since the "build" alternatives all assumed the benefits of HOT/ETL lanes, it raises doubts about this process. Also 72 hours a year is not a lot to a commuter.	Analysis Methodology Public Involvement

Date	Method	Submission Text	Assigned Comment Themes
4/24/19	Hard Copy Submission Form	I urge you to stop and consider, with my thanks for your time. 1. The turnout at this meeting of people opposed to the build alternatives and strongly consider the no build & transit alternatives. 2. The studies that the literature and presentation point to have not been made publicly available and I distrust that in 2019 the best alternatives include expanding highways. MAKE THOSE STUDIES AVAILABLE. As Tom Hucker mentioned this process is misusing a law that should invite consensus on proposals local law makers, citizens, and taxpayers are not for build alternatives.	Support for Alternative 1/No-Build I-495 & I-270 Managed Lanes Study Process/NEPA Public Involvement
4/24/19	Hard Copy Submission Form	1. The documentation associated with traffic modeling for the 2040 no build alternative so woefully inadequate. The only variable is land use - and the contributing studies (Purple Line, ICC, and others are stale) There is no analysis of the impacts of riding oil based transportation costs, climate change mitigation, or actually use of ICC or PL. Perhaps peer review or making the traffic models available couple help improve the analysis. There is too little transparency of the traffic studies themselves to support any of the options.	Analysis Methodology I-495 & I-270 Managed Lanes Study Process/NEPA
4/24/19	Hard Copy Submission Form	As a taxpayer I am very upset by how this process is being conducted. There has been a lack of transparency from gov. Hogan and MDOT from the beginning as well as a continued failure to recognize the high levels of public opposition. Widening roads should be a LAST RESORT - and the state has not demonstrated that other alternatives would not work. Climate change is happening. The state should be making radical changes & REDUCE our carbon output not expand it. At minimum, MARC service should be expanded before any widening takes place. I am also extremely disappointed by the lack of financial details - there is no way that taxpayers won't be affected. If this project is so important to the governor he should not be afraid of full transparency and public oversight!	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Climate Change Support for Transit
4/24/19	Verbatim-Court Reporter	So I have to say that I'm fairly disappointed with the process because there was a promise made at least during Hogan's campaign that no homes would be taken and that very much seems to have been rolled back. Furthermore, I'm in opposition, especially after the UN climate report came out to anything that is going to increase carbon footprint. And, you know, we only get one planet so I am in opposition to any widening. I think there are other solutions we can explore. I think the first solution is no-build, or thinking about how to use the existing lanes in a more managed way.	I-495 & I-270 Managed Lanes Study Process/NEPA Climate Change Opposition to Highway Widening Support for Alternative 1/No-Build Support for Alternate Transportation Improvements
4/24/19	Verbatim-Court Reporter	I'm very concerned about the proposal that have reversible lanes on 270. The problem is, is that we often have more traffic in the morning rush hour going northbound than southbound, and which is only the congested thing. And once we have self-driving, Lyft, Uber, or whatever name they will use for self-driving vehicles, we're going to have even more traffic northbound than southbound. And you're going to ask me why this northbound more so than southbound that's because we don't have HOV in effect in the morning rush hour northbound. Therefore, the traffic flows freely and you get more cars and vehicles and trucks and buses that go northbound when it's free flowing. In the morning the southbound backs up regularly. And the proposal to have reversible lanes, my question first is, which way are the reversible lanes going to go? Where there's more traffic volume or where there's more congestion? And actually, to build reversible lanes takes more land because the proposal that they showed in this package shows reversible lanes with shoulders on both sides. That means I need four lanes of volume to put two lanes of traffic. The non-reversible lanes I can have two lanes northbound and two lanes southbound. And we see in the Commonwealth of Virginia south of 95, Springfield, whatever the reverse direction backs up on Saturdays and Sundays and that. And as we see on the beltway, we regularly have more traffic on Saturdays than we have on any weekdays. There is a fallacy for people thinking that most of the traffic is commuters, but if you actually look at it why do we have more traffic on Saturday on a 24-hour day basis than we do on weekdays? So therefore, they're probably not commuters. And I regularly play golf at the Sligo Golf Course. I've only played golf three times so far on weekdays, and I played in the last of couple weeks anytime between 11:00 a.m. and about 3:00 p.m. There aren't that many commuters going to office jobs that start at 12:00 noon or 1:00 o'clock, or leave at 1:00 o'clock. Therefore, my confusion is basically a very small part of the traffic is actually commuters going to and from their office jobs. I don't know how many Federal Government workers really go to their offices on Saturdays and Sundays. And when you have peak traffic there's no reason why at 5:00 or 6:00 o'clock on 495 you have heavy traffic. It can't be people going to and from their offices. And there are problems with the beltway especially between the western spur and the bridge that seem to regularly occur and part of it is because they don't clear the accidents. Another part of it is the traffic management. We normally tell you we should have five lanes uphill and less lanes downhill because traffic normally slows when its going uphill. It's just human nature. You rarely ever see a traffic camera for speeding at the top of the hill, you normally see them at the bottom of a hill because people normally pick up speed as they are going downhill. There are problems with the exits on the beltway especially in the morning rush hour. The amount of traffic that wants to get off at New Hampshire Avenue, the local roads can't accommodate it. The amount of traffic that wants to get off at U.S. 29, or Colesville Road, can't be accommodated. The amount of traffic that wants to get off at Georgia Avenue can't be accommodated. The amount of traffic that wants to get off especially southbound on Connecticut Avenue can't be accommodated. The amount of traffic that wants to get off on Wisconsin Avenue, and that is Maryland 355, can't be accommodated. And at River Road, which is Maryland 190, it can't accommodate the traffic. And when the traffic can't be accommodated what we do is divert traffic onto local streets and then you normally have a lot more pedestrian accidents on local streets than on interstate roads. There are very few pedestrians that should be on I-495 or I-270. Thing is, is that we look at traffic counts on the ICC and we see on the beltway that we normally get peak traffic westbound and the traffic count just west of New Hampshire Avenue, Maryland 650, that shows on most weekdays the peak traffic is either between 5:00 and 6:00, westbound, or between 11:00 and 12:00 noon, westbound. And after 6:00 a.m. we start diverting the traffic onto local streets which normally causes more pedestrian accidents. We've seen the ICC, and they gave me one week sample and I compared it to the beltway. And we saw on one day between 8:00 and 9:00 we actually had no traffic on the ICC, which is three lanes compared with four lanes on the beltway, westbound. But between 5:00 and 6:00 a.m. there's minimal traffic on the ICC. Most people between 5:00 and 6:00 a.m. are on the beltway and moving don't want to pay the tolls so they avoid the ICC. But between 8:00 and 9:00 is when there's heavy traffic on the ICC, westbound. I thank you for your time.	Traffic

Date	Method	Submission Text	Assigned Comment Themes
4/24/19	Verbatim-Court Reporter	<p>This plan is not a good plan. It's not reducing the amount of traffic, it won't reduce the amount of traffic in the future. It is going to cost more; one, in building; two, in people having to pay extra to get to work; and gas prices are continually on the rise. What we need, or what they need to look at is what other countries have done. I'm from Australia, originally, in Brisbon. On either side of the main motorway they could instead of doing HOV and that kind of thing they put dedicated bus lanes, one going into the city, and one coming out. They run every fifteen minutes or every so often. They can pick their suburbs, there's a place for people to drive, park free and get on the fast bus which goes right into the city. The bus lanes do not have commuter traffic on them. They are expressly for the buses and they do run at night. At a reduced amount of time, but there are buses at night. Additionally, when the beltway was planned in the '50s it was the first of three concentric circles. Why can't we do the second concentric circle with more bridges going into Virginia? This plan with toll lanes, I know it's a way to build the roads but it's not going to make money if that's what Governor Hogan thinks it's going to do. It's like, Hogan's Folly, is what I call it. It's not reducing traffic. D.C. last night just issued a statement to say that they have condemned this plan. They want more metro built. There should be a circle around the metro to do the spokes of the wheel like they have in London. Other plans need to be looked at. They haven't looked at the 8,000 people that are going to come into the Navy area or the whole big development in White Oak. Also, in most of the areas now either there's highrises going up in Rockville, Wheaton with apartments which is more people. What we need is better transportation access for these people. Many of them don't want to drive. The millennials don't want to drive, they'd rather work at home and maybe go into the office once a week or once a month. So the way things are looked at need to be more than this place which is going to disrupt people both with noise, both with taking their properties, both with more congestion. There's not enough access to get off to go to hospitals. The new hospital in Prince George's County doesn't seem to have access that they are building at the moment. There's a new hospital being built by the Seventh Day Adventist out on Cherry Hill Road. What access will that have? Also, the environmental, I believe parks own a lot of this land and are not willing to give it up. I think that this idea is being pushed too quickly with not enough looking at other variables where the billions of dollars could be spent more effectively to move people. I mean, a 20 percent or 30 percent decrease in your time isn't much when you come during the day on a day-by-day basis. But the increase in how much it's going to cost to get into work is going to be much more. That's why people aren't using the ICC. They can come on the beltway for free rather than go on a toll road. And Virginia, the way they've been doing it with their tolls isn't helping people get to work. They can't afford to pay the tolls so on a non-toll they still got a lot of congestion. Thank you.</p>	<p>Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Property/Community Impacts Forest Buffer/Undeveloped Land/Parkland I-495 & I-270 Managed Lanes Study Process/NEPA</p>
4/24/19	Verbatim-Court Reporter	<p>My background is that I am a 23-year-old physics major student who recently graduated from the University of Maryland and has been living in this area since about the 4th grade, I don't remember what year that was. I have been watching this process and I have been growing with the internet and the different technological change that has happened recently in this world. My perception of what is going on in regards in how the government is trying to take care of congestion, which is a very real problem that needs to be resolved. Is that, the government is using outdated strategies to solve problems and using only the obvious solutions that have been tried before and have been shown to only cause the problem to get worse later on. In my view we need to realize that the level of complexity of the world has increased dramatically. And the level of complexity of the tools that we are able to use to solve our problems has also increased dramatically. We have the ability right now to make all the information about the problems related to traffic congestion open-source and give them to people who will be able to use whatever tools they have, including; machine learning algorithms, and agent based models and simulations to figure out what is most likely to behind traffic congestion problems and what types of activities have the most effect on improving these issues while having the least detrimental effects to other people. The system of traffic is intermittently tied to how people live, work, and interact with each other in our society. And it involves holistically every aspect of our society from the culture to the lines of code that Google uses in its route planning algorithms to tell people where to go. We will not understand how to solve any of these problems if we isolate ourselves from each other because the solutions that will work for us will not be found by simple, obvious approaches. They will be found by us collecting our data and sharing it and collecting our insights and sharing it with each other and learning from what has happened to find new solutions that are innovative and will bring our society forward. I think in terms of concrete things that the government could do instead of going forward quickly with this attempt to widen the beltway the money that it is trying to spend on the beltway widening project could be allocated much more effectively to hiring people who work with the systems to help integrate them with the wider community and integrate the information that is closed behind government office doors into things that can be used by people who are retired engineers, graduate students, mathematicians, philosophers, data visualizers, politicians, and all members of the community in order to collectively, through things like social media, figure out how to tackle the issues and come up with solutions that are not obvious solutions like widening the beltway. Things that are not just the hammers that is all you have to hit the nail with. If the government were really competent, in my eyes, it would stop working on the beltway widening project and re-divert its energies towards progressing the model of government into the 21st century and also making outreach efforts with organizations like Google, Uber, Lyft, and the metro department, even Chinese urban development firms in order to figure out what the most effective solutions are and how to coordinate action between them and the other organizations which would affect the problem of traffic congestion in order to solve it by working together. I hope that people listen to this and think harder about what they are doing. Thank you.</p>	<p>Traffic Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements</p>
4/24/19	Verbatim-Court Reporter	<p>I have recently experienced the increase in congestion along Georgia Avenue and it is really impacting the fact that they reduced speed limits on Georgia Avenue. I'm aware of the fact that during rush hours, Georgia Avenue in particular, but also Connecticut and New Hampshire Avenues at the beltway are backed up. They cannot handle the traffic that's normally on them, and the increase in traffic from this road is one that is going to continue and increasingly exceed the capacity of the arterial highways. I'm also aware of the fact that Georgia Avenue is now worse driving through Wheaton and driving in other areas between Silver Spring and Olney. There are peak congestion places that really add to any auto transit trips and in most areas the transit trips are the only way feasible to get around the neighborhoods. I can't take buses to the - it would take an hour to take a bus to go to the grocery store or something like that, or the bank. In addition, I want to emphasize the fact that there is zero public transit between Fairfax County and Montgomery County and we need to think about something that will accommodate commuters who go between those areas without having to go to downtown Washington or take a longer trip that way. One of the things that I'm going to suggest considering is that the new purple line ought to be extended to Tysons Corner. But there also ought to be some way to get from Rockville or Gaithersburg down to Tysons Corner, as well. There are many people who live in Montgomery County who work in Fairfax, not out of choice that they want to work in Fairfax, but that's because that's where their job is. There are many people that live in Fairfax and Loudoun Counties who work in Montgomery.</p>	<p>Traffic Support for Transit Commute Effectiveness of Proposed Alts. in Addressing Traffic</p>

Date	Method	Submission Text	Assigned Comment Themes
		That's where the government agencies are or the employers are and they need public commuting things, and the only alternate is now the automobile. It's a self-perpetuating problem and I don't think that additional lanes are going to solve the problem because they are going to put more cars in the areas that are already congested. Thank you.	
4/24/19	Verbatim-Court Reporter	I just want to emphasize what an important community asset the Silver Spring "Y" is. My question is: What is this going to do to the Silver Spring "Y"? The "Y" is immensely important to thousands of people living in our town. It's packed through much of the day. It nurtures tots and 90-year-olds and humans in between. Babies learn to swim, seniors rehab after knee and hip replacements, teens get first jobs as lifeguards and camp counselors and make friends shooting hoops. Working parents worried about the safety and happiness of their kids during the day count on the "Y" and its playing fields and pools during the summer and after school. Women on yoga mats get a break from being overworked, a place to fight off osteoporosis, and a place to find camaraderie. I absolutely adore the heated outdoor pool in the winter. I defy anyone to name a place that inculcates more healthy human interaction than the "Y". It ain't fancy, but it's real, and it all backs up against the beltway. Leave it alone. John Kelly of the Washington Post nails it when he recently wrote: Adding lanes to a road doesn't sound that innovative to me. It seems like 20th century thinking like dial-up in a broadband world, and a lot of experts think it doesn't help much any way. It can reduce congestion for the short-term, but as motorists flock to the more open highway it just gets clogged again. I remember reading Robert Carrol's biography of Robert Moses and how the massive highway bridges built into New York City were going to end the traffic congestion. Within days after opening those bridges the area jammed again and traffic was clogged again. I drive on the beltway quite a bit, including during rush hour. Yes, traffic stops and there are delays but before long it starts moving again. I get to where I want to go. It's not too bad. We could build more lanes but the construction building them would be massive and accomplish nothing. So I'm in the no-build camp, and in favor of things like mass transit or the light rail as the alternative because I just don't think this is going to work. Thank you.	Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternative 1/No-Build Support for Transit
4/24/19	Verbatim-Court Reporter	My neighbors have all talked about the social side, I'm here interested in the actual analysis that was or was not done because no one could give me the information about the demand analysis made for the people's willingness to pay tolls and how their behavior might change under the toll system which is going to be key because if people are, as in Virginia, have to pay a very high toll very few people will be in the toll lanes which means the remaining lanes will be just like they are today especially if the population grows. So that's not going to be a solution to the congestion. The other side, as someone who's worked in an office and who's done a lot of evaluation of private public partnerships, depending on how the actual agreement is made with the private company the demand analysis is also critical. Because in many cases through the negotiation the company will demand a minimum level of revenue. And so if not enough people are willing to pay the toll, at the end of the day the state is obligated to pay the company, which is taxpayer's money. So again, we all live here and we're worried about the YMCA, but if I live in Cumberland I should be worried that my tax money might be taken away from my school to pay for this. And then, the Cumberland people are like, 'Well that's not necessarily true, the company could go bankrupt.' Which is not a good situation because if the company managing the tolls goes bankrupt it either gets in the banks or the State of Maryland now has to manage these toll lanes that have been proven to not be financially sustainable and therefore that's a bad situation again for the State's finances, or it could hurt their credit rating by showing that the State of Maryland cannot negotiate good infrastructure agreements with private companies. So, until the demand analysis, which we've seen in the case of - it seems to be very optimistic in terms of the result being the 20 to 30 percent reduction in travel. What we've seen in Virginia is a lot lower than what they predicted so we need to take that into account so that those who don't live here are not really sympathetic to the stories that we've been hearing tonight from our neighbors, including me, need to understand and the State needs to be very clear and present some of its data on how its determining the numbers. Otherwise, unfortunately, by the time the governor is out of office and perhaps many of us are dead people are going to be stuck with the bill. Thank you.	Analysis Methodology Toll Rates Effectiveness of Proposed Alts. in Addressing Traffic Public-Private Partnership Program
4/24/19	Verbatim-Court Reporter	So my question is, that they are talking about all these different alternatives but as far as I can see the alternatives that they are talking about are only paving one or two or more lanes and for people to pay. When I think of alternatives I think of public transportation, a monorail, tunnels, buses, rapid buses, and all those types of things. When you move one person in one car, you could have a bus with 55 people and then you would have at least 50 less cars on the road. I have been to many cities in Europe where it's very tight with room for roads and cars and people and they seem to come up with all kinds of alternatives. In Colombia, for example, they were using gondolas going across. Many places use a lot of ferries. I mean, we have enough problems with the fact that there aren't enough bridges being built. And the other part is that I can't see how this area, Maryland can only look at Maryland. They have to look at Virginia and D.C. and work together as a whole because it is a whole area. I will be dead by the time they're done anyway.	Support for Transit
4/24/19	Verbatim-Court Reporter	I'd like to make a couple of comments concerning the data underlying the studies that are being done. I think the State Highway Administration needs to be much more transparent on the data that they are relying upon in crafting the alternatives and ultimately selecting the preferred alternative. I also think in terms of the maps that are currently being publicly displayed by the State Highway Administration they need to better explain on the map legend or in text accompanying the maps exactly what the maps represent. The lines on the maps, the footprint of the alternatives, the noise impacts from the certain alternatives that are represented in dash lines now none of that is really clearly articulated anywhere. And so I think it needs to be very transparent to people that really understand and embrace what the graphics represent on the maps even though it's very preliminary at this point. I also think that the State Highway Administration needs to explain why it is that the toll lanes that are being considered need to be added to the existing footprint. That is, you can't take general lanes away from the existing footprint. As I understand it the federal law requires a certain number - the general lane does not diminish, and so that's also not clear. I'm not sure that it is to the public as to why it is that widening the beltway is being considered because of that federal law in place now. And I also think a better outreach to the community in terms of looking at the environmental and social economic impacts of the project and taking people's considerations and concerns into consideration as alternatives are further selected for a study. I think a lot of people feel like they're being ignored in that mass transit and other ways to alleviate congestion is not being adequately considered and we're now left with either a no-build situation or a build situation. I think that needs to be better explained. And finally, I think it needs to be better explained how the public private partnership will work in terms of a process. That is, the process that the State Highway Administration is following right now, even though alternatives are still being analyzed for further study and the NEEPA process has not been completed. So SHA needs to better articulate to people that process in terms of how that private partner will be selected,	I-495 & I-270 Managed Lanes Study Process/NEPA Analysis Methodology Public Involvement Public-Private Partnership Program

Date	Method	Submission Text	Assigned Comment Themes
		and that process wouldn't really begin until the NEEPA process is complete otherwise it gives the appearance that certain alternatives are already selected. That is, a build alternative if you've already been looking at getting a partnership with a company to actually do the construction. So I think that process needs to be better explained. That's all I have. Thank you.	
4/24/19	Verbatim-Court Reporter	My basic question is that I don't understand the economic repercussions if the company that builds or agrees to go into the public private partnership fails. So let's say that it's a non-profitable situation and they pull out or the company goes bankrupt. Which I know that there's problem with income in Virginia, there's problems with income on the toll roads in Texas, also. And so, what's our guarantee that if this doesn't fall back on the taxpayers. Having lived through this Silver Spring transit involvement, I'm not confident if a company would go bankrupt.	Public-Private Partnership Program
4/24/19	Verbatim-Court Reporter	My main concern is the YMCA in the neighborhood. It's a community resource, a very important community resource. It has pools, summer camps, daycare, it's a community gathering spot. It's really difficult in this day and age where you're working all the time and trying to raise kids to have a place where you can be with your family. So I don't want to lose that. Unfortunately, it's right up next to the barrier so I am very concerned that we are going to lose that facility. Also on a broader perspective, I think it's more important that we look into alternative modes of transportation and just park our cars. And, I'm concerned about noise and the environment. Thank you.	Property/Community Impacts Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Noise General Environmental Impacts
4/24/19	Hard Copy Submission Form	I oppose the expansion of I-495 & I-270. There was no research presented on how pre-expansion will impact traffic/congestion on arterial roads, i.e. US-29, University Blvd. The construction will disrupt neighborhoods, force the YMCA to close, tear down homes, cause pollution and environmental degradation and cost a lot of money via tolls. How is this a good thing? Millennials want transit-oriented development & walkable communities. This is a backward idea. The neighbors the most impacted are not anti-congestion relief activists, we are parents, neighbors and concerned citizens.	Opposition to Highway Widening Analysis Methodology Public Involvement General Environmental Impacts Property/Community Impacts
4/24/19	Online Contact Form	Have you considered why people live so far from their places of employment? It's not because they love to be away from their families for 12 hours a day. If you ask, people live where they can afford to live that has the best schools for their kids. If the state focused on a world class primary education for ALL children regardless of their race or parent's tax bracket then the employers would come here, fewer children would need to go to college (because, come on, college is just so important right now because children are not taught in primary schools what they ought to be), and housing prices would even out across districts because people would no longer be hiking prices in areas with great schools, because all of Maryland has great schools! This could even probably be completed faster than a massive road expansion. We need to think harder about how to improve Marylander's lives and what would actually reduce their commuting time.	Regional Economy
4/24/19	Email	Hello - I printed the 16 page meeting workshop handout out, and the last page is a comment card with a "no postage necessary" stamp. Is that valid if I print it out myself or do I need to have a hard copy from you?	Public Involvement
4/24/19	Email	I am NOT in favor of any of your alternatives, -- including alternative 1. What we need is the return of a system of electric trams and trains like the one destroyed in the 1960's. It shall be financed by heavy taxes on cars, fuel, spare parts, tires and driver licenses. Trams shall run 24/7 and supplemented by a few bus lines. Stop the addiction to cars, gasoline, asphalt and rubber. Make the country a modern livable one like most of Europe. I am sure you will not read the mails and take into consideration the response of citizens. You are part of the corrupt system of fuels, asphalt, rubber and socially dead cities. If you actually intended to consider people's opinions, you would run a binding referendum.	Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Support for Transit
4/25/19	Online Submission Form	\$11Bn is a lot of money. I was looking at the Ohio river bridges, they built two brand new bridges similar in size to what we would need (2100-2500 feet, 4-6 lanes) for \$2.3Bn. Instead of this rip off Australian company, why don't we be pro American jobs and compete the contract? Has Virginia even been included in the planning? Wouldn't it be great to have a new bridge connecting Montgomery really close to Dulles Airport? Wouldn't that be a minimal impact on our communities since much of the land a little to the west of the American Legion bridge is farmland? We have a few streets off of river road (Violettes Lock Rd, Riley's Lock Rd, Tschiffely Mill Rd, Sycamore Landing Rd) on our side that could be linked up to 1582 or 7 somewhere on the VA side for easy access to Dulles. There are less than 5 houses combined on any of the streets I just named. Just a thought.	Support for Alternate Transportation Improvements
4/25/19	Online Submission Form	I know you all believe this will help traffic but I have been on the hot lanes in VA and there are many times those get backed up and traffic is still an issue. You are going to be displacing people from their homes and the traffic issues will still be there. You are affecting people's lives and uprooting them for nothing. My friend's home is going to be destroyed! I hope you plan on giving her above market value for her house because this was not her choice to have to move. Please reconsider widening 495!!!!	Effectiveness of Proposed Alts. in Addressing Traffic Property/Community Impacts Opposition to Highway Widening
4/25/19	Online Submission Form	Don't destroy my neighborhood and YMCA for your money making traffic changes for rich drivers to pay their way through traffic.	Property/Community Impacts Social Equity
4/25/19	Online Submission Form	A double deck highway would be cheaper and better.	Support for Alternate Transportation Improvements



Date	Method	Submission Text	Assigned Comment Themes
4/25/19	Online Submission Form	Expanding the lines is going to be more of a burden to our community than a benefit. Not only are you displacing home owners, but adding adding lanes are far from an environmentally friendly or effective approach to mediate the regions traffic. The county, like the rest of the world needs to move towards greener initiatives, e.g. expanding metro options to incentivize less driving. What are displaced homeowner expected to do? The cost of homes in the region has exponentially risen, are they going to be appropriately compensated enough to buy a new how? Why should tax payers have to pay to relocate residents who have been forcibly displaced for no little to no benefit to the community!	Opposition to Highway Widening Property/Community Impacts General Environmental Impacts Promote Incentives to Reduce Vehicles on Roads
4/25/19	Online Submission Form	Gov. Hogan's proposal is not well represented to the public. Only through a lot of community work and connections has it been made clear that this project is to provide "reliable travel times" and NOT a guarantee of FASTER travel times, nor a guarantee of congestion relief. ONLY plans for CARS have been considered which is atrocious oversight. Buses, high speed railways, and other public transportation options should be fully studied and considered. Also, it's clear that this cannot be paid for privately and just through tolls...the tolls will either be prohibitively high, meaning few use the lanes and massive congestion still blocks the 495 and 270 corridors. So for \$11 billion dollars, there is little return for the investment, and you're damaging our communities, businesses, and homes in the process. The plans aren't locked so the full impact isn't known, but NO IMPACT can be justified at \$11billion with very little promise of congestion change. This is a vanity project for a governor to give a fat contract to someone, CLAIM he did something, and then NOTHING viable happens. The Maryland government should be ashamed of this sham project. More study is needed which INCLUDES public transportation. And any money that needs to come from citizens, if determined at any time, must be voted on. I have friends in affected neighborhoods. It will take our home which faces the beltway wall. It will ruin our community parks and gardens. The impact is MUCH greater than is being reported. If you don't believe me, Governor Hogan and all who sign off on this project, then YOU imagine your house facing the beltway wall and what YOU would do. Because an impact of 1 is important when you have such a failure of a project on the table. A failure of finances, promises for relief, and failure of duty to those who voted you into office. I demand better of public servants and I demand public transportation options, not vanity projects for somebody's crony to get a fat contract.	Opposition to I-495 & I-270 Managed Lanes Study Support for Alternate Transportation Improvements Support for Transit Toll Rates Effectiveness of Proposed Alts. in Addressing Traffic Property/Community Impacts Forest Buffer/Undeveloped Land/Parkland I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to General Price-Managed/Toll Lanes Traffic
4/25/19	Online Submission Form	Pedestrian safety must be first priority on Colesville road overpass which has high school kids and other pedestrians walking to Blair Highschool and the four corners shopping center Lights activated by pedestrians are the safest to protect the lives of the pedestrians Similar issue on University Blvd overpass	Safety Pedestrian/Bicycle Access
4/25/19	Hard Copy Submission Form	I am shocked and appalled that none of the alternatives involve improving public transportation. We all know that adding lanes will result in more traffic and more congestion and will harm our environment. We need a solution that will work for the future. Please listen to the public!!	Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts
4/25/19	Hard Copy Submission Form	While there is a need to decrease traffic, providing more lanes, destroying wetlands & forests, and not providing mass transit options (buses do not solve the problem) is not a long-term manageable solution. Atlanta has a 16-lane highway in the middle of the city! The gov't should be exploring options for trains (underground) like NYC, providing tax breaks for companies in MD that allow workers to telecommute at least 50% of their time (and for at least 50% of their workforce) as viable solutions to incentivize businesses to come to the county, people to stay here, and to reduce the impact on the environment (and property values).	Effectiveness of Proposed Alts. in Addressing Traffic Traffic Forest Buffer/Undeveloped Land/Parkland Support for Transit Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Regional Economy General Environmental Impacts Water Quality/Stormwater
4/25/19	Hard Copy Submission Form	I am not in favor of any new construction south of 370. The problem lies north of 370 where the lanes narrow. Do that first and than we will see what's needed.	Support for Alternate Transportation Improvements
4/25/19	Hard Copy Submission Form Confirmed	Too little information that can be substantiated and verified. This project has been designed to be pushed through ignoring the concerns of local residents. We are not going to stop fighting until we get good information and a responsive state government!	I-495 & I-270 Managed Lanes Study Process/NEPA Public Involvement
4/25/19	Hard Copy Submission Form	There is no proof that further expanding highways offers more than a few years of relief. Also - the problem here North of 300 - not here.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements



Date	Method	Submission Text	Assigned Comment Themes
4/25/19	Hard Copy Submission Form	No Toll Lanes Please work on a more robust public transportation part of the solution to this... & think about linking I-270 (elevated subway Frederick-Montgomery Mall) to DC Metro Rail	Opposition to General Price-Managed/Toll Lanes Support for Transit Support for Alternate Transportation Improvements
4/25/19	Hard Copy Submission Form	Keep footprint thru Rockville. Do not widen. Consider widening spur 270-495 where lanes lessen going away from 6 lanes to 2 lanes. Also consider widening north of Rockville where lanes are fewer.	Opposition to Highway Widening Support for Alternate Transportation Improvements Support for Highway Widening
4/25/19	Hard Copy Submission Form	We must bring predominantly transit options back into consideration. Adding more lanes will induce more people to use the roads and will return congestion to the same level as before- just as we saw after the previous 270 expansion and as we recently saw from the 405 expansion in Los Angeles. Transit is the only way to effectively solve congestion and must be our priority. Furthermore, we are facing a climate crisis- we must do everything we can to provide alternatives to cars which are a major contributor to global warming. WE CANNOT AFFORD TO INCREASE CAR USE IN THE FACE OF CLIMATE CATASTROPHE! Bring transit back and DON'T ADD LANES	Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic Climate Change Promote Incentives to Reduce Vehicles on Roads Opposition to Highway Widening
4/25/19	Hard Copy Submission Form	Anyone who has ever had a kinked flow knows you address the kink (not feed in more) before what issues that feed in. What I heard is absurd. The upper 270 issues need to be addressed (both logistically and financially) BEFORE working on 495 (American Legion to 270 & I95 to 270). As highlighted by Mr. Katy who worked on the Boston transit, the planning process is flawed & exclusive. As noted by Mayor Newton, the financial process is upside down & likely to fail. We should be freeing up upper 270 first (elevated rail) with public finance. Then see the effect on lower traffic before making changes there.	Analysis Methodology I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Public-Private Partnership Program
4/25/19	Hard Copy Submission Form	I did not hear anything about how expanded and improved transit would be integrated into any alternatives other than NO BUILD. unacceptable.	Public Involvement
4/25/19	Hard Copy Submission Form	We must bring transit oriented options back into consideration. Transit is the only effective way to solve congestion - building more roads and lanes induces more demand resulting in a return to the same congestion levels. We saw this with the previous 270 expansion and it will happen again. We are also facing a climate change crisis. Cars are the major contributor to global warming. We must do everything we can to provide transit alternatives to cars - and if we have any hope of avoiding climate catastrophe we cannot build more lanes or roads!	Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic Climate Change Promote Incentives to Reduce Vehicles on Roads
4/25/19	Hard Copy Submission Form	These are all slanted to the DOT's desires, not the community. All options except the not-feasible no-build option are self-funded & result in bias towards the wealthy who can afford ETL & HOT lanes. There is NOT ONE OPTION for adding "open" lanes that are fully open to the public, who will otherwise be forced into ever-increasing traffic. Bureaucratic BS!	I-495 & I-270 Managed Lanes Study Process/NEPA Social Equity Traffic
4/25/19	Hard Copy Submission Form	This is a temporary solution that will only increase traffic. More roads make more cars, this is a known statistical outcome based on current & future job & population growth. Invest in a public transportation infrastructure. No build roads, build trains or other public transport.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
4/25/19	Hard Copy Submission Form	Why did you not include alternatives such as additional routes from western Montgomery County and Leesburg, Va. If national security is being considered why are we allowing private foreign companies to help build our infrastructure. How is pay for roadways going to help low income families that have to live far away from more popular cities because they cannot afford to live in them.	Support for Alternate Transportation Improvements I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Toll Rates Social Equity
4/25/19	Hard Copy Submission Form	1. why not pay drivers/riders a high price to car pool. We get results cost lower & that not have to do other projects. Could reward riders with transportation to metro & back from metro RIDP. If proceed with one of the long term alternates implement #1 above until long term project is completed	Promote Incentives to Reduce Vehicles on Roads Support for Transit
4/25/19	Hard Copy Submission Form	Couldn't get clarity on how noise level exposed to change. At 66 DB line what is the is current sound level.	Public Involvement

Date	Method	Submission Text	Assigned Comment Themes
4/25/19	Hard Copy Submission Form	1. Please move or construct the wall next to our house before road construction begins. 2. Please make a better, taller sound barrier wall. 3. Millennials don't have cars. Reconsider public transportation instead of more lanes on Rt 270.	Noise Support for Transit
4/25/19	Hard Copy Submission Form	Make a bigger road and it will fill up in 5-10 years. Any idiot can see that. Public transportation on the marc line!	Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
4/25/19	Hard Copy Submission Form	First - a general comment. It is senseless to increase road capacity without also curtailing unabated development. Without strict management of development, we'll be gridlocked again in no time. Second - ETL toll lanes are essentially a regressive tax. Why should motorists pay to use the roads their income and real estate taxes are designed to fund?	Effectiveness of Proposed Alts. in Addressing Traffic Opposition to General Price-Managed/Toll Lanes
4/25/19	Hard Copy Submission Form	Widening 270 will substantially lower my property value. How can I or will I be compensated for the loss of my property value.	Property/Community Impacts
4/25/19	Hard Copy Submission Form	It's irresponsible to encourage single occupancy vehicle use by widening roads, at the expense of quality of life, neighborhood retail, parks, homes. Shame on you!	Opposition to Highway Widening Forest Buffer/Undeveloped Land/Parkland
4/25/19	Hard Copy Submission Form	In the future, could your team please mail out the flyers for these meetings in a more timely manner? I received my flyer only a week ago and so I was unable to attend meetings that took place closer to my house. Not all of us are looking at the website on a regular basis and so these flyers are the only way for us to find out about these meetings.	Public Involvement
4/25/19	Hard Copy Submission Form	Please find another way to finance this project other than public/private partnership. Private entities should not be making profits from our roads. Roads should be accessible to all without a charge! Should address the "common good" Not just help those who can pay. Is the price of this development really worth the cost of only 30-70 hours of community time a year?! Also have you considered what happens after the road is built and new developments are built that will add more traffic to the roads and soon the road will be just as congested as they were!	Public-Private Partnership Program Opposition to General Price-Managed/Toll Lanes Social Equity Analysis Methodology Effectiveness of Proposed Alts. in Addressing Traffic
4/25/19	Hard Copy Submission Form	I'd like to know why any mass transit alternatives was eliminated. While I recognize it isn't a cure all, it would help with this problem. I see no reason to disrupt families and people's lives so the state and private company can make money. It feels like our lives don't matter.	I-495 & I-270 Managed Lanes Study Process/NEPA Analysis Methodology Support for Transit Property/Community Impacts Public-Private Partnership Program
4/25/19	Hard Copy Submission Form	1. Instead of adding more traffic to 495/270, build outer beltway with new bridge over the Potomac. Why load out of area traffic to our local beltway? 2. Invest more in mass transport - not roads	Support for Alternate Transportation Improvements Support for Transit
4/25/19	Hard Copy Submission Form	I do not support any of the alternatives (except 0). Damage to the environment and community are not worth the minimal improvement that will occur in traffic.	Support for Alternative 1/No-Build General Environmental Impacts Property/Community Impacts
4/25/19	Hard Copy Submission Form	I am opposed to expanding the beltway, in large part because of the impact on nearby homes, the YMCA and Blair HS. You cannot replace those resource once they're damaged by taking this space. Expansion and added pollution is also a public health concern. Have you considered less expensive and less harmful alternatives? It's true that beltway traffic is a problem but there are other ways to mitigate this.	I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to Highway Widening Property/Community Impacts General Environmental Impacts Support for Alternate Transportation Improvements Traffic

Date	Method	Submission Text	Assigned Comment Themes
4/25/19	Verbatim-Court Reporter	<p>And you want me to read this? COURT REPORTER: What I want first off is your name and address and then you can give anything you'd like to talk about. [name redacted]: Okay. Ready? COURT REPORTER: I've got you on record. [name redacted]: All right. My name is [name redacted]. I live at [address redacted] I know that you're really not interested in my feedback particularly because the process is such that you complete your final comments in summary and release it in the Fall of 2010. And then begin property acquisitions at the end of 2020. Which means that you have over seven months to complete your full report and people have less than three to four months to respond to your finding. I notice that construction is estimated to begin in early 2021 which leaves really no time for true evaluation of the completed report, nor true feedback about the acquisitions that will be done. I've also noted that my own mayor has noted that they have felt totally, how do I put this? Totally ignored and that statements that were made about property being purchased has been now renege. And I've also noticed that despite people's efforts to get 270 widened going up past 270 into Frederick where there's truly a bottleneck, the emphasis of the State is to widen 270 to eight full lanes going down to two lanes into Frederick which continues a steady problem that is now getting even worse. You're depending on monies supposedly collected after the initial build on the lower half to build the upper half. Which means that you're not interested in feedback from the lower half which is the lower half of I-270. So I'm not quite sure why you're collecting comments but I hope somebody would and I hope somebody responds. Because it's really very frustrating. Thank you. COURT REPORTER: Okay.</p>	I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Public Involvement
4/25/19	Verbatim-Court Reporter	<p>COURT REPORTER: What is your name, by the way? [name redacted]. COURT REPORTER: Thank you [name redacted]: Hi. COURT REPORTER: Now what I need you to do is spell your name and your address. [name redacted]: Okay. My name is [name redacted] and my address is [address redacted]. COURT REPORTER: And what are your comments? [name redacted] I am shocked that the State has limited the options to seven that do not include working with public transportation, and are not trying new innovative things such as reverse lanes. It does seem as though the State is just focusing on adding lanes and the idea that a private company is going to come in and solve our problems and not cost the taxpayers anything is absolutely ridiculous. Private companies don't care about the people in Maryland. They just want to make money. We know that because of induced demand, to add lanes will add traffic and add congestion. We need to look to the future of Maryland. We need to care about our environment. We need to put money into public transportation. I think that's mainly it. COURT REPORTER: Okay. Well, thank you for coming by. [name redacted]: Thank you. Thank you.</p>	I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts Support for Transit
4/25/19	Verbatim-Court Reporter	<p>Hi. My name is [name redacted] My address is [address redacted]. I'm concerned about several things. I'm concerned that there were 15 alternatives and they were narrowed to seven and I do not think that the public's comments were listened to at all, because the public has made a lot of comments and really said that they want, they do not want 270 widened and they think that money needs to go into public transportation. I'm also concerned that perhaps the State Highway Administration is only able to focus on highways. But that's their mandate. So they can't look at other, really look at public transportation. I think that saying that doing some of these alternatives will speed up people's commute times may be true, but after reading about induced demand, I think that that will be just a temporary solution. Perhaps people's commute times will be shorter for a year or for two years. But to say that they'll be 35 percent shorter in 2040 is really naive and unrealistic. Thank you.</p>	I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to Highway Widening Support for Transit Analysis Methodology Effectiveness of Proposed Alts. in Addressing Traffic
4/25/19	Verbatim-Court Reporter	<p>COURT REPORTER: State your name and address, please. [name redacted] My address is [address redacted]. My comment is, I believe that no matter what type of work is done, it won't be enough and we're going to be in the same position 15-20 years from now. I believe that there might be alternative solutions that we need to look into because I feel that this is just delaying a problem that's going to become another problem down the line. COURT REPORTER: Are you finished? [name redacted]: Yes. COURT REPORTER: Thank you very much. [name redacted]: Thank you, sir. Have a good one.</p>	Effectiveness of Proposed Alts. in Addressing Traffic
4/25/19	Verbatim-Court Reporter	<p>COURT REPORTER: You too. Okay. [name redacted]? [name redacted]: Yes. COURT REPORTER: State your name and your address in the microphone. That's good. [name redacted]: My name is [name redacted] and my address is [address redacted]. COURT REPORTER: And your comments and thoughts? [name redacted]: And my comments are that given the realities of climate change and all of the other problems with fossil fuel dependency and also automobile dependency have created. It's imperative that we figure out new ways, not only new ways of transportation but new ways of how to live, including how to live, encourage people to live where they work and work where they live. So that not so many people are driving. And to this point I found that the purpose in the Workshop presentation, the Purpose and Needs Statement were interesting. The Purpose Statement gave opportunity for a broader conversation and broader plans, because it talks about alternatives for transportation demand management, or travel demand management, whereas the Need Statement was much more narrow-minded and seemed to talk only, be assumed upon only highway expansion. And so I thought there was a mismatch there where the Need Statement did not match the Purpose Statement. So I would recommend go back to the drawing board and revise the Need Statement so that it matches the purpose and that it's broad, as many of the commenters also said in the Q and A session tonight, asking for a broader approach for automobile demand reduction. COURT REPORTER: Thank you. Appreciate it. [name redacted]: You're welcome.</p>	Climate Change I-495 & I-270 Managed Lanes Study Process/NEPA
4/25/19	Verbatim-Court Reporter	<p>[name redacted]: I just came from the meeting so the biggest question I have is why are we having this conversation now before the study of the upper part of 270 from 370, before it's even been completed. That's question one. Question two is why is the proposal to initiate the expansion at the lower part of 270 and take the revenue from the potential tolls there, to build the upper part when the actual need is from 370 on. It's only as you get closer to Frederick. And then, you know, another point that somebody else brought up and I'll just reiterate, is that, you know, just driving on the Inter County Connector, it's a very under-utilized highway, and from what I understand, the tolls, the proposed tolls for 270 are actually going to be higher than they are from the tolls that are on the Inter County Connector. So I'm not sure about that. And the other thing that I heard is that other people in Rockville who live right at the time are already being impacted. They're not able to sell their house and it's really unclear. The initial promise was that no houses would be impacted, but now it looks like that's not a very clear promise and that may be shifting so people who want to sell their homes are now not able to do that. So all in all, if I have to make an assessment about it, I would say at this point I am not in favor at all of any expansions, certainly from 370</p>	I-495 & I-270 Managed Lanes Study Process/NEPA Toll Rates Property/Community Impacts Opposition to Highway Widening



Date	Method	Submission Text	Assigned Comment Themes
		south. Possibly 370 north, but at this point without the completion of that, the rest of that study I would say I'm really against it. COURT REPORTER: Thank you. [name redacted]: Okay. COURT REPORTER: Anything else? [name redacted]: No. Hopefully that's helpful.	
4/25/19	Verbatim-Court Reporter	Say my name? COURT REPORTER: Name and address. [name redacted] Okay. My name is [name redacted]. My address is [address redacted] COURT REPORTER: And what's your comment? [name redacted]: Okay. My comment is I commute from Bethesda to Frederick every day on 270. I drive the entire length of 270. The 495 runs through my back yard. We would lose about half of our back yards which is the least of my issues. I am against toll lanes. I think there are too many people that use 495 and 270 who are middle class and working class. Those are major arteries and I think it's really important to keep that free. I would prefer to pay a one-time tax, \$50/\$100 tax to fund this. And the last, actually I have a couple of other comments. But I would also like you to consider more public transportation alternatives such as perhaps an elevated subway train down the middle of 270. Am I allowed — you could have a hub at the Francis Scott Key Mall and one at Montgomery Mall with buses that could take commuters over to the Grosvenor Metro Station. And as there is more money you could add additional stops down 270. I think this would help alleviate a lot of the congestion that is there until you widen the road. In [name redacted] Dream World, you would also create an elevated subway around 495 that could also spin off to the Grosvenor Metro and some of the other metros. And that is really it. I hope that you continue to get public comments. I wish that you had gotten them earlier in the process. And that is it. Thank you. COURT REPORTER: Thank you very much. [name redacted]: Yeah, thanks for letting me speak.	Commute Property/Community Impacts Opposition to General Price-Managed/Toll Lanes Social Equity Support for Alternate Transportation Improvements Public Involvement
4/25/19	Verbatim-Court Reporter	COURT REPORTER: Could you put your name and your address, sir? You are number 5? [name redacted]: That's correct. Number 5. COURT REPORTER: Can you state your name and your address and then you can tell me your comments. [name redacted]: Okay. My name is [name redacted] I live in Chevy Chase, Maryland 20815. And I'm strongly opposed to building any additional lanes on 495 or 270 for two main reasons. Number one is I don't think it's going to work. Time and time again when municipalities in the United States have built more lanes, it has been shown to induce people to use those lanes and reduce congestion at the same level that we saw before. We've seen that on 270 over the last few decades and I'm confident that we'll see it again if we build more lanes on 495 and 270. You can look at Los Angeles recently who expanded I-405 and we saw the commute times there actually got a little bit worse even though they added more road capacity. But more importantly than that, I think we're facing a climate change crisis and cars are one of the biggest contributors to climate change and global warming. If we build more road capacity we're going to build more cars and more pollution which is something that we cannot afford. We must look to Mass Transit effective in environmentally friendly options that will move people much more effectively and do so by giving them alternatives to not use their cars. We have to address the climate change crisis if we have any hope of providing a good world for future generations. Thank you. COURT REPORTER: Thank you.	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Climate Change General Environmental Impacts Support for Transit Promote Incentives to Reduce Vehicles on Roads
4/25/19	Verbatim-Court Reporter	COURT REPORTER: Very good. Thank you for coming by. Anytime that you're ready. [name redacted]: What should I be saying into this thing? My concerns. COURT REPORTER: First off, your name and your address. [name redacted]: Okay. COURT REPORTER: And then, yeah, any concerns that you have, any thoughts. Sometimes it's easier when you talk it out. [name redacted] Sure. Well, I've now told three people here the same thing, so I'm pretty good at my speech. COURT REPORTER: But see, this gets right on it. This is part of the — [name redacted]: All right. Now? COURT REPORTER: Give me your name and your address, please. [name redacted] and [name redacted], [address redacted]. COURT REPORTER: Okay. Thank you. [name redacted] My concern is a couple things. The limited disturbance into Earl Court bumps out right into my back yard. We have a bunch of 100-foot poplar trees as part of a forest easement on the back, about 25 percent of our property. And even though the limited disturbance only takes what appears to be about 10 percent of our property, it takes about 25 percent of our next-door neighbor's and about 50 percent of the neighbors after that. And if the wall goes on the line that the limited disturbance is showing, it will impact our house from basically three sides. And even if it's a temporary limited disturbance, there's a bunch of 100-foot trees there that help our separation from the Beltway. And unless you guys are planting 100-foot trees, whatever you put back in that area is going to be significantly worse than what we have now which is a 50 to 75-foot wall with 100-foot trees in front of it. So my concern is, number one, that even though my property itself may not be impacted from a large acreage standpoint, that the impacts to my neighbors' property are going to be very impactful on our property, property value, neighborhood in general, and that even if it's a temporary disturbance that you guys are clearing a whole bunch of really beautiful poplar trees that help separate our neighborhood from the Beltway, and it will result in an absolutely miserable place to live. Do you agree with me, [name redacted]? She said yes. That's it. COURT REPORTER: I think you. [name redacted]: Thank you. COURT REPORTER: Thanks for coming by. [name redacted]: Sure thing.	Property/Community Impacts
4/25/19	Verbatim-Court Reporter	[name redacted]: You're not going to start recording right away, are you? COURT REPORTER: State your name. [name redacted]: Say my name again? COURT REPORTER: Yes. Name and address. [name redacted]: Oh, good evening. My name is [name redacted]. I live on [address redacted] and my comment was basically, do any of these alternatives address the issue about the 495/270 split that takes place below Bradley Boulevard. And there's a lot of traffic that goes towards 270 and then the other side goes towards 495. At that split, traffic is just weaving in and out, some are going to the right; some are going to the left. Are any of these alternatives going to address that particular issue and that causes a lot of congestion. So I'm interested in finding out more. Thank you. COURT REPORTER: I got you. Thank you very much. Appreciate it.	I-495 & I-270 Managed Lanes Study Process/NEPA Traffic
4/25/19	Verbatim-Court Reporter	COURT REPORTER: Okay. What I need is just speak into that little microphone right there and tell me your name and your address and any comments you have. No problem. Just give me your name and address and then your comment. [name redacted]: Okay. I start? COURT REPORTER: Yes. [name redacted]: My name is [name redacted]. Take care of that. [name redacted]. COURT REPORTER: Okay. [name redacted]: I live [address redacted]. COURT REPORTER: Okay. [name redacted]: And I am very close already to the wall that is between the properties in that area and the 270. Very close to one of the exits. So we are very concerned that if any changes are made, if the wall that we have, it needs to be moved or is eliminated, we run an immense risk of terrible noise and also an increase of the already, of the emissions. So we would like to let you know that we are not the only people that will be affected this way, but it is all the community that is behind that wall. But ours in particular becomes just very problematic because we too are seniors. We don't have a lot of recourses and resources. I think we are working people but we have those fears that also we are very pre-occupied with the emissions and the increase in noise that will happen. COURT REPORTER: Appreciate it. Okay. [name redacted]: Okay. Besides my complaint about what is the	Property/Community Impacts Noise Air Quality

Date	Method	Submission Text	Assigned Comment Themes
		result of changing things, we would like to know what kind of help we could get from the appropriate offices or government offices in trying to think of some resolution or some help in not ruining our lives in terms of increasing noise and increasing emissions.	
4/25/19	Verbatim-Court Reporter	COURT REPORTER: Okay. Now what I need you to do is put your name and address on number 2. And your name is what? [name redacted]: [name redacted]. Okay. And you want the address, right? COURT REPORTER: Right. State your name and your address. [name redacted]: Okay. COURT REPORTER: And I'll pick up the recording. Go ahead. MS. PAGE: So my name is Alice Page. I live at 623 Azalea Drive, #2, Rockville, Maryland 20850. And my concern with the project in terms of expanding the footprint of 270 and adding more lanes, it is my belief that the more lanes you add, you're going to get more cars and it's going to cause more congestion. So I'll ask my question in reverse. I mean is that the goal actually to crowd the roads with more cars instead of looking at other ways to transport people? Mass Transit, buses, managed lanes, all of this sort of thing, I think would be better than going into neighborhoods and paving over green space, taking people's homes, businesses, that sort of thing. One suggestion, when I was driving through Florida last year on 95, one thing I thought that they did was actually genius is that they prohibited 18-wheelers from riding in, driving in, the left lane. And it was amazing how traffic flowed. And I often wondered why Virginia and now even Maryland would not consider doing something like that. So that's my suggestion. And another thought was I love this area. I love where I live. I think these communities really are the part of Rockville, I think everything should be done to keep them that way. Thank you.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Forest Buffer/Undeveloped Land/Parkland Property/Community Impacts Support for Alternate Transportation Improvements
4/25/19	Verbatim-Court Reporter	COURT REPORTER: Thank you. State your name and your address. Okay. [name redacted]: Good evening. My name is [name redacted] of [address redacted]. I'd like to make two comments, if I may. The first comment is the State spends millions and millions of dollars building these sound walls along I-270 and I-495, 95. And now they're going to be spending millions and millions of dollars more to maybe tear down these sound walls and build new sound walls and they should have thought of that before they built the sound walls in the first place. And my second question is having to do with the I-270 itself. It doesn't take a whole lot of study to realize that when you go from six lanes south of Gaithersburg or some area like that, to two lanes, that you are going to have congestion. Period. I mean it's a given, it's just a given. So therefore I just do not understand at all why this widening of 270 north of Gaithersburg is so far back in the pack. It should be really the very first thing that you do. The very first thing you do. Even before, maybe before even building these, a rebuilt American Legion Bridge. That's what you should do because clearly that's a problem right now when you go from six lanes down to two. Thank you. COURT REPORTER: Thank you. Appreciate it, [name redacted]: You bet.	Noise Support for Alternate Transportation Improvements
4/25/19	Online Contact Form	I strongly object to the current expansion model that will negatively impact where I live. The current environmental pollution from the Beltway prohibits many residents from enjoying their outdoor balcony spaces. Expansion that would bring new lanes closer to the north building of the Promenade will add to environmental pollution and also add to pollution for the entire complex. It is also my understanding that some of the Promenade property will be utilized in the proposed expansion. We are already perilously close to the beltway and and expansion seems untenable environmentally and financially for the 2000 + residents who live here.	Opposition to Highway Widening Property/Community Impacts General Environmental Impacts
4/25/19	Email	I do not have the 16 page handout from the Workshops. Can you please tell me if it is available on line where I might print out the comment cards? Thank you for your consideration. --	Public Involvement
4/25/19	Email	Handle mailing - meaning, I can put the card in the mail without personally putting any postage on it?	Public Involvement
4/25/19	Email	Hello - Is it possible to get a stack of comment cards? I attended the workshop at Eastern Middle School and the comment cards ran out before the end of the first session.	Public Involvement
4/25/19	Email	You can send me a link too, please. I would like to host a comment night, so I'd like as many cards as possible - preferably more than 100. My address is [address redacted]Thank you	Public Involvement
4/25/19	Email	Could you provide a list of the 495 intersections with direct access to the HOT/ELT lanes and a list of the "slip" access points from the general 495 lanes to the HOT/ELT lanes for the preliminary designs of the ARDS alternatives? Thank you.	Analysis Methodology I-495 & I-270 Managed Lanes Study Process/NEPA
4/25/19	Email	Hello, I was informed that there is an interactive link showing the ROW lines and disturbance lines for all alternatives. Is this available? If so, please provide the link. Regards, _____	Public Involvement
4/25/19	Verbatim-Court Reporter	[name redacted]: Now, this going to be used, created into a transcript? COURT REPORTER: Yes. [name redacted]: Fine. Start with my name. Whenever you say. COURT REPORTER: Okay. We have you on the record. Just state your name and your business address. [name redacted]: I am [name redacted] representing all of Gaithersburg and all of Rockville, District 17, in the Maryland State Senate. I'm also a Maryland resident. First, let me say thank you very much for hosting this open house in Rockville. Secretary Ron pledged to do that and I appreciate the follow-up. I also appreciate the friendly hard-working MDOT and SHA people who are here tonight staffing and answering questions. So stopping there for a moment, now let me express some of my concerns or questions that I did not have answered. First, I've been working with the District 3 SHA folks for several years on the 189 exit at Falls Road. There have been pedestrian accidents. There's terrible visibility, awful ingress and egress, and crashes that have happened many, many times over the years. If 189 is going to be involved in this project as it appears to be, it seems a real missed opportunity not to address visibility and an interchange. There is a problem with the northbound exit going east towards Rockville Town Center and needing to move, I think it's four lanes over to	Public Involvement Safety Property/Community Impacts

Date	Method	Submission Text	Assigned Comment Themes
		<p>go left, to go to Julius West Middle School in a period of less than a quarter mile I think it is. It's really dangerous. The yield sign and then shifting over, it's just problematic. The exchange also at 189 southbound 270 and getting off again to go towards Rockville Town Center. The signage and the pylons are confusing, not clear which lane you're supposed to be in. Again, if there are any opportunities and if anything is going to be done at 189, I do hope that some of the challenges about visibility, signage, and safety can be addressed. Second, at Route 28 and specifically, actually not at Route 128, but at Duty Drive, the Rockville Senior Center, the community, the Woodley Gardens community has been very concerned for a number of years about the possibility of having high moving traffic and increased traffic near Woodley Gardens neighborhood in order to get on or off a ramp there. My understanding also is that you could exit at Duty only from the toll lane and not from the free lane. The problem, I mean I have a lot of problems with that, but one problem is if the GPS doesn't tell someone to change lanes, they're going to end up being forced to continue driving north and will need to get off at Shady Grove and circle back. That's a waste of gas, waste of time, confusing frustrated people. And I think the chances of a GPS giving notice two to three miles in advance that you have to be in the toll lane if you want to exit at Duty, is just not likely. I think that's problematic and it also feels like a tax on residents of Woodley Gardens and patrons of the Rockville Senior Center. The signage is something I'm going to be very interested to learn about, as well as the process for construction for getting rid of CD lanes and deciding whether you're going to do in sections, whether you're going to do the whole, you know, east-most lane or the western-most lane, something top to bottom, and how traffic disruption is going to go and for how long. And Craig Simoneau from the City of Rockville said that GPS companies are aware and can modify what I referenced earlier. But I'm a little dubious of that. I saw that Park Potomac is one place they were looking to expand the footprint and it looks like that that is going to take away some of the scarce parking availability at Park Potomac at that residential and commercial area. It's new. It's upscale. You guys are going to hear a lot of squawking if you try to mess with that too much. So I caution you on that as you're approaching Montrose Road. I have other questions but I will leave you with those. Thank you for listening. Thank you for your work, and please keep the elected officials informed. SHA and MDOT has had a spotty record of doing that in the past and I for one, and I'm sure I can speak for my colleagues on this, desperately want to be kept informed about the steps in the process, including the NEPA process, and the entire approval of P 3 and funding proposals. Thank you very much. COURT REPORTER: Thank you, Senator.</p>	
4/25/19	Online Submission Form	<p>These comments focus on the segment of the Beltway from the I-270/I-495 interchange eastward to Connecticut Avenue and apply to all alternatives, including Alternatives 9 and 10. Most importantly, we believe that noise minimization should be a required performance metric and assessment factor for each alternative, for each bidder-proposed design, and for the ultimate concessionaire and design selected. In this regard, we note that the alternatives appear to include fly-over ramps to accomplish the merger of the HOT/ETL lanes at I-270/I-495 interchange. The specifications used in modeling noise impacts (e.g., geometry, height) should be disclosed to the public/affected communities. Any deviation from the specifications by a concessionaire's design should require a supplemental EIS impact analysis, with the results made public with an opportunity for community comment. This need for a supplemental public analysis is particular important if the concessionaire proposes to extend an aerial structure further east toward Connecticut Avenue than was contained in the SHA's base design. Next, since construction will last a significant period of time, a concessionaire's construction plans, including both staging areas and maintenance-of-traffic plans, should undergo a full impact analysis to ensure minimization disruptions is an approval metric. This should include noise impacts as well as physical disruptions. The construction/MOT plans should be subject to public comment. Finally, all alternative analyses should include having only 1 HOT/ETL lane in each direction on the segment at the top of the Beltway between the I-270 spur and I-270. This is a relatively lighter traffic segment, with congestion seemingly created by the I-270 merge-points at either end. Having only one managed lane in each direction in the segment, e.g., in Alternatives 9 and 10, would minimize the potential for any right-of-way expansion as well as simplify the I-495 into I-270 merges since they would be one lane merging with 2, rather than 2 lanes merging with 2. We urge the project team to adopt these suggestions and look forward to further discussions.</p>	I-495 & I-270 Managed Lanes Study Process/NEPA Analysis Methodology
4/26/19	Online Submission Form	<p>I am against the proposal to widen 495 and 270 because of the negative environmental impact of adding extra lanes and cars and because of the loss of friends houses in the process of widening 495. Please reconsider investing better public transit and other options other than adding more cars to the roads. . Thank you</p>	Opposition to Highway Widening General Environmental Impacts Property/Community Impacts Support for Alternate Transportation Improvements Support for Transit
4/26/19	Online Submission Form	<p>I agreed with many of the comments voiced at the workshop on 4/25, especially that the process lacks true transparency and public participation. I feel that the project is based on an outdated approach to transportation, and that the 7% to 15% reductions seen in Virginia prove building more lanes doesn't work. Whatever alternative is selected, we need to include BRT now and to include land reserved for metrorail (land not given to the P3 in the 50 year contract). This will mean taking more property, but it will benefit homeowners to have market price now instead of taking the hit of having a wall just feet from the house and no tree screen. Do it right, do it for the future.</p>	I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Public-Private Partnership Program Property/Community Impacts
4/26/19	Online Submission Form	<p>I attended the public workshop yesterday at Wooten High School and spoke to several of the DOT representatives, each who specialized in a different aspect of the project. Based on their comments I have the following observations and concerns. 1. The human race has only ten years left to drastically reduce greenhouse gas emissions (GHG) or else we are doomed. Our only hope is to make sure that every major investment in our transportation, building and energy sector are carbon neutral or net negative for GHG emissions. However, none of the analyses cite GHG impact. 2. According to a Maryland Dept. of Transportation (DOT) NEPA subject matter expert I spoke to at the public hearing, DOT only looked at this project in isolation and not in the context of a Transportation sector strategy on how to reduce Maryland's or DC Regional GHG emissions. Given the first concern, that is a fatal omission. 3. One justification for adding vehicle lanes, is that it would facilitate bus ridership. However, to maximize this benefit the contract would need to be amended to a) have low or no tolls for buses, b) give buses priority over other vehicles when the HOV lanes are nearing capacity c) include resources to streamline bus connections to metro stations. This would include improving feeder roads between metro stations and 495 and 270 with dedicated bus lanes and improving the metro stations and their scheduling to allow fast coordinated transfers between buses and trains. The DOT folks I spoke to said that no such planning had</p>	Public Involvement Climate Change Air Quality Analysis Methodology Support for Transit I-495 & I-270 Managed Lanes Study Process/NEPA Promote Incentives to Reduce Vehicles on Roads

Date	Method	Submission Text	Assigned Comment Themes
		<p>been done within this project's scope nor had consideration been given to providing preferential treatment for buses. 4. Whatever the goals of the project are must be written explicitly into the contract with penalties and incentives to reward the outcomes. Otherwise, this project is unlikely to achieve those goals and the State will have little or no recourse after having given away the rights to hundreds of acres of public property. 5. For public input to be meaningful the public, and our elected officials, needs to know and agree on the priority goals of the project. Is it simply to increase the average speed of vehicles traveling on these roads or is it to reduce GHG emissions in the DC area's transportation sector or at least on these roads? Given my first bullet above I don't see how the latter goals wouldn't be considered primary. And yes, this assumes that regardless of an increase in the number of people using these roads GHG emissions would decrease. This is an imperative for our survival and is possible if special attention and priority were paid in this project to facilitating bus/mass transit and electric vehicles. 6. DOT representatives at the hearing as well as a key State elected official have cited the positive effect this project can have on GHG's with the use of electric vehicles. However, for this to occur, this project would need to be part of a state-wide package that would a) Allow electric vehicles HOV status or a discounted toll rate b) Incentivize the purchase of electric vehicles c) Enormously accelerate the transition of our electricity generating power plants to require that they are 100% reliant on renewable energy by 2030. Of these 3 items I am only aware of the state taking action on the second one, (b). While electric vehicles including buses are less GHG emitting than non-electric vehicles, a dramatic reduction in Transportation Sector GHG emissions will require fewer vehicles on the road, most vehicles to be electric and the electricity they use to come from renewable energy powered generating plants. If this project can be modified to directly contribute to these goals then it would be worthwhile.</p>	
4/26/19	Online Submission Form	<p>The best alternative is #1 - No Build - because expanding lanes attracts more cars including drivers living further out (thereby promoting sprawl), increases air and noise pollution from the increased number of cars on the road, destroys homes, property and the forest buffer, and is only a temporary solution because the roads will become congested again in the near future (induced demand). The state and its residents would be much better served by expanding MARC train service as well as adding transit on existing highways, providing more park and ride locations to enable car and van pooling, subsidizing more BRT, and encouraging employers to offer more telework, flexible hours and incentives for employees to use public transportation.</p>	<p>Support for Alternative 1/No-Build Effectiveness of Proposed Alts. in Addressing Traffic Air Quality Noise Property/Community Impacts Forest Buffer/Undeveloped Land/Parkland Support for Alternate Transportation Improvements Support for Transit Promote Incentives to Reduce Vehicles on Roads</p>
4/26/19	Online Submission Form	<p>I'm opposed to the plan to add four toll lanes to I-495 and to widen the American Legion Bridge. There is so much evidence that building more highways isn't the way to solve traffic congestion for the long term! You just get more drivers, who eventually will be sitting in traffic. The billions of dollars that this project is going to cost could be much more wisely spent on creating and improving public transportation! The destruction that adding more lanes will cause is appalling--hundreds of homes will be affected, as well as many parks and recreations facilities, historical properties, businesses, forest canopy, wetlands, waterways. and more. In addition, there will be increased noise and air pollution. This is an appalling development and I'm terribly disappointed in Gov. Hogan. Whereas he may feel this is claim to fame, it will be his claim to shame.</p>	<p>Opposition to I-495 & I-270 Managed Lanes Study Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit General Environmental Impacts Opposition to Highway Widening Property/Community Impacts Forest Buffer/Undeveloped Land/Parkland Water Quality/Stormwater Noise Air Quality</p>
4/26/19	Online Submission Form	<p>To Whom It May Concern: As a resident of Montgomery County and the state of Maryland, it is incredibly disappointing to see that the state is approaching traffic problems on 270 and 495 by simply looking at adding more lanes. I am no transportation historian, but based upon what I know about traffic and attempts to ameliorate it, building more lanes is not a long-term solution. It will only be a matter of time before additional lanes become insufficient. Making it easier to drive is not a long-term solution to traffic. It simply invites more people to drive and leads to, once again, more traffic. I would have hoped that the leaders of our county and state would want to invest in more environmentally responsible, cost-effective, and visionary solutions. Sincerely,</p>	<p>Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts</p>
4/26/19	Online Contact Form	<p>Buildings will be negatively impacted by expansion. Lines cut through our property with only partial sound barriers planned to be erected. Wetlands will be impacted by the construction . Building's natural environment will be destroyed. None of these considerations is in the plan They must be taken into account.</p>	<p>Property/Community Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Noise Water Quality/Stormwater</p>
4/26/19	Email	<p>Hello, I live in the Woodmoor neighborhood of Silver Spring, MD. I attended the community forum at Eastern Middle School this week. I am writing to express my deepest concerns about the proposals to widen the Beltway and about the process by which it is happening. I am not a NIMBY-ist. I support the creation of the BRT and the Purple Line. It is my hope that both projects will take cars off the road, improve pedestrian safety, improve air quality, and improve the quality of life. The manner in which this process is happening feels like there are larger, unstoppable forces that regular citizens such as myself have no power to confront. People will lose their homes. We will lose our YMCA. Property values will go down. Environmental health exposures like particulate matter from air pollution and noise pollution will likely get worse. I have two young kids and I worry about living here if the Beltway is expanded. None of the proposals considered involved</p>	<p>Air Quality I-495 & I-270 Managed Lanes Study Process/NEPA Noise Opposition to Highway Widening Pedestrian/Bicycle Access Promote Incentives to Reduce Vehicles on Roads</p>

Date	Method	Submission Text	Assigned Comment Themes
		expanding public transit like the way the Silver Line has helped in Virginia. Please, I sincerely ask that the SHA and Governor Hogan not move forward with these proposals. Instead, invest in public transit and local development that takes cars off the roads and keeps people in their communities. Let's build a legacy and future for our children that we can be proud of. Sincerely,	Property/Community Impacts Support for Transit
4/27/19	Online Submission Form	I attended the meeting in Rockville on April 25. About the presentation. In general the program was well organized, and the visual materials including the large paper maps and the electronic displays were excellent. The moderator did a good job of running a fair meeting in the face of a skeptical audience. It would have been more clear if the options had been presented as "What will happen to the Beltway?" and "What will happen to I-270?" separately, since many of the options were redundantly presented. It wasn't possible for me to understand which might be better. Some of the options involve removing the concrete barriers separating local and express lanes on I-270, but nothing about all the street lights which would be displaced or the fact that all the overpasses are held up with massive concrete supports resting on these lanes. The weakest point occurred when an audience member asked whether greenhouse gas emissions were taken into account. The speaker responded that he didn't know what gasses were accounted for in the environmental report. Given the huge publicity regarding global climate change, it seems obvious that the public would want to know about greenhouse gas emissions. But the speaker should have known about nitrous oxide, sulfur dioxide, particulates, etc. Another weak point occurred when a questioner asked for a release of the data underlying the projections for increased traffic speed in the year 2040. These were said not to be finalized, so could not be released to the public for months. Yet, as the questioner pointed out, the Highway Administration was putting out numbers months in advance of the time when there could be meaningful review. There was a claim that more money was being invested in highways than in transit. No data was presented to back this up. Direct questions. I tried to follow up on the reliability of Highway Administration projections by asking a traffic engineer about how accurate the ICC traffic projections were. He kind of missed the point and would only discuss that traffic was rising there. I asked about whether autonomous vehicles had been taken into account in the 2040 traffic analysis. The answer appeared to be "no" on the grounds that was speculative. From my point of view, it makes the whole exercise uncertain. I also got no answer to the question of how long construction would take. Overall. Widening the highways will ultimately result in increased sprawl and large greenhouse gas emissions. Innovative solutions involving public transit and autonomous vehicles as well as growth around transit was not discussed. That would be a better direction for the state. I OPPOSE THE WHOLE PROJECT!!!	Analysis Methodology Opposition to I-495 & I-270 Managed Lanes Study Public Involvement Air Quality Traffic Support for Transit
4/27/19	Online Contact Form	Why isn't building a direct link through DC from VA I-95/I-395 to MD I-95 shown as an alternative build to divert travelers from the beltway?	Support for Alternate Transportation Improvements
4/27/19	Email	Thank you for the workshops with all the information about the managed lanes study. I attended the workshop at Eastern Middle School On April 24, 2019. The workshop was very helpful but your sales technique is a little faulty. The presentation mentioned how much money commuters will save with the new lanes. The study has failed to consider the fact that many of us live where we do (close to the beltway) because we are close to work and public transportation. We chose to reduce our carbon footprint by limiting our commute and/or using public transportation. The commuters who may save money are those that have chosen to live far away from work and commute longer distances. They are not affected by the construction of managed lanes on the beltway. They are nowhere near the "area of disturbance". Their properties won't be affected in any way. They won't have to bear the dust and noise of the construction. The people who have chosen to live far away, who don't consider the environmental impact of their long commute, are the ones who will save money. Those of us that have chosen short commutes and public transportation will not save money but will be very affected. My property abuts the beltway. I am concerned about construction noise. I did speak with the people at the noise station. They indicated that they are only concerned about noise after the construction is complete. They have not considered noise during the construction. They also indicated that they have not measured noise levels now. You really need to measure noise levels now and find a way to insure that construction noise levels are also within acceptable limits. As I stated, my property abuts the beltway. It doesn't look like much of my property will be taken for the expanded lanes but a lot of my property is in the area of disturbance in most of the alternatives. Some of the "area of disturbance" lines come within a few feet of my house. I asked one of your representatives at the meeting if it was legal for them to be on that much of my property and that close to my house. He told me "the state can do whatever they want". That really made me angry. If you want to convince someone that your project is a good idea never say, "we can do whatever we want". That will make anyone upset. As I said, your sales techniques are very faulty. My question now is, how will I be compensated for all the time they are on my property? Can they really legally be that close to my house without actually taking/buying my house and property? I won't be able to live in my house during that time with all the noise and dust from the construction. Are they going to compensate me for temporarily relocating while they are on my property that close to my house? The "limit of disturbance" lines are almost at my driveway. Will I have access to my driveway? Another issue that you may not have thought of is the rat issue. One of my neighbors, who has since passed away, was living here when the beltway was initially constructed. She told me that they had a lot of problems with rats during that time. It's no secret that Silver Spring has a rat problem. I'm unable to put out a bird feeder or have a compost bin because both attract rats right away. There needs to be some kind of a plan for dealing with the rats once the construction starts to disturb some of their living spaces. Thanks for listening,	Air Quality Analysis Methodology Commute General Environmental Impacts Noise Property/Community Impacts Public Involvement Support for Transit
4/27/19	Email	Please, do not build extra lanes on the existing highways except I-270. But I think the expansion of 270 should have like a commuter bus or rapid bus transit to go along with it. Please focus on large county roads. I live in Montgomery County and roads like, Georgia Ave, New Hampshire Ave, and Connecticut Ave (Chevy Chase Section), are too crowded. Matter fact, I do not believe the lanes in that section of Chevy Chase are large/wide enough for a single car. Please look into that. I think policies that focus on making roads more bike/pedestrian friendly, and allowing people to telework will get people out of their cars. Encouraging people to find work closer to home is more helpful. They can still keep their cars and drive in town neighborhoods. There are many legitimate reasons to drive on the road, truckers, social workers and nurses driving to client/patient homes. I know the trucker companies will be able to afford the cost of the tolls but many social workers and nurses work for non-profits (hospitals etc) that are already struggling to pay them an appropriate salary. Private agencies will just pass this cost to their already vulnerable patients. Not to mention, in Virginia where there are tolls on existing roads the roads are still saturated. I think it makes more sense to build a completely different road/route like the ICC-200. I use this route when traveling	Public-Private Partnership Program Pedestrian/Bicycle Access Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Social Equity Support for Transit Toll Rates Traffic

Date	Method	Submission Text	Assigned Comment Themes
		east to west. Drivers don't mind paying this toll because it's actually cutting across traffic. I think there is a ripple effect that has not been fully been accounted for with P3. Please reconsider. Thanks, D	
4/27/19	Email	This is a moronic plan. You know what happens when you widen roads? More people use them. Traffic MIGHT get better for about 6 months. Then it will be right back where it is now. Not to mention the extra pollution plus taking homes away from people. Get some smart solutions like dedicated bus lanes, more funding for autonomous cars, etc. Typical Republican stupidity. Can't think out of the box. Oh, and Lisa Choplin's quotes make me want to vomit. Just a bunch of mumbo jumbo double talk BS. Sent from my iPad	General Environmental Impacts Opposition to I-495 & I-270 Managed Lanes Study Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
4/28/19	Online Submission Form	My preference would be for ALT 1: No Build (existing). My concerns are: (1) Increase in noise level and pollution around Cabin John (and we suffer already from flight noise); (2) Other alternatives all further affect recreation options along the Canal; (3) all other presented alternatives do not seem to solve the problem in the long-term. Experience from other countries has repeatedly shown that by offering more lanes, more people will try to use them without looking for alternative transportation options; (4) Washington DC is missing an opportunity for alternative and environmentally friendly options if other than ALT 1 is invested in. There are many other ways to manage traffic, e.g. using the fats track approach in amusement parks, or using even/odd days to restrict the number of cars during rush hours; (5) If we really want to solve the problem in the long-term, than let's connect the 28 from Dulles to the 200 connector. In addition, connect the Silver Line with the Purple line (maybe through a link between Dulles and Shady Grove. There would be a huge amount of traffic taken off the Beltway if \$9 - 11 billion would be invested in that.	Support for Alternative 1/No-Build Noise General Environmental Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements
4/28/19	Online Submission Form	I'm glad to be able to provide some feedback thank you. My neighbors and I are no longer interested in participating in any MDOT or SHA meetings that require community input. We all agree that our commitment to do the right thing and invest valuable time and energy is a complete waste of time. Based on previous participations in state wide community "input workshops" we have learned that the powers that be are going to do what they are going to do anyway, regardless of our input. Your mailing out notices is also, in our opinion, a waste of tax payers money. This has been proven time and time again.	Public Involvement I-495 & I-270 Managed Lanes Study Process/NEPA
4/28/19	Online Submission Form	The Maryland Department of Transportation and State Highway Administration have an amazing opportunity here - the opportunity to defy the status quo / obvious decision of focusing solely on adding new lanes, and instead look at how to be at the forefront of our national discussion of climate change and the future of transportation. Maryland has always been a progressive, forward-thinking state on so many other issues - let's add this one to the list. I absolutely understand the problem you are trying to solve. I am 46 and a life-long resident of Montgomery County. I have been following the discussion about highway expansion for 15 years, as a resident but also someone who drives from Rockville to Virginia and back every day. The relief provided by a significant increase in lanes would only be very temporary. Instead, I ask your task force to consider a plan that minimizes the needs for additional lanes, and instead adds a new single lane, removal of HOV restrictions and a heavy focus on public transportation and subsidies that promote the use of public transportation. Extensive lane construction has significant environment impact, and as someone who lived directly against a Beltway wall in Bethesda for 11 years, I am fully aware of the pollutants, diminished air quality, and noise that accompany Beltway adjacency. I mention HOV restrictions because currently these are hurting rather than helping - everyday I watch as single-occupancy cars speed past me to my left. There is no enforcement, so the risk of the \$500 fine is minimal. I wonder how the stress put on other lanes could be eased if the HOV lane was removed. (I understand the HOV concept - but in a world where everyone is so busy and on very different schedules - carpooling is so much harder than 10-20 years ago.) Additionally, I'm asking you to think 10-15-20 years into the future, when options for public transportation will include ride services with human and autonomous capabilities that can bring suburban residents to rail stations (removing one of the key reasons for resistance to take public transportation). Focusing on lane construction as the only solution sends a troubling signal during a time when we need more public transportation support. I leave you with the reminder of your opportunity - to be hailed as forward-thinking, nation-leading planners who will be celebrated by your transportation peers and residents alike. Thank you.	Climate Change Commute Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements General Environmental Impacts Air Quality Noise Support for Transit
4/28/19	Online Submission Form	Dear Sir or Madam Below, I have included the comments that my husband and I provided in August 2018, which are still applicable. I reiterate my very strong opposition to this project on policy, public participation, and fiscal grounds. (1) This process provides so little information about the remaining alternatives that the public has been denied any meaningful opportunity for comment. This is compounded by the fact that the software program that is designed to demonstrate the alternatives does not function. I have tried multiple times to access it from several different computers without success. Because so little information is available, any decision by the State between alternatives is arbitrary and capricious. (2) It is arbitrary and capricious to narrow alternatives before even the first stages of the NEPA process is concluded. How can any decision not be arbitrary if it is made without the benefit of any sense of the environmental implications of the remaining actions? (3) The existing timeline and none of these options allow for public financing of the project. It is fiscal malpractice for the state to sign away billions in tolls for decades to a private company. Pennywise and pound foolish. (4) The way this project is being handled, it is clear that the result is rigged to allow for expansion in an effort to catch up with Virginia's plans for I-495 up to the American Legion Bridge. This is not a Maryland-driven decision to benefit Marylanders. August 26, 2018 To: Maryland Department of Transportation Re: Comments on the I-495 & I-270 Managed Lanes Study From: [name redacted] 7512 Royal Dominion Drive Bethesda, Maryland 20817 We are long-time residents of Maryland who have significant concerns about and strongly object to the process and substance of this project, as outlined below: --Extent to Which Public Comment Will Matter. It been widely reported in the Washington Post, the Baltimore Sun, and other reputable news sources that on September 21, 2017, Governor Hogan announced a major project to add toll roads to I-495 and I-270. Given his reported statements, it seems that this process is stream rolling toward a pre-determined goal of adding toll roads irrespective of public comment on any of the other alternatives. That makes a sham of the National Environmental Policy Act process and violates state administrative procedure obligations. We urge the state to begin again with a clean slate and appropriate consideration of transit alternatives. --Extent to Which this Process/Project for I-495 is Reasonable. I-495 is a circular beltway traveling through parts of Maryland and Virginia. Management of beltway traffic is a multiple-state problem that can only reasonably be addressed through a regional planning solution. Pouring Maryland dollars into solving it without the joint cooperation of Virginia is silly. If Maryland adds traffic lanes, congestion will	Opposition to I-495 & I-270 Managed Lanes Study I-495 & I-270 Managed Lanes Study Process/NEPA Public Involvement Public-Private Partnership Program

Date	Method	Submission Text	Assigned Comment Themes
		<p>still occur at the points of entry into Virginia and beyond. --Fundamental Lack of Information on All the Alternatives. As we understand it, the Maryland Department of Transportation plans to evaluate the input from the public and environmental agencies and screen the 15 preliminary alternatives to a handful of alternatives retained for detailed study; however, the options are cartoonish. The slide presentation explains that the options are to be screened against the criteria of homeland security, financial viability, engineering considerations, movement of goods and services, multi-modal connectivity, and environmental considerations. Shockingly, however, there is absolutely no current information provided to the public in any of these areas for any of the options. Without such basic information, how is the public expected to comment? Again, this appears to be a sham process geared toward a decision to add toll roads to I-495 and I-270. --Impacts on Private Property. More than half of the alternatives entail adding new lanes. We live in the far interior of a community that borders on I-495 and we strenuously object to continued consideration of these alternatives without a full understanding of the impacts on our and other similarly situated communities. --Touting of Public-Private Partnership to Develop the Selected Alternative. This is doublespeak. No long-term public participation in this project is anticipated. We strongly object to "selling" this project to private entities, whom over the long-term will reap enormous profits and be far less responsive to the needs of Marylanders than elected officials. This has been the sad legacy of similar projects undertaken in Virginia. Maryland should explore truly public options to reduce the congestion on I-495 and I-270. --Cost of Tolls. We have been shocked by the cost of tolls to travel on new specially designated lanes in Virginia. \$40 to \$70 for single trips into D.C. from parts of Virginia? The average citizen cannot pay such fees. Because that is the case, it would seem that the average traveler would still be stuck with travel on the current lanes. How does that reduce congestion? How does this square with the continuously touted record of a governor who reduces taxes? --Transit. Maryland is a blue state with a stellar environmental record. The future is public transit and the Department of Transportation has given short shrift to this important alternative to highway travel in cars. What about beefing up the existing Metro system? Submitted to Public Comments Email and By Mail Copy to: Maryland State Senator Susan C. Lee Maryland Treasurer Nancy Kopp</p>	
4/28/19	Online Contact Form	<p>Washington DC metro area is missing an opportunity for alternative and environmentally friendly options if other than ALT 1 is invested in. There are many other ways to manage traffic, e.g. using the fats track approach in amusement parks, or using even/odd days to restrict the number of cars during rush hours. If we really want to solve the problem in the long-term, than let's connect the 28 from Dulles to the 200 connector and create a wider circle around the metro area. In addition, connect the Silver Line with the Purple line (maybe through a link between Dulles and Shady Grove). I would love to take the metro from Bethesda to Dulles airport, which is hardly possible now because I would need to go all the way back to Metro Center to connect to the Silver Line. There would be a huge amount of traffic taken off the Beltway if \$9 - 11 billion would be invested in that.</p>	<p>Support for Alternative 1/No-Build Support for Alternate Transportation Improvements Support for Transit</p>
4/28/19	Email	<p>To the Maryland I-495/270 P3 Project Team: I'm looking to determine what agencies (e.g. FHWA or M-NCPPC) and local bodies (e.g. Montgomery County government) comprise the multi-agency working group studying the I-495/270 P3 improvements. Are there MDOT or FHWA documents that go into detail about this? Thanks!</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA</p>
4/28/19	Online Submission Form	<p>This comment revises the last paragraph of Locust Hill's submitted April 25 comments to read: Finally, all alternative analyses should include having only 1 HOT.ETL lane in each direction on the segment at the top of the Beltway between the I-270 spur and I-270. This is a relatively lighter traffic segment, with congestion seemingly created by the I-270 merge-points at either end. Similarly, the I-270 segment from the split to I-495 seems to have lighter traffic Indeed, the southbound merge to east-bound 495 has only 2 lanes. Having only one managed lane in each direction in these segments, e.g., in Alternatives 9 and 10, could minimize the potential for any right-of-way expansion as well as simplify the I-495 into I-270 merges since they would be one lane joining with 1, rather than 2 lanes merging with 2 I appreciate your patience in reading our April 25 and April comments together.</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA</p>
4/29/19	Online Submission Form	<p>I am not in favor of widening lanes on 495 or 270. This private partnership in widening lanes and putting in toll lanes has not worked in Virginia. The free lanes are just as congested as they always were and the increased high cost in toll lane fees has turned many, except the extremely wealthy, off of using them. I can't believe the same thing will not happen in Maryland. In addition, the destroying of peoples homes and property to accomplish this is untenable. If you want to widen 270, do it were the lanes narrow to two.</p>	<p>Opposition to Highway Widening Public-Private Partnership Program Effectiveness of Proposed Alts. in Addressing Traffic Social Equity Property/Community Impacts Support for Highway Widening</p>
4/29/19	Online Submission Form	<p>I would encourage any alternative EXCEPT the "No Build" (Alternative 1). Maryland is losing jobs and taxes to Northern Virginia because they are investing in their transportation infrastructure, whereas we're convinced we can solve everything with public transportation. I take public transportation 5 days a week, but on the days I need to get to Frederick or head out of town I have to waste a huge amount of time on I-495 and I-270 in traffic that I would gladly pay to get around. Going with a "No Build" will set Maryland back another 20 years - keep us moving forward.</p>	<p>Support for I-495 & I-270 Managed Lanes Study Regional Economy Commute Traffic Support for General Price-Managed/Toll Lanes</p>
4/29/19	Online Submission Form	<p>As a resident of the Promenade (5225 Pooks Hill Road, Bethesda), which has more than 1000 units which be very much deleteriously impacted in terms of noise, pollution, and permanent decrease in property values by your current plan, I am writing urge that the plan be amended to move the project further away form the Promenade's property line and to put the entire Promenade property in the noise protection zone.</p>	<p>Property/Community Impacts Noise General Environmental Impacts</p>
4/29/19	Online Submission Form	<p>I am a homeowner in Rockville, MD who lives in a neighborhood near I-270. I oppose all of the alternatives proposed for widening I-270. The addition of more lanes on this roadway will likely lead to more people living further away from their workplaces and will gradually lead to more traffic congestion anyway, which will mean more cars, more carbon dioxide production, and more additional pollutants in our atmosphere. Maryland should lead in the fight to combat global warming by encouraging public transit not more cars. If there are any additional lanes for I-270, there</p>	<p>Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Traffic</p>

Date	Method	Submission Text	Assigned Comment Themes
		should be provisions for dedicated transit lanes. Fast, reliable public transit extending to Frederick could do a great deal to reduce the number of cars on the road and put Maryland on a more sustainable path for the future. Getting more people into public transit will help Maryland to do its part to combat global warming which is an existential crisis. Additionally, as someone who lives near I-270 and has a four year old child, I do not believe families such as ours should be expected to breathe the additional pollution generated from increased traffic along this roadway. Many medical studies have demonstrated the increased risks of asthma and other medical conditions associated with vehicle emissions. Therefore, Maryland should do everything in its power to discourage more traffic along this roadway. I urge Maryland and the Maryland Department of Transportation to reject these proposed options and develop new ones that encourage public transportation	Air Quality Climate Change Support for Transit Property/Community Impacts
4/29/19	Hard Copy Submission Form	It was obvious that Alt 1 (no build) was not favored by presenters and decisions supporting HOT & ETL lanes were encouraged despite the fact that the majority of an overflowing audience was against expansion. Questions regarding alternative ideas (i.e.) purple line, metro expansion etc. were dismissed as not viable but statistics presented were refuted by others. There was little information presented as to destruction of homes, businesses and neighborhoods with no emphasis on noise level, construction disarray & pollution both during and after completion. The minimal time improvement does not justify the environmental havoc. Commuters should not be the only consideration. I strongly support Alt 1.	Public Involvement Support for Alternative 1/No-Build Property/Community Impacts Noise General Environmental Impacts
4/29/19	Online Contact Form	I am very opposed to widening the beltway/I-270 lanes. Installing more lanes will just encourage more driving. We should be focusing on smarter ways to reduce the traffic. Also I do not agree with having such a wide expressway in such a dense population area of Silver Spring. Please do not move forward with this project! Invest in public transportation alternatives instead, encourage more telecommuting, and promote alternative work schedules instead.	Opposition to Highway Widening Opposition to I-495 & I-270 Managed Lanes Study Support for Alternate Transportation Improvements Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Support for Transit Promote Incentives to Reduce Vehicles on Roads
4/29/19	Email	I support the beltway widening project, but all I've seen are signs opposing it in my neighborhood. I need some resources to spread the good that this will do to the rest of the community despite the disruption this will cause in the short/mid term. Do you know of a group who can help me mobilize supporters? Look forward to hearing your thoughts.	Support for I-495 & I-270 Managed Lanes Study
4/29/19	Online Submission Form	I'm writing on behalf of myself and the Takoma Park City Council. In February 2019, the City Council voted to adopt Resolution 2019-7, expressing our opposition to the widening of the beltway for toll lanes. This resolution is attached. A copy can also be found here: https://documents.takomaparkmd.gov/government/city-council/resolutions/19/resolution-2019-07.pdf We wish to include this resolution in the public record as our comments regarding the proposed I-495/I-270 project. Sincerely, [name redacted] City Councilmember, Ward 3 Takoma Park, MD [See AppC_Attachment_042919_Councilmember_Kacy_Kostiuk_Online]	Opposition to I-495 & I-270 Managed Lanes Study
4/30/19	Online Submission Form	My comment pertains to the toll lanes. The current residents of these counties have been enduring the traffic for some time and will endure long periods of even more congestion when construction begins. It would be nice if the current residents could apply for a credit to be applied to their EZPasses to use the new lanes. For example, one EZPass per household could be exempt from charges on the new lanes for 2 years. That would work better than offering a flat monetary credit which might go unused (and be a waste of money for the government). Also limiting to 1 per household limits abuse of the offer. You could tier the offer where low income and TNI communities receive more credit. Thank you for considering my proposal.	Traffic Toll Rates Social Equity
4/30/19	Online Submission Form	First of all, I think widening the beltway is a ridiculous bandaid on the problem of overpopulation. All of our streets in this region are congested and in desperate need of repair. There are simply too many people and too many condos and apartment buildings in places where the assumption is that people will use public transportation, but they all have cars. Everyone knows that as soon as you expand the beltway, more people will drive, and it will just get more cluttered. We've seen this with school construction. All of the studies anticipating population growth are wrong and within a few years, new schools need portables. Secondly, widening roads is a last century solution. We need a bold, pro-planet solution and bold leadership that will take us there. The transition to clean energy and electric vehicles will be very slow. A much better investment would be excellent public transportation that rings the entire beltway, and dedicated, protected bike lanes, banning trucks during rush hours, and incentives for workplaces to encourage more remote telework. Thirdly, widening the Beltway means that people will be able to drive faster. That means there will be more accidents and accidents cause death, injury and guess what - delays. Everyone knows that drivers in the DC region are horrible and our work-obsessed culture means that people are working while driving - distracted and checking their texts and emails. A slow Beltway is definitely safer. Finally, I will be distraught if the Silver Spring YMCA is forced to close or loses its outdoor and indoor pools. This Y is a rare treasure, a multicultural magnet, a place cherished by children and adults. Those facilities must be saved or the state must invest in rebuilding these pools somewhere else on that inside the beltway property before any widening of 495 begins. If you are going to ignore sensible, visionary, wise investments in the future of our region, do not raise our taxes or cut human services to pay for this. The governments of the DMV should demand that Amazon kick in its fair share not only for building its Mecca here but for its use of our roads for delivery.	Effectiveness of Proposed Alts. in Addressing Traffic Analysis Methodology Support for Alternate Transportation Improvements Safety Roadway Maintenance Property/Community Impacts Opposition to Highway Widening Traffic Regional Economy
4/30/19	Online Submission Form	This project ignores the basic transportation planning concept of induced demand and the environmental impact of increasing motor vehicle traffic on accelerating climate change. I strongly disapprove of this initiative, which deprived homeowners and businesses of their rightful property in a multi-billion dollar project that does not address the root cause of the traffic (too many cars,	Effectiveness of Proposed Alts. in Addressing Traffic Climate Change Opposition to I-495 & I-270 Managed Lanes Study



Date	Method	Submission Text	Assigned Comment Themes
		to many single occupant car trips and inadequate public transit). I implore our elected officials to consider spending these funds to improve the safety, reliability, and affordability of public transit so that it becomes the default mode of transportation for the majority of those who live, work, and play in the DMV.	Property/Community Impacts Support for Transit
4/30/19	Email	Hello, I live at [address redacted] in Silver Spring. I have a couple of questions regarding the direct/indirect impact to our property based upon the current alternative studies. I see that the Line of Disturbance is catty-corner to our house, and we are close to the red Right-of-Way (two houses away). We are within the 66 dcb. My questions are: What does the line of disturbance mean? Is this where construction crews will assemble? Will there be trucks and vehicles and a staging area within this line of disturbance, or does line of disturbance mean something else? Similarly, what does the right-of-way mean? Is there where access will be to the construction and/or to the beltway? My other question is are there plans to build a sound barrier wall along the golf course at the end of the project? Currently it is so loud in our house that often our walls rattle or shake depending on the traffic. I can only imagine how much worse this will get with increased traffic. I know currently there are no sound barriers on the golf course due to it not being directly next to residential properties. However, with the expanding lanes and additional noise, will there be a way to minimize this at the end? Finally, will there be compensation for reduced property values due to this project? Thank you in advance for any information that can be provided.	Noise Property/Community Impacts
5/1/19	Online Submission Form	For some reason the LOD seems to jut out into our cul-de-sac unnecessarily and impact my and my neighbors property far beyond the road. There is a forest conservation easement at the back of these properties and even a temporary disturbance could impact the forest of mature, 100' poplar trees that create a barrier between us and the sound wall that exists. I'm not sure if work can take place without disturbing those trees but it would be catastrophic to our property and property value if those are removed. Also, if the land shown on the LOD is taken, our property value would be greatly reduced far beyond the impact to our property because the LOD on our neighbor's property so greatly affects the distance from our front door to the road/sound barrier.	Property/Community Impacts Forest Buffer/Undeveloped Land/Parkland Noise
5/1/19	Online Submission Form	MDOT has completely disregarded the input of local governments and citizens that will be most affected by its proposals. Instead of relieving the congestion, the suggested P-3 approach and the order in which it is proposed to be implemented will compound the very problem it is seeking to alleviate. First, the I-495 bridge over the Potomac is the major source of the bottleneck. Widening it in conjunction with Virginia should be the first priority. Not the proposed widening of all of I-495. Second, it is alarming that MDOT is prioritizing the widening of I-270 between the beltway and I-370 over the widening of I-270 from Gaithersburg to Frederick. As someone who has lived off I-270 for almost 45 years, it seems that the proponents have never traveled this route during morning and evening rush hours. In the evenings, it is the bottleneck above Gaithersburg where I-270 begins to suddenly narrow that is the major problem. To widen the lower section of 270 first would simply compound this problem for years to come. It is no secret that MDOT is solely driven by financial considerations. It is perverse to knowingly proposed widening lower 270 first merely to generate enough P3 revenue in order to be able to finance the widening of upper 270. As they say, first do no harm. If a P3 plan is not viable to address the real bottleneck between Gaithersburg and Frederick, then the State should abandon P3 for this project. In the mornings, it is the bottleneck on the bridge leading to Virginia that backs up the traffic on 270. Widening lower 270 is not the answer. Not at least until after the impact of bridge-widening has been studied. Last, P3 financial rewards for the bidder are solely and inappropriately driving the MDOT in not exploring other alternatives proposed by local jurisdictions. Why not increase public transit options first? Why not experiment by reversing express lanes in AM and PM hours on lower 270 instead of widening it? Proposed toll lanes in this sector are planned to be placed in the middle. Why not designate the two existing lanes in the middle as express lanes and reverse the traffic flow during AM/PM hours? PLEASE, do not rush this project by disregarding the local governments and citizens. Annapolis does not know best what is good for Montgomery and Frederick counties. MDOT is supposed to be driven by sound traffic planning. And if there are enough deep-pocketed Marylanders who would be willing to pay for the Lexus lanes, let us explore taxing them in a different way AND provide them and all others with real solutions. Thank you for your consideration.	I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Support for Alternate Transportation Improvements Support for Transit
5/1/19	Online Submission Form	No Beltway expansion! Destroying 34 homes and a YMCA in the name of more asphalt and highway traffic is pure Stalinism. Doubling down on failure is not the answer. We need to find alternative means of transportation. No Beltway expansion!	Opposition to Highway Widening Property/Community Impacts Support for Alternate Transportation Improvements
5/1/19	Online Submission Form	Please move forward ASAP. Any of the alternatives are fine with me.	Support for I-495 & I-270 Managed Lanes Study
5/1/19	Online Submission Form	The real bottle neck is at the American Legion bridge...if this bridge is not widened or turned into a double decker bridge, than all other 495 road work proposed is really a waste of time and money.	Support for Alternate Transportation Improvements
5/1/19	Online Submission Form	Fairfax Connector is proposing a 14A Metro Bus route that will connect Tysons with the Naval Hospital after the Silver Line is built. Why wait? There is no bus route (nor any other public transportation) that allows people to go between Montgomery County and the jobs in Tysons and Reston/Dulles. That route is long overdue. The should also be a "14B" route that goes between communities in the 270 corridor and the Dulles Corridor (i.e. Spring Hill Metro and Reston Town Center). You could do this today and save the cost of construction. Allow the buses to use the 495 HOT lanes in Virginia and the shoulders and HOV lanes in Maryland. Why not?	Support for Alternate Transportation Improvements Support for Transit
5/1/19	Letter	Please do not build this road without doing a true and honest environmental assessment. If you rush this project through, our children will suffer the consequences. -Concerned Maryland Voter	I-495 & I-270 Managed Lanes Study Process/NEPA

Date	Method	Submission Text	Assigned Comment Themes
5/1/19	Letter	[submission includes yellow-highlighted scan of MDOT SHA booklet "Your Land and Your Highways"] From the MDOT SHA booklet "Your land and your highways" Sorry SHA- hard to believe you. Your project is not working with local offices. Your public hearings are a joke because our comments are not actually being heard. You are rushing the environmental study and clearly not concerned with local residents or businesses.	I-495 & I-270 Managed Lanes Study Process/NEPA Public Involvement Property/Community Impacts
5/1/19	Online Contact Form	I am opposed to further lane construction on I-495 and I-270. We need public transportation options, not more lanes for cars.	Opposition to Highway Widening Support for Transit Opposition to Highway Widening Support for Transit
5/1/19	Email	Letter to Ms. Kopp on PWA Board concerning 495-270-P3 Project *Attachment: Kopp e-mail letter.pdf [See AppC_Attachment_050119_KS_Email]	Public-Private Partnership Program General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Noise Public-Private Partnership Program Property/Community Impacts Public Involvement Toll Rates Traffic Water Quality/Stormwater
5/1/19	Email	Where can citizens go to pick up packets, fliers, etc? Your office is sending me some comment cards now, but since this project is moving so quickly I would also like to have the option to pick up items myself. And I see that your last workshop is in early May, are there any physical locations where people can go to see information on this project? Not everyone is online, and some people prefer to read info on paper.	Public Involvement
5/2/19	Online Submission Form	I am opposed to the proposal to add P-3 toll lanes to I-270 between the Beltway and I-370. So far the MDOT has completely disregarded the input of local governments and citizens that will be most affected by its proposals. Instead of relieving the congestion, the suggested P-3 approach and the order in which it is proposed to be implemented will compound the very problem it is seeking to alleviate. First, the I-495 bridge over the Potomac is the major source of the bottleneck. Widening it in conjunction with Virginia should be the first priority. Not the proposed widening of all of I-495. Second, it is alarming that MDOT is prioritizing the widening of I-270 between the beltway and I-370 over the widening of I-270 from Gaithersburg to Frederick. As someone who has lived off I-270 for almost 15 years, it seems that the proponents have never traveled this route during morning and evening rush hours. In the evenings, it is the bottleneck above Gaithersburg where I-270 begins to suddenly narrow that is the major problem. To widen the lower section of 270 first would simply compound this problem for years to come. It seems that MDOT is solely driven by financial considerations. It is perverse to knowingly proposed widening lower 270 first merely to generate enough P3 revenue in order to be able to finance the widening of upper 270. As they say, first do no harm. If a P3 plan is not viable to address the real bottleneck between Gaithersburg and Frederick, then the State should abandon P3 for this project. In the mornings, it is the bottleneck on the bridge leading to Virginia that backs up the traffic on 270. Widening lower 270 is not the answer. Not at least until after the impact of bridge-widening has been studied. Last, P3 financial rewards for the bidder are solely and inappropriately driving the MDOT in not exploring other alternatives proposed by local jurisdictions. Why not increase public transit options first? Why not experiment by reversing express lanes in AM and PM hours on lower 270 instead of widening it? Proposed toll lanes in this sector are planned to be placed in the middle. Why not designate the two existing lanes in the middle as express lanes and reverse the traffic flow during AM/PM hours? PLEASE, do not rush this project by disregarding the local governments and citizens. Annapolis does not know best what is good for Montgomery and Frederick counties. MDOT is supposed to be driven by sound traffic planning. And if there are enough deep-pocketed Marylanders who would be willing to pay for the Lexus lanes, let us explore taxing them in a different way AND provide them and all others with real solutions.	Opposition to General Price-Managed/Toll Lanes Public-Private Partnership Program I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Traffic Support for Transit
5/2/19	Online Submission Form	I have never seen research that indicates that over the long term any of these approaches truly alleviate traffic challenges. The only research that I have ever seen indicating long term decreases in traffic are improvements in public transportation and a focus on mixed use development to put more housing near workplaces and vice versa. As a citizen of Maryland, I would vastly prefer we focus on facilitating the co-location of businesses and housing to traffic improvements. All of the research I have seen on expanding highway infrastructure is that people redistribute to take advantage of improvements, causing a long-term net-neutral effect as people move farther from the workplace.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements
5/2/19	Online Submission Form	I have much concern about the way this public private partnership, P3, has been set in motion without the input of those most potentially effected by it. So far the MDOT has completely disregarded the input of local governments and citizens that will be most effected by its proposals. Instead of relieving the congestion, the suggested P-3 approach and the order in which it is proposed to be implemented will compound the very problem it is seeking to alleviate. First, the I-495 bridge over the Potomac is the major source of the bottleneck. Widening it in conjunction with Virginia should be the first priority. Not the proposed widening of all of I-495. Second, it is alarming that MDOT is prioritizing the widening of I-270 between the beltway and I-370 over the widening of I-270 from Gaithersburg to Frederick. As someone who has lived off I-270 for almost 45 years, it seems that the proponents have never traveled this route during morning and evening rush hours. In the evenings, it is the bottleneck above Gaithersburg where I-270 begins to suddenly narrow that is the major problem. To widen the lower section of 270 first would simply	Public-Private Partnership Program I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Support for Transit Traffic

Date	Method	Submission Text	Assigned Comment Themes
		<p>compound this problem for years to come. It is no secret that MDOT is solely driven by financial considerations. It is perverse to knowingly proposed widening lower 270 first merely to generate enough P3 revenue in order to be able to finance the widening of upper 270. As they say, first do no harm. If a P3 plan is not viable to address the real bottleneck between Gaithersburg and Frederick, then the State should abandon P3 for this project. In the mornings, it is the bottleneck on the bridge leading to Virginia that backs up the traffic on 270. Widening lower 270 is not the answer. Not at least until after the impact of bridge-widening has been studied. Last, P3 financial rewards for the bidder are solely and inappropriately driving the MDOT in not exploring other alternatives proposed by local jurisdictions. Why not increase public transit options first? It is also well known that millennials prefer mass transit which could potentially reduce the number of cars on our roads! Why not experiment by reversing express lanes in AM and PM hours on lower 270 instead of widening it? Proposed toll lanes in this sector are planned to be placed in the middle. Why not designate the two existing lanes in the middle as express lanes and reverse the traffic flow during AM/PM hours? My family has lived off I-270 for almost 45 years. Why would you not seek out the input of those families who know the area intimately and know the potential impact of a wrong headed approach? PLEASE, do not rush this project by disregarding the local governments and citizens. Annapolis does not know best what is good for Montgomery and Frederick counties. MDOT is supposed to be driven by sound traffic planning. And if there are enough deep-pocketed Marylanders who would be willing to pay for the Lexus lanes, let us explore taxing them in a different way AND provide them and all others with real solutions. Clearly here are traffic issues that must be addressed. But let's do so thoughtfully and using the input of those who are effected by the traffic bottlenecks, not by those from afar. We need to address the bottleneck at the American Legion Bridge into Virginia and the bottleneck from Gaithersburg up to Frederick first!! Then see what may or may not be further needed!! I hope you will not vote to approve MDOT proposal at this time. Please respectfully seek out and listen to input from those of us who will be directly effected and who know where the trouble spots are!! Thank you for your consideration.</p>	
5/2/19	Online Submission Form	<p>I have lived in Maryland since 2007, living in College Park, Silver Spring, Rockville, and now Frederick. I have worked in Virginia the last 9 years so I know the pains of the American Legion Bridge. Part of my move to Frederick was to avoid the American Legion Bridge and get away from the beltway. As I work in Virginia still, I use the VA Express Lanes every so often and think they are fantastic. MD is behind the curve and should have done what VA did years ago. I support the project so long as it is procured and built correctly and fairly. I also think improvements along 270 are important as driving down 270 is a pain most of the time. Thanks.</p>	<p>Commute Support for General Price-Managed/Toll Lanes Support for I-495 & I-270 Managed Lanes Study Traffic</p>
5/2/19	Online Contact Form	<p>Every piece of urban design research indicates that expanding car lanes and adding tolls only induces demand and leads to further congestion problems, not to mention the environmental impact on an already urbanized area. Expanding 270 is innane and completely blind to best practices recommended by those who know</p>	<p>Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts</p>
5/2/19	Online Contact Form	<p>Under NEPA, all reasonable alternatives are required to be considered. Why is it not reasonable to additional public transportation as an alternative without widening the highway? The estimated cost of adding tolls lanes keeps going up, as well as the possible destruction to homes and quality of living near the highway. The current rationale for dropping the stand-alone transportation alternative is that each of them are "stand alone." But that misses an entire perspective that you could combine various forms of public transportation, and then they'd no longer be "stand alone" options. Why not have increased express buses AND a light rail AND better connections between those options and the purple line, when it is completed. You can't keep expanding the highway -- that's not sustainable either -- so saying that public transportation can't absorb that population increase is disingenuous when expanding the highway can't absorb the population increase either. Expanding public transportation to have an actual, robust, funded, public transportation system that is cheaper than parking costs in the area, with multiple linking public transportation options where you don't have to wait forever to transfer, along with increased encouragement of telework, is a much better, sustainable, future option than simply widening the highway and gathering tolls from rich people while the rest of us sit in traffic.</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Support for Transit Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Social Equity</p>
5/2/19	Online Contact Form	<p>Dear Sir or Madam, I urge you to reconsider widening 495 and adding toll lanes. As a lifelong resident of Silver Spring, I believe this proposal will destroy some of the quality of life that makes it so wonderful to live here. The added noise, pollution, and the loss of homes will be destructive to community life here and I urge you to reconsider. At a time when the future is in reducing carbon emissions, I can't see how this takes us anywhere good. Please don't destroy our community with this widening plan. Sincerely,</p>	<p>Opposition to Highway Widening Property/Community Impacts Noise General Environmental Impacts Air Quality</p>
5/2/19	Online Contact Form	<p>I absolutely oppose further widening of I-270 or the beltway. Much more can be done to expand electrified mass transit. Despite its limited schedules, the MARC train is busy and successful. A trolley to Frederick could take a different route--near to I-270--and run all day in parallel with MARC. Climate change is going to kill is all. There is no magic solution but electrified mass transit is a realistic step. Don't cantilever highways over people's houses. Cantilever solar cells over the trolley tracks. Solar cells are silent and weigh less than 18-wheelers. Trolley cars are safe and pleasant to ride. Self-driving electric cars are a good idea, but not replacement for electrified mass transit. Trolley passengers can sit and play with their phones; they don't have to watch the road.</p>	<p>Opposition to Highway Widening Support for Transit Climate Change</p>
5/2/19	Online Contact Form	<p>We would like to be considered for a Sound Barrier for St. Barnabas Village. Our community was overlooked during the evaluation during previous years. However, with The traffic from The National Harbor along with the revitalization of Suitland, Branch Avenue etc. the traffic has become a major concern both noise, and air quality are major concerns. Our community back up to 495 South, There is also a safety factor, because a playing field backs ups to the 495, with no barriers. Please feel free to call me at</p>	<p>Noise Air Quality Safety</p>



Date	Method	Submission Text	Assigned Comment Themes
5/3/19	Online Submission Form	"Build it and they will come!" Just as the Intercounty Connector did not elevate the congestion on the beltway, neither will this deplorable plan. And it is deplorable - a private company making big bucks from the privileged few that will be able to afford these luxury lanes. What an environmental disaster!	Public-Private Partnership Program General Environmental Impacts Effectiveness of Proposed Alts. in Addressing Traffic
5/3/19	Online Submission Form	I'm strongly against any amendments to I-270 and 495. I've reviewed the proposed traffic reduction studies and they are not compelling and will not result in long-term reductions in traffic levels. We do not support what you are doing, know that you are trying to rush this through a thorough vetting process, and urge you to cease at once.	Effectiveness of Proposed Alts. in Addressing Traffic I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to Highway Widening
5/3/19	Online Submission Form	I am writing to you to express my grave concern on the development of this project which will plan to further widening 270 and 450. I commute by car from Rockville and Tyson's corner everyday during rush hours. I experience the traffic nightmare first hand every day. Following are my comments regarding this project: 1. I believe the state has a responsibility to act out of the public interest, not the private company's interests. Widening lanes benefits the private partners way more than the communities that are affected and that the project is supposed to serve! 1. The state needs to invest in public transit options and work to reduce people's reliance on cars. Commuting by car is not the preferred option for many who commute along I270 and commuting to Northern Virginia. It's the only option! Adding public transit option between I270 exits and Tyson's corner should be the priority. There is no viable public transit option for residents living around I270 to commute to Tyson's corner and I66 area. 2. I strongly oppose physically widening the southern portion of I270 between I370 and the 270 Spur. It's irresponsible to keep widening this portion of the highway. It's already 12 lanes! It is a living testimony that widening this road doesn't work!! 3. I support reversible lanes on I270 and adding rapid buses. I support extending the HOV (or Toll) lane from I270 to 495 cross the American Legion bridge and connects with Toll lanes on VA side of 495. I request a rapid bus line added along the HOV/TOLL lane. Overall, I believe that the project's focus on widening lanes doesn't address the true cause of congestion. Instead, it has many adverse impacts of the communities and significantly increased noise and air pollution. I am gravely disappointed at our local and state officials who supported this plan. I will view those who supported the physical widening as puppets of the special interests and I will commit to vote out any one of them who supported this.	Public-Private Partnership Program Support for Transit Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Support for High-Occupancy Vehicle Lanes Promote Incentives to Reduce Vehicles on Roads Commute
5/3/19	Online Submission Form	This whole project needs the input of the citizens of Maryland without being fasttracked for political purposes. The majority of Marylanders are in favor of being provided with actual alternatives to the Beltway expansion besides being talked down to about the seemingly inevitable Beltway expansion which will cost taxpayers untold dollars, many of its citizens their homes and also permanently destroy valuable parks and other resources that are vital to the communities. Please allow for input and allow transparency. There are other ways to combat this problem aside from steamrolling this expansion through. Actually consider your constituents.	I-495 & I-270 Managed Lanes Study Process/NEPA Promote Incentives to Reduce Vehicles on Roads Support for Alternate Transportation Improvements
5/3/19	Letter	Hello - I see the sound level is only a concern up to 66 decibels. But realistically the sound will be higher for many more homes than you have indicated. Half of one street will be in the 66 decibel zone but the other half won't be impacted? That isn't how sound works. Please take a more realistic approach to this project. Expansion is not the answer. Think smarter not wider.	Noise Analysis Methodology Opposition to Highway Widening
5/3/19	Online Contact Form	I am writing to you to express my grave concern on the development of this project which will plan to further widening 270 and 450. I commute by car from Rockville and Tyson's corner every day during rush hours. I experience the traffic nightmare first hand every day. Following are my comments regarding this project: 1. I believe the state has a responsibility to act out of the public interest, not the private company's interests. Widening lanes benefits the private partners way more than the communities that are affected and that the project is supposed to serve! 1. The state needs to invest in public transit options and work to reduce people's reliance on cars. Commuting by car is not the preferred option for many who commute along I270 and commuting to Northern Virginia. It's the only option! Adding public transit option between I270 exits and Tyson's corner should be the priority. There is no viable public transit option for residents living around I270 to commute to Tyson's corner and I66 area. 2. I strongly oppose physically widening the southern portion of I270 between I370 and the 270 Spur. It's irresponsible to keep widening this portion of the highway. It's already 12 lanes! It is a living testimony that widening this road doesn't work!! 3. I support reversible lanes on I270 and adding rapid buses. I support extending the HOV (or Toll) lane from I270 to 495 cross the American Legion bridge and connects with Toll lanes on VA side of 495. I request a rapid bus line added along the HOV/TOLL lane. Overall, I believe that the project's focus on widening lanes doesn't address the true cause of congestion. Instead, it has many adverse impacts of the communities and significantly increased noise and air pollution. I am gravely disappointed at our local and state officials who supported this plan. I will view those who supported the physical widening as puppets of the special interests and I will commit to vote out any one of them who supported this.	Opposition to I-495 & I-270 Managed Lanes Study Commute Traffic Public-Private Partnership Program Support for Transit Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Effectiveness of Proposed Alts. in Addressing Traffic Support for General Price-Managed/Toll Lanes Support for High-Occupancy Vehicle Lanes Noise Air Quality I-495 & I-270 Managed Lanes Study Process/NEPA
5/3/19	Online Contact Form	My name is [name redacted]. I live near the I270 and along with my wife I am deeply opposed to the "Luxury Lanes" beltway expansion plan supported by Governor Hogan. He was elected to serve ALL citizens of Maryland and not just those can afford luxury private toll lanes. This is going to be bad to EVERYONE on the route, on the roads and in the neighborhoods not pay for the privilege of uncontested roads. There are better solutions. Ramming this thru without further study is shameful and not the Maryland way.	Opposition to I-495 & I-270 Managed Lanes Study Public-Private Partnership Program Social Equity Support for Alternate Transportation Improvements I-495 & I-270 Managed Lanes Study Process/NEPA

Date	Method	Submission Text	Assigned Comment Themes
5/3/19	Online Contact Form	I feel that more transportation options should have been retained and considered for ARDS, specifically, options 14A and 14B which consider building and expanding current railway systems. At this time, I believe to continue with any of the current options other than no build would be against the public interest, a waste of taxpayer contributions to our great state, and not be an effective solution for traffic based on the outlined screening criteria. My suggestion is basically to go back and use the 6 screening criteria on all 15 alternative solutions and hold a public forum to garner public interest for all of the proposed solutions. If possible, I would like to receive some kind of report or evidence as to how the current 7 alternative solutions were selected and reasons why the other 8 were not considered for detailed study (i.e. ARDS). If I cannot have access to this information, please inform me as to why. Thank you! Best,	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternative 1/No-Build Public Involvement
5/3/19	Email	While I welcome the State's interest in relieving automotive congestion, I am gravely concerned about the specific impact on my community, New Mark Commons, which is located just off Exit-5, the Falls Road exit on I-270 in Rockville. The interactive map posted by the State Highway Administration (SHA) shows noise levels in our area, already high, will increase severely. Furthermore, the construction plans indicate encroachment on adjacent property, including Julius West Middle School. I believe that if the State wishes to improve travel conditions by road, attention must first be paid to widening I-270 to the north, where the highway is reduced from the 12 total lanes near Exit-5 to a mere four lanes. Congestion in both directions to the north during rush hours, and increasingly on weekends, is appalling. I also believe the State should work with Virginia to push for the construction of a new bridge over the Potomac to relieve the near-constant congestion on the American Legion Bridge. Finally, I note that the option of more public transit -- even the minimal proposal to put bus lanes down the middle of I-270 -- has been totally dropped. Many of our residents prefer public transport to driving, not only for the convenience of riding, but also to reduce greenhouse gas emissions that cause global warming. I would ask that you stop pursuing your current expansion plans.	Climate Change Support for Alternate Transportation Improvements Property/Community Impacts Public Involvement Support for Transit Traffic
5/4/19	Online Submission Form	In the last meeting we learned that state planners are NOT considering noise mitigation for the entire Promenade property. The state's current "noise line" takes into account only the western end of the north tower at ground level. Those of us on higher floors, and in the south tower are out of luck, as things stand now. The state needs to consider the noise impact on the rest of this large property which houses several thousand tax payers. The noise impact and possible pollution impact on this large residence will negatively impact our property values and our lives.	Noise
5/4/19	Online Submission Form	I am sickened by the news because of the increased congestion, pollution, noise and the definite decrease in property values. Tolerating the amount of current traffic as we must and then tolerating much more than that is a real hardship to co-op owners. F	Traffic General Environmental Impacts Noise Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic
5/4/19	Online Contact Form	My family and neighbors are completely opposed to the expansion of I-495. History and empty promises have taught us that highway expansions just increase the traffic into our city. I have lived in Bethesda for 30 years, and all I have seen by this continued expansion is a notable worsening of our quality of life. More imaginative approaches than adding lanes to highways are necessary for LONG TERM solutions. Your comments about the environment are empty and improving public transport are false and disingenuous. If you want residents to use more public transport, here are a few ideas where to begin: build bicycle lanes, build bus shelters for passengers who presently need to sit under rain or snow waiting for late buses, expand bus service hours and frequency, these are truly LONG-TERM traffic solutions, not expansion! STOP CHASING THE MONEY and IMPROVE OUR LIVES WITHOUT EXPANDING 270/495 - WE ARE AGAINST IT AND WE WILL VOTE AGAINST YOU !!!	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Property/Community Impacts Support for Alternate Transportation Improvements I-495 & I-270 Managed Lanes Study Process/NEPA Support for Transit
5/4/19	Email	Dear SHA: The Spring 2019 Public Workshops show that the 6 build alternatives in this study would have a negative impact on 1,050-1,272 properties, including 29-38 relocations, impacts on 29 or 30 parks and 834-861 acres of forest, and 2,251-2,785 noise receptors, among other negative impacts. These constitute significant impact in the communities surrounding the Beltway and I270. Yet the State has provided the public no assessment of how traffic volumes would change other than overall percentage changes (in Station 3). These percentage changes, according to SHA staff, incorporate changes for both tolled and nontolled lanes, and so the SHA has not yet demonstrated publicly whether and how travel time would change for those who do not pay tolls. The raw traffic estimates, available in printouts in a binder at the workshop, are not available online nor do they inform the public how projected traffic volumes will change, particularly in nontoll lanes. With significant property, park, and noise impacts, yet no public assessments of the air quality impact or water quality impact, and no public assessment of traffic volume changes by toll and nontolled lanes, it's hard to justify any of the build alternatives. Each of these build alternatives, in order to charge tolls to others, would seize people's property and bring noise and air pollution farther into our communities, while destroying the mature tree buffer that currently helps protect us. Therefore, I favor the No Build option. It has been suggested that other alternatives be considered, including increased availability of buses on the Beltway and on I270 and increased incentives to employers to offer telecommuting. Perhaps rather than seize private property in order to charge tolls to others, we should instead look for smarter solutions without negative impact on communities. Sincerely,	Air Quality Analysis Methodology Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Noise Opposition to General Price-Managed/Toll Lanes Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Public Involvement Support for Alternative 1/No-Build Support for Transit Water Quality/Stormwater
5/5/19	Online Submission Form	I am strongly opposed to ETLs. The idea that they will reduce congestion is fundamentally counter to their funding model: if congestion on the general purpose lanes was reduced, then less people would drive on the ETLs, reducing fares and starving them of funding. The only way they work financially is if the general purpose lanes remain congested. And congestion seems likely, as just about every other attempt to reduce congestion by throwing more lanes at the problem just increases demand. The roads end up just as congested in five years when the suburban sprawl catches up with the new road capacity. The only difference with ETLs is that it gives the rich a way to ignore that the problem even exists, while the working poor are left sitting bumper to bumper trying to get	Opposition to Express Toll Lanes Effectiveness of Proposed Alts. in Addressing Traffic Social Equity Support for Transit



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		to work on time while BMWs and Mercedes zip by on their private roads (on public land and with the state footing the bill if anything goes wrong). Please pursue transit options that are equitable to all of our residents.	
5/5/19	Online Submission Form	It is nice you are considering more lanes on 270. They are desperately needed. 270 is a commuter highway. This means, people leave from Frederick MD in the morning and head south and return after business hours. Working people must spend money getting to and from work already paying for gas and auto repairs wear and tear. In addition, time is important to people. The backups on 270 can cost a commuter and extra 2 hours or more than what is necessary. This is time away from family. Maryland, especially Frederick takes in many illegals from Mexico. Perhaps if Maryland would reduce the amount of welfare it doles out to people who DO NOT WORK, perhaps it would have enough money to build extra lanes that have no tolls. We are tired of working and paying taxes, and toll roads are nothing more than more taxes where the money goes to people who don't work. Please support the working commuter segment of our society by rewarding them with FREE extra lanes, not toll roads where the money will go to some private contractor who owns the road, or to people who do not work who live off our tax dollars. Frederick MD a sanctuary city! Horrible. Please: NO TOLL LANES ON 270, the worst highway in the US. Build more lanes that have no toll. At least down to 118 would help as 3 to 2 lanes creates a huge bottle neck. And if you choose to build it, don't take 20 years to do it. It took 20 years to simply build the 70, 270 cloverleaf and the 270 exit at 85 is now in it's 2nd or 3rd year just for an exit? Bulldozers sitting idle doing work days. What are they doing? China would have these projects done in weeks!	Support for Highway Widening Commute Opposition to General Price-Managed/Toll Lanes Public-Private Partnership Program
5/5/19	Online Submission Form	Adding lanes to 270 and 495 would be a travesty. We know induced demand will just fill up the lanes with more traffic until we have the same amount of congestion we have today. We know we're in the middle of a climate change crisis and adding more cars to the roads is one of the worst things we could do. The only truly tenable solution to DC area gridlock is to build and fund public transit and encourage the building of housing and offices near that transit. Anyone who argues otherwise is willfully ignorant.	Effectiveness of Proposed Alts. in Addressing Traffic Climate Change Support for Transit Opposition to Highway Widening Support for Alternate Transportation Improvements
5/5/19	Email	The Governor of Maryland and his State Secretary of Transportation have a common Robert Moses ailment; like Moses the only path they know for moving people is on pavement, more and more pavement-lots and lots more. Although they barely tolerate the construction of the new LIGHT RAIL Purple Line it was conceived and planned many years before their time. They have no exuberance or pleasure seeing more rail deployed within the State of Maryland. To them it is a travesty they must support. More pavement ALWAYS begets more traffic, more congestion, more pollution, more accidents, more disruption, more cost and rapidly ultimately defeats the very purpose for their brain child pavement philosophy. Time and time again this scenario plays out and they just can't learn there are better systems for high density transport than pave, pave, pave. Its like trying to teach an old dog the need to NOT DO IT IN THE HOUSE. That is their WRONG WAY old dog philosophy. Just keep on doing it again and again and again. What a MESS !! Why must we the public put up with their road building incontinence? Its time for other better action. The RIGHT WAY is explained far better than I could at this link. It describes the system or methodology needed in many parts of Maryland and especially in the I-270 corridor. It is more than interesting that government and the public in other countries can figure out a far better solution than the Maryland pave, pave, pave old dog idea. Read about the enlightened solution at: < https://na01.safelinks.protection.outlook.com/?url=https://raidejokeri.info/in-english/&data=02 01 ABrown@mdot.maryland.gov 575c9ecc7bde4afa662b08d6d29d7481 b38cd27c57ca4597be2822df43dd47f1 0 0 636927971036371033&sdata=YROCpD2LCHAKrTny15wwiiSOqxK6q/+3mdpZYRBCOmA=&reserved=0 > The last graphic therein tells the whole story.	General Environmental Impacts Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Safety Traffic
5/6/19	Online Submission Form	I'm aware of the protest that was held in Silver Spring this past weekend, advocating against the 495/270 expansion and/or that the process should be slowed down. I am writing to say I strongly support the Governor's decisive action in moving this forward, and the efficiency with which he is doing so. I am writing to convey that there are many here in Montgomery County who support the Governor's actions, and that we are not represented by the protests taking place. I use all modes of transportation - I drive my car, am a runner, Metro to work, and bicycle to work. I would love to say that we don't need more roads, we need more transit. But that is from a theoretical perspective. We need new and more forms of all transportation. I try to Metro or bike to work everyday, but the fact is I need my car at least two or three days a week. We are never going to solve the region's transportation problems with transit, or roads, alone. We need better transportation across the board. I strongly support the Governor's movement on this front. Thank you.	Support for I-495 & I-270 Managed Lanes Study Support for Transit Commute
5/6/19	Online Submission Form	Expanding I-494 would be a major mistake, wasting taxpayer money, increasing air pollution, and increasing greenhouse gas emissions when we should reducing these emissions.	Opposition to Highway Widening Air Quality
5/6/19	Online Submission Form	The traffic in the 496 and 270 is the worst, for those like me who driving every day this project will help us to get to our destination in a better and pleasant commute.	Support for I-495 & I-270 Managed Lanes Study Commute
5/6/19	Hard Copy Submission Form	They are all totally unacceptable! The 6 preferred alternatives are an abomination and illustrate how dishonest MDOT is. Not doing anything is also unacceptable. Transit must be on the table and is the only way forward - bus rapid transit, more train service and new 21st century transit technologies must be explored.	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Support for Transit

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5/6/19	Online Contact Form	I would like to order 50 of the comment cards for the I-495/I-270 traffic project.	Public Involvement
5/6/19	Online Contact Form	Adding lanes to roads is not a long-term solution to traffic or to climate change. The correct approach is public transit. Massively improve public transit such that it is far more desirable than individual cars. Make public transit faster than cars, very frequent, and free. Do that and car use will go down, not up as it does now when you build more lanes. I voluntarily do not use a car and it works OK, but could be much much better with investment in public transit of all kinds.	Effectiveness of Proposed Alts. in Addressing Traffic Climate Change Support for Transit
5/6/19	Email	Good morning, I am writing to inquire what the "Limits of Disturbance" are meant to indicate on the interactive map for the I-495 & I-270 Managed Lanes Study Does this Limits of disturbance line indicate a potential right of way taking? Or a construction easement? Or something else? Link to interactive map: https://rkk.maps.arcgis.com/apps/webappviewer/index.html?id=9c67313b31eb46fea59f0b14c7e6bf38 Thank You	Property/Community Impacts Public Involvement
5/6/19	Email	Thank you for your prompt reply. Sincerely,	Public Involvement
5/7/19	Online Submission Form	I understand the need to alleviate traffic on the Beltway and 270, but I want MD State Gov't to consider options that pull traffic from the Beltway rather than increase it. Any plan to add lanes will just add traffic. I think we need to go back and look at an Outer Beltway Option; one that connects 200 with Northern VA at or around the Reston area. I commute on the Beltway to Northern VA everyday and then slog back in the afternoon. It is clear that the afternoon traffic comes from DC and Northern VA commuters having no option for getting back into to MD but filing onto the Beltway for the "soul crushing" commute to points North and East. It starts in Tysons and builds as everyone coming in from 267, then 193, then the GW Parkway, and River Road "try" to get onto the Beltway. Then of course, we are funneled down to 2 lanes of traffic going North and East...as though that makes sense. Also, there needs to be a workaround or escape route for when the Beltway is closed or severely congested due to a catastrophic accident or some other reason. An outer Beltway would also help solve that problem. Right now, and with the current plan, it is business as usual...more traffic consolidated on a single route.	Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic Commute Safety
5/7/19	Online Submission Form	As an Accokeek resident, we were promised an extension of metro over the bridge in Alexandria and into the Oxon Hill/Fort Washington/Clinton/Accokeek area. This would alleviate the Waldorf and Charles County traffic that uses 210 as a cut through. Additionally metro access would have made southern Maryland and Prince George's more marketable for Amazon Headquarters and Indian Head more successful within base consolidation. The lack of metro increases commute times, and decreases our ability to get adequate shopping and services. Ultimately, reducing tax revenue that could be put towards better schools and roads.	Support for Alternate Transportation Improvements Support for Transit Traffic Regional Economy
5/7/19	Online Submission Form	All of these proposals are terrible. Adding lanes does not necessarily reduce congestion, and can make traffic worse. We should be trying to encourage people to use alternative means of transportation rather than increasing the capacity of the Beltway and I-270. And I say this as someone who currently drives 15 miles every single day on both of those interstates. Please do not incrementally turn us into Los Angeles. Do not widen I-495 and I-270. Maybe the best idea is to just make one of the existing lanes on these roads into a toll lane. Did anyone even think of that? Maybe just do that.	Opposition to Highway Widening Promote Incentives to Reduce Vehicles on Roads Effectiveness of Proposed Alts. in Addressing Traffic Commute
5/7/19	Online Submission Form	I am opposed to expanding the highway footprint or touching or removing sound walls and mature trees along the route. I-270 is 12 lanes by my home (near Exit 5). That is a wider highway than nearly any highway in the United States (save some outliers). Surely some capacity expansions make sense on the I-270 spur to Virginia and around to the Bridge into Virginia but this one size fits all approach to everywhere along the route makes no logical sense. I urge The Governor and MDOT to not railroad this massive expansion down the throat of all the communities along the way and work within the current right-of-way.	Opposition to Highway Widening Forest Buffer/Undeveloped Land/Parkland Support for Alternate Transportation Improvements I-495 & I-270 Managed Lanes Study Process/NEPA
5/7/19	Email	Hi, I'd be extremely happy if someone could answer some of my questions. Actually, first, I would like to express my disappointment as to how difficult it is to find the actual plans for 495 and 270. I could only find the possible configurations in the middle of a 20 minute video. The website should be far more forthright in sharing that information. Furthermore, it seems insidious that I didn't see use of the word 'toll' until watching 10 minutes of an unlisted video. The only other place I could find the word used is buried in the FAQ. Now my questions: Why are only tolled alternatives being considered? The FAQ actually suggests that there are non-toll alternatives, but the video makes no mention of them. Were these plans dropped? If so, why? What were the plans? The plans predict a decrease of delays, but I don't see what effect this has on the predicted ~40k increase of AADT by 2040. Will any of these plans actually keep up with the demands of traffic? I see that the permits, in the best case, will be issued by 2022. How long will it take for construction to finish? How much has the ICC reduced congestion in the area? Thank you for your time.	Analysis Methodology I-495 & I-270 Managed Lanes Study Process/NEPA Public Involvement
5/8/19	Online Submission Form	I oppose widening I-495 with toll lanes. Our communities need better public transportation to move people, not more pavement for cars. The expensive project will be disruptive to neighborhoods and more cars on the beltway will jam already congested feeder roads where people have to wait in line to get off the interstate. I believe that it is probably a good idea to widen I-270 north of Clarksburg where it narrows down to a bottleneck. The American Legion bridge is also a bottleneck.	Opposition to Highway Widening Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements

Date	Method	Submission Text	Assigned Comment Themes
5/8/19	Online Submission Form	Hello, In regards to the seven recommended alternatives, why are so many options lumped in to "No Build" while there are six alternatives that require expanding 495? Yes, congestion is bad on 495 and only slated to get worse. HOT and ETLs have not been proven effective strategies in reducing congestion in other areas - why would it be any different here? The DMV should be a leader in 21st century approaches to reducing congestion that have an awareness of community and environmental impact: reliable public transit, incentives for telecommuting, incentives for HOV use. Widening our roads will only make tackling the issues of the 21st century in regards to curbing resource use and emissions harder. Forecast for future technologies, federal policy demands to reduce emissions, and you've set yourself back instead of at the forefront of improving our overall quality of life and meeting targets for addressing climate change issues. This work will further impair our struggling watersheds, irreversibly restructures the local communities, and degrade our local environments. Quality of life for all trumps a slightly reduced time that single occupancy drivers sit in traffic. This is not a NIMBYism comment. My family's home will not be impacted, according to your maps. My family would at first glance, greatly from reduced time in traffic. My husband currently commutes upwards of 1.5 hours each way on the beltway to Virginia. With reduced congestion I'd get support in daycare pickups from my spouse, his stress level would be greatly reduced, he could leave work later than 7:00 AM to miss the worst traffic, and I'd be more likely to travel further to conduct my own business because commute time would be reduced. It would be shortsighted to support this beltway expansion for a reduction in commute time by *possibly* 20%. I do not support any widening of the beltway. The inconclusive, fast-tracked, and incomplete environmental impact assessments and economic development studies give me no faith that the well-being of Marylanders and the state of Maryland will be justly considered alongside costly investment and high number of negative externalities in expanding roads. Thank you for reading. ¶¶HOT and ETLs have not been proven effective strategies in reducing congestion in other areas - why would it be any different here?¶¶I do not support any widening of the beltway. The inconclusive, fast-tracked, and incomplete environmental impact assessments and economic development studies give me no faith that the well-being of Marylanders and the state of Maryland will be justly considered alongside costly investment and high number of negative externalities in expanding roads. Thank you for reading. ¶¶I do not support any widening of the beltway. The inconclusive, fast-tracked, and incomplete environmental impact assessments and economic development studies give me no faith that the well-being of Marylanders and the state of Maryland will be justly considered alongside costly investment and high number of negative externalities in expanding roads. Thank you for reading.	Traffic Opposition to High-Occupancy Toll Lanes Opposition to Express Toll Lanes Support for Alternate Transportation Improvements General Environmental Impacts Support for Transit Promote Incentives to Reduce Vehicles on Roads Climate Change Property/Community Impacts Commute Effectiveness of Proposed Alts. in Addressing Traffic Opposition to Highway Widening I-495 & I-270 Managed Lanes Study Process/NEPA
5/8/19	Online Submission Form	Personally, I find it a bit annoying to charge us for something the entire region desperately needs. As a resident of PG County, my taxes are already high compared to most. Now I have to pay to have the privilege of a decent commute? Also, as was stated in the meeting I watched on YouTube, these lanes serve absolutely no purpose if they don't have an exit at hot areas such as the future Largo Hospital or New Hampshire. Third, where it terminates in PG County is of HUGE concern if it creates a bottleneck at the Woodrow Bridge which is already congested due to MGM, Harbor and 295 exit. Fourth, there should have been a bigger push for HOV lane or more importantly PUBLIC TRANSPORTATION. If there is reliable transportation, that would automatically ease congestion as people wouldn't feel the need to drive. And there's also a possibility lanes could be lost once this is finished so essentially it didn't add any value. Lastly, homes and businesses will be lost and that is not ok. I think you all need to really press hard on these issues I have stated. Right now I vote NO BUILD if this cannot be done in a way that TRULY BENEFITS the residents of MD.	Opposition to General Price-Managed/Toll Lanes Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Property/Community Impacts Support for Alternative 1/No-Build
5/8/19	Online Submission Form	If any parkland / trees are lost in this project, additional trees / parkland must be added back to compensate. We cannot afford to lose tree coverage in Maryland. Trees are what makes our state great!	Forest Buffer/Undeveloped Land/Parkland
5/8/19	Online Contact Form	I don't believe widening the highways will alleviate congestion. It will invite more car traffic, as did Rt 66 and the first widening of 270. The environmental price for all of these plans is too high. And I am someone who would supposedly benefit from this project, but I don't want it.	Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts Opposition to Highway Widening
5/8/19	Online Contact Form	I travel the I-495 and I-270 corridor on a regular basis to work (Near Ft Meade) and to visit family in Montgomery county and Arlington County on a regular basis I cannot believe the impact the beltway and I-270 traffic has on my life - every thing I or my wife does is basically planned to avoid the horrendous traffic - to missing grand-kid events to daily scheduling (weekends as well as weekdays). My and my families lifestyles are negatively impacted. Those that say mass transit is the answer don't understand the reality that 95% of most trips do not begin or end near metro or bus routes, and if they happen to the number of changes in modes and type of transportation options take hours - even longer then by car with the dysfunctional road network. My wife has early stage dementia and for her to take even the most easy for most mass transit options (if it was even available) is not an option and she sits in her Uber and takes over an hour for a short 10 or 15 mile trip. Wake up MD - the congestion is strangling you to death	Commute Traffic Support for I-495 & I-270 Managed Lanes Study
5/8/19	Email	Build, Build, Build, Pave, Pave, Pave Yes, Montgomery County and the surrounding region will continue to grow and expand with greater population, housing, business, and all the rest of a population explosion. Developers will exert pressure to develop, develop, develop and consume every piece of vacant land with high density dwellings. Imminent growth in all directions and sectors is unavoidable despite so-called master plans attempting to cope with all of it. New congestion, environmental degradation, and choking vehicular traffic along with climate change will remain a persistent and expanding challenging problem. High quality public transit is needed to assist in moving people where they need to go. The proposed BRT plans are not the way to do that. The existing high density corridors such as I-270 are a log jam of traffic and adding buses, and special bus ramps and lanes to the existing and growing traffic mess will only add salt to the bleeding wound without curing anything. Rail is the best solution for moving many people quickly, comfortably, economically and safely. Buses are the least effective means for doing that. Unfortunately both the local county government and state level government wish to ignore that fact and consider only their myopic bus and pave solution as viable. If any transport vision exists for the next 10, 20 or 50 years any rail solution is purposely and regrettably ignored by the governing entities. Once a bus is deployed on a highway where does it stop along its journey to load or unload passengers who cannot cross the highway without a pedestrian overpass and a place to park their cars or use other means to get to the highway bus stop. Thus, the use of very limited capacity buses effectively will be point to point such as the route 100 Ride-On bus between Germantown and the Shady Grove Metrorail station. We see the non-traffic relief that musters. Attempting to improve	Climate Change General Environmental Impacts Opposition to Highway Widening Support for Alternate Transportation Improvements Support for Transit Traffic



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		<p>MARC commuter rail service is fraught with its own problems and adding more parking spaces without adding more train service is patently absurd. Also, within upper Montgomery County there is only one rail line controlled and owned by the mega CSX railroad. The nature of the line and its location leaves much to be desired west of Germantown. Thus, that line also has very limited transport utility without additional all day and weekend service. For CSX moving volume freight is strategic while moving people is considerably a painful nuisance. Without new quality rail transport service available in other parts of the county apart from the down county one half Purple Line, Montgomery County will continue to suffer its automotive journey into oblivion with maddening uncontrollable traffic growth from both within and without. The governing powers avoid consideration of any new rail like the plague while their non rail transport solutions are THE PLAGUE. The Pave, Build and Bus idiom is exactly that - an idioms delight. <i>[name redacted]</i> Did you ride the bus today? (LRT-91 Attachment) [See AppC_Attachment_050819_GB_Email]</p>	
5/8/19	Email	<p>Dear Managed Lanes team, I have several questions I'd like answered before I submit my comments on the ARDS before June 14. Some were answered verbally by SHA staff at our civic association meeting Wednesday evening, May 8, but I would like to see the answers in writing with more detail if possible. Thank you, <i>[name redacted]</i> <i>[address redacted]</i></p> <ol style="list-style-type: none"> I live on <i>[address redacted]</i>, which has in the last few years become the short cut of choice for drivers commuting between 29 N or beltway and Silver Spring. Worth Ave. is a neighborhood road, curvy with poor sight lines, no sidewalks, on street parking, and a popular route for school children, families, cyclists, etc to access Sligo Creek Parkway. Rt 29 is now, I believe, the state highway (not beltway or 270) with the highest traffic volume in Montgomery County. Please correct me if I am wrong. Secretary Rahn has been selling the managed lanes solution as a way to combat the Waze neighborhood cut through phenomenon. That may work in other neighborhoods, but I fear because 29 will be one of the few interchanges with access to express lanes, it will attract even more drivers with concomitant cut through traffic. Presenters on May 8 suggested there was a COG model that will show reduced neighborhood cut through traffic. Could you show me that local traffic model? Could you show me traffic counts for say, 2030 - after beltway expansion, for Rt 29/Colesville Rd between White Oak and DTSS? All phases of the managed lane project will remove almost 1,500 acres of forest. Where will the state do the forest mitigation? I understand first goal by law is to replant (or purchase) forest in the watershed where it was lost. That will be close to impossible along the beltway route. I don't think there are forest banks in PG and Montgomery counties large enough to accommodate the estimated forest loss. What other options will SHA pursue to mitigate the forest loss? We are still early in the NEPA process and have not identified specific type or location of mitigation yet. However, MDOT SHA must comply with the Maryland Reforestation Law which requires replacement of forest due to highway construction. The Law states that forest replacement must be accomplished on an acre-for-acre basis on public lands. Priority is given to sites that are within the same county or watershed as the impacted area. If this is not possible, forest mitigation banks can be pursued. A final option, should all other options be exhausted, is paying into the Reforestation Fund. As the law requires, MDOT SHA will make every attempt to complete reforestation within the impacted watersheds as first priority. We discussed the expense and impracticality of double decking the beltway. Will SHA/MDOT put into writing in the ROD that one of the parameters is no double decker? How will SHA describe allowed cantilevering? MDOT SHA is not recommending an elevated structure as a standalone alternative or as any part of the recommended alternatives retained for detailed study. The Record of Decision (ROD) will reflect the decision making process completed to get to the selected alternative. If a P3 developer decides to pursue a design not reflected in the ROD, they assume the risk of having to complete additional analyses and potentially supplemental environmental documentation, subject to public review and input. I have not seen an origin/destination study that breaks out commercial truck traffic and through traffic from local traffic. Can you point me to those studies? I would like to know what percent of traffic on 495 just drives right through without stopping. I would also like to know what percent of that through traffic is commercial truck traffic. I remember talk of routing through commercial trucks to 301 and across Nice Bridge. Will HOV be allowed to use the toll lanes at no cost, like in Northern Virginia? The Managed Lanes Study is looking at both Express Toll Lanes (ETL) and High Occupancy Toll (HOT) Lanes. ETLs require all users to pay a toll whereas HOT Lanes provide discounted tolls for vehicles with a minimum number of occupants. If a build alternative is selected as the MDOT SHA Recommended Preferred Alternative, it would include either ETLs or HOT Lanes. A public toll setting process under Maryland law would then move forward and, if HOT Lanes are selected as part of the MDOT SHA Recommended Preferred Alternative, that public toll setting process would determine the minimum number of users per vehicle required for a discount and the amount of the discount, whether being no cost or a reduced cost. I am concerned about financing the project. I understand why the Governor seeks a high risk P3, and I understand this is a very different financial arrangement than the Purple Line project. Early descriptions had financing coming from private equity investors - there are lots of people looking to put money in private equity bonds. If the P3 contractor fails or the tolls don't generate enough money to cover construction debt and O&M, then the investors would be on the hook for the project, and they would probably find a new contractor. More recently, I am hearing the P3 contractor will use TIFIA loans from the federal government. My question is, who is responsible for repaying the TIFIA loan if the P3 contractor fails? All debt, including a TIFIA loan, would be non-recourse to Maryland. If the special purpose vehicle, which would be the organization formed by the equity investors of the private sector partner that would enter into the P3 agreement with the State, were to go bankrupt, the equity investors would lose their investment and then the lenders would step in to reconstitute the special purpose vehicle and be directly responsible to operate the toll lanes and recoup their loans. For example, on SH 130 in Texas where the equity investors declared bankruptcy, the lenders, including the USDOT, stepped in and continue to operate the roadway. The USDOT was provided a \$600 M equity stake in the reconstituted special purpose vehicle operating the roadway for the \$430 M loan provided and the USDOT can recoup its money through selling their equity stake to other investors or continuing as part of the operating team. I attended the MNCPPC joint commissioners meeting last week. One of the commissioners asked if it was possible to add expenses to the contract to, for example, compensate people who lose part of their land or other similar circumstances. I wonder if SHA could add to the contract funding to pay for buses that are free to the public. If buses are free, more people will ride them. Such an agreement might help reduce VMT. The I-495 & I-270 P3 Program is focused on delivering a system of highway improvements to address the congestion on the entirety of I-495 and I-270. Once all P3 agreements have been completed for the entire system, if additional funds are available, additional transit could be considered, which may include expanded public bus service. Long-term operations of the bus service would have to be considered in its fares to ensure it is sustainable under our limited transportation funding. Could the interactive map indicate where 66 dba noise is now heard/tolerated by surrounding homes/businesses? It would be useful to see current noise levels vs future noise levels. The team is evaluating this. It should be noted that the existing 66 dba line would not be an equal comparison to the 66 dba line currently shown on the interactive mapping for the worst case build condition. The current worst case build condition is still a work in progress as we have not completed our evaluation of mitigation. Many of the areas today have sound barrier mitigation in place that would be impacted by the worst case footprint. Therefore, communities that are protected today are shown as impacted, but would not be in the future because the sound barrier would be replaced to continue to provide noise abatement. Also, many areas are already impacted today where there is not sound barrier and they 	<ul style="list-style-type: none"> Analysis Methodology Forest Buffer/Undeveloped Land/Parkland I-495 & I-270 Managed Lanes Study Process/NEPA Noise Public-Private Partnership Program Pedestrian/Bicycle Access Public Involvement Roadway Maintenance Safety Support for Transit Toll Rates Traffic Water Quality/Stormwater

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		may be protected in the future with a sound barrier if our analysis shows that it is both reasonable and feasible to provide sound abatement. 9. At the Eastern MS presentation, SHA had a slide that showed average time saved in 2040 with managed lane implementation. Could you make a slide that parses that into average time saved for those using toll lanes vs. average time saved for those using "free" lanes?	
5/10/19	Online Submission Form	I routinely travel from Northern Virginia on weekday afternoons back to Maryland and traffic is a nightmare. This is for one single reason: There is only ONE bridge over the Potomac River from MD to VA outside of DC within 25 miles of DC. This creates not only a regional divide, but a major choke point on the one bridge and all the feeder roads leading up to it. On days that an accident occurs on the bridge, which is at least once a year, there is no viable alternative route and commuters are often stuck for more than 6 hours. I'd really like to know why VA-28 and MD-28 are both named "28" and come within miles of each other, if they weren't intended to connect to each other. Coming from the Dulles area to Gaithersburg you have to make an inefficient V-shape on the map, a distance of more than 40 miles on the road but less than 20 as the crow flies. I've been making the case for another bridge for years. Two were originally planned more than 50 years ago but then cancelled in the 70's. The only true reason for the "Agricultural Reserve" near Poolesville is to block a road/bridge to Virginia from being built, a road/bridge that would take enormous pressure off both 495 and 270. Virginia wants the bridge but the Montgomery County Council has an official policy to oppose even discussion of the merits of another bridge. Construction of it would create jobs and bring the region closer together. The Fairfax County Parkway was originally intended to continue north into Maryland as part of the "Rockville Freeway" which would have gone all the way to Aspen Hill and intersect with the ICC. The right-of way for the Rockville Freeway is still there, complete with offramps on Connecticut Avenue, but it was made into a Park so that a highway wouldn't be built. This problem of cancelling road projects decades before they are desperately needed isn't unique to Montgomery County; Interstate 70 comes all the way from California but abruptly ends at a parking lot just miles short of reaching Baltimore. I cannot rely on Public Transportation for my line of work. As a contractor I need to bring tools and supplies to my jobs which are in different parts of the region every day. As someone who travels the region on a daily basis, I can tell you – none of your "solutions" will help unless an alternative route to the American Legion Bridge is constructed, west of I-495 between Fairfax and Montgomery Counties. That is the only certain way to reduce volume on the American Legion Bridge.	Commute Traffic Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic
5/10/19	Online Submission Form	No more tolls. Automobile drivers pay, pay, pay and pay. What are taxes for? Every new road is a toll road. No more tolls.	Opposition to General Price-Managed/Toll Lanes
5/10/19	Online Submission Form	This was not really a workshop to inform the public as to what might happen and was not interactive. It was much more of a demonstration of persuasion to show what the state has already decided. Public input from the fall meetings did not really count and is unaccounted for in the demonstrated results. It was more for show like what one expects from a snake oil salesman. The environmental issues are too great as the plans are submitted and the answer to questions about the environment are not truly answered. There are NO studies that show putting more single occupancy cars on the highway will make either our air or water cleaner. There are numerous studies that show how building more infrastructure that is oriented towards transit, walking, biking, and smarter growth around transit or near where destinations are can make an environmental impact. It wasn't until the beltway maps were released that the public was awakened as to what is happening and now the public is informed that numerous decisions have already been made as to the elimination of transit and the lane impacts that may occur. This is not good, transparent government. The public is now shut out of the process as are elected officials on the county and state level to make meaningful changes. This is a sham and an embarrassment for the state. Maryland can and should do better. Please do not rush this project as there are too many important areas with unknown impacts. This is NOT Shockingly Innovative, it is Shockingly Inappropriate, Shockingly Ignorant and Shockingly Ineffective.	Public Involvement I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts
5/12/19	Online Submission Form	My husband and I are very much opposed to this Beltway expansion. We live adjacent to the Polish Club property that is threatened in the expansion. That property contains wetlands, trees, and wildlife. The expansion here will also affect a K-8 school and preschool and neighborhood residents, including cancer survivors like me. The State should be required to do an environmental impact statement (EIS) before doing this expansion. The EIS should cover the adverse impacts on the wetlands, the trees, and the wildlife that live in any affected green spaces. In addition, the EIS should include analysis of the impacts that the increase in vehicle exhaust deeper into the neighborhood will cause on human health (e.g., asthma, COPD, and cancer).	Opposition to Highway Widening Property/Community Impacts General Environmental Impacts Forest Buffer/Undeveloped Land/Parkland Water Quality/Stormwater
5/12/19	Online Submission Form	I want to voice my support for increasing the throughput capacity for I495 and I270. These major roadways are a source of a lot of congestion and frustration in the region and their capacity needs to be increased to support growth and commerce in the region.	Support for Highway Widening Traffic Regional Economy
5/12/19	Online Submission Form	I discourage the addition of lanes on I-495 and I-270. While increasing the traffic capacity of these highways will result in faster commute in the short term, it will end up resulting in increased traffic because commute time is what matters to car drivers, irrespective of distance. In other words, making it possible to drive a car longer distances in a given amount of time will only encourage people to drive longer distances, thereby putting more cars on the road at any given time. While there will likely be an increase in population in the next decades, it need not translate in a corresponding increase in road traffic if investments are instead made to encourage other options to go places. Examples of more efficient ways of using the funds that would otherwise be used to widen I-495 and I-270 abound. Here are a few: (a) incentivize carpooling (e.g. via subsidies to employers so they can financially reward employees who do not drive their car alone to work); (b) subsidize affordable, fast, and comfortable public transportation (e.g. the long-awaited purple Metro line) connected to and redundant with an ample network of safe commuting bicycle lanes, with the ability to take one's bicycle in buses, metros, and trains; (c) dedicate existing highway lanes to high-occupancy and energy-efficient (electric or plug-in hybrid) vehicles; (d) plan	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Support for Transit



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		communities to include a diversity of businesses near residential areas; (e) reward employers that establish teleworking days for those jobs that make it possible; (f) weigh local and state taxes based on annual mileage driven for vehicles owned by individuals and companies.	
5/12/19	Online Contact Form	As a resident of the state who travels I270 daily to work, I feel that I must protest. I live in Frederick County and it seems that we have been left out of the process. I would point out that while the positive effects project may eventually reach us, we are the most in need of assistance. We travel the furthest on this road and, while the section of road currently being studied is six lanes in each direction, we sit on two lanes in each direction. More and more people are moving to our area because of the cost of living and this leaves us sitting in traffic for longer and longer. We should, at the very least, be given the opportunity to view the plans and comment in a public setting -- to be a part of the process.	I-495 & I-270 Managed Lanes Study Process/NEPA Commute Traffic
5/13/19	Online Submission Form	I am in favor of the proposed improvements to the Beltway and I-270. However, I would like to know if part of this project includes fixing the on- and off-ramp problems on the free lanes of the Beltway. Many are too short to allow a reasonable transition onto or off of the Beltway. Will that kind of improvement be made regardless of whether a driver is choosing the toll lane or free lane option? Also, can you say with more specificity how Colesville Road will be changed to allow for access to the toll lanes? Thank you.	Support for I-495 & I-270 Managed Lanes Study Safety Analysis Methodology
5/13/19	Online Submission Form	I STRONGLY DISAGREE WITH adding lanes on I-495 / I-270. I think that increasing highway capacity will give faster commutes at the cost of increased traffic in the longer term. Driving a car longer distances will actually encourage people to drive longer, and this will automatically cause more cars on the road! Also, our growing population need not translate in a corresponding increase in road traffic. Funds could instead be used to incentivize carpooling (e.g. via subsidies to employers so they can financially reward employees who do not drive their car alone to work); subsidize affordable, fast, and comfortable public transportation (e.g. the long-awaited purple Metro line) connected to and redundant with an ample network of safe commuting bicycle lanes, with the ability to take one's bicycle in buses, metros, and trains; and dedicate existing highway lanes to high-occupancy and energy-efficient (electric or plug-in hybrid) vehicles, among other ideas.	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Support for Transit
5/13/19	Hard Copy Submission Form	I am totally AGAINST widening of the Beltway & I-270. I live very near Holy Cross Hospital & the increased air & noise pollution during construction and after completion, with fairly minimal short-term benefits, if anyone can afford the tolls. This will only bring more cars to these roads! Local roads congestion will also increase. I am in favor of more mass transit. all-day running of MARC trains.	Opposition to Highway Widening Noise Air Quality Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
5/13/19	Online Contact Form	Instead of widening 270 i believe a much better idea would be the following: build a new road with the help of state of Va that would start at route 109 in Montgomery County. This highway would run south, running parallel to 270 (but well west of it) into southern Montgomery County. A new bridge would have to be built crossing into Va. The route would continue in Va for about 10-15 miles. Using this idea would alleviate 270 as well as 495 in Montgomery County significantly. At the same time construction would not interfere with traffic on 270. The new highway should not have the new bridge more than 3-4 miles west of the American legion bridge, as another major function of this road would be a productive alternative way for commuters to get into dc. The more west the new highway is, the more difficult it would be for commuters to access DC.	Support for Alternate Transportation Improvements
5/14/19	Online Submission Form	I am opposed to this widening. The governor has not considered alternatives. The governor is trying to step around an environmental impact report. The widening will destroy at least 30 homes at a time in which our county is experiencing a housing moratorium. Widening lanes will simply increase traffic, not decrease it. The citizens of Montgomery County should have final say over this and, frankly, i am surprised our Republican governor is so willing to cost tax payers more money with tolls and feel this free about using the power of eminent domain. I am opposed to this.	Opposition to Highway Widening I-495 & I-270 Managed Lanes Study Process/NEPA Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Toll Rates
5/14/19	Online Submission Form	Highway widening is a waste of money - widening major routes like this will simply attract more drivers, and traffic issues will persist. This money should be spent on transportation alternatives to get people out of their cars to use rail, bike, etc. to get around. This would increase the attractiveness of our state as a place to live, reduce pollution, reduce congestion, and save lives lost in car collisions every year.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Support for Transit Promote Incentives to Reduce Vehicles on Roads Regional Economy Safety Pedestrian/Bicycle Access
5/14/19	Online Submission Form	This highway expansion is useless and will have no real positive impact on traffic and a lot of negative impacts on the environment, my community, and our region. Use the money more wisely and invest in more public transport options. Maybe even a protected bike area where people can easily connect to the cities faster than driving. The point should be to get less cars on the road moving faster. not more cars on the road that will never go fast enough.¶¶¶The point should be to get less cars on the road moving faster. not more cars on the road that will never go fast enough.	Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts Property/Community Impacts Support for Alternate Transportation Improvements Support for Transit



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			Pedestrian/Bicycle Access Promote Incentives to Reduce Vehicles on Roads
5/14/19	Online Submission Form	I like Alternative 13C: 2 ETL Managed Lanes on I-495 Reversible ETL Managed Lane plus 1 HOV Managed Lane on I-270 and 13B: 2 HOT Managed Lanes on I-495 2 Reversible HOT Managed Lanes on I-270.	Support for Specific ARDS Build Alternative Support for Specific ARDS Build Alternative
5/14/19	Online Submission Form	It is important for MDOT, SHA and Governor Hogan to understand that the majority of people in Suburban Maryland support the widening of I495 and I270. I have been involved in transportation advocacy for two decades in the region and know that the loud minority of the Congestion Coalition are the same people that rally to oppose every road project. The Governor's plan is truly a game changer. It is unfortunate that the progressive Montgomery County Council and several of the MoCo delegates in the House can't reconcile their anti-road progressive agendas with the economic problems they do realize MoCo is faced with. Please pursue option 10 of the ARDS.	Support for Specific ARDS Build Alternative I-495 & I-270 Managed Lanes Study Process/NEPA Regional Economy Support for Highway Widening
5/14/19	Hard Copy Submission Form	My comment is that it appears to have been studied well. However, my concern as is my neighbors is that we have not been represented regarding sound barriers. There has been an influx in traffic and development such as national harbor Tanger Outlet and MGM Grand to include a landfill. There are no sound barrier in our area. We need the study done now.	I-495 & I-270 Managed Lanes Study Process/NEPA Noise
5/14/19	Hard Copy Submission Form	I do not have comments on ARDS. This will not affect me until construction starts near Route 5. ¶¶I did not fully understand the presentation. I thought construction was starting in Alexandria. I do have comment about noise wall materials. It needs to prevent noise. Material used on Indian Head Highway does not reduce much sound.	Public Involvement Noise
5/14/19	Verbatim-Court Reporter	COURT REPORTER: Basically I'm going to ask your name and your address. [name redacted]: Sure. Can I give my mailing address. It would not be a Maryland. It would be a District of Columbia, is that okay? My name, [name redacted]. [name redacted]. Last name is [name redacted]. [name redacted]. COURT REPORTER: Okay. [name redacted]: My address is [address redacted]. COURT REPORTER: Okay. Now all I want you to do is just give your thoughts and comments. [name redacted]: Thank you very much. I have a couple of concerns. The first concern I have after being or reading and listening to the other folks and their material is that we're building additional roads to add additional cars and a lot of cars to pay. I've been watching the piece on 66 and the toll roads and how the congestion in that area limited only slightly, not as significant as it was first recommended that it would. And so I'm concerned that this too would be that kind of lanes where we might have the toll road but not to use as often or use at any appropriate time. The additional thing is the funding. I understand this is a P3 project and there's going to be funds with the tolls and it's a private entity up fronting the money for a 50-year period. I'm concerned where those funds would go and who would be responsible for caps and how that process would work and would there be an independent body that set the costs for the lanes, and who would actually decide what that would be and then who would maintain it over time. Fifty (50) years is quite a long time and clearly a long time enough for no one to remember who said what, when and where, but I'm definitely concerned about that. In addition, I am concerned about whether or not there was a consideration for walkers and other options for transportation. One thing that I have seen through the years of just being around in the community is that when there are no options for individuals to have to safely walk, customers with disabilities, senior citizens, et cetera, you're always going to find someone walking on a highway and so forth where it may not even be safe. They're still there as a option. So I'd like to ask that you all consider what could be done throughout this whole new toll lane area where walkers would be considered. I'd like to ask for more consideration for the multi-modal area. When I first read this or when I got my flyer in the mail because it was purple as in the new Purple Line coming, it demonstrated or I thought it demonstrated that the Purple Line would be traveling all the way around to past Suitland to near the Oxon Hill area off of the 495/295 exchange. But since being here, it demonstrates on a different slide that that is not the case. That it is still only going to be Purple Lines up in the New Carrollton, Silver Spring, Rockville and Bethesda area. So just a suggestion to use other colors which would be helpful and prevent confusion of the community of where and what is trying to be managed. Thank you for the opportunity to speak on these particular issues and I look forward to just seeing and understanding more about what's going to happen in the community. Have a great day. COURT REPORTER: Thank you very much.	Effectiveness of Proposed Alts. in Addressing Traffic Toll Rates Pedestrian/Bicycle Access Public Involvement
5/14/19	Verbatim-Court Reporter	[name redacted]: So I'd like to talk to you in a meaningful way. COURT REPORTER: Can I have your name? [name redacted]: [name redacted]. COURT REPORTER: Can you spell that? [name redacted]: [name redacted]. Middle initial [name redacted]. COURT REPORTER: Can I have your address? [name redacted]: [address redacted]. COURT REPORTER: Go ahead. [name redacted]: Fort Washington, Maryland. COURT REPORTER: Do you have the zip? [name redacted]: 20744. It's right around the corner. COURT REPORTER: Okay. Thank you. Just give me your thoughts and comments on the recording. [name redacted]: Well, what I just shared with everyone, the two gentlemen I talked to, my question is they couldn't give me a straight answer, but who considers things like highway design because that is one of the things that adds to traffic congestion. Things like the exits and the on and off ramps or whatever. More consistency would make the traffic flow a lot smoother. Also, I drove up to Atlantic City on Saturday so I took 95, BW Parkway to 95 and that last toll booth. When you get up you're kind of going through the grade so you think you're going to the tunnel, I mean not tunnel, gate that you're supposed to go to, and then all of a sudden everybody realized they're in the wrong line. So there was a lot of people trying to exchange. So all they need to do is just kind of be consistent with how they do it. So if they want to have two EZ-Passes here, two cashiers, and that would ease some of that. Now the good news is that was during the day. But what would happen if they had a lot of heavy traffic in the evening or inclement weather. That could be a disaster so the other things, you know, it's not a lot of debate going. You're going to have to do new construction. You're going to have to do this. You're going to have to allow for this. I don't know all the roads on that but one of the things we can do something about is just be more consistent. And the other thing I shared with them was I don't know when this happened, but there used to be a rule or law that said that big heavy trucks could not be in the left-hand lane, but they shortly after that, they put a lot of the exits on the left. So like if you was going 95 up towards Columbia, Maryland toward Baltimore, that's 65 miles per hour. But the	Support for Alternate Transportation Improvements Traffic

Date	Method	Submission Text	Assigned Comment Themes
		<p>bigger trucks in the left lane and the buses be in the left lane. So it's not consistent. That's the interstate. I got that but the same thing is popping up on the state roads as well. So those were the two main concerns I have and now I also drive into Washington, D.C. a lot and you got to watch visibility. When they first put the Beltway around here, they took a lot of look at where the sun was shining. But otherwise, visibility is important. Other than that, we need to collaborate with the school systems around the state. I'm a retired educator. I used to teach in this building. And one of the things that they did was they took driver education out. I believe a lot of people assumed that a lot of the problems are caused by the young people. A lot of these are caused by seasoned people who felt like they're elite and the rules don't apply to them. You know, everything gets managed by cameras now. They know that they're not going to lose points on their license for a moving violation. The standard used to be that any moving violation, you get points and you get a warning after three to 6 points. And then after that your license can be suspended and it can be revoked, and then there was a court case which we don't need to waste time with, the guy, somebody, he's a relative of somebody's car and he got the tickets for it. From the video camera. So that's not just a bias on my part. That's a fact. So if we were talking about children, we would be talking about internal control versus external control. We would assume that a mature person would control themselves on the highway. That's what we're not getting. People are not seeing police officers out there in a lot of places unless something is really wrong. So if we were able to do more consistency, especially in key areas. That would take care of some of the congestion. Some of it is volume. Yes. Some of it you can't do anything about. But a lot of it would flow smoothly with more visibility and consistency. And that's what I see. COURT REPORTER: All done? [name redacted]: Yeah. All done.</p>	
5/14/19	Verbatim-Court Reporter	<p>COURT REPORTER: What is your name? [name redacted]. COURT REPORTER: Spell your name. [name redacted]. COURT REPORTER: Uh-huh. [name redacted]. [name redacted]. COURT REPORTER: And your address. [name redacted]: [address redacted]. COURT REPORTER: What's the zip? [name redacted]: 20748. COURT REPORTER: Okay. Now what I'm going to ask you to do is just tell me your thoughts. I want you to think about it, any concerns that you might have. You can say what you might have. You really don't have to say anything. Just rattle on. [name redacted]: Okay. COURT REPORTER: If you think of something else, don't worry about it. [name redacted]: Okay. COURT REPORTER: All right. Go ahead. [name redacted]: Can I have a discussion which is really regarding the future plans from the SHA. They have the 8 Alternatives. My concern really was about the sound barriers and my development is right near the Tanger Outlets, MGM Grand, and the Tanger Outlets. So we have been overlooked in my opinion for quite some time. I know the sound barriers are going to go up to Branch Avenue MD 5. However, it's excluding where we live. And with the new development that has occurred already, I feel that something should be done. I was told that a separate study was being conducted, but I would recommend that the current contract be modified to include beyond MD Highway 5. So that's my thoughts for today. I'm going to go over to the Workshop and voice my concerns again. Thank you. COURT REPORTER: When you go to the Workshop, did you want to come back. I'll be sitting there. [name redacted]: Thank you. COURT REPORTER: Nice talking to you. [name redacted]: Same here. COURT REPORTER: I've got it on the record now. [name redacted], go ahead. [name redacted]: Oh, okay. COURT REPORTER: Tell me what you're thinking. [name redacted]: My thought pattern was the same as before. With all the new development and everything and they're waiting for Virginia to connect but the failures and everything before they can help us on the Maryland side. Well, that's a joint effort. But the thing about it. I couldn't get a date, how long is this study, you know, when is the projected study going to start? I got no answer to that. If you say you're going to do a future study, I would think we have some time frame to be associated with the project. Well, that was my concern and not only mine, my neighbors as well. That's what I got out of it. I mean I talked to Station 4 and Station 6 and basically got the same answer, a delayed study. So I didn't get anywhere. I'll keep advocating as well as my community members will. That was my concern there. COURT REPORTER: I have it recorded obviously now. [name redacted]: Thank you.</p>	Noise
5/14/19	Email	<p>Subject: Please no mess like the toll lanes in Virginia. Only the politicians who got brides benefited. VA could have easily added lanes both ways in the space they used for the toll roads. Nothing could be worse than what they did in Va !!!!</p>	Opposition to General Price-Managed/Toll Lanes
5/14/19	Email	<p>Terrible idea. Short term solution to a long term problem. Any decision to go forward with this will have negative political consequences for Republicans on the state. Rethink and come up with a more sustainable/less damaging solution.</p>	Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic
5/14/19	Email	<p>Subject: RE: Interactive link Thanks you for providing the information. Do you have any concept plans or description for a potential I-270/Gude interchange?</p>	Analysis Methodology Public Involvement
5/15/19	Online Submission Form	<p>Everyone knows that Hogan's plan will be a temporary band-aid on a sucking chest wound, at best. No matter how many highways you build, you can't stop accidents that will shut down the entire system, like the over-turned diesel tanker truck that shut down the outer loop for nine hours, last month. Every penny you spend on expanding I-270 and the Beltway will be wasted. We need mass transit. Nothing else will do!</p>	Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Safety
5/15/19	Online Submission Form	<p>The I-270 is a mess everyday. We need to get it fixed. the Montgomery county ranks #2 on the worst traffic congestion in the nation. The Montgomery county was asking Amazon to open their second head quarter here. We do not have infrastructure to support the current congestion, how will we support additional traffic flow. Of course any new business will look into this before opening their office/business here in the county. We have everything here in the county all we need is to have this awful traffic congestion relaxed. I support ALT 13C & ALT8. These two look more workable and will provide an excellent support to reduce the commuters time. Shahid</p>	Traffic Regional Economy Support for Specific ARDS Build Alternative Support for Specific ARDS Build Alternative
5/15/19	Hard Copy Submission Form	<p>Purpose & need needs to encompass big picture goals that Montgomery County has to reduce emissions by 80% by 2030. Environmental impacts needs to include health care costs of increased asthma & deaths due to air pollution of increased and traffic capacity. Bus rapid transit needs to be tried first, before any highway widening. P3 needs to commit to improving Bus Rapid Transit in Clarksburg to points South every 10 minutes. That is the only way to increase ridership of mass transit. This improvement should be demanded before any company charges tolls on I-270 very concerned about climate change first and foremost.</p>	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Transit Climate Change



Date	Method	Submission Text	Assigned Comment Themes
5/15/19	Letter	Please do a full environmental study. If this road turns out to be a mistake, there are no take backs. The mess will have been made and cannot be fixed. Sincerely- the future.	I-495 & I-270 Managed Lanes Study Process/NEPA
5/15/19	Online Contact Form	I do not think widening 270 and/or the beltway is a good solution. I am not in favor of it. I also do not like toll lanes - especially ones with varying prices. More HOV enforcement and more metro/busing/rail options would be better.	Opposition to Highway Widening Opposition to General Price-Managed/Toll Lanes Opposition to Express Toll Lanes Support for High-Occupancy Vehicle Lanes Support for Transit
5/15/19	Online Contact Form	The Age of the Romance of the Automobile is over. When I was a teen, my family of seven got in the station wagon on Sunday afternoon and took a drove to "anywhere". What respectable teen today would get in the family car with four sibling and parents and spend a couple of hours touring the countryside together for fun? Boys tinkered with their cars to make the muffler loud and add other adornments to attract girl's attention. They cruised their hot rods down Main Street past the hamburger joints where we had our meal brought to us on a tray which fastened to the partly opened window. After burgers and milkshakes we would go to the drive-in movie for a double feature. NO LONGER! An automobile had become an expensive appliance which sits unused for 90% of the time. Young people are attracted to an urban lifestyle and want to travel quickly to their destination. Finding a parking space is a time wasting endeavor. What's needed is an efficient reliable convenient transportation system with well-designed hubs for transferring from bus to rail or air seamlessly. Expanding highways is so 20th Century. LET'S PLAN A VISIONARY TRANSPORTATION DESIGN FOR THE FUTURE.	Support for Alternate Transportation Improvements Support for Transit Opposition to Highway Widening
5/15/19	Online Contact Form	I wish to go on record as opposed to tolls. I don't believe they are a customer friendly alternative and I question if they aren't just a revenue generator for the private company. Efficient mass transportation would be a more effective and environmentally friendly way to address congestion. As anyone who has used a toll road knows there is no change in traffic demands and accidents cause an even greater problem due to a lack of easy access to the road. Tolls created economic disparities as they allow people who can afford them access to infrastructures that people of fewer means can't equally access. I don't believe our state should support efforts to create greater disparities amongst its citizens. Lawmakers should do the hard work of raising revenue/budgeting for infrastructure improvements rather than doing 'tax cuts' that only result in greater individual out-of-pocket expenses for its citizens. Taking peoples homes to allow more cars access to a road does not seem to be an ethical choice.	Opposition to General Price-Managed/Toll Lanes Public-Private Partnership Program Support for Transit Support for Alternate Transportation Improvements Safety Social Equity Effectiveness of Proposed Alts. in Addressing Traffic
5/15/19	Online Contact Form	I am really sad to hear about the road expansion as it will not resolve the traffic congestion. Money could be better spent on public transit systems.	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Support for Transit
5/15/19	Online Contact Form	I agree that something needs to be done to address traffic concerns along the I-270 corridor and that MD needs to address the single bridge into VA. However I am absolutely opposed to any solution involving ETL. This solution only create greater issues and ultimately only help those who can afford to pay. This will also play into issues that the Montgomery County Public School system is working to address regarding the lack of parity in the quality of the public schools in the district. If we put in Express Toll Lanes then those areas (like the Kentlands, Clarksburg, etc.) will attract home owners / tax payers able to pay the toll for a reasonable commute (i.e., wealthy). This will then concentrate wealth in small pockets further increasing the difference in quality schools. I believe increased HOV lanes and reversible lanes depending on traffic is the best course to assist all tax payers. But a greater solution is to build up communities around metros. We also need to address the fact that there is a single point of entry into VA from lower Montgomery County. We need another bridge into VA / DC. It is expensive and only helps in the long-term, but will have the greatest benefit for ALL off MD. All of these solutions with tolls lanes will not affect the problem, just shift it to local roads that are already overburdened.	Traffic Opposition to Express Toll Lanes Social Equity Support for Alternate Transportation Improvements Support for High-Occupancy Vehicle Lanes Effectiveness of Proposed Alts. in Addressing Traffic
5/15/19	Online Contact Form	Expanding 270 close to neighborhoods is not the answer to our traffic problems! Please pursue other options. The noise and environmental pollution are a significant concern, as is the impact on those who will be forced to move when their land is impacted.	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements General Environmental Impacts Noise Property/Community Impacts
5/15/19	Online Contact Form	Hello, I have a couple comments/questions regarding the proposed widening of 270. If there were another major bridge across the potomac, there would be no need to widen 270. Is this not something that has been studied? Also, regarding the plan to widen the highway, if I understand correctly, some of these lanes will be toll lanes. Why would we charge our residents when we have some of the highest taxes in the country paying for our roads?	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Opposition to General Price-Managed/Toll Lanes



Date	Method	Submission Text	Assigned Comment Themes
5/15/19	Online Contact Form	I am wholeheartedly opposed to the widening of Highway 270! I have lived in Rockville my whole life and loved through the last expansion of the highway. Making the highway bigger WILL NOT help traffic! The best option for relieving congestion on 270 is to continue Highway 200 into Virginia! Much of the traffic heading south in the morning is going over the American Legion Bridge and then going west toward Loudoun County! 200 has helped relieve congestion on 495 and I use it exclusively when traveling the Baltimore from Rockville. Continuing that to VA would be more beneficial than anything the state does to 270 and 495!! Please, please reconsider this proposal!!	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements
5/15/19	Online Contact Form	Please reconsider the plan to expand 270. As one who was born and raised in Los Angeles, I am very familiar with the plight of excess traffic and not enough public transportation. I can tell you with certainty that expanding the highway will NOT decrease the traffic problems. By the time the expansion is complete, the traffic will have increased to fill the extra lanes, particularly when the extra lanes are designated for HOV or toll. The rest of the lanes will be equally crowded if not more so, but in the meantime we will have decreased property values, increased frustration for homeowners because of noise, traffic, and potentially imminent domain, and the bottleneck taking place on 270 north of where the expansion is planned will only increase in magnitude as you go from 8 lanes down to 2. Any expansion should take place further north, but the real issue is alternative public transportation and mass transportation options. I have been a fan of Gov. Hogan as one who can get along on both sides of the aisle, but this short-sightedness has caused me to lose faith in his decision-making and will likely cost him my vote. Please reconsider.	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Support for Transit
5/15/19	Online Contact Form	We are opposed to these changes as they will negatively affect our traffic, be noisy and disruptive And provide more discomfort to our community!	Property/Community Impacts Opposition to I-495 & I-270 Managed Lanes Study Traffic Noise
5/15/19	Online Contact Form	I oppose the proposed I-270 expansion without proper scientific study. Here are the topics which should be looked at: 1. The need for another river crossing -extend the ICC into VA. 2. Incentives for telework and carpooling 3. More public transit and light rail 4. Projection of what the impact of self-driving cars will be	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Analysis Methodology Promote Incentives to Reduce Vehicles on Roads Support for Transit
5/15/19	Online Contact Form	Please, please do not take any action on widening 270 without intensive consideration for public transportation. Going forth without such consideration is unconscionable in this day and age of very badly needed public transportation. Shame on you, Hogan, and all who are supporting you in this endeavor without public transportation options.	Support for Alternate Transportation Improvements Support for Transit Opposition to Highway Widening I-495 & I-270 Managed Lanes Study Process/NEPA
5/15/19	Online Contact Form	I acknowledge that methods to decrease traffic/congestion should be explored, but widening I-270 is not a viable option for a long-term solution. Eventually, the congestion will increase and we will be right back where we started. My employer offers incentives for taking metro and that is how I commute to work daily when I only work five stops away from my home. It would be more timely to drive, but it's good exercise and one less car on the road. This expansion will destroy long standing communities and businesses that are adjacent to the highway. A solution that will improve traffic flow but not ruin existing communities must be explored with due diligence. Failure to do so would be irresponsible on the part of our elected leaders.	Traffic Effectiveness of Proposed Alts. in Addressing Traffic Commute Property/Community Impacts Support for Alternate Transportation Improvements I-495 & I-270 Managed Lanes Study Process/NEPA
5/15/19	Online Contact Form	Please do not expand 270/495. This will impact my neighborhood negatively. Highway sound will increase, property values may decrease, and construction will impact traffic.	Opposition to Highway Widening Property/Community Impacts Noise Traffic
5/15/19	Online Contact Form	I'm acutely aware of the traffic congestion, but really don't think expanding I-270 is the solution. Realistically, the solution needs to be another crossing over the Potomac, further west, which I realize is going to be expensive and there'll be numerous obstacles. Logically, I-370/200 would be extended westward and mostly likely connect with VA's Rt. 28. Like Boston, the DC Metro area needs an outer beltway. Also, the rail system needs to be greatly expanded, both in the number of trains that run and additional rail lines added (which don't require the same amount of land). Probably the least expensive component would be to greatly expand bus transit options, including dedicated buses to Tysons Corner, Reston, etc. The trend to maximize development near the Metro lines should also continue, and really making communities safely walk-able with the stores (grocery in particular) within reasonable walking distance should continue. Promoting teleworking and carpooling as part of the solution should also be done.	Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic Traffic Support for Transit Promote Incentives to Reduce Vehicles on Roads
5/15/19	Online Contact Form	I firmly oppose to the widening of I 270 in Rockville. I am concerned with noise, air pollution, destruction of green areas, and consequently health problems. The widening promotes the use of more and more cars. I am convinced other things can be done to diminish traffic in our area instead of widening the I270. Furthermore , I ask you and all oir elected officials to use the same funds to	Opposition to Highway Widening General Environmental Impacts Air Quality Noise

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		invest in a high speed train, to connect major cities with Washington DC, or at list to extend the Red line metro to Frederick county and perhaps to Baltimore. We are the only developed country that doesn't have a high speed train.	Forest Buffer/Undeveloped Land/Parkland Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Support for Transit
5/15/19	Online Contact Form	I support the effort to relieve congestion on I-495 and I-270. The creation of toll lanes is a practical way to finance the improvement. Thirty years ago Maryland expanded the lanes on I-270. I am sure that effort was expensive and disruptive. But I have benefited from that investment since moving to Rockville in 1991. We should make a similar investment for future generations. The current opposition smacks of short-sighted NIMBYism.	Support for General Price-Managed/Toll Lanes Support for I-495 & I-270 Managed Lanes Study
5/15/19	Online Contact Form	The governor is rushing this lane expansion without properly studying it and projecting what transportation will be like 20 years from now. The current plan will be disruptive, costly, and not achieve what is hoped because it looks back not forward in my opinion. Some things that need to be looked into in no particular order: 1. we have needed another river crossing for the past 30 years-extend the ICC into VA. 2. Incentives for telework and carpooling 3. More public transit and light rail 4. Projection of what the impact of self-driving cars will be. Just look at the changes we have seen with current car technology and apps like uber and imagine how one could control transportation. Most people might not even need cars; fewer accidents and traffic tie-ups, etc. Please don't throw our taxpayer money down the drain with old ideas- study the problem and make Maryland state-of-the -art for transportation.	I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Support for Transit Analysis Methodology Safety
5/15/19	Online Contact Form	The governor is rushing this lane expansion without properly studying it and projecting what transportation will be like 20 years from now. The current plan will be disruptive, costly, and not achieve what is hoped because it looks back not forward in my opinion. Some things that need to be looked into in no particular order: 1. we have needed another river crossing for the past 30 years-extend the ICC into VA. 2. Incentives for telework and carpooling 3. More public transit and light rail 4. Projection of what the impact of self-driving cars will be. Just look at the changes we have seen with current car technology and apps like uber and imagine how one could control transportation. Most people might not even need cars; fewer accidents and traffic tie-ups, etc. Please don't throw our taxpayer money down the drain with old ideas- study the problem and make Maryland state-of-the -art for transportation.	I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Support for Transit Analysis Methodology Safety
5/15/19	Online Contact Form	Watching the news this morning...another first...the highest CO2 levels ever recorded were measured this year. Building more and more roads certainly does not address the real threat of climate change. Our citizens have to start using public transportation, one car per person is no longer a viable option. Spend tax money wisely and use it to better public transportation options.	Climate Change Support for Transit Opposition to Highway Widening
5/15/19	Online Contact Form	I have lived in the MD DC VA area all my life, and have seen the pattern occurring now in Montgomery County over and over again: develop, develop, develop - everywhere I drive- in already congested areas - I see more condominiums being built, blocks and blocks and blocks of them. All of those future residents will have cars, only adding to the congestion on every highway and every road and every existing parking lot. More highway lanes will only bring more building and more gridlock and does not even address where all those cars go when they get off the highway. I have been a resident of Rockville for 17 years, and I am extremely dissatisfied with how much building has been allowed to occur without regard for the level of congestion it causes and the quality of life that congestion diminishes. Now you want to displace people from their homes to solve the problem of overcrowding that overbuilding caused. We should be doing everything we can to make the county greener, not contributing to the deadly warming of the planet	Effectiveness of Proposed Alts. in Addressing Traffic Climate Change
5/15/19	Online Contact Form	I am totally opposed to all of the alternatives presented since no environmental impact has been determined and the financial impact may end up charging the residents of Maryland. The governor has made no effort to expand mass transit alternatives that will stop the use of carbon fuels. Please go back to the drawing board, collaborate with DC and Virginia and develop alternatives that can serve us in the coming centuries.	I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to I-495 & I-270 Managed Lanes Study Support for Transit
5/15/19	Online Contact Form	I am not in favor of the toll lanes or beginning work in the lower part of 270. The expansion needs to be above 370 where the road narrows. This is not a positive move for the lower part of 270. The traffic patterns will continue to expand as the roads expand so this is not a long term solution. Please do not impose this on us. This is not why we re-elected Gov. Hogan.	Opposition to General Price-Managed/Toll Lanes Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic
5/15/19	Email	I'm writing to express my concerns about the Beltway widening project. This project is moving full steam ahead without the proper study on everything from environmental impact, to congestion, to the impact on the community and businesses. From an environmental perspective, we need to study what will happen if this is put in place. As our climate changes we need to be forward-thinking about how we move ahead with projects that could increase the negative effects of climate change. It seems likely that a massive project such as this will increase the number of cars on the roadway, thus increasing pollution while decreasing the acres of green space and trees offsetting this pollution (since several hundred acres of parkland would need to be taken for this project). We really have no idea of the impact, since there has been no study. In addition, the disruption of this project to homes, communities, and businesses can not be understated. I live just a few hundred yards from the existing Beltway barrier, and homes in my neighborhood where people have lived happily and raised families will be demolished under this plan. The neighborhoods that are right up against the beltway in Silver Spring are not eyesores, nor crumbling disconnected clusters of homes. These are vibrant, well-cared for, engaged communities that would be completely	Air Quality Analysis Methodology Climate Change Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Noise

Date	Method	Submission Text	Assigned Comment Themes
		<p>disrupted by this project. We already live near the Beltway and have to deal with the impact of noise and pollution on a daily basis. This project would only increase that and would greatly harm our quality of life. Several businesses in my area would also be demolished under this proposal. George's, the neighborhood barber shop where my husband and children have had their hair cut for their entire lives is on the list. It's a place where we are welcomed by name, that has a huge following, that creates a livelihood for many and a gathering place for the community. Donna, the owner, was the one who fixed my daughter's hair when as a toddler she cut it herself. Barber Tony has helped my teenage son find a "cool" haircut that eased him into high school life. In this same shopping center is the dry cleaner where the owner gives out candy and knows our phone number by heart, and the corner store which was a safe, walkable destination for my kids when they were young and craved a treat and some independence. These stores are part of the fabric of our area and would be demolished under this plan. I have very specific concerns about the proposal to have the only on-off ramp to the toll lanes (besides the beginning and the end) at the Colesville Road intersection. This intersection is where Montgomery Blair High School is located. Blair High School is the largest high school in the state with over 3,000 students. To begin with, the Beltway widening plan would take part of Blair High School's property, bringing the beltway even closer to students. The increased traffic would also bring increased pollution to these thousands of students. This 2019 study from the National Bureau of Economic Research notes that students in schools in areas with greater levels of pollution because they are near highways "experience decreases in test scores, more behavioral incidents, and more absences" compared to schools that are further away from air pollution caused by traffic from highways. "Even within zip codes, microclimates can contribute to inequality," the study finds. In addition, other studies have tied a rise in asthma directly to car exhaust. Think of the impact that will have on young, growing children. Putting an on/off ramp to the toll lanes at this interchange will also put students at risk in other ways. Thousands of students at Blair High School walk to school every day. Currently many of them, including my two children, have to cross two Beltway on/off ramps on either side of the street as they walk to school during the rush-hour commute and after school. Every day, these students take their lives in their hands as they cross these ramps while distracted, busy commuters eager to get to work speed onto and off of the Beltway. Putting additional ramps there and increasing the traffic flow is putting students in danger. It will be only a matter of time before a student walking to or from school is hit by a car and injured or killed. Obviously, I'm particularly familiar with Blair High School's situation, but you would find similar impacts--environmental and traffic--for other schools, including Eastern Middle School in Silver Spring and others in other parts of the state. Even aside from having to cross these new ramps, making the Colesville Road area the one place along the route that commuters can get on and off the road will bring more traffic and cars to the area in general. That is exactly the opposite of what we need. At least two students were hit by cars around the school this year and injured and one staff member was also hit by a car and injured. In one year! Think what will happen with increased traffic drawn to the area by the entry to the toll lanes. Again, this project will put our students and school staff at terrible risk. In addition, my understanding is that there is currently a plan to put a stoplight at the intersection of Colesville Road/Granville Dr (on North Hills side)/Hastings Dr. (on Indian Springs side). With increased traffic coming off the Beltway from the toll lanes, this stoplight will do exactly the opposite of what the beltway project claims to intend. It will stop cars right as they are getting off the beltway and toll lanes toward downtown Silver Spring, backing traffic up onto the Beltway. Currently this is exactly the type of thing that happens at the Georgia Avenue exit, which backs traffic up there. By making Colesville Road the spot for additional on/off ramps for the toll road the problem will be exacerbated exponentially. I have many additional concerns about this project that range from the funding mechanism, the outlay of billions of dollars with little study to predict effectiveness and the fact that many, many experts have deemed that projects like this DO NOT have the desired long-term effect of improving traffic. I'd encourage you to take a look at two Ted Talks that address this issue: Peter Calthroe, 7 Principles for Building Better Cities Jeff Speck, The Walkable City I'd also like to invite you to my house to take a tour of our area, meet the people who will experience the negative effects I've described, and to see first-hand how this Beltway project would impact my community. I'll even provide home-baked cookies to tempt you! Thank you for your time and for paying close attention to this issue. It's not just an academic exercise. This project would have a massive, widespread negative impact on the quality of life for everyone who lives in this area -- not just the people impacted by the construction. Every study I've seen shows that these types of projects do not have the desired effect of easing traffic long-term, yet they would waste billions of dollars, create massive upheaval in communities, bring additional pollution and would be a huge step backward in finding environmentally smart ways to address climate change. Thanks for your consideration. Please feel free to contact me at any time with questions.</p>	<p>Opposition to I-495 & I-270 Managed Lanes Study Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Safety Social Equity Traffic</p>
5/15/19	Email	<p>As a resident of Rockville for 40 years, I have watched unbridled development along the corridor without a mass transportation plan. As water levels rise, the temperatures increase, and our warning to fix the environment as we only have 12 years until no return of our earth as we know her, how can you consider further pollution and increased gas emissions as a solution? Why not help by using Express buses, with a dedicated lane, as they do in Queens, NY? I am very opposed to expanding 270.</p>	<p>Air Quality Climate Change General Environmental Impacts Opposition to Highway Widening Support for Transit</p>
5/15/19	Email	<p>I don't see any evidence that putting in toll lanes decreased traffic in Virginia or Florida (where I know people that lived through similar projects). Unless someone is taking BRIBES I don't see why anyone would support this plan. Please go with your conscious. What will your grandkids say about your short sighted decisions?</p>	<p>Opposition to I-495 & I-270 Managed Lanes Study Effectiveness of Proposed Alts. in Addressing Traffic</p>
5/16/19	Online Submission Form	<p>Alt 1 - no build - is the only alternative I can support due to the other options' impacts on public health (e.g., additional motor vehicle-generated particulate matter and noise pollution), undemocratic seizing or destroying private citizens' property and quality of life, and destructive impacts on existing communities -- all in an era of global warming, climate variability/change, and the 6th mass extinction. Serious investments should be made in city and town planning to better distribute (preferably co-locate) workplaces, homes, schools, service providers, and transit to reduce the need for private vehicle use of these existing roads.</p>	<p>Support for Alternative 1/No-Build Promote Incentives to Reduce Vehicles on Roads Climate Change Air Quality Noise Property/Community Impacts</p>

Date	Method	Submission Text	Assigned Comment Themes
5/16/19	Hard Copy Submission Form	We were recently picked over by major employer Amazon for locations in NYC and Crystal City Virginia even after they left NYC they still havent looked at White Flint or Forest Glen/ Silver Spring. The current plan of funneling all of the county and all points worth to cross the Potomac at the American Legion bridge. We need a new bridge from Potomac to Great Falls that would give easy access to dulles for White Flint and make the rest of the American Legion Bridge traffic decrease so that Silver Spring will be attractive.	Support for Alternate Transportation Improvements Regional Economy
5/16/19	Hard Copy Submission Form	My recommendation is for ALT 9: 2 HOT managed lanes or ALT 10: 2 ETL managed lanes and 1 HOV managed lane (I-270 only) The benefits for these in time savings are the greatest. The traffic for the last 4 years trying to commute from Montgomery Village, MD to Reston, VA was next to impossible. I'm not sure your model really reflects how bad the evening commute really was of about 1 1/2 to 2 hr instead of 34 minutes at the peak. Even travel from Gaithersburg to Rockville can be difficult during the morning peak for doctors appointments during the current days.	Support for Specific ARDS Build Alternative Traffic Support for Specific ARDS Build Alternative Analysis Methodology
5/16/19	Hard Copy Submission Form	Traffic is horrible in this area - on that we can agree. But expanding the highways is NOT the answer. We should all be concerned about climate change. Bringing down more trees, paving the land with petroleum-based products only leads to more pollution of our land and water. And building more highways/lanes only leads to more development and does nothing to alleviate traffic. Making them toll lanes makes only the wealthy can use them even though we all paid through our taxes.	I-495 & I-270 Managed Lanes Study Process/NEPA Climate Change General Environmental Impacts Effectiveness of Proposed Alts. in Addressing Traffic Social Equity
5/16/19	Hard Copy Submission Form	Too much, too fast... Stop this project!	Opposition to I-495 & I-270 Managed Lanes Study
5/16/19	Hard Copy Submission Form	You guys are on the right track. The screamers are never going to be satisfied. I travel these roads all the time. We need this yesterday.	Support for I-495 & I-270 Managed Lanes Study
5/16/19	Hard Copy Submission Form	It's really disappointing that transit-related options are not being considered. Lane-widening is a step in the wrong direction that will have negative permanent effects on the community and the economic prospects of the area- investing in transit if what makes people want to live somewhere, somewhere where they're not chained to their cars and have the freedom to get around. Cars have costs far beyond hours in traffic. They're the leading cause of death/injuries in the country. I've been in two car accidents since moving here for a job, and it's taken a huge toll on my body, and I just wish it were possible to get to work on the bus or the train. The cost on the environment goes without saying. Cars diminish our sense of community compared to public transportation, since we remain isolated in our cars. I've lived in NY, Boston, Philly and now here, and Maryland has by far the worst extended train network. In any of those other cities, you can take the train far into the suburbs in many directions. The effects are clear when you look at the development and where people in in this state, up and down around the highway, putting up with miserable commutes. While other areas move forward, Maryland is taking a huge step backwards with the proposed widening and marking this area less and less livable. Even if we don't have the money for transit now, we should not widen the highways, and instead invest in a better future.	Support for Transit Safety General Environmental Impacts Traffic Opposition to Highway Widening
5/16/19	Hard Copy Submission Form	Unclear how reducing the need for commuting outside county is being addressed. In the next 10-20 years focus should be on improving quality of live by working closer or increasing tech jobs, clean energy and pollution reduction.	Promote Incentives to Reduce Vehicles on Roads
5/16/19	Hard Copy Submission Form	I firmly believe believe that all of us suffer and want to improve our lives. I also believe you- no matter what you proport/contend you are already set on a solution and you should have done required and objective studies before even making these proposals. You are so wrong- VA is a mess and so is the work done in Atlanta. Backup- take a pause- and listen to park and planning evidence. Walk and ride into affected neighborhoods before you destroy homes, businesses, watershed, etc.	I-495 & I-270 Managed Lanes Study Process/NEPA
5/16/19	Hard Copy Submission Form	I am concerned about the effects pollution from this project would cause. Deaths from asthma and the health care for asthma need to be considered. This project is very expensive and would take a long time. Even if it was built. no one would use it because it is toll roads like these are too expensive to use on a daily basis. What our focus needs to be on is mass transit, we need to improve local transportation so that getting to bus stations isn't an issue. Other areas in the world and even in the county have great mass transit. We should focus on clean sustainable mass transit instead of highways that cost too much and take too long to build.	Air Quality Social Equity Support for Transit
5/16/19	Hard Copy Submission Form	Widen 270 North from Mont Village all the way to Frederick to include Route 15. Fix Inner loop Beltway at US Rt 1 to stabilize lanes. Why didn't Clarksburg outlets improve 270 is widen. It contributes to backups especially November and December. Tolls will benefit administration or company managing tolls. It will be additional expenses many can't afford. Require additional development along 270 to improve roads or limit. How is this being financed? 270 & 495 are dangerous enough already. More lanes will make it worse. These needs to be more communication & public. Mr. Hogan Don't force this down our throats.	Support for Alternate Transportation Improvements Social Equity Safety Public Involvement



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5/16/19	Hard Copy Submission Form	You're talking about accommodating anticipated growth by enlarging highways to a central sort of imagined business. Where is the person who can stop this funneling approach? Where is the person who will have the strength to say keep the roads as they are and encourage business growth away from the center. Your plan paints a picture of Montgomery County and DC as a nightmare! Please put on your glasses!	I-495 & I-270 Managed Lanes Study Process/NEPA
5/16/19	Letter	<p>Public Workshop Comments Hello, Alternative 1- No Build, is the optimal solution. To spend billions of dollars widening the highway for a short-term solution that permanently changes the landscape of the region and erodes our environment is irresponsible, at best. All alternatives that call for widening 495 and 270 are not appropriate for the region. The perceived benefit is Gov. Hogan will get credit for taking action to address traffic in the DC area. The real problems are: The loss of trees that make the air we breathe. The demolition of wetlands, parks and trees, and loss of habitat for wildlife that already poses a danger to motorists. The cost of construction vs. short-term gain. The demolition of houses in a region that lacks enough affordable housing; the demolition of historic properties; and the cost of compensating homeowners. The cost of maintenance of snow removal in the winter, and pothole work in the summer, indefinitely. The fact that the region will still need to spend more money to alleviate traffic in other ways. There is no widening of Georgia Ave, Connecticut Ave, Wisconsin Ave, New Hampshire Avenue, University Blvd, Viers Mill Rd, Randolph Rd., Colesville Road, East-Weet highway, Route 28, which are all major roads that are congested during rush hour. I am not suggesting the widening of these roads either, yet this is where a lot of congestion also takes place. The fact that this does not alleviate traffic in the District. There are hundreds of thousands of drivers from surrounding MD counties into whose daily commute is into DC. This does not include Virginia, West Virginia, and Baltimore. https://tinyurl.com/y54qfcs The fact that this will exacerbate bottlenecks of ramps. A five or six-lane highway onto a two or three lane local road with lights that are not timed will increase wait times on off-ramps. While highway data is more readily available, here is a link about bottlenecks in the country as a simile to describe the increased back-up on off-ramps. https://tinyurl.com/y5da5ook The disenfranchisement of individuals who cannot or will not pay twice a day for a faster commute. https://tinyurl.com/y3nnoy3s The high probability that this will not alleviate traffic, as there is very little evidence to support that widening highways actually works. This solution does not help those who do not take 270 or 495 during their commute daily (e.g. me). This includes people who live outside the beltway or are too close to the DC line that it makes no sense to go north to head back south. This solution does not address weekend traffic when more people are off of work coupled with out-of-towners who are not paying for a toll road. https://tinyurl.com/yxtyx2mJ Induced demand - while this may be debated, the goal of widening a highway is to accommodate more drivers on the road which induces demand. Finally, this article from the Brookings Institute summarizes the challenges of reducing traffic congestion. It is outdated and does not account for technology today. Nevertheless, this research paper clearly describes why widening a highway with tolls or otherwise is not a viable solution. https://tinyurl.com/y9nwgk While Alternative 1 is the most sensible and cost effective solution, there are more alternatives that can be explored to alleviate the problem. Option 1 In Dallas, they were successful in increasing highway speeds during rush hour because they allowed motorists to drive on the shoulders and had tow trucks standing by in case a vehicle broke down. For 6.3 miles this cost them 54.7 million dollars. I estimate 495 in MD as 45 miles. It would cost approximately 535 million to clean and repave the shoulders to let motorists drive on them from 6:00am to 10:00 am. If 54.7 million was only enough for one direction of the highway, that would still only be \$70 million to add two lanes of travel on each side without causing damage to the region homes, parks and environment. The right-shoulder can turn into a dedicated exit lane. https://tinyurl.com/y4fvqbd Option 2 Option 2 could be do Option 1, and then focus on the long-term strategy of getting cars off the road. The state can encourage flexible work schedules to reduce the number of workers that have to travel between 7:00am and 9:00am with economic incentives. The state can subsidize the parking + metro to encourage more people to take public transportation. The state can encourage companies to increase teleworking with incentives. County employees, if they do not have them already, can have AWS (Alternative Work Schedules), Telework Schedules, and Flexible work schedules. The State can continue to build bike lanes and bike paths and give more support to electric bikes. For example, I can bike from Bethesda to Judiciary square in 52 minutes which is 15.6 miles. Driving 13.6 miles to get to the same destination take me 1 hour and 15 minutes to an hour and 30 minutes. Supporting Evidence The way to reduce traffic is to reduce cars on the road. During the 35-day government shutdown in from December of 2018 to January of 2019, rush hour traffic on major highways improved. This is because federal employees were not driving to work. https://tinyurl.com/y3ka1829 Also, Traffic during the week should also be studied. My commute is always faster on Mondays and Fridays. This is because there are less people driving on Mondays and Fridays. Contributing factors are alternative work schedules for employees, so they have Friday or Monday off. Also, workers who take on Friday or Monday to extend the weekend. https://tinyurl.com/yyzdx99n I have lived in the DC area my whole life. I have seen the area grow and change from sleepy rolling hills to tall mixed-use buildings. The rapid growth meant that traffic congestion was destined to happen. And if the region continues to grow, traffic congestion may always be an issue. However, that does not mean our quality of life should suffer needlessly with overpriced highway expansion projects. We need a progressive response, not a dated response to traffic congestion. Business, large corporations, local government need to come together and make a plan that is thorough and backed by concrete evidence that it will alleviate traffic.</p>	<p>Support for Alternative 1/No-Build Opposition to Highway Widening Air Quality General Environmental Impacts Property/Community Impacts Regional Economy Traffic Social Equity Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Pedestrian/Bicycle Access I-495 & I-270 Managed Lanes Study Process/NEPA</p>
5/16/19	Hard Copy Submission Form	ALTS with 2 directional lanes (8-10, 13 B-C) provide the best delay reduction with passable lane option for slower moving vehicles ALT 10 preferred that provides both ELT and HOV	Support for Specific ARDS Build Alternative
5/16/19	Hard Copy Submission Form	This is a climate emergency - All projects must be screened for impacts on GHGS and on resilience CTO floods/extreme weather events and protection of critical ecosystems that sequester carbon/support flood management etc. Time for an ambitious mobility vision, carbon net zero, fit for 2030? Yes please. Not 1980's style response.	Climate Change I-495 & I-270 Managed Lanes Study Process/NEPA Water Quality/Stormwater
5/16/19	Hard Copy Submission Form	I'm a retired toxicologist with experience in both human health and ecological risk assessment. In conversations with ecologists, I'm being told that impermeable surface are the biggest problem in our loss of biodiversity. You are undoubtedly aware of the UN report indicating up to 1M species are in danger of extinction. Permeable surfaces accelerate this process by breaking up migratory	Water Quality/Stormwater General Environmental Impacts

Date	Method	Submission Text	Assigned Comment Themes
		routes and breeding grounds and increasing sedimentation life in surface waters in being choked as a result and even our groundwater aquifers are threatened. We must spend our resources on reducing population and stopping mindless development rather than continuing to build our own extinction.	
5/16/19	Hard Copy Submission Form	I strongly oppose giving up my front yard at the above address. While it will not take my house it will certainly decrease my trees and my house value. This will possibly end my life!	Property/Community Impacts
5/16/19	Hard Copy Submission Form	I personally would prefer the money allocated to this project move to transit improvement. I don't think that the information presented gives me a good sense of the improvements to congestion with each plan since your baseline is to compare traffic with all planned improvements and that your simulations run on the assumption of a fixed velocity in your toll lane. As an engineer, I know that data can be massaged and that sims live and die by their approximations of reality. We care about the delta each change makes and I'd like to know the delta that the other changes would make to projected traffic flow. If that's 80% of the improvements and these toll lanes are quibbling over +- 3% I think that's a major consideration. And if that fixed-spend assumption doesn't reflect reality then any estimated gain would be just conjecture.	Support for Transit Traffic
5/16/19	Hard Copy Submission Form	Future studies on I-270 should extend through Frederick City to at least Walkersville (15 & 26 interchange)	I-495 & I-270 Managed Lanes Study Process/NEPA
5/16/19	Verbatim-Court Reporter	COURT REPORTER: Okay. Let's see what we've got here. What I need is your name and your address and then just go ahead and talk. <i>[name redacted]</i> : Okay. My name is <i>[name redacted]</i> . I live at <i>[address redacted]</i> , Germantown, Maryland 20874. I'm very disappointed in this forum, and in the conclusions that they're giving us. This forum is a farce because they're giving us the foregone conclusion but without any opportunity for a real Q and A. That's why there's very few people here today as opposed to Silver Spring where it was truly a democratic process. This is not a democratic process. They've already decided what they want to do. We need to be worried about climate change. This is not going to do anything to relieve or alleviate congestion, especially when you have toll roads that we all paid for through our taxes. Only rich people will be able to use the toll roads. If you've ever used the ICC or the toll lanes in Virginia, you know that they're hardly used at all, and the other roads are packed, congested. So it does nothing. And all it does and we allow this, or the politicians allow developers to come and build our houses leading to more people, more houses, more congestion. Less trees. More pavement. This does nothing to help the environment, and it's absolutely a farce but they looked at Multi-Modal transportation options. When they give a small paragraph in their handout dedicated to that, it's ridiculous. When they have a big long pamphlet with all of the reasons they need to do this. No. They need to be looking at Public Transportation options for us. I live in Germantown. I experience the traffic here, and I don't want it. I don't want it. I want to protect what little environment we have left. I don't want any more houses built. I don't want the traffic expanded, the highway expansion. I'm totally opposed and this form was ridiculous, it was a farce. It's not democratic and that's it. COURT REPORTER: Thank you. <i>[name redacted]</i> : Okay.	Public Involvement Climate Change Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts Support for Transit Opposition to I-495 & I-270 Managed Lanes Study
5/16/19	Verbatim-Court Reporter	COURT REPORTER: Thank you. You need to put your name and address down. <i>[name redacted]</i> : Name and address you want? Okay. COURT REPORTER: What's your first name? <i>[name redacted]</i> : <i>[name redacted]</i> . COURT REPORTER: Hi, <i>[name redacted]</i> . <i>[name redacted]</i> : Hi. COURT REPORTER: State your name. <i>[name redacted]</i> : All right. My name is <i>[name redacted]</i> , Bethesda, Maryland. I've done a lot of reading about the highway expansion, and in particular I've read a report by the U.S. Department of Transportation which raises a lot of questions about the authority to predict traffic as revenue streams from tolls. According to that report that came out in December 2016, the toll lanes in Virginia are in financial distress. They're losing money. The tolls are very high and fewer people than expected, are using the toll lanes. So this means that the regular lanes are still congested. So under this scheme the corporation that owns the lanes gets to raise tolls higher the more congested the regular lanes are. So there is an inherent incentive to keep the regular lanes congested so that they can jack up the toll. This didn't work in Virginia. It's not working in Virginia and I just don't think it's going to work in Maryland. Okay. COURT REPORTER: Anything else? <i>[name redacted]</i> : That's it. COURT REPORTER: Oh, thank you. Thank you for coming by. <i>[name redacted]</i> : Yep.	Toll Rates Traffic
5/16/19	Verbatim-Court Reporter	COURT REPORTER: State your name and address, please. <i>[name redacted]</i> : <i>[name redacted]</i> , <i>[address redacted]</i> , Silver Spring, Maryland 20902. One of my first thoughts is I've been going to meetings about this since last autumn. In Bethesda we went to a school on a very rainy night and one of the things we were told is that this proposal is not to relieve congestion but rather to guarantee travel time. And that concerns me because now it is being sold as a congestion relief or, you know, the two go hand-in-hand. And that is not how it was explained to us when we went to the first meeting. My second is concerns, of the environmental concerns. I'm not sure, I don't feel that it's being taken seriously enough. That we've got Rock Creek and other streams right there. There was an assault on trees and how many trees they were going to lose for this and what is being done. You know, you can't just plant a few trees on the grassy areas to recoup what is going to be lost of these old oak trees. And is anybody paying attention to the trees? I also feel that tolls are a regressive type tax and I would rather see the state take over this project and out-source as needed, I understand that. And if you have to raise taxes, so be it. Because then at least the wealthy in theory will be paying for this, whatever has to be done as opposed to the people that are poor but they can't afford to live closer in. But if the people live 45 minutes away because they don't have the money to buy houses nearer and they can't afford the slate roofs or the houses that are closer in or, you know, they're close enough to use Mass Transit, the Metro. And so many of these are struggling middle-class people on the Beltway and that \$80 a month or \$120 or whatever it works out to be, yeah, they might get, if they have to pay that they're not going to be able to afford to. They're going to stay in the congested lanes and it's not going to be very meaningful for them. They're not going to get home much earlier for dinner. But I don't think that's how it's being solved. Another concern is the length of time for construction on this road, 20 some years. The construction is what messes things up. And besides curves and I think, and I don't know if it's possible but straightening out some of the curves on the Beltway, that's where the slow downs are,	Traffic Water Quality/Stormwater Forest Buffer/Undeveloped Land/Parkland Social Equity Support for Alternate Transportation Improvements Support for Transit Air Quality



Date	Method	Submission Text	Assigned Comment Themes
		<p>and where lanes come in. And if somebody could get creative and have the lanes come in better or at different places or, you know, maybe add a lane here or there so there aren't as many lanes merging in. Maybe that would be a good thing. And almost most importantly is, let's look more at Mass Transit. Let's look at having more trains run. Having the Metro expanded or lengthened and I heard that somebody said that they can't afford that. Well, can we afford this? There are so many with the air pollution which in the meeting tonight, they didn't seem to be able to address, you know, how this is going to affect the air pollution. So anyway, those are my comments. Thank you.</p>	
5/16/19	Verbatim-Court Reporter	<p>COURT REPORTER: Now what I need you to do is state your name and your address and then just tell me what you're thinking. <i>[name redacted]</i>: I have to give my whole physical address? COURT REPORTER: Yes. <i>[name redacted]</i>: My name is <i>[name redacted]</i>. My street address is <i>[address redacted]</i>, Silver Spring, Maryland 20910. There's a lot to say in a very short time. I am against the way that this Beltway expansion and the P3 project has been initiated and presented. I don't believe that this project which could be well received by the public with input and put together with input from local jurisdiction has been left flat out in a modern-day scenario. My neighborhood in Silver Spring will be like a bomb is dropped off on it in the vicinity. The environmental damage, the pollution, the cost of living a decent and enjoyable life will be severely impacted and diminished for thousands. This project is slated for 34 homes, 1500 additional homes to be affected, and especially in the communities in the Silver Spring area will look, in my opinion, like a bomb has dropped on it. There are many fixes and solutions that have been suggested to the State Highway Workshop. I have attended meetings since they began. I do believe we can do better and we need to do better and should do better because once we go down this path, there will be no going back and the devastation will be for generations. I do believe there are plenty of improvements. American Legion Bridge, I-270, parts of 495 into PG County. I just don't believe this is a 70-mile project of a one size fits all. I am in support of change. I am in support of things for the greater good. I do not see in many components of these meetings and workshops I've attended that this is for the greater good in most of the area. Thank you for your time and I hope that my input is of value as a concerned citizen, as a life-long resident, and as a developer's daughter. My particular neighborhood is the Beltway wall these days. I wouldn't trade it for the world and it was a neighborhood that was developed by my father in 1957 and finished in 1959, well before the first Beltway was ever built through. With that, my parents knew that the Beltway would be coming along as they developed the neighborhood. There are many parts of this area in Silver Spring that are thriving and I believe there's a way to keep it that way and not displace citizens from their homes with the taking of residences and businesses that literally are also are going to be financially unable to compete in staying in their own county to reciprocate what they have. Thank you for listening. Thank you for providing the workshop. I'm hoping this gets to people in the state, because I have filled out email cards and I have filled out comment cards and when asked at meetings, nobody can answer what they're being told by us. So I hope that I am heard. Thank you for your time.</p>	<p>Opposition to Highway Widening General Environmental Impacts Property/Community Impacts Property/Community Impacts</p>
5/16/19	Verbatim-Court Reporter	<p>COURT REPORTER: Okay. Can I have your name? <i>[name redacted]</i>: <i>[name redacted]</i>. COURT REPORTER: Okay. <i>[name redacted]</i>: And my last name is <i>[name redacted]</i>. COURT REPORTER: And your first name? <i>[name redacted]</i>: Okay. COURT REPORTER: Anyhow, what I need you to do is to state your name, your address, and any thoughts that you have. <i>[name redacted]</i>: Fine. My name is <i>[name redacted]</i>. I live in Bethesda at <i>[address redacted]</i>. I do not believe this is a good idea. I am not believing expanding the lane on 495 from the concrete to the side will help in any way. I have lived here about 35 years and I've seen the widening of 495 going over to Richmond Virginia from four lanes to five lanes. Traffic is even worse now. The more lanes you put in, it brings in more businesses, more big names, and big tax dollars perhaps for the County, and more walkers and more cars. We need to get the cars off the road. We need to let people tele-commute. We need to have child care close to their work, so everyone's knocking things but — And we should have flex timing. The County and Maryland should give incentives to different companies to give flex time to their workers so people are not using the highway all at the same time. So there is not all this rush to pick up your children by 6 o'clock and all these accidents around 6 o'clock especially when the time changes, when it becomes dark, suddenly there are all these accidents, 40 and 50 accidents every evening. Because people are trying to rush to get to their children. Give people flex time. Give people time to work from home. Giving young mothers more time to work closer to home. Make more employment, not a lot more companies in here. We don't need any more companies to come to Montgomery County. We have plenty of wealth here. We just need to use the wealth well. I pay tax dollars and I pay a very hefty real estate tax living in Bethesda which you are going to lose very soon. As soon as probably within the next year. And all of my neighbors, I live in a town-home community of about 80, all of us about to move. How is that going to help? How is that going to help? Yes, we are all closer to retirement. That's why we can afford to live in Bethesda. Because we bought those houses earlier. The young people are not going to live there. They're probably all going to live in Crystal City now and pay tax dollars to Virginia. Thank you.</p>	<p>Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements</p>
5/16/19	Verbatim-Court Reporter	<p>COURT REPORTER: I do have back-up. And <i>[name redacted]</i>, you're on the record. Please give me your name and address. <i>[name redacted]</i>: My name is <i>[name redacted]</i>. I live at <i>[address redacted]</i>, Rockville, Maryland 20850. Am I talking too fast? COURT REPORTER: No, you're perfect. <i>[name redacted]</i>: I have a lot of thoughts on this. I got involved about a year ago and was concerned because I live about a block away from 270 and no one in my neighborhood seemed to know anything about it. And I actually made up my own flyer and passed it around the neighborhood and people were incredibly grateful, because as soon as they found out about it, they were very upset about it, and other people were doing the same thing and as you know, in Rockville, we have many people who are very opposed to widening 270 at all. But when I started digging, it was not just the fact that our sound wall that's about a block away would come down during the process of construction and hopefully be put back up again five years later or whatever, but that wasn't the main thing. And also, of course, I was terribly concerned about how is this being taken down and our community being upset and especially I know the people on the Beltway. But again, that wasn't the main thing. I did research and I found out that when you widen roads, you invite congestion. And this is billed as congestion relief, but in fact it's congestion escape. They will be building toll roads and that will finance all of this massive construction through the tolls. So the tolls have to be high. They will be congestion pricing. They'll go up when the road is more congested and that's how they will finance everything, which means that the people in the general lanes, which by law cannot be reduced, I have read, but the people who are in those general lanes will have to be driving in the same congestion they're driving in now, because if it isn't congested people won't take the toll road. And not only that, but now where I live we have 12, at least 12 lanes of 270, so theoretically we would have 16. That gives you 16 lanes of cars polluting and that much more air pollution and water pollution and noise, and it also means that there are a lot more cars to have fender benders. And a lot of the congestion is caused by accidents. So if you have more cars having accidents, whether it's rubber-necking at them down the other side or whether they're in your side, you're going to have more congestion. So the idea that this is going to be congestion relief is just not true. And I don't think they're intending to be dishonest but I just don't see any way that it will relieve congestion. I think what they have to do is — and the other thing</p>	<p>Opposition to Highway Widening Noise Traffic Toll Rates General Environmental Impacts Support for Transit Climate Change Effectiveness of Proposed Alts. in Addressing Traffic</p>

Date	Method	Submission Text	Assigned Comment Themes
		<p>that is very upsetting to me is that our Montgomery County Council members as well as our Rockville City Council members, as well as the Prince George’s County Council members have all been shut out of the process. They have very expert ideas about what the counties do need and MDOT and the State Highway Administration are simply doing what’s expedient for them. I think mainly because Governor Hogan wants to make it appear that he’s giving people congestion relief for his political reasons, but in reality it isn’t congestion relief. So they need to compromise. They need to not, the Board of Public Works needs to not say yes to this P3 project or their, I forget the solicitation process that they’ve outlined. They need to say come back to us when you’ve worked with the experts in Montgomery and Prince George’s County who are elected, so that the citizens there feel like they’re not disenfranchised and that they’ve had their elected officials have some say in the co-process because as 270 and 495 are widened, all of the subsidiary roads are going to be more congested as more people are getting on and off 270 and 495, and that hugely affects the neighborhoods around there. It also affects the commuters because not only will they still have the congestion on the highway, they’re going to have additional congestion on the roads leading in and out of the highway. So it’s just what we have to do is have a better solution. It needs to be multi-faceted. It needs to definitely include better Mass Transit, better bus, better Rapid Bus Transit, better Metro, better MARC service running all day. I know these are all expensive, but so is climate change expensive and so as the Governor has pointed out, the cost of the lost time in commuting. So there’s expense no matter what. They need to figure out a way to finance the things that will last for the next generation, not just something that will maybe, maybe last for three to five years, if that. I don’t even think it would last for one year. I don’t even think it will, you know, the congestion of the road construction will be the beginning of the congestion and I think it won’t get any better after that because it just will invite more traffic. And also there’s the fiscal irresponsibility because the state really will have expenses concerned with that are at this point undetermined, but there would be expenses. And when you think of the positiveness and you think of our own grandchildren and great grandchildren potentially still having to bail it out and pay for it. And you just cannot continue expanding roads. If you build trains you can add more cars and additional service and just keep, you know, expanding to meet the demand. But roads, you can’t. You just can’t keep tearing houses down and it just doesn’t work. A very good example is the Katy Parkway in Houston, Texas that went to 23 lanes to get rid of some bottlenecks and widen it to relieve congestion and the congestion afterwards was just at that. And every year after it was widened it got continuously worse. And so that’s just one of many examples I’ve read about where, you know, everybody was misled. And for some reason it’s a sickness of some other Departments of Transportation around the country. They just don’t want to believe that roads are not the solution to congestion. You just can’t widen a road. You cannot out-build congestion. So those are a few of my thoughts. COURT REPORTER: Thanks a lot. Thank you. <i>[name redacted]</i>: Thank you. COURT REPORTER: Appreciate it.</p>	
5/16/19	Verbatim-Court Reporter	<p>COURT REPORTER: Okay, <i>[name redacted]</i>. You’re on the record. State your name and your address, please. <i>[name redacted]</i>: My name is <i>[name redacted]</i>. I live at <i>[address redacted]</i>, Germantown, Maryland. I work in the White Flint area. I get onto 270 at Father Hurley Boulevard, sometimes Germantown Road, and I get off at Montrose. I’ve been commuting 270 for 22 years. I typically leave between about 6:30 and 8 in the morning. I come home between about 5 and 7 at night. My experience is that it typically takes 45 minutes each way. Which means I’ve spent an hour and a half a day, five days a week, thinking about how to fix the traffic issues on 270. And I’ve determined there are certain things that need to be resolved. First of all, the main problem is that D.C. does not have a highway in and out of D.C. It’s the only major city that doesn’t really have major highways going in and out of D.C. As a result, many people in the D.C. area circle the Beltway looking for the best way to get into D.C. And when 66 was built, they flooded that so now they’ve got that. I know that Sherry Highway gets you into the Potomac River and the 14th Street Bridge, but other than that, there’s no good ways into D.C. because it’s a lot of people backing up on the Beltway. As time has changed, a lot of people commute from Maryland to Virginia. So the American Legion Bridge has become a major choke point for the commute coming down 270. If those were relieved, I’m sure that 270 would be much better. Another alternative would be to build an extension on 370 and a bridge over the river to Route 28 in Sterling. That would also relieve quite a bit of traffic in that direction. I don’t think you need to widen 270. The backup that currently exists is not going to go away simply because 270 or the Beltway are widened. I also feel that the inclusion of ITL’s or HOT lanes rewards the people commuting from West Virginia, Pennsylvania, Frederick and Hagerstown. It does not do anything for someone like myself who years ago chose to live in Montgomery County with a smaller lot and a smaller house, higher taxes, higher house costs, just so they would have a shorter commute. And if you do all of these extensions or widening or whatever of the highways, they’re going to benefit the long-distance commuters, many of whom just pass through Montgomery County. Meanwhile, me living there I’m going to forever be having to pay the penalty of whatever changes are made to 270. I am not interested in those changes or those penalties. I believe that you should put toll booths at the Montgomery County/Frederick Line on 270. Charge tolls for the long-distance commuters. Use those tolls to extend transit out to Frederick. Unfortunately right now MARC kind of goes wide and then circles back to Frederick. A lot of people I know that live in Frederick don’t like to take the MARC because it takes too long. There needs to be a more direct route. I don’t know if it would be MARC or Metro, but there needs to be a more direct route. I agree with adding another rail line and having rail line traffic in both directions all day. I frequently visit the Boston area. My daughter lives up there. They have the MBTA trains going both directions all day. We need the same thing here. MARC going only in one direction doesn’t work. And also, MARC needs to do something about the stations. They need to get rid of the small population stations and stick to the more populated stations for stops or alternate trains stopping at stations. I would take MARC if there were a stop in the White Flint area. There’s isn’t. As a result I have to get off at Rockville and transfer to Metro. Since I have to take a bus to get to MARC, that means three different steps on Mass Transit. I’m sure Mass Transit can be improved in that way. However, I still drive, sole driver. I don’t use the HOT lane, and I do not want to see any of the proposals that are being made. My final comment is, the only reason why this is being done is I feel that this was a Republican play to a word for backers. The Governor’s proposal is simply to reward the people who don’t own the companies and build a P3 project. The P3 project should not be done as a P3 project. If you’re going to do anything, it should be a state funding it and using taxes or gas money, you know, taxes. But not a P3 project. Because in the end I’m going to be paying as a Montgomery County resident, driving this road all the time and might even go to some company who won’t be local and I’ll be paying the price monetarily and frustration-wise with the roads that exist here. So again, I am totally against any of the Alternatives, which is Number 1, which is do nothing at this time. Thank you. COURT REPORTER: Thank you, <i>[name redacted]</i>. Appreciate that.</p>	<p>Commute Support for Alternate Transportation Improvements Support for Transit Opposition to I-495 & I-270 Managed Lanes Study Public-Private Partnership Program Support for Alternative 1/No-Build</p>

Date	Method	Submission Text	Assigned Comment Themes
5/16/19	Verbatim-Court Reporter	<p>What's your name? <i>[name redacted]</i>: My first name is <i>[name redacted]</i> and the last name is <i>[name redacted]</i>. COURT REPORTER: Can you put your name and address down? (Off the record comment.) COURT REPORTER: If you have something to say I'll take it down. <i>[name redacted]</i>: Mine is written down because I can't, I get too nervous. COURT REPORTER: All we really want you to do — <i>[name redacted]</i>: I'm not quite ready yet. COURT REPORTER: Okay. When you're ready you can start then. <i>[name redacted]</i>: All right. COURT REPORTER: State your name and address and any thoughts. <i>[name redacted]</i>: Okay. I feel that the — COURT REPORTER: Give me your name and address, please. <i>[name redacted]</i>: Oh, this is <i>[name redacted]</i>. I'm at <i>[address redacted]</i>. That's in Potomac, Maryland. COURT REPORTER: Go right ahead. <i>[name redacted]</i>: My sense is that these studies are not stepping back and looking at the big picture. The 20th Century age of the romance of the auto is over. A technical and sociological revolution is taking place around us. Young people no longer want to own a \$40,000 appliance which sits idle on the street 90 percent of the time. They want transportation when and where they need it and they do not want to spend time searching for a parking space. You should be envisioning the transportation network of the future with well-integrated rail and Rapid Transit buses in small neighborhood collector buses to move people to the hubs to work, the theater, and shopping center. This is the 21st Century. We're counting on you to stop this obsolete 20th Century huge, wasteful, useless expense of building more highways and destroying neighborhoods. Thank you.</p>	<p>Support for Alternate Transportation Improvements Support for Transit Property/Community Impacts</p>
5/16/19	Verbatim-Court Reporter	<p><i>[name redacted]</i>: My name is <i>[name redacted]</i> and I am a resident of Montgomery County and the Edgewood area, <i>[address redacted]</i>, Bethesda, Maryland 20817. My concern is many-fold for the expansion of 495. (Off the record comment.) <i>[name redacted]</i>: Is this being recorded? COURT REPORTER: Yes. <i>[name redacted]</i>: It's also on tape, right? COURT REPORTER: It's on tape, it's on digital. <i>[name redacted]</i>: Oh, okay. COURT REPORTER: And we have somebody type it up and send it in. Because we're a court reporting company. <i>[name redacted]</i>: All right. My concern with the widening of the Beltway is many-fold, but first and foremost my church, Cedar Lane Unitarian Universalist Church located right on Cedar Lane and also abutting Beech Drive and Rock Creek Park, will be greatly affected by this widening. The noise level will be very, very high. The amount of carbon shooting off from all these additional cars will greatly affect the climate and I'm very involved in the climate mobilization movement and the Montgomery County Faith Alliance for Climate Solutions. We feel very strongly that we have 10 to 12 years after we've read the United Nations Reports and the other reports to get our carbon drawn down to a reasonable level, where our children and grandchildren can have an earth that is not totally run by wild fires and floods and all kinds of climatic adversity every day. We'd like to have the chance that they grow up in a world that has nature left, and at this point in 10 or 12 years if we continue with the amount of carbon going into the atmosphere, the air that we breathe is going to become much much more toxic. The oceans may rise designed to stay to a level of 6 feet on the east coast which would put New York City, Miami, Virginia Beach, Alexandria and many of the small underwater, greater underwater, not just a little bit. The latest science research about Antarctica said that it's going to happen but they just don't know when. So these are very frightening statistics and what little we can do to stabilize what we've already got, has to be done right here, right now. So my plea with you is to consider carefully a well thought out transportation/ transit/rail scenario where we consider all aspects. Remember, adding more cement also adds huge amounts of more carbon. Our buildings emit huge amounts of carbon also. So please keep this in mind and know that this is not a very wise solution and not a solution at all. It will just bring more cars and more traffic and more carbon and what we need is a well thought out transportation plan that includes green land, forests and all kinds of areas that will not necessarily be visible to everybody all the time, but will be enriching the soil and certainly keeping our toxins at a much lower pace than they currently are. COURT REPORTER: Thank you, <i>[name redacted]</i>. I do it digitally and on tape. The reason for that is sometimes one is crossed off and we've got the other one. <i>[name redacted]</i>: Yeah, back-up.</p>	<p>Property/Community Impacts Noise Climate Change Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit</p>
5/16/19	Online Contact Form	<p>I am highly distressed about the way in which the changes to the beltway and I-270 are being presented to the public, without adequate time to study the plans and little opportunity to provide feedback. I attended one of the open sessions and felt that the time allotted for explaining the plan was too brief. Those plans were quite complicated and detailed. Sitting in the audience, I had trouble understanding the vast amount of information presented quickly and the frequent use of acronyms. Comments from the audience, including from the Mayor of Rockville, were given short shrift, and responses were very unsatisfying to me and to other audience members. The impression I got was that this plan is being rammed through no matter what our concerns are and no matter what information is available to the public. Further, as I sat in the audience for the second presentation, (publicity for the meeting had said there would be 2 identical presentations, back-to-back, and some of us came for only the second presentation) the staff mentioned that there were exhibits in the cafeteria explaining some of the plans in more detail. However, the cafeteria was closed at the same time that the second presentation and question period ended. Thus, those of us who came for the second presentation had no opportunity to see the additional materials. Based on the news articles I have read about the plans, I am concerned that there has been inadequate study of the full impacts on the environment, the neighborhoods, and other issues. There has been little that I read indicating what studies (if any) were conducted to explore alternatives to the plan. I feel that the plan has not been adequately studied or presented well to the public. I am concerned that we are continuing to pave over our land, attracting more traffic, leading to more congestion. We need to approach the traffic problems in a new way. More lanes will result in more cars. We need to know what the alternatives are and how they compare to the current plans to add lanes and charge tolls. The studies mentioned in the presentation seemed to be stacked against any conclusion other than the need to proceed with the current plans. I join others in being concerned that the people who will benefit most from the extra lanes will be those who can afford to pay, leaving many other drivers in the congested lanes. I realize that the toll lanes are touted as reducing traffic in other lanes, but more drivers will be attracted to 270 and the beltway due to added lanes, putting us back in the same congested situation. Further, who will benefit from the tolls collected? I got the impression that private entities would be handling the tolls and would unfairly reap the vast majority of the payments, with the public deriving little from the toll income. This seems to be a give-away to private businesses. (I could be mistaken, but I have not seen enough information as to what payments would go to the state/county, and what would to for-profit businesses.) I am further concerned about the homes, parks, schools and activities that will be adversely affected. It is not just a few homes that will be removed—land for other important activities will be badly affected. We need more studies on alternatives and effects, better presentation of the plans to the public, and more opportunity to have meaningful input into the process. I may be mistaken, but it appeared to me that the staff had no interest in working with the public on their concerns and had a checklist of things they should do before making final decisions. One of those items on the checklist was public meetings. However, the public meeting I attended did not seem to have been conducted in good faith—inadequate information, little input from the public, etc. I assume the staff has now checked that item on their list as completed. In my mind it</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Public Involvement Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Social Equity Public-Private Partnership Program Property/Community Impacts Forest Buffer/Undeveloped Land/Parkland</p>



Date	Method	Submission Text	Assigned Comment Themes
		was not completed in a good faith or meaningful way. We need to slow down the process to allow for full, adequate studies and comments from the public. The staff may believe that this has been done, but much of the public is not satisfied with those efforts.	
5/16/19	Online Contact Form	I lived along 270 when it was widened the First time!! All the same arguments were made that are being made today in support of more traffic lanes!!! At that time the minority response was Public Transportation, be innovative, plan ahead, no more "bandaid fixes", more lanes create more traffic, etc.!!! And here we are today, with such a great captivity to be innovative and to learn from what happened then!! Let' be smart!!	Opposition to Highway Widening Support for Alternate Transportation Improvements Support for Transit
5/16/19	Email	Hi Traffic Team, I agree with other opponents of beltway expansion that it will destroy local neighborhoods for the benefit of wealthy people who don't live here and definitely points us in the wrong direction in terms of environmental sustainability and livable cities. However, if the proposed expansion would actually work to improve the quality of life for a majority of citizens, it might be worth considering. It won't, though. As a regular user of the beltway through the section deemed most problematic, it seems to me that the proponents of widening either don't use the beltway or haven't paid attention to where and why it jams up. Riding on the 495 Merry-Go-'Round, one can't help but notice that traffic zooms along nicely in-between "choke points", locations where on and off ramps and/or lanes closing on one side and opening on the other create confusion among our highly diverse driving population. In addition to being generally too short, the on and off ramps feed onto the already clogged municipal road network. In my area, the big jams are at the BW Parkway, New Hampshire and Georgia. If you want to make traffic flow better, fix the on and off ramps. The highway itself is wide enough. On the sections I use, the express lanes in Northern Virginia have made the situation worse by adding more exits and entrances, the worst being the left side merge on the outer loop just south of the American Legion Bridge. While a few people who can afford paying an extra \$400 per month on commuting zip around the jams, for the vast majority of beltway users, the traffic has not improved one iota. The explanation of what was supposed to be an objective screening of options is something of a joke. The only criterion that really mattered is that the state has no funds for highway expansion. With that as the over-riding consideration, of course the only option is to do a deal with someone who can raise the capital against a short-term business plan. If widening the beltway as suggested were really in the public interest a longer term business plan that incorporates a quantified estimate of improved efficiency might justify raising public finance. I doubt that any objective analysis would show that just widening the beltway would do any good at all in the medium term. An econometric analysis of the beltway traffic patterns and options for intervention would seem to me the logical first step in what has been up to now a politically motivated and poorly thought through (assuming that the proponents have no vested interest) process. Before bull-doing anybody's house or pouring more concrete on our badly stressed environment, I suggest that we take a step back, think seriously about what kind of future we want for our city and do the background studies that are needed to justify this kind of project.	Commute General Environmental Impacts Opposition to Express Toll Lanes Opposition to Highway Widening Support for Alternate Transportation Improvements Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Social Equity Traffic
5/16/19	Email	Hi I strongly disagree with the use of funds to widen 270. This project is only a bandaid to try to fix the traffic concerns stemming from over development of areas further north. Was the traffic flow issue not foreseen when Montgomery allowed massive communities to be built?!? Public transportation options are the more sensible, environmentally responsible, long term option. Express buses if not light rail and subway options are options that can allow future growth without much additional impact- expect increasing the number of routes- not absorbing more land. The bottleneck will return when further development occurs- that is IF the bottleneck at the 270 split and 495 bridge are resolved by the widening project. Population will continue to increase, please don't be so short sighted! I strongly disagree with the widening of 270.	Opposition to Highway Widening Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic Opposition to Highway Widening Support for Alternate Transportation Improvements Support for Transit
5/17/19	Online Submission Form	I am opposed to the creation of new HOT or toll lanes on i270 and i495. They always tout these lanes as HOV lanes that also allow people to pay a toll, but due to technical or practical limitations, they always turn into primarily toll lanes with impractical accommodations for high-occupancy vehicles which depress HOV usage. A perfect example is what happened in VA with the 495 toll lanes. The hassle you have to go through beforehand to acquire the special EZ-Passes (and the restrictions on use) make it inconvenient, so much so that you often see multiple-occupant cars in the regular lanes. Now if people who are already driving with multiple occupants aren't taking the HOT lanes, then you know that there is much reduced incentive for single-occupant drivers to carpool. So when you try to sell HOT lanes as promoting carpooling and reducing vehicle miles, I see it as a bait and switch. In the end it's primarily tolls. Instead put this money towards improving public transportation. You keep saying that's happening "concurrently," but the little and slow public transportation improvements are dwarfed by these huge highway projects. It's time to stop that -- if anything the balance should be the other way!	Opposition to High-Occupancy Toll Lanes Support for Transit
5/17/19	Online Submission Form	Odd how you posted above "your voice counts and your feedback is critical." I am certainly not the only person who feels the above statement is untrue. Someone specifically asked in the Q&A why you are continuing to plow ahead when the people of both MoCo and PGCo have made very clear they are against widening of the highways. And the response was some vague hand-waving argument about other jurisdictions who will be affected in the future. But who are these jurisdictions, and have you specifically polled them? Where is the data? And here is another example that our voice does NOT count and none of you is listening to us the public. I approached one of the speakers holding a microphone, began my question, and was interrupted with the very patronizing "I've been doing this for twenty years, and that is more time than you have been thinking about this issue." And he proceeded to lecture me and refuse to let me speak. Hmmm, it seems your Public Relations spokesperson is not very well schooled in public relations. Hint, don't take the attitude that you know more than the person you are speaking to. In MoCo, chances are they are probably more highly educated than you! Perhaps tonight's incident generally reflects how not well-schooled your department and the governor are on the topic of urban transportation either. By the way, I am never impressed by anyone who has to invoke the line "I have more years of experience than you" if you are really that smart, it will be immediately obvious to the listener. There are easily a dozen reasons why this is a terrible idea. #1 It will not relieve congestion. Just because you claim you have 20 years in the field, are you perfect? Will you take any responsibility when this doesn't work? Will it come out of your paycheck? That is an awful lot of money for a guess that it will relieve congestion. And for how long? Months? A few years? And then what? The human population continues to grow. So more cars. Shall we widen yet again for a third time? But we haven't finished paying off the present debt yet. #2 Climate change. The County is committed to an 80% emissions reduction by 2027. The transportation sector is one of the biggest sources of greenhouse gases. Therefore much of that decrease needs to come from the transportation sector. You	Public Involvement I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Climate Change Support for Transit Property/Community Impacts Water Quality/Stormwater Toll Rates Social Equity

Date	Method	Submission Text	Assigned Comment Themes
		<p>do not decrease emissions 80% in the next 8 years by building a bigger highway. 80%. Not 2% or 5 %. Eighty percent. You claim the highway will reduce emissions? By how much? Give me a number. How many cars will be on the road and how much will they emit? You really think there will be no increase in numbers of cars? #3 How much concrete will you pour? What is the carbon footprint for all those miles of additional concrete? Cement manufacture, you may or may not know, produces a large amount of greenhouse gases. It is irresponsible to not address the environmental destruction as well as the carbon footprint of all this construction. #4 A lot of people are asking why is it public transit does not figure into any of this? Why are the only considerations of plans that involve pouring concrete and charging high tolls? You say, of course there will be public transit. But you have not integrated or examined (or perhaps even mentioned) the relationship of public transport with your project. #5 What about quality of life? People's homes and property, as well as parks will be taken. Noise levels will be unacceptable living so close to the highway. How many of you, and Governor, you too, have homes which will be affected by this build-out? I suspect virtually none, which is why you can so glibly say it is for the good of the public. Sure I can say all state employees should take a 30% cut in salary. Doesn't hurt me, so it is easy to say I am all for it. And I can throw around numbers to argue my point too. #6 A very intelligent gentleman (who has thought longer and harder and has lectured and published about this for more than twenty years) has predicted in 30 years, the market for individually owned cars will disappear. Transportation will be via public transit and will become a service industry. So then what are we going to do with this monstrous concrete donut? Make skateboard parks? #7 Flash floods are now accepted as a part of normal life. They didn't used to be. Flooding will only get worse with more impermeable surfaces. Years ago a colleague of mine was washed off his feet by a flash flood in Bethesda. We are talking suburban residential Bethesda, not a riverbank in rural Idaho, suburban Bethesda! He broke his arm and had to cling onto a tree with his good arm while his wife was rescued by the fire department as she climbed out the sunroof of her car. And it wasn't even raining that hard! #8 You carefully evade discussing tolls. How much will the maximum toll be? \$47? Perhaps more? You don't know? Then how will you know that the contractor will reap the profit he is dreaming of? And what happens when the toll earnings are not adequate? You have never answered that question satisfactorily. There are several variables: numbers of drivers, when they choose to drive, whether they choose to take the toll road or not, and where they enter or exit. You cannot make any prediction of tolls collected without assumptions, which means you are guessing. And where is there any clause at all protecting the public when your guessing mispredicts earnings? #9 The tolls are discriminatory against the non-wealthy. Those who can't afford it either take a big hit to their wallet or have to sit in traffic same as before the \$11 billion (not counting cost overruns) bill. #10 This is not a democratic process. The Governor and your department have decided that you know what's best for us the stupid public and continue to ignore the public's protests. What an arrogant presumption! #11 I could go on, but I'll stop here. I look forward to seeing my comments read by your office and posted on your website to be shared with the public.</p>	
5/17/19	Email	<p>Dear Sir or Madame: How is the "managed lanes study" and NEPA EIS process paid for? Is it state or federal funds, or user fees, or some other type of funds? How much is estimated to be spent? Who is preparing the study and EIS process, is it a consultant, state of Maryland personnel, or federal personnel? If a consultant is being used, who selected the consultant and what was the process? [See AppC_Attachment_051719_CO_Email]</p>	I-495 & I-270 Managed Lanes Study Process/NEPA
5/17/19	Email	<p>[See AppC_Attachment_051719_SMF_Email]</p>	Climate Change General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to I-495 & I-270 Managed Lanes Study Public-Private Partnership Program Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Traffic Water Quality/Stormwater
5/18/19	Hard Copy Submission Form	<p>It is difficult to properly comment on the alternatives due to the lack of environmental impact information. Please do a thorough study, release the information and then solicit comments.</p>	I-495 & I-270 Managed Lanes Study Process/NEPA
5/18/19	Email	<p><https://na01.safelinks.protection.outlook.com/?url=https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=4&ved=2ahUKEwjqp_HsianiAhWp1VvKkHZYwAI0QFjADegQIBxAC&url=https://www.montgomerycountymd.gov/DOT-Transit/Resources/Files/Ride On System Map.pdf&usg=AOvVawObfe9yBtngRSqX49huDCTp&data=02 01 ABrown@mdot.maryland.gov 13571a4c02504b37b56808d6d6ccf5e5b b38cd27c57ca4597be2822df43dd47f1 0 0 636939180572429720&sdata=1kPnH1ECwRYvSk/Wv2oR9rSB0WnZrLqrKDKIGm7sxK8=&reserved=0> or https://na01.safelinks.protection.outlook.com/?url=https://tinyurl.com/y5sq7t9y&data=02 01 ABrown@mdot.maryland.gov 13571a4c02504b37b56808d6d6ccf5e5b b38cd27c57ca4597be2822df43dd47f1 0 0 636939180572429720&sdata=f9TMI2Mlc6SkJpGphXKN3DmuTW0a5imUFZjEfkZYB4I=&reserved=0 Too bad Montgomery County lacks for bus transportation and needs so much more of it. But the ignorant overseers can't seem to understand where and why more rail transit is needed instead of ugly repugnant bus NOT very rapid YOU DON'T AND WON'T RIDE IT transit. Confusion say: YOU GET WHAT YOU PAY FOR. THE FAKERY OF BRT - WE DON'T LIVE IN DIRT POOR CURITIBA. George Barsky DID YOU RIDE THE BUS TODAY OR ARE YOU ABOVE THAT ? DID YOU DRIVE THE I-270 INSTEAD? HAVING FUN DOING IT?</p>	Support for Transit

Date	Method	Submission Text	Assigned Comment Themes
5/18/19	Email	Jeff, Thanks for the plans. I don't see any concept design for an interchange at I-270/Gude, so this is still not clear to me. Is it possible that you can send me the similar pdf files for other sections in Rockville (from Shady Grove to Montrose)? It will be highly appreciated if you can do so by tomorrow afternoon.	Public Involvement
5/19/19	Online Submission Form	I want to express my firm opposition to the proposed options that would result in additional lanes along Interstate 270 from Exit 4 northward. There are three primary reasons for my concern: (1) the solution designed to address increasing traffic and delays is NOT to widen I-270, because that is at best a short-term solution which will encourage more auto traffic; (2) Adding lanes at locations such as Exit 5 will definitely increase noise and displace private homes and public parkland; and (3) it is time to bring public transit to this highway corridor and not continue to rely on more highway lanes.	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Noise Property/Community Impacts Forest Buffer/Undeveloped Land/Parkland Support for Transit
5/19/19	Hard Copy Submission Form	At this point, I'm for no build. I like 8 & 13C but there isn't enough detail for me to firmly support either design. I don't like the following: 1. The order of the projects 2. The options 3. The rush behind this project 4. The potential traffic redistribution 5. No faster rail network options	Support for Alternative 1/No-Build Traffic Air Quality
5/19/19	Hard Copy Submission Form	My main comment is that it is highly unethical to be presenting this project as if community feedback is meaningful. It has been repeatedly been clear that lowly citizens have no real place in this process. The Board of Public Works almost voted on this in May, before the last Workshops were even held. And now they plan to vote in early June- before the comments on the project are due. Please actually take the time to hear the voters- as you claim to be doing.	Public Involvement I-495 & I-270 Managed Lanes Study Process/NEPA
5/19/19	Email	I am very concerned over the latest plan to only extend lanes to I370. This plan makes me wonder if those who are making decisions know that I-270 continues all the way to Frederick, and that the major bottleneck of the instate occurs between Germantown and Clarksburg where the number of lanes decrease from 4 to 2. I have been a 270 commuter for 15 years via a vanpool. Our van operates between Urbana and Crystal City, VA. We have 11 riders and leave Urbana at 5:20 am, and usually arrive back at Urbana around 5:15. Our morning commute takes less than 1 hour, however our afternoon commute takes 1-1/2-2 hours (we leave Crystal City at 3:45). As we ride in the HOV lane in the afternoon and zoom past everyone in the other lanes, it's obvious that the vast majority of vehicles are single occupancy. In order to make a difference in the I270 commute, there needs to be a dedicated HOV lane ALL the way north to Frederick, and perhaps two HOV lanes from the beltway to Germantown. I do hope that this email is considered and plan modified, I am truly disappointed that the original plan was modified to only include additional lanes to I370, which will not solve any of the bottleneck issues on I270, particularly as more development in southern Frederick county occurs adding more cars to the road between Frederick and Montgomery County. I still have about 20 more years of doing this commute, it would be great if an actual improvement were to occur prior to my retirement.	Commute Opposition to I-495 & I-270 Managed Lanes Study Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic Support for High-Occupancy Vehicle Lanes
5/19/19	Email	Hello, I do not want an expansion of 270. Already the highway noise is quite noticeable while walking the dog in our neighborhood. It drowns out the birdsong and running water sounds in the woods near our home. We should limit home building as was done in Boulder, CO, to halt additional traffic and minimize the ecological costs of having even more people populating our area. If we wanted more people we could have welcomed Amazon. There is already a choke point at the bridge which makes everyone's commute a nightmare, especially coming back to MD after work. Widening 270 will lead to a worsening of this choke point in the morning. Need I mention home values? As the crow flies, my home is less than a mile from 270.	Commute General Environmental Impacts Noise Opposition to Highway Widening Property/Community Impacts
5/20/19	Online Submission Form	[See AppC_Attachment_052019_SC_Online]	Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements I-495 & I-270 Managed Lanes Study Process/NEPA Property/Community Impacts Support for Transit Promote Incentives to Reduce Vehicles on Roads Forest Buffer/Undeveloped Land/Parkland
5/20/19	Online Submission Form	Please tell me where I can see all the comments posted so far. They should be publicly posted and I would like to read them. Second, WHY not leave the comment period open? WHY shut it and us down on June 14?	Public Involvement
5/20/19	Hard Copy Submission Form	How are these the only options? Why did you rush past the idea and discussion stage? It's ridiculous to ask people to comment on these ideas when they are so uncertain. How can we have an opinion when you don't even know if you're going to be building a stacked aerial lane, expanding, or digging tunnels? This Plan is not the answer. I support some expansion, but this is reckless and rushed.	I-495 & I-270 Managed Lanes Study Process/NEPA

Date	Method	Submission Text	Assigned Comment Themes
5/20/19	Email	Hello. I own a home nearby the proposed expansion and I am concerned about the unhealthy amount of noise coming off of the roadway. As I understand it, much of the peaceful, historic West End neighborhood has already been blighted by the 270 freeway, and long stretches do not even have so much as a sound barrier to protect our community from the extreme volume of road noise. What is the status of the review regarding noise and are there new plans to mitigate noise between the Falls Road and the 28 and 370 exits off of 270? I am prepared to back the Governor's proposal provided there are plans to mitigate both the existing noise and any future noise. Thank you.	I-495 & I-270 Managed Lanes Study Process/NEPA Noise Property/Community Impacts Support for I-495 & I-270 Managed Lanes Study
5/20/19	Email	Dear Sir or Madame: Where can I find the origin and destination data and analysis? My understanding from the workshop is that MDOT Sha obtained data fro COG (not sure about that) and purchased streetlights data as well. Where can I find the no build and build noise contours on one map? I would like to see more noise analysis than just the one red dotted line representing Leq 66. Where are the greater noise impacts landing and where are those contours? Third, where is the analysis of the projects impact on federal, state, and local parkland, recreation sites, etc.?	Analysis Methodology Forest Buffer/Undeveloped Land/Parkland Noise Public Involvement
5/20/19	Email	Good morning, I own a home in close proximity to I-495 that I am in the process of selling ([address redacted]). The buyer has asked about the noise abatement -- specifically, a noise wall -- if the I-495/I-270 project goes forward. By way of background, I am aware that our area qualified for a noise wall under existing conditions, however, the State/County lacked funding to construct a wall. I would like to provide our prospective buyer with whatever information may be available to confirm that if a project goes forward, noise abatement (via a noise wall) will be part of that project if the noise levels exceed a certain threshold; and I assume that such a threshold would be exceeded given the noise levels under existing conditions. I am a NEPA practitioner, so I know that no commitments can be made until alternatives are evaluated. That said, is there anything that you can point me to by way of studies to date, scoping comment responses, project presentations, maps/diagrams that will provide some comfort (or at least some information) to our prospective buyer. Please note that time is of the essence on this given our prospective home sale.	I-495 & I-270 Managed Lanes Study Process/NEPA Noise Property/Community Impacts
5/20/19	Email	Thank you very much for the prompt response. I have one follow-up question. Is there a specific standard or enumerated criteria that governs what is reasonable and feasible to support a sound barrier?	Analysis Methodology Noise Public Involvement
5/20/19	Email	Please tell me where on the web that I can see all the comments submitted thus far. Also, why does the comment period end on June 14? Why not leave it open? -- [name redacted], [phone number redacted] Member of Citizens Against Beltway Expansion, cabe495.com >>	Public Involvement
5/20/19	Email	Thank you so much for the quick reply. Will the comments be altered in any way, or posted as submitted? I can see 'organizing them' for your own use, but the public, I am sure, would like to see them as written and unaltered. Would you please consider doing that, as well as providing a report separately?	Public Involvement
5/20/19	Email	Our preference, however, would be that they be posted immediately, as received, at a link on your website. Most of us expected that to happen, and were quite perplexed when they could not find the comments right away that they sent.	Public Involvement
5/20/19	Email	Hello, I am a Virginia resident and I met some of your representatives at the above meeting this evening in McLean VA. I was a bit chagrined to learn that the Maryland portion of this project is still in preliminary study stages and that these are not expected to be completed until about 2026. That would translate into no real improvements being made for at least a decade. I request that VDOT and MDOT do all they can to work together to solve this regional traffic issue. I live right at exit 45 and if the Northern Extension project moves forward without commensurate improvements on the Legion Bridge and Maryland 495, then the extra 26% increase in traffic flow that was projected at the meeting will result in a considerable bottleneck delay right on my doorstep. If there are other elected officials or parties that can help to expedite this process, I would appreciate their contact information.	Commute I-495 & I-270 Managed Lanes Study Process/NEPA Support for I-495 & I-270 Managed Lanes Study
5/21/19	Online Submission Form	[See AppC_Attachment_052119_RW_Online]	Property/Community Impacts Support for Alternate Transportation Improvements
5/21/19	Hard Copy Submission Form	It is very obvious that Governor Hogan & SHA are not interested in input from citizens who have valid concerns about expanding the beltway. The governor is interested in what developers want and does not seem to care about park land, environment, water & air quality. Why is an outdated idea being considered and pushed through? Expanding the beltway & adding toll lanes are bad ideas.	Opposition to Highway Widening General Environmental Impacts Opposition to General Price-Managed/Toll Lanes
5/21/19	Letter	Trees!	Forest Buffer/Undeveloped Land/Parkland
5/21/19	Hard Copy Submission Form	Why is the comment deadline June 14th less than a month after the last public workshop? This is not enough time to truly assess the possible consequences of an expansion. Give us time to process the huge proposal.	Public Involvement

Date	Method	Submission Text	Assigned Comment Themes
5/21/19	Email	[See AppC_Attachment_052119_BK_Email]	Analysis Methodology Public Involvement
5/21/19	Email	<p>https://na01.safelinks.protection.outlook.com/?url=https://youtu.be/iFXMgv9mdOA?t=0&data=02 01 ABrown@mdot.maryland.gov 9a45bda915844c2f9c9608d6de644cc1 b38cd27c57ca4597be2822df43dd47f1 0 0 636940919697363479&sdata=z13QkoUyUuTz/8xcQQe2UhYHILD/buSC+I5V9h6Xo9Q=&reserved=0 https://na01.safelinks.protection.outlook.com/?url=https://youtu.be/ErLZQuq5YC8?t=0&data=02 01 ABrown@mdot.maryland.gov 9a45bda915844c2f9c9608d6de644cc1 b38cd27c57ca4597be2822df43dd47f1 0 0 636940919697363479&sdata=vU6R6FRSUyDbD67PbJLtR4japjX8ujAz327dhx0mPp8=&reserved=0 How do these foreigners manage with these marvelous systems while Montgomery County seems to be overwhelmed by a mere 8 miles of 1/2 of the Purple Line that has taken more than a generation to create and is far from complete? Foreigners must be extremely backward and provincial that they just don't quite understand folks really want bouncy, dirty, smelly, compact, noisy, polluting, fuelish buses as in Montgomery County instead of the appealing clean, smooth, safe, electric, foreign rail transit paradigm. The "Rapid Transit" idiom pervades local conversation while in actuality it is not rapid at all but the complete opposite. But the innocent ignorant public succumbs to the official deception. And add to that more mega lane congested highways as Montgomery County becomes such a modern upscale spectacularly slow moving retrogressing transit county with all in slow motion it will soon grind to a complete halt. Such marvelous incite by politicians and planners who only dream of more pavement and bus tail pipes and public discombobulation. Thus, does more pavement and buses mean being "on track" by the local officials? So we should all thank the climate change, greenhouse gas, global warming, planet changing contributions being made by our county and state officials. We can either cherish or perish their ideas and imbecility.</p>	Climate Change Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
5/21/19	Email	As to the streetlight data, SHA presented an analysis that used "streetlight" data as part of SHA's workshop information presented to the public in Germantown. I would like copies of the origin and destination material that you presented at the workshop which show, in part, thirty percent of traffic destined to exit the beltway in my neighborhood. I want what SHA presented to the public. Why is this communication so difficult? Why would you tell me to FOIA what you have already presented to the public?	Analysis Methodology Public Involvement
5/21/19	Email	Where are these materials available to the public in electronic and printed form? Where can I get a print copy of the DEIS and studies?	I-495 & I-270 Managed Lanes Study Process/NEPA Public Involvement
5/21/19	Email	I saw the noise contours and the streetlights data at the workshop in Germantown and I want copies of those materials, where do I get them and how do I get them? I don't care for your response that the studies and materials do not exist.	I-495 & I-270 Managed Lanes Study Process/NEPA Public Involvement
5/21/19	Email	Good Morning [name redacted], When talked at the MDOT/SHA Workshop on the Managed Lanes Study held at Wootton High School on April 25th. I said that I would send you the comments which had started to work on for the current step of the Study, once I had completed them. While my comments mostly are focused on Potential Phase 2A, I have also include comments relevant to the work you are initiating for Potential Phase 3B, for I-270 from I-370 to I-70. Yesterday, I did submit my comments to the Project Team website, which I am attaching here. As you will see, the comments were also structured to provide inputs to the Board of Public Works in their considerations expected for next month. I also sent these two attachments directly to SHA Administrator, Greg Slater, who has already acknowledged his receipt. The attachment discusses in detail, on a sub-set of the concerns being addressed by others, that include: (1) impacts of removing the current collector distributor lanes, (2) impacts associated with removing and reconstructing all of the interchanges; (3) how limitation on access to the managed lanes will likely result in a degradation in transportation service rather than an improvement for many residents of the greater Rockville area, and (4) minimizing the number of "Directly Affected" properties as much as possible. Those comments present specific, proactive solutions that can be taken to lessen those impacts as well as two other concerns - (a) the consideration of transit improvements, and (b) a revision to the "Potential Phasing" to have the whole I-270 Corridor studied at one time. My experience and judgement, tells me that addressing and taking action on the last two of those items can become a key that unlocks a potential deadlock and would enable a better end result for all, or almost all, interests and stakeholders throughout Maryland. Please feel free to contact me should you have any questions or concerns that need discussing.	I-495 & I-270 Managed Lanes Study Process/NEPA Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
5/22/19	Online Submission Form	I would first like to say that I appreciate the number of workshops held this spring to hear about the options being considered at this point. They were well publicized. My concern is that meetings to learn about the process early on were not well publicized, and before an environmental impact study has been conducted, options have been taken off the table. I want to know how every option, not just the remaining ones, will affect our air, water, public health and climate. I do not want decisions made before this information is available for the public. My last comment relates to the content shared at the recent presentations. I attended two, one at our local elementary school and one at a local high school. At both, state employees were able to explain the options currently on the table but were not able to answer the most of the questions the public asked. All they could say is something to the effect.... this is where we are now and more information will be forthcoming. This put the messengers in an uncomfortable position (at each presentation, state employees were looking to others to bail them out) and did not build public confidence in the process. There should have been people there who could address concerns of the public; it must have been known that there would be a need for this.	Public Involvement I-495 & I-270 Managed Lanes Study Process/NEPA
5/22/19	Email	Thx very much for your response. A few follow up questions: 1) Is there a way to learn more about the study and get involved as an advocate for our community? Information on the study and P3 Program is on our website www.495-270-P3.com Updates or future events information will be provided there and you can sign up for our email updates under the contact tab. You can also schedule a presentation for your upcoming community meetings through the comments under contact. 2) I understand a sound barrier was once the subject of litigation by the owner of the strip mall between Nelson and 270. Does the SHA plan to revisit that matter? Maybe offer signage for the shops at the exit in exchange for a proper sound barrier along the mall? My understanding is the City of Rockville negotiated an agreement with the strip mall owner that would allow a sound barrier to be constructed. 3) I see the red dashed line on the map you sent... I was looking	Noise Public Involvement

Date	Method	Submission Text	Assigned Comment Themes
		specifically at the area just north of exit 6 on the east side of the freeway where there currently is no sound barrier. There are properties, park land and the above mentioned strip mall exposed to the freeway. Do you have a sense for whether SHA will recommend a barrier along this section? Also, what does the blue line called "limit of disturbance" represent? As the community would be considered impacted by noise, we are evaluating now to see if an effective barrier can be constructed to mitigate the noise and it can be done within our criteria. We will know that answer by the end of the year, but if a sound barrier can be provided to effectively mitigate the noise within the criteria limits, it would be provided as part of construction for a build alternative. The limit of disturbance is our worst case limits of construction. That would cover room for sound barriers, retaining walls, slopes, drainage, area to work, etc. within those limits Thanks again for your response. Just want to help!	
5/22/19	Online Submission Form	I support the P3 for I-270 / 495. Not only am I a 25-year resident of Germantown, I also run the Gaithersburg-Germantown Chamber of Commerce. We must have congestion relief in the I-270 corridor.	Support for I-495 & I-270 Managed Lanes Study
5/23/19	Online Submission Form	First of all, I want this project to slow down! You have NOT completed the environmental studies and determined the noise and pollution effects on my community. There needs to be much more discussion and input from the communities which will be impacted. Just yesterday, I learned that there is a proposed Gude Drive interchange which was NOT mentioned previously and will directly effect my neighborhood. Including this exchange will lead to more thru-traffic and noise in the College Gardens neighborhood and will directly impact the Rockville Senior Center, eliminating a much needed run-off pond. I don't care that this is Hogan's pet project. It is being rushed and shoved down the throats of the taxpayers and I am not happy and will vote accordingly. Secondly, we need to know what noise mitigation will be included in this project, since the noise and environmental impacts will be substantial. As I currently use Metro to travel into DC, this will only negatively effect my community and I will not benefit from this project. You will eliminate the local lanes, forcing me into the traffic on 270 on the weekends and evenings, when i would use 270. And because the project ends at 370, you have NOT addressed the bottlenecks when there are only two travel lanes from Germantown to Frederick, where infrastructure has not kept up with growth. I don't like ANY of the proposals, but #5 is the most palatable, as it encourages carpooling. Why are there no plans without variable tolls? Virginia is NOT a model we should emulate, as their tolls are ridiculously high and actually discourage use.	I-495 & I-270 Managed Lanes Study Process/NEPA Property/Community Impacts Noise Effectiveness of Proposed Alts. in Addressing Traffic Opposition to I-495 & I-270 Managed Lanes Study
5/23/19	Online Submission Form	I am only for the "no build" option. The others are disasters. No one wants to pay high tolls, and if we aren't paying the tolls, there is no hope for improving the commute, because when roads are expanded the new space entices more driving. There is sooooo much research available on this. And with each passing year, the road will get more and more congested. Contrast that to mass transit, which can ALSO be funded with a P3, and which can be expanded almost indefinitely as the demand grows. The new proposal for a monorail is such a great example of this. Please DROP the toll road idea and examine ALL THE WAYS to solve congestion. Ways that will work for everyone - not just the elite who can afford the \$40 tolls. People do NOT want more tolls!!!	Support for Alternative 1/No-Build Opposition to General Price-Managed/Toll Lanes Support for Transit
5/23/19	Online Submission Form	What studies have been conducted to show the environmental and community effects of this project? In addition what is the timeline for the data to be presented on the studies and who is conducting the studies? Also as a mom of a family of 4 I am concerned about the financial impact this will have on our family to use tolls on the beltway! It is difficult enough to pay for daycare, gas, food and shelter. As my profession does not allow for me to telecommute as I use the beltway to get to and from work. This is not a plan that is considerate of the working families of pg county.	I-495 & I-270 Managed Lanes Study Process/NEPA Social Equity
5/23/19	Hard Copy Submission Form	My comment is that the administration should support a solid and honest project. This is not the kind of legacy they should want following them. Divisive, dishonest and poorly researched. I support road improvement and even expansion, but not this plan. Who is getting rich from it? Not Maryland residents.	I-495 & I-270 Managed Lanes Study Process/NEPA Social Equity Support for Highway Widening Opposition to I-495 & I-270 Managed Lanes Study
5/23/19	Letter	To Whom It May Concern, I lived in Silver Spring when they built the beltway. I was still in Silver Spring when they widen it again and again. I was here when they built the ICC. Always promises, promises that the traffic congestion would be eased. It only grew worse and worse with each widening. You can't solve traffic congestion in this area unless to stop building and increasing population density year after year. AND, you know it! To destroy established, safe communities of average income families and single people is horrific! What level of greed are we experiencing in this misrepresented plan to widen the beltway. I believe there are enough of us who have lived here long enough with long memories that remember all those lies. And, we don't believe you now. To try to ramrod this grab for land down the throats of your victims is cold hearted. You will be destroying lives. There are so many families and individuals in Silver Spring who live along and near the beltway that have lived their entire lives in their current homes. That is forty, fifty, and sixty years. They have nowhere to go. No way to start over. I need to live where I live because there is a senior citizens center within walking distance for my elderly mother to find friends while I am at work. And, a hospital for emergencies within a five minute drive. I need a quick trip to work because of my medical problems. I know what it is to sit in traffic on 495 in Silver Spring, but I do and I get home. I also know the ICC was supposed to have syphoned off the trucks and traffic coming down from Germantown, Gaithersburg, and other communities. You added tolls to the ICC, which limited its use to those who could afford to use it, and plan to add more tolls to your new roads and lanes. Again limiting their use to only the wealthy who can afford to use them and a few others. I know I can't, don't and won't use them. If widening the beltway was ever going to solve traffic congestion, it would have. It NEVER has and it won't now. So it is reduced to the wealthy using emanate domain to run a land grab on those who aren't positioned to defend themselves. This is reprehensible. Maryland and Montgomery County tax their residence excessively. Use my tax dollars, not to destroy my community and quality of life, but to bring real solutions to inherent problems with high density growth — modern forms of mass transportation. Praying your minds and hearts will be opened to wise creative, solutions that really do work.	Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Social Equity Traffic Support for Transit



Date	Method	Submission Text	Assigned Comment Themes
5/23/19	Email	Please help me understand why building more lanes for cars help with traffic instead of building and improving public transportation. Do we want more pollution and congestion or less environmental damage. Please invest in making public transportation a better solution that will help future generations and result in less traffic congestion.	Support for Alternate Transportation Improvements Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts
5/23/19	Email	[See AppC_Attachment_052319_GM_Email]	Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Noise Support for Alternate Transportation Improvements Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Social Equity Support for Transit
5/23/19	Email	It would result in houses being torn down. It would not reduce traffic. It would contribute to climate change. There are better alternatives. I do not want tolls or Lexus Lanes on 495 or 270.	Climate Change Opposition to General Price-Managed/Toll Lanes Support for Alternate Transportation Improvements Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Social Equity
5/23/19	Email	Hi, I am 74 on a pension and social security. I do advocacy and civil rights work all around the beltway for the betterment of PG citizens from Hyattsville to Oxon Hill. However, I am also one of those going paycheck to paycheck. I do not have \$400 in a savings account. I lost \$150,000 in 2009 when I sold my house in DC due to the Republicans blowing up our economy. I am in an apt. now in Oxon Hill My boyfriend from Virginia told me that they did not want it either, but when the state, meaning the governor wants the tolls, they will happen. Let me make this perfectly clear. WE ARE NOT THE AFFLUENT COMMUNITY OF VIRGINIA. We the citizens can not and will not be able to afford tolls. If the governor thinks he can ram this down our throats, it will be the last time he is elected to the office. We are beginning to see how he is just like TRUMP. <i>[name redacted]</i> , Mass Liberation, Social Justice and Police Accountability.	Opposition to General Price-Managed/Toll Lanes Social Equity
5/23/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
5/23/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
5/23/19	Email	Please see the 'Say no to MD Road Expansion' attachment. The other are older, but similar letters. [Number of Penn Line trains that skip the Seabrook MARC station, by scheudle active date.jpg] Please forging the abruptness - I am rushing this to you. Great to see you yesterday.	Opposition to Highway Widening
5/23/19	Email	Dear Delegates and Senator, I write to you follow-up on an email dated February 27, 2019 regarding the lack of service at the Seabrook MARC station. The backdrop for this email is my opposition to the many projects that Gov. Hogan proposing - millions of dollars in expansive, inefficient, unsustainable, and disruptive transit projects, while public transit remains underdeveloped. The latest schedule for the MARC Penn line would further increase the number of trains that skip Seabrook. In February, the number was 96. In March, 120. Proposed for June 135! (This schedule may be	Opposition to I-495 & I-270 Managed Lanes Study Support for Transit

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		<p>delayed or rescinded, but they did circulate such a schedule!) Additionally, Seabrook, the most disability accessible of all the MARC stations between Union and Penn Station, had been made inaccessible on a number of trains, since they have not installed neither the bridges nor the rail car ramps (in use at Odenton). Several station lack the required Americans with Disabilities Act accessibility on select trains. These trains are not announced, but have occurred in the midday and late evening. Below and attached, please find the most recent communication sent to and at the request of my very adroit PG County Councilmember, Danielle Glaros, subsequent to Rep. Brown's townhall, hosted May 23, 2019 on Maryland transit proposals. Thank you for your kind attention to this concern.</p>	
5/24/19	Online Submission Form	<p>The expansion of 495 is a terrible idea which mistakenly tries to solve a problem on the backs of homeowners and residents of Silver Spring, Bethesda etc. Climate change demands that reduction in adding more cars to the roads. And the destruction of parkland, the taking down of thousands of trees, the fouling of air and water....PLEASE don't use this old fashioned "solution" to today's critical problems. And taxpayers are at risk of paying for this. This faulty proposal has already caused great distress to residents. Our quality of life has already been very negatively impacted even before one shovelful of dirt is moved. STOP! PLEASE STOP!</p>	<p>Opposition to I-495 & I-270 Managed Lanes Study Climate Change General Environmental Impacts</p>
5/24/19	Online Submission Form	<p>Apparently my house will not be taken away, but my neighborhood will be destroyed. Silver Spring is a densely populated area, people will lose their homes and businesses here. Also, with all the climatic changes we are witnessing the last thing we need is a wider highway. There are valid alternatives that won't impact the environment,our health, wildlife and residents so much. If this is the biggest project of its kind in the US why are you opposing a proper environmental study ? Last but not least, the price tag keeps going up and in a few months it went from 9 billion dollars to almost 16 and I'm sure it will keep going up. What will be the implications for the tax payers? I'm talking about the fine prints of course. 4 additional lanes will only provide temporary relief and then we'll be back to square one. Please if you care about people, community and environment you need to reconsider this. In life it's not all about money.</p>	<p>Property/Community Impacts Climate Change I-495 & I-270 Managed Lanes Study Process/NEPA Regional Economy Effectiveness of Proposed Alts. in Addressing Traffic</p>
5/24/19	Online Submission Form	<p>I am strongly opposed to any of the ARDS with the exception of a no-build option. I live very close to I-495 in Silver Spring and my property will be directly affected by any changes in the form of increased traffic on Forest Glen Road, increased air pollution and substantially increased noise pollution. Please consider expansion of transit options instead.</p>	<p>Opposition to I-495 & I-270 Managed Lanes Study Property/Community Impacts Support for Transit Support for Alternative 1/No-Build</p>
5/24/19	Online Submission Form	<p>I reject all alternatives that have been offered, as they all involve increasing motorized traffic infrastructure. We need plans that radically REDUCE the amount of motorized traffic infrastructure, make cities walkable and cyclable, and increase the use and efficiency of public transportation in environmentally sustainable ways, so that people are incentivized to stop using inefficient and polluting vehicles to get around. This is the 2000s, not the 1950s. I think it's about time we stop playing around with our environment and our children's lives.</p>	<p>Opposition to I-495 & I-270 Managed Lanes Study Pedestrian/Bicycle Access Support for Transit</p>
5/24/19	Online Submission Form	<p>The erosion of trust in government undermines the health of the nation, and broken promises lead to cynicism and a lack of public spirit. When 495 was last widened we were promised (at a public meeting with planning officials held at Whitman High School) that there would be sound barriers to minimize the noise pollution. These barriers were only built on the south side, the inner loop, and the noise has gotten worse and worse. As Machiavelli wrote, leaders can always find new reasons to break prior promises. But how can citizens ever want to be part of public solutions, when there is no trust?</p>	<p>Public Involvement Noise</p>
5/24/19	Online Submission Form	<p>None of the retained alternatives have merit in our era of worsening climate catastrophe. Building more lanes will only induce more demand for driving which will return congestion back to its previous state but with more cars, more pollution, more local traffic, more noise, more deaths from cars, and more climate change. This has been proven time and time again in highway widening projects across the country and in our own backyard after the failed widening of I-270. We need effective alternatives that won't accelerate climate change - these should be primarily oriented around mass transit. MDOT and SHA should also be partnering with and listening to local governments, elected officials, and community organizations. Virtually all attendees at your public workshops, Councilmember Tom Hucker's town hall, and Representative Anthony Brown's town hall have opposed this plan for numerous reasons - climate change, ineffectiveness of building new roads to relieve congestion, increased noise, loss of parkland, loss of private homes and land, local pollution, price gouging in the form of tolls, and lack of effective multi-modal transit options. The Montgomery and Prince George's County Councils, Representative Brown, several local mayors, numerous Maryland State Delegates, MNCPPC, and numerous community groups have all opposed this plan and would like more input. Treasurer Kopp appears poised to vote against this plan as a member of the Board of Public Works. And the Council of DC has opposed this plan - while not direct constituents, the District will be substantially impacted by increased traffic on the beltway which will hamper their Vision Zero and climate change initiatives - they should be considered a partner much as they are part of WMATA. You can't, in good conscience, move forward with a plan with such consistent levels of opposition at multiple levels across the board. You can't, in good conscience, build more roads and encourage more driving in this era of crisis-level climate change. Please work with local leaders and residents to come up with agreed upon alternatives that will actually relieve congestion without committing us to even more dire climate impact.</p>	<p>Climate Change I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts</p>
5/24/19	Online Submission Form	<p>I am writing you to ask you too delay a decision on expanding 495 until and impact study is completed. Expansion of 495 is not the answer to the area's traffic congestion and will in fact make it worse by adding yet more vehicles to the roadways. In a time of dire concern over climate change, expanding the beltway also is environmentally unsound. Surely there are other ways to deal with traffic congestion, such as high speed rail or other public transportation systems.</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Climate Change</p>

Date	Method	Submission Text	Assigned Comment Themes
5/24/19	Online Submission Form	Do not expand or toll roads 495/295/270. Leave homes alone and protect us against the robbery big investors are poised and rubbing their griddy hands to benefit from.	Opposition to Highway Widening Public-Private Partnership Program
5/24/19	Online Submission Form	I am a resident of North Hills in Silver Spring, which would be significantly adversely affected by widening the highways — houses torn down, businesses including the YMCA torn down or significantly crippled, increased traffic on our roads and reduced housing prices. But that is not why I'm asking you to vote against the highway widening. If it were, on balance, a benefit to Maryland, I would put that first. I'm also a small business owner who travels regularly to Virginia and back during rush hour. I am someone who is affected by the beltway traffic; someone who, presumably, you would be trying to help by widening the highways. Again, I do not think that beltway widening is to anyone's benefit. I am sure that you have seen the same arguments I have, and the same data I have: that widening the highways is a short term and expensive solution that does not fix the problem, that extra room on the highway just leads to an increase in traffic. TransUrban, who operates the lanes in Virginia, is operating at a loss — which any company bidding on the managed lanes in Maryland will know and be careful to only agree to a contract that reduces their own risk. And of course, the environmental impacts mean that highway widening hurts all of us in significant, important ways at the same time that it does not help resolve the issue of congestion. Please consider other methods, which are more likely to be effective, less expensive, less risky and less damaging. As you know, a number of people in the area have been thinking hard about what else we can try. There are experts in DC whose specialty area is working on these issues. Tracy Hadden Loh is a data scientist and planning expert who has been studying this with the Metropolitan Washington Council of Governments. They have found that there are other options that are more effective than managed lanes, including policies that would help encourage a more optimized use of jobs and housing. Thank you for your work on this issue, and your attention to bettering Maryland for all of us.	Property/Community Impacts Opposition to I-495 & I-270 Managed Lanes Study Effectiveness of Proposed Alts. in Addressing Traffic Public-Private Partnership Program General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements
5/24/19	Online Submission Form	Please select the NO BUILD option. Expanded lanes is NOT the sustainable solution to traffic gridlock we deserve. Your proposal is full of false promises and is being implemented in a non-democratic manner.	Support for Alternative 1/No-Build I-495 & I-270 Managed Lanes Study Process/NEPA
5/24/19	Online Submission Form	Please select the no build option Alt 1. I believe investing in public transportation infrastructure should be our priority.	Support for Alternative 1/No-Build Support for Transit
5/24/19	Online Submission Form	By the time planning, approval, and construction is completed the project will be under capacity. This is especially the case for the beltway. The long term solution for traffic, the environment, and users is development of mass transit. Loss of property in the Four Corners area affects homes and the YMCA facility which is used by many and cannot be replaced. While Houston, Texas has used this approach it has not not worked in all areas around the city - on the East side lanes are poorly used - often mostly empty. If this must go forward all appropriate environmental and alternative studies need to be completed and publicly vetted prior to moving to a construction stage. The biggest objection, to reiterate, is that it will not solve the congestion problem when completed and we must move to mass transit. If more subway lines are built they need a third rail so that maintenance can be performed without shutting down service.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Property/Community Impacts I-495 & I-270 Managed Lanes Study Process/NEPA
5/24/19	Email	We have a climate crisis that demands we reduce single occupant vehicle travel. The *alternatives* analysis did not factor this into the environmental analysis. It is irresponsible to widen these highways to justify tolling and to encourage more driving and more pollution. This project needs to be scrapped and started over to evaluate induced demand, climate change, air quality, and green space impacts. Transit needs to be the first option. An option needs to evaluate tolling existing highway lanes which do not require widening, will help address climate change by reducing traffic demand, and using the toll money to fund transit. This project effects the entire region and needs to provide regional assessment of impacts.	Air Quality Climate Change Forest Buffer/Undeveloped Land/Parkland Opposition to Highway Widening Promote Incentives to Reduce Vehicles on Roads Support for Transit
5/24/19	Online Contact Form	No tolls! You are just making private roads for the well heeled along side public roads and partially using public money. Keep those egalitarian toll roads in Virginia. This effort is elitist and I will vote against any public official that supports it.	Opposition to General Price-Managed/Toll Lanes Public-Private Partnership Program Social Equity
5/24/19	Online Contact Form	I write in opposition to proceeding with Governor Hogan's plan to expand I-495 and I-270 with toll road using a public-private partnership. The transportation sector currently accounts for the greatest portion of greenhouse gas production in Maryland. The state will not be able to meet the goals set forth by the Greenhouse Gas Emissions Reduction Act of 2016 " to reduce emissions by 40%, relative to 2006 levels, by 2030 -- without substantial changes in how we move people and good. Traffic congestion is a problem but highway expansion is not the solution we need. We need to invest in infrastructure that makes it easier for people to choose cleaner and healthier transportation options. So far, we have seen no substantive analysis of the predicted effects of this P3 highway proposal on greenhouse gas emissions. Cars moving at 50 mph might burn less fuel per mile than do cars stuck in traffic, but more lanes will mean more cars. Unless incentives change, most of those cars will be single-occupant vehicles powered by fossil fuels, resulting in more carbon pollution. Within a few years, we can expect congestion to be as bad as ever, even as sea level rises and extreme weather events become more frequent. Instead we need more reliable and accessible rail and bus options. We need dedicated bus lanes and bus rapid transit. We need financial incentives for transitioning to electric vehicles (including buses), a power grid fueled by renewable energy sources, and easily available charging stations. We need transit-oriented development with infrastructure that allows people to get where they need to go by walking and biking in safety. The proposal for a public-private partnership might look like we are getting something for nothing. However, it has real potential to cause more harm than good. Our state should be prepared to invest in a transportation system	Air Quality Analysis Methodology Climate Change I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to I-495 & I-270 Managed Lanes Study Public-Private Partnership Program Pedestrian/Bicycle Access Support for Transit



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		that protects our environment and improves the quality of life for all residents, especially those who face mobility challenges and economic adversity. We should not cede control over such an essential function as highway management to private corporations motivated by profit rather than by dedication to protecting our people, our land, our water and our atmosphere. It is essential that we seriously redesign our transportation system for fewer vehicle miles traveled and fewer greenhouse gas emissions. This requires a different kind of analysis that counts not only the cost in dollars but also the cost in damage to our environment, especially our atmosphere. Please don't look for short cuts and cheap fixes. Build the infrastructure we need for a sustainable future. Fund it with a tax on carbon now and fair user fees in the future. Make it a system that works for all of the people, not just those who can afford the toll lanes.	
5/25/19	Online Submission Form	I do not think this proposal is worth implementing. It has been shown in many studies that adding extra lanes to an already congested road does not work in reducing traffic. Also, empirically another example can be seen in the Tyson's Corner corridor of 495. The added tolls in for 495 in the Tyson's Corner area don't help traffic at all and if anything traffic has increased in that area. Tolls and wider lanes do not work, we need to come up with another solution. This I-495 and I-270 Managed Lanes proposal should not move forward.	Effectiveness of Proposed Alts. in Addressing Traffic Opposition to I-495 & I-270 Managed Lanes Study
5/25/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. I enjoy living in Frederick Maryland however the traffic is just getting worse, we see the new intersection on 270 and all of the development leading to and around Frederick and wonder how long can we afford to waste time sitting in Traffic? At 270 and rout 85 the new intersection will scuppered the lanes to and from it, when will we add lanes north and south? the intersection will help but now the road itself will be the bottle neck! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic Support for I-495 & I-270 Managed Lanes Study
5/25/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
5/25/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
5/26/19	Online Submission Form	I'm truly troubled that "people" (whoever they may be, but especially lawmakers) think that widening 270 and 495 - and charging tolls is going to solve the traffic problem. Until there are work alternatives (telework, flexible schedules, affordable housing near work hubs) available to people, everyone will continue to drive their cars. Just look at the auto industry - moving toward making only trucks and SUVs - what a shame on them, and what a shame on people who care so little about the environment that they want to buy them. It's an outrage that mature trees and homes will have to be removed to accommodate this widening. Just disgusting that no one seems to be thinking out of the box for alternative solutions. As for myself, I refuse to commute to work any longer (whether it be in a personal car or for the most part on public transportation which means 4 hours a day) - it will mean less job and income choices, but I'm willing to deal with that. Get your act together and realize that urban sprall is at the heart of all of the commuting issues. I have nieces and nephews who live so far out that there is no bus route, that they have to be driven everywhere, that they don't even care about getting a driver's license. I could go on and on, but will end my comments here. Just be careful of acting too quickly, as with the Purple Line along Wayne Avenue (ah, no money to dig a tunnel - how short sighted).	Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA
5/26/19	Online Submission Form	This is one of the worst ideas presented to the general public in Maryland since the ICC became a certainty. Expansion of 495 and 270 to increase vehicular density resulting in additional amounts of CO2 permeating the air we breathe, destruction of trees, parks, houses, schools, hospitals impacts us all. People are fooled by a promise of fewer traffic tie ups...that lasts only so long as it takes for drivers to take, yet again, to the roads. Where is creative thinking about public transportation? Certainly, by this time in our nation's history, there are solutions available that do not foul the air and remove what is precious to us - our trees, parks, houses. Really. This is totally stupid and retrograde.	I-495 & I-270 Managed Lanes Study Process/NEPA General Environmental Impacts Effectiveness of Proposed Alts. in Addressing Traffic
5/26/19	Online Submission Form	I oppose moving forward with the plan to expand I-495 and I-270 by adding two to four toll lanes to each of these highways as it fails to protect the best interests of Maryland's taxpayers, communities and the environment. 1. It is premature to approve this project before an environmental impact statement has been conducted to assess how it would affect our air, water and the public health. 2. It is also important for the Board to ensure that transportation plans are consistent with the need to address climate change. 3. Decades of research on transportation projects	Opposition to I-495 & I-270 Managed Lanes Study I-495 & I-270 Managed Lanes Study Process/NEPA Climate Change



Date	Method	Submission Text	Assigned Comment Themes
		show that simply widening highways is not a real solution to congestion. 4. The proposal utilizes a public-private partnership model that has led to very high tolls in other communities, such as Northern Virginia. At the very least, it is premature to move forward on this proposal to expand I-495 and I-270. For the above reasons, I strongly oppose this proposal.	Effectiveness of Proposed Alts. in Addressing Traffic Public-Private Partnership Program
5/26/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
5/26/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, there is a solution. The Maryland Traffic Relief Plan will reduce traffic delays by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
5/27/19	Online Submission Form	I do not support any of the plans currently put forth by the State of Maryland. It is premature to approve this project before an environmental impact statement has been conducted to assess how it would affect our air, water, and public health. It is critical that we understand how it might degrade Sligo Creek, Rock Creek, the Potomac River and, ultimately, the Chesapeake Bay. It is also important to ensure that transportation plans are consistent with the need to address climate change. In comments to MDOT, the public expressed strong support for transit solutions to relieve congestion. Yet transit is not part of this plan nor are the addition of new HOV or reverse lanes. Decades of research on transportation projects show that simply widening highways is not a real solution to congestion. Experience shows that expanding highways increases driving by encouraging people to abandon carpooling and public transit. It also encourages more people to get on the road during rush hour rather than driving during non-rush hour periods. In Northern Virginia, rush hour trips got longer six months after toll lanes opened. The large expansion of I-270 was projected to relieve congestion for 20 years. But after seven years congestion was again a problem. Because the project would not include access to toll lanes at the New Hampshire Avenue interchange, the project would push more traffic to Route 29 and Connecticut Avenue. This would make congestion on these roads much worse. The impact of this plan on our communities inside the Beltway is not acceptable. I am a 20 year resident of Silver Spring. We purchased our home because it is inside the Beltway in a community with excellent access to public transportation. Now our quality of life, homes, schools and our local YMCA are threatened due to a short-sighted plan which would not provide sustainable transportation alternatives. The proposals utilize a public-private partnership (P3) model that has led to very high tolls in other communities, such as Northern Virginia. Yet, MDOT has not analyzed whether a P3 project would be more financially advantageous to Marylanders than conventional financing. At the very least, it is premature to move forward on this proposal to expand I-495 and I-270. I oppose these plans and urge you to invest in public transportation instead.	Opposition to I-495 & I-270 Managed Lanes Study I-495 & I-270 Managed Lanes Study Process/NEPA Climate Change Effectiveness of Proposed Alts. in Addressing Traffic Property/Community Impacts Public-Private Partnership Program Support for Transit
5/27/19	Online Submission Form	The alternatives provide some increased capacity in the short term. Where are the options to provide alternate routes to cross into Virginia (i.e. more bridges)? As seen recently, when the American Legion Bridge is impacted the traffic situation throughout the region is also impacted.	Support for Alternate Transportation Improvements Traffic
5/27/19	Online Submission Form	Testimony of Josie Alvarado in opposition to the 495/270 beltway expansion. Many of my neighbors and I are against the 495 beltway expansion. I personally am terrified. I am the first person in my family to own a home and I do not want to lose it for this unnecessary and hasty project. There are a number of young families in my neighborhood and in speaking with my neighbors NONE of us want this expansion, if you drive through Forest Glen north of the beltway, many of us are displaying anti beltway expansion signs. Even if we don't lose our homes, we could lose our playground, a bridge on Seminary Road that we just paid \$6.4Mn USD in hard earned tax payer money to rebuild, the bridge over GA ave, parts of our nearby hospital/associated hospital services and our development plans for GA ave and Forest Glen Rd would be affected. In other words this expansion is a whole mess. We will be plagued with construction noise from the Forest Glen metro development and that's fine but to pile on this horrible and unnecessary beltway expansion on the other side of us all while taxing our properties at the same rates while devaluing them and forcing families to move is wholesale bureaucratic mismanagement. So many of us who have small children are concerned about having an 8 lane highway right in our backyards which would be dangerous and not to mention NOISY. This 495 expansion would fundamentally transform the look and feel of our quaint neighborhood of senior citizens and young families into a hideous concrete jungle. I am anguished that my senior citizen neighbors will be displaced and unable to afford relocation as close to the hospital services that they rely on. We definitely need to halt this project. I'd like the state not only to assess the environmental impacts but also to address the estimated impact of this proposed 495 and i270 expansion to the lowest income home owners, small business owners and residents in Montgomery County compared to the highest income homeowners, corporations, and residents here. Tell us what in general is the social make up of potentially affected segments of the community? How many renters will be displaced and forced to relocate at their own expense if this expansion goes through? Tell us, why are we sending the whole county across	Opposition to I-495 & I-270 Managed Lanes Study Property/Community Impacts Air Quality I-495 & I-270 Managed Lanes Study Process/NEPA Safety

Date	Method	Submission Text	Assigned Comment Themes
		<p>the American Legion bridge instead of building a new bridge from Potomac to Great Falls or elsewhere near the midpoint of the two existing crossings? I hear that one of our neighbors in that area has been cutting down trees, all the better for easing a bridge right through.</p>	
5/27/19	Online Submission Form	<p>Such a travesty! This explains why transit was eliminated. Sometimes it is helpful to look back a bit to assess where we are and how we got here. Wonder why transit was eliminated at the opening gate? Way back in February, I received this valuable assessment of how the process works in all its cold harsh reality. To fight this process, we need to arm ourselves with the courage to shatter illusions and take a deep look under that PP3 rock. ===== Fri, Feb 15, 2019 To better understand how the State DOT eliminated all the transit alternatives you need to look back at the start of the proposal for the project. The project parameters were set when the project was restricted to a P3, or public/private financed partnership. This now required the project to generate long term profit. This then required that the only possible alternative had to be a tolling alternative. This was readily confirmed at an early MC Planning Briefing I attended where one, and only, brave Commissioner embarrassed the State P3 presenter by pointing out why they were presenting 17 various alternatives when as a P3 Project the only possible outcome were toll lanes. The State presenter responded that the Environmental Process demanded by the Feds for a project of this scope required looking at all possible alternatives. This was a very vacuous rationalization. So from the very start the Alternative Review Process has been a sham. Secondly, as has been pointed out by many, each alternative has to be evaluated by some established criteria. If one looks at the scoping factors set forth at the beginning of the Alternative Review you can readily see that this was also manipulated to highlight only what the State DOT preordained. The scoping factors are: · Enhance long term trip reliability and increase capacity · Relieve congestion · Additional roadway choices for motorists · Move goods and services · ESTABLISH A REVENUE SOURCE · Meet environmental requirements Now when you look at the evaluation results the State DOT just released, every transit alternative was eliminated because of what? DOES NOT ESTABLISH A REVENUE SOURCE. DUH, this was known from the very start. Likewise, they do not improve the movement of goods and services, they do not relieve congestion, they do not give more choices for motorists because if you are on a bus you are not a motorist. We also complained loudly about the environmental criteria, as the only element evaluated was air quality, which is easily fudged in this type of application. There is no consideration of water quality, and most importantly, environmental equity. The only possible outcome therefore from a biased assessment of a range of false alternatives are of course Lexus Lanes. Probably the only restrictions on moving forward on this project is the 9 {now 15} billion dollar cost that must be recovered, the limitation committed to by the MD DOT Secretary and of the Governor to only use the existing right-of-way and not to claim any residential properties, and the recent interesting proposals by our State legislative reps to require that the Exec keep to this commitment and also that each affected County must approve what is proposed by the Exec's office for roadway expansions within their county or the State cannot proceed. This is the only avenue of accountability to the public realistically possible if our State Legislature actually commits to standing up to the Exec.</p>	I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program
5/27/19	Online Submission Form	<p>I am very much opposed to expansion of beltway prior to the 270 merge. I drive the beltway from Georgia Ave. to the tollroad every day, and have become a lay expert on Beltway traffic patterns. The problem is seldom from Georgia Avenue to I-270, but rather the bottleneck from the 270 merge to the bridge. Why isn't the state DOT looking primarily at relieving that bottleneck by widening 270, and then the beltway from the merge to the bridge? Don't solve a problem that doesn't exist, at the expense of houses and parkland! Or at least do that portion first, and see what impact it has.</p>	Opposition to Highway Widening I-495 & I-270 Managed Lanes Study Process/NEPA
5/27/19	Email	<p>Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.</p>	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
5/27/19	Email	<p>Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.</p>	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
5/27/19	Online Contact Form	<p>This whole process of pushing through HOT lanes on 495, 270, and the BW Parkway stinks to high heaven; I can only assume Hogan is getting some sort of kickback from the private company who will build these lanes. A responsible governor would decide traffic is a problem in his state and undertake a study of ways this problem could be fixed. He or she would see residents and local businesses as stakeholders in the process and make them part of the process. Our governor has decided what the problem is, what the solution is, and anyone who disagrees with him is a "protester" who shouldn't be listened to. If the governor could tell me one place HOT lanes have worked and why he thinks they are the right choice for Maryland, I would be glad to listen. Instead, he sends out insulting tweets to his constituents while continuing to jam his solution down everyone's throats, all the while making promises he knows he won't keep. "No homes or businesses will be destroyed" anyone? Stop the madness. Study what will work for Maryland. Don't line your own pockets at your constituents expense. No HOT lanes.</p>	I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to High-Occupancy Toll Lanes Public-Private Partnership Program Property/Community Impacts

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5/27/19	Online Contact Form	NO NO NO to these lanes. They will invite more cars and more congestion. They will rip apart communities and community gathering places (e.g. YMCA of Silver Spring). Too many trees will come down than can be replanted in the water shed. We need green solutions to transit and congestion (and we haven't even seen effect of Purple Line yet)! NO. Hogan loses my vote over this unless it gets shut down.	Forest Buffer/Undeveloped Land/Parkland Opposition to General Price-Managed/Toll Lanes Opposition to I-495 & I-270 Managed Lanes Study Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Water Quality/Stormwater
5/28/19	Online Submission Form	Expanding highways is an outdated solution that invites more cars. We should be exploring more forward-looking alternatives that give people transit alternatives instead of encouraging more driving. I oppose expensive beltway expansion that wastes money that could be invested in better transit alternatives.	Opposition to Highway Widening Support for Transit
5/28/19	Online Submission Form	I strongly oppose the build alternatives retained for detailed study (ARDS). I oppose these proposals because they fail to protect the best interests of Maryland's taxpayers, communities, and the environment. It is premature to move forward on this project before an environmental impact statement has been conducted to assess how it would affect our air, water and the public health. It is critical that we understand how it might degrade Sligo Creek, Rock Creek, the Potomac River and, ultimately, the Chesapeake Bay. It is also important to ensure that transportation plans are consistent with the need to address climate change. In comments to MDOT, the public expressed strong support for transit solutions to relieve congestion. Yet transit is not part of this plan. Decades of research on transportation projects show that simply widening highways is not a real solution to congestion. Experience shows that expanding highways increases driving by encouraging people to abandon carpooling and public transit. It also encourages more people to get on the road during rush hour rather than driving during non-rush hour periods. In Northern Virginia, rush hour trips got longer six months after toll lanes opened. The large expansion of I-270, was projected to relieve congestion for 20 years. But after seven years congestion was again a problem. Because the project would not include access to toll lanes at the New Hampshire Avenue interchange, the project would push more traffic to Route 29 and Connecticut Avenue. This would make congestion on these roads much worse. Thus far, there has been little attention paid to ameliorating noise pollution to the adjacent neighborhoods, which is a major public health concern. Lastly, if road construction is a priority, widening the existing right of way is not a solution. Building alternative routes, such as an upriver crossing of the Potomac, could do so much more.	Opposition to I-495 & I-270 Managed Lanes Study General Environmental Impacts Climate Change Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic Noise Support for Alternate Transportation Improvements
5/28/19	Online Submission Form	I attended the public workshop at Thomas Wootton High School. It made me extremely concerned about the rush forward with this extremely expensive and disruptive project. There were so many questions that I asked where the answers seemed to fall either in the realm of "trust us" or "that hasn't been decided yet." For example: will there be bike lanes for the revised American Legion Bridge? We haven't looked into that yet. That was surprising to me given their stated timelines. This is not even taking into account the amount of information not yet available to the public, such as the study on traffic volume. I would like to see a more thorough financial analysis and a completed environmental impact statement before moving forward, in addition to the other studies. The project is too expensive and has too many consequences to be rushed into. So much of the time any gains made by increasing road size are erased only months after completion, like in Virginia. Until this has been more thoroughly examined I favor the "no build" option.	Public Involvement I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternative 1/No-Build
5/28/19	Online Submission Form	I oppose all alternatives except for the no build alternative. I commute on the Beltway everyday and oppose widening, especially in the absence of a wider plan incorporating other modes.	Opposition to I-495 & I-270 Managed Lanes Study Opposition to Highway Widening Support for Alternative 1/No-Build
5/28/19	Online Submission Form	P3 projects are becoming financial burdens in jurisdictions worldwide, including Chicago, London and Houston. Do not turn over our public lands so a few can profit off of our traffic congestion. All these proposals except no build must be rethought and publicly funded with mass transit options.	Public-Private Partnership Program Support for Transit Support for Alternative 1/No-Build
5/28/19	Online Submission Form	I don't see any consideration for pedestrian safety. Many of the off-ramps run through areas with schools such as Montgomery Blair HS and areas of heavy pedestrian traffic. Considerable loss of irreplaceable public parkland and community resources such as the YMCA are projected. The road must stay within the existing right of way Transit and HOVs should be emphasized such as use of the managed lanes by bus rapid transit	Pedestrian/Bicycle Access Property/Community Impacts Support for Transit Forest Buffer/Undeveloped Land/Parkland
5/28/19	Online Submission Form	I strongly object to the recommended alternatives which now only include adding new lanes. We are facing an absolute climate change crisis - building more roads will only encourage more driving and more pollution - something we simply can't afford if we want a hospitable planet for our children and future generations. Not only that - these solutions won't even address congestion effectively because they will induce demand (more driving) just like every other highway expansion in history - just like we saw on I-270 in recent years! We need mass transit solutions to effectively address congestion in a way that will protect our planet, that won't take away park land, that won't destroy resident's homes, and that won't cost an arm and a leg to use. We also need a solution that local government and community groups will actually endorse - right now virtually every local government institution (like our County Councils) object to this plan. Please work with local constituencies to find a solution to this problem that will actually work. We need trains, light rail, and bus rapid transit. Bike trails would help too. Cars have failed our society for decades - they just cause traffic and pollution - it's time to start building solutions that will actually work.	Opposition to I-495 & I-270 Managed Lanes Study Climate Change Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit I-495 & I-270 Managed Lanes Study Process/NEPA Pedestrian/Bicycle Access



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5/28/19	Email	<p>We need to understand the impact on the environment—our precious green space and our waterways, the effect of facilitating more automobile traffic on climate change and on noise pollution (the New Yorker has a recent interesting article by David Owen on the detrimental effects of noise pollution on human and animal health), and on smog (we are a high-smog area) and the effect on the over 1000 homeowners/schools/businesses predicted to be affected either by loss of property or by increased noise pollution. ¶¶¶The areas inside the Beltway are now, primarily, urban centers. You don't build new highways in New York city or LA to handle the traffic.... We're not NYC, but we're urban..We do not need to pave over more of our area. (Joni Mitchell: "paved paradise..."). The models weren't shared with us, and the proposal (would it be an 8-lane Beltway? A horror) makes no sense—how does this solve the bottleneck at the American Legion Bridge, and how does this bring relief to those commuting from further upcounty?¶¶¶From a life-long Marylander who grew up in Silver Spring, was educated at local public schools and UMD, now living in Bethesda. I lived close to Wheaton Plaza when the Beltway was built....I was a child, but I remember circumnavigating it in a car after it opened. Traffic affects me daily—I live it—but I have a world to protect for my children, and a 20-min reduction in commuting in 2040 would never take precedence over environmental protection.¶¶¶¶</p>	<p>Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts Water Quality/Stormwater Climate Change Noise Analysis Methodology Traffic</p>
5/28/19	Email	<p>Dear Secretary of Transportation Pete Rahn,¶¶¶Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family.¶¶¶Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families.¶¶¶This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW!¶¶¶I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.</p>	<p>Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic</p>
5/28/19	Email	<p>Dear Secretary of Transportation Pete Rahn,¶¶¶Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family.¶¶¶Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families.¶¶¶This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW!¶¶¶I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.</p>	<p>Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic</p>
5/28/19	Email	<p>Dear Secretary of Transportation Pete Rahn,¶¶¶Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family.¶¶¶Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families.¶¶¶This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW!¶¶¶I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.</p>	<p>Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic</p>
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5/28/19	Email	<p>Dear Secretary of Transportation Pete Rahn,¶¶¶Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family.¶¶¶As a live long resident of Silver Spring I can attest to the growing gridlock in these corridors. One option should be to build a new bridge as many have suggested for years. However a much more cost effective approach is the one outlined in the relief plan. Please act quickly so that family members can spend time at home instead of on the road stuck in traffic.¶¶¶I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.</p>	<p>Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic Support for Alternate Transportation Improvements</p>



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5/28/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
5/29/19	Online Submission Form	We must look to the future. The era of automobile transit is coming to an end. We will still need roads in the future but less of them, not more. Investment should be in public transportation not more highways or expanding existing highways. Maglev is an interesting public transportation alternative but the current plans seem to be designed to serve a relatively small number of affluent travelers. As such the cost and disruption involved do not seem worth the benefit.	Support for Transit Opposition to Highway Widening Social Equity
5/29/19	Online Submission Form	As a taxpayer and a daily commuter, I am against any projects that are going to collect tolls. I would like to see the state funds and resources used to improve MARC and Metro -- which will take cars off the roads, which should be the overall goal of any transportation project for this region. I commuted from Hyattsville to Bethesda for 18 years on 495. If there had been a toll lane with an HOV option, I couldn't have used it for two reasons -- affordability and my hours meant no one was available to carpool with me. Now my commute takes me from Hyattsville to Baltimore and it is perfectly pleasant. I take the BW Parkway and the reason my ride is so pleasant is because there are primarily two lanes for the entire ride and I am surrounded by beautiful trees. And I don't sit in stop and go traffic on my way to work -- on a two lane road. I would love to take the MARC train but because the MARC's has such a limited schedule heading to Baltimore during business hours, this is not a viable alternative. If the MARC train ran all day to Baltimore, I would not be driving to work. And I am sure the other folks I see on the road with me every morning would be happy to park and ride too. More lanes, tolled or otherwise, will mean more cars. More cars means more congestion and less clean air. Toll lanes are a lazy, kick the can down the road solution. Smart solutions that the state should adopt are the following: 1. Continue to invest in complementary projects like Metro and the Purple Line which will take cars off the roads, especially 495. 2. Increase MARC service with just as much emphasis on getting commuters to Frederick, Gaithersburg, and Baltimore as there is on getting commuters to DC which will reduce traffic on all the area's corridors. 3. Expand Metro further into the suburbs to get cars off the road. 4. Go to the citizens FIRST before making plans about our commutes. We will be paying for it so it is our right to decide how we will spend our money	Opposition to General Price-Managed/Toll Lanes Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic Public Involvement
5/29/19	Online Submission Form	I am opposed to this project and support the No Build option. It would not only infringe on and bring destruction to communities and the environment, but also would not serve the purpose of alleviating traffic. It would create more traffic and congestion and pollution. People will lose homes and/or have their properties infringed on. It also would be inordinately expensive. The Northeast Corridor does need attention. However, we would do better to dedicate funding to improving existing transportation systems and focusing on shoring up/rebuilding the crumbling infrastructure. And on finding ways to lessen the traffic and reduce pollution in other ways, with telecommuting, work hubs, increased use of electric cars, and so forth, rather than inviting more traffic on the roads. There are certainly better solutions to be found. I am also concerned about how this project would dovetail with the SCMaglev and the Loop, should those projects be approved. As I understand it, the Loop is proposed to tunnel under the Baltimore-Washington Parkway and the SCMaglev would come up above-ground nearby. The expansion of built environment by adding lanes and digging underground surely will be destructive to the environment and communities and homes near the Parkway.	Support for Alternative 1/No-Build General Environmental Impacts Effectiveness of Proposed Alts. in Addressing Traffic Property/Community Impacts Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads
5/29/19	Hard Copy Submission Form	I, along with so many of the attendees at these workshops, do not believe that widening roads will truly alleviate congestion or effectively reduce travel time. The benefits do not outweigh the costs/loss to the neighborhoods and the environment, parks, air + water quality. It's time to think outside the box + to consider other options. This big rush is not the right way to go about this enormous change.	General Environmental Impacts Effectiveness of Proposed Alts. in Addressing Traffic Forest Buffer/Undeveloped Land/Parkland Air Quality Water Quality/Stormwater Support for Alternate Transportation Improvements I-495 & I-270 Managed Lanes Study Process/NEPA
5/29/19	Email	I attended a town hall meeting last night in Riverdale Park about the Beltway Expansion project. It was very clear to me that this project is not ready to move forward. Here are some of my concerns after hearing the presentation and discussion: It seems the goal of the P3 is to build this project with private, not public, funds. This means that it must be repaid by toll revenue. If tolls do not meet the projections, then the public could be on the hook for substantial costs. Ultimately the public is paying one way or another, through tax revenues or tolls. I don't believe that the revenue from the ICC has met expectations and it certainly hasn't reduced the traffic on the beltway, as was promised. It appears there is no plan yet for what drivers will do once they have to exit the beltway. There are already lineups at beltway exit waiting for the lights at Georgia Ave, Connecticut, etc. With more cars on the beltway, how will they get off? How will they be accommodated on the secondary roads? Transit seems to be considered as an afterthought. The Secretary has set up a Transit Advisory Group, but I don't believe they have even met yet and the meetings apparently will not be open to the public. The presentation suggested tantalizing new transit options, like extending the Purple Line around the beltway, but they seem to be pure fantasy. It was unclear to me how the 15 options were narrowed down to the current 6. Did the thousands of comments received clearly prefer these 6 options? No data were revealed. Were other options like ride sharing and carpooling considered? In Virginia, they have a very robust "slugging" system to get people to carpool into HOV 3 lanes. There are several apps now available to assist people that want to carpool. If we can get 20% of people commuting to carpool, beltway traffic would be cut by 10%. The goal should be to reduce the number of people who	Public-Private Partnership Program Traffic I-495 & I-270 Managed Lanes Study Process/NEPA Analysis Methodology Public Involvement Property/Community Impacts



Date	Method	Submission Text	Assigned Comment Themes
		commute by themselves in vehicles. Estimates were presented on the number of cars expected, noise increases, homes and properties to be taken, environmental impact, etc. We have no idea how these estimates were made or how accurate they are. In particular, I would like to see error bounds placed on these estimates to tell us how much accuracy (or inaccuracy) these estimates have. In other words, what are the upper and lower bounds for these figures. That will give us a better idea of what to expect. We also should have the assumptions behind these estimates, as they can often be inaccurate themselves. In sum, there are a lot of unanswered questions about this project. They need to be answered before proceeding and fast tracking the project. I don't question that traffic is a serious problem. But I don't believe we can or should rush into committing to a \$9 billion project that is going to disrupt the entire community without answers.	
5/29/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
5/29/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. As a lifelong resident of Montgomery County MD, the traffic and congestion has greatly increased over my almost 60 years. In part, due to the neglect by our elected officials to create PROMISED infrastructure that supports the growth as evidenced in the County. The Upcounty (north of Shady Grove Road) is a burgeoning area with new homes, schools, and businesses and yet, still suffers on two (2) lane roadways. Thankfully, there is a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
5/30/19	Online Submission Form	As a resident of Cabin John, MD and a lifelong resident of Maryland, I oppose the expansion. The expansion would directly affect up to 574 homes, 18 parks and recreation facilities, nine National Register Historical Properties, and impact some 575 acres of forest canopy, more than 280 acres of "unique and sensitive areas", four acres of wetlands and 11 miles of "waters". It is unclear what that means for all the green space in and around Cabin John. Presently, due to overdevelopment, run-off in this region is a major concern, and the expansion will only exacerbate this issue, which causes continual damage to my property. There are no proposals for alternative mass transit plans that I can see, and presently noise pollution is unbearable and this will only increase that. Noise barriers are not the solution, as they do great harm to wildlife and the ecosystem. This region is under immense stress, as is our ecosystem and the expansion will only make this significantly worse. I would put effort into mass transit that helps the health of the people, environment and region, to offset the major destructive practices of overdevelopment. Thank you.	Opposition to Highway Widening General Environmental Impacts Water Quality/Stormwater Support for Transit Noise
5/30/19	Online Submission Form	I thoroughly support plans to expand 495 and 270. Please add express lanes to/from 270 as well as around 495. Feel free to toll express lanes and do it sooner than later. While I am sorry for those with property that may be impacted, this is one case where eminent domain and the "greater good" prevail. Having spent years of our lives in the traffic near the American Legion Bridge, you cannot build fast enough. Double Deck it like the GW Bridge in NY, whatever it takes! Buses can use the express lanes and don't need additional lanes. Please build! We will support you!	Support for I-495 & I-270 Managed Lanes Study Support for Express Toll Lanes
5/30/19	Online Submission Form	I am against this overly expensive project which is fast tracked without proper study of impacts to many, and many factors. Instead the money should be spend on transit systems, tax break for private corp. To allow for teleworking.	Opposition to I-495 & I-270 Managed Lanes Study Support for Transit Promote Incentives to Reduce Vehicles on Roads
5/30/19	Email	Do you have some DVD's which you made during your April Public Workshops? Dear Project Manager, During the month of April, you had hearings on the following dates. 1. Thursday, April 11 2. Saturday, April 13 3. Tuesday, April 23 4. Wednesday, April 24 5. Thursday, April 25 6. Saturday, April 27 I have a television program, and I would like to feature these meetings on the show. You are welcome to call me on the telephone, or to contact me by email. Did you record these meetings? Thank you very kindly for your information.	Public Involvement
5/30/19	Email	Dear Resident: If you care about transportation, energy and environmental issues, this update is for you. Zooming out, I am sure you are following the Governor's proposal for I-495 and I-270. In a letter to Secretary Pete Rahn that I organized with Transportation Committee Chairman Hucker and the County Executive, the County has insisted that the State stick within existing rights-of-way and add transit to the project, which would protect our neighborhoods and parks. We have our work cut out for us as this discussion continues. We also call for expanded MARC service on the Brunswick Line, including the possibility of MARC-VRE through-running so County residents could have a fast, one-seat trip to job opportunities in Virginia and visa-versa. Zooming in, last week the Council's Transportation Committee, where I serve along with Chairman Tom Hucker and Councilmember Evan Glass, worked on the Department of Transportation's (MCDOT) budget for the upcoming year. Following are our recommendations to the full Council. You can read the Council staff report here. Any new proposals will need to be funded by the full Council by reordering priorities within the overall budget. We will see where things end up and now is a great time to share your views at the Council. Transit Bus Service: Students Ride Free The committee	Climate Change General Environmental Impacts Pedestrian/Bicycle Access Safety Support for Transit

Date	Method	Submission Text	Assigned Comment Themes
		<p>recommended that kids under 18 (or 18 year old students) should be able to board for free on RideOn and WMATA buses in the County during all hours of service. The initiative, championed by Councilmember Evan Glass and which I strongly support, will hopefully build a new generation of transit riders. I will never forget the freedom that the bus provided me when I was young and I want all kids to have that opportunity. Currently, elementary and secondary school students can ride free from 2:00-8:00pm weekdays, a measure that I championed with Councilmember Navarro in my first term. Rejecting cuts to RideOn The County Executive recommended cutting service on RideOn Routes 26, 38, 49, 55, 57, 59, and 64. Cutting bus service is not the way to go. The Committee rejected those proposed cuts. Bus Rapid Transit on Veirs Mill and 355 Earlier this year, I advocated for the acceleration of planning and design for BRT on Veirs Mill Rd, as I have for years. The Committee, however, has agreed to defer a decision on Veirs Mill BRT until MCDOT announces their recommended alternative for BRT on MD 355, which is expected early this summer. Should fiscal capacity not allow both, the fuller picture on MD 355 will allow the Committee to better weigh the relative priority of each corridor and decide which BRT route should go first. Electric buses To help us reduce emissions and meet our climate goals, the County has begun transitioning the RideOn bus fleet to fully electric buses. While the price difference between electric and diesel buses is narrowing, it is still quite substantial at about \$350,000 per bus. Thanks to federal grants, 14 electric buses are on order and will be in service within the next year. I am committed to doing more, which is why I recommended an additional 5 electric buses. Note that plug-in buses would draw power from a 100% renewable County energy portfolio due to our County law. Vision Zero - bicycle and pedestrian safety Bicycle Pedestrian Priority Areas (BiPPAS) The County Executive has recommended cutting funding in the Capital budget that helps us meet our safety goals, including funding for Bicycle Pedestrian Priority Areas (BiPPA), a program I championed that allows us to make fast improvements in the highest need areas of the County. To make safety a higher priority in our infrastructure, I advocated to not only restore funding but to add new funding to those BiPPA programs. We also created specific BiPPAs for Wheaton, Veirs Mill Rd., Silver Spring, and the East County stops of the Purple Line. Now we need to keep it all together in the final budget. Pedestrian Safety Audits At Councilmember Rice's initiative, the Committee recommended adding \$100,000 to MCDOT's budget for pedestrian safety audits. These audits target specific "high-incident" areas and recommend improvements to make them safer. We need more audits. Street Trees The County Executive recommended cuts to various programs that plant and maintain trees as well as remove stumps; the Committee did not agree and instead increased funding in future years. Due to funding, the backlog for removing a stump is currently 18 years. That is unacceptable. Mobility for seniors and persons with disabilities A few years ago, the County imposed a small charge on ride-hailing services like Uber and Lyft to fund programs that provide transportation for those with disabilities and seniors of limited income. The charge has generated over \$4 million for critical programs such as Call-n-Ride and Seniors Ride Free. One of our more challenging problems is ensuring that there are enough taxis and/or ride hailing vehicles that are wheelchair accessible. The Committee discussed ways to use funds from the charge to incentivize more wheelchair accessible vehicles in taxi fleets. We expect the County Executive to transmit an executive regulation in the coming weeks that addresses this issue. We have a ways to go before we will know what we can afford to add into the final budget. But the Committee's actions are the right calls. Best regards Hans Riemer Councilmember, At-large Gaithersburg Book Festival May 18, 2018 If you are a lover of great books and great writing, I highly encourage you to check out the Gaithersburg Book Festival on Saturday, May 18, 2019. Meet authors like Jeffrey Deaver and Lulu Delacre, attend writing workshops for adults, teens, and kids, visit the Brew & Vine Cafe, and much much more. Best of all -- entrance is free, parking is free, and it's awesome all day long.</p>	
5/30/19	Email	<p>I write in opposition to proceeding with Governor Hogan's plan to expand I-495 and I-270 with toll road using a public-private partnership. The transportation sector currently accounts for the greatest portion of greenhouse gas production in Maryland. The state will not be able to meet the goals set forth by the Greenhouse Gas Emissions Reduction Act of 2016 - to reduce emissions by 40%, relative to 2006 levels, by 2030 -- without substantial changes in how we move people and good. Traffic congestion is a problem but highway expansion is not the solution we need. We need to invest in infrastructure that makes it easier for people to choose cleaner and healthier transportation options. So far, we have seen no substantive analysis of the predicted effects of this P3 highway proposal on greenhouse gas emissions. Cars moving at 50 mph might burn less fuel per mile than do cars stuck in traffic, but more lanes will mean more cars. Unless incentives change, most of those cars will be single-occupant vehicles powered by fossil fuels, resulting in more carbon pollution. Within a few years, we can expect congestion to be as bad as ever, even as sea level rises and extreme weather events become more frequent. Instead we need more reliable and accessible rail and bus options. We need dedicated bus lanes and bus rapid transit. We need financial incentives for transitioning to electric vehicles (including buses), a power grid fueled by renewable energy sources, and easily available charging stations. We need transit-oriented development with infrastructure that allows people to get where they need to go by walking and biking in safety. The proposal for a public-private partnership might look like we are getting something for nothing. However, it has real potential to cause more harm than good. Our state should be prepared to invest in a transportation system that protects our environment and improves the quality of life for all residents, especially those who face mobility challenges and economic adversity. We should not cede control over such an essential function as highway management to private corporations motivated by profit rather than by dedication to protecting our people, our land, our water and our atmosphere. It is essential that we seriously redesign our transportation system for fewer vehicle miles traveled and fewer greenhouse gas emissions. This requires a different kind of analysis that counts not only the cost in dollars but also the cost in damage to our environment, especially our atmosphere. Please don't look for short cuts and cheap fixes. Build the infrastructure we need for a sustainable future. Fund it with a tax on carbon now and fair user fees in the future. Make it a system that works for all of the people, not just those who can afford the toll lanes. Thanks.</p>	<p>Air Quality Climate Change General Environmental Impacts Opposition to I-495 & I-270 Managed Lanes Study Public-Private Partnership Program Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Support for Transit Water Quality/Stormwater</p>
5/31/19	Online Submission Form	<p>I may have missed it, but I did not see any mention of any new Rapid Bus Transit lines or light rail being considered (besides the already-in-motion Purple line). Rapid Bus Transit systems are cost-effective and succeed in moving people and reducing the number of cars. The priority should be reducing the number of cars, not encouraging more cars to use this limited space! I am strongly opposed to Express Toll Lanes, which improve travel times only for the wealthy. HOV 3 lanes should be used instead. I may have missed it, but I did not see any mention of any new rapid bus lines or light rail being considered (besides the already-in-motion Purple line). Rapid Bus Transit systems are cost-effective and succeed in moving people and reducing the number of cars. I also saw no mention of separated cycling paths. This is an excellent opportunity to increase non-car mobility and opening up sections to bikes and pedestrians where 270 meets cities. Any widening of highways should not be undertaken, as widening highways leads to more, not less, congestion. Let's avoid the disaster in LA (and dozens of cities across the country) https://la.curbed.com/19/5/6/18531505/405-widening-traffic-los-angeles-carpool-lane</p>	<p>Support for Transit Opposition to Express Toll Lanes Pedestrian/Bicycle Access Support for High-Occupancy Vehicle Lanes Opposition to Highway Widening</p>



Date	Method	Submission Text	Assigned Comment Themes
5/31/19	Online Contact Form	We understand that our property will be impacted by several upcoming proposals for change to I-495 and MD-5. First, we understand that the current wall (wooden) structure will be changed to concrete and, if so, will the position be the same as the existing. Second, will the concrete wall be at the same or a higher height to help decrease the impact of road noise on our dwelling and family well being. Third, is there going to be any of our back yard affected by the new wall or will it remain in its current location. In addition, will any new lanes or structures be placed on our side of I-495 South? Fourth, will there be any additional road expansion on the back of our property such as enlarged or repaved lanes? Fifth, how does the construction crew/company plan to protect the character, integrity, and stability of our existing homes while construction starts and finishes. And finally, when do you estimate that work will begin and end.	I-495 & I-270 Managed Lanes Study Process/NEPA Noise Property/Community Impacts
5/31/19	Online Contact Form	Yes, by all means, fix 270. You already have my vote (twice). That's why you got it. Who do I have to call to make this happen?	Support for I-495 & I-270 Managed Lanes Study
5/31/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
5/31/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! Remember how much hesitation and opposition there was with the ICC project. Now I drive on MD 200 on a regular basis and always appreciate what a marvelous transportation corridor it is and how much time it has saved me to get to my destinations! Please make the right decision and give the Marylanders the I-495/I-270 we deserve! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
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6/1/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. I own a business in upper Montgomery County. We perform work all over the Washington Metropolitan region. My employees must travel daily to work sites in Maryland, DC and Northern Virginia. Reliance on public transportation is not a remedy for our business requirements. Thankfully, you are contemplating a solution. I understand that the Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these improvements, including new lanes, will encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic, more time with their families, and enable businesses to thrive. This is a once in a lifetime opportunity to make a major	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic



Date	Method	Submission Text	Assigned Comment Themes
		investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. I believe the options being considered have been thoroughly evaluated and demonstrate how implementation can serve the greater benefit to all facets of our region. I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	
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6/1/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. As the President/CEO of the Frederick County Chamber of Commerce, I represent almost 1,000 private, public and nonprofit sector organizations employing over 40,000 Frederick County residents. For well over 38 years, those of us that use the I270 corridor to commute to work in the DC Metro area have been promised various solutions to the ridiculously-long and unacceptable commute times. Options such as MARC, buses and vanpools offer limited relief, but not for the thousands (or tens of thousands) whose schedules preclude those limited-service options. Now, legislators and activists in Montgomery County want to restrict potential solutions to this decades-long failed promise, without regard to their neighbors to the north. It's not only wrong, it's the worst kind of political pandering. As Constitutional Officers of the State of Maryland, our Board of Public Works presumably makes decisions for the best interests of all of Maryland, without regard to a single jurisdiction. I implore you, on behalf of our Board of Directors and membership, to please vote to advance the Public/Private Partnership proposal to address the issues of 495 and 270. Despite the fact that actual solution for us (Clarksburg to I70) is a much longer-term project, we firmly believe and enthusiastically endorse ANY serious proposals that might eventually fulfill the long-unkept promise to the people of Frederick County. I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
6/2/19	Online Submission Form	Thanks for the detailed presentation. I've been commuting from Silver Spring to Northern VA for almost 20 years and have a few recommendations. The proposed projects are 'moon shot' like in both scope and cost. There are things that MD could do now to alleviate problems. How about considering the following: From 5am to 830 am and from 3pm to 7pm on weekdays, no tractor trailers allowed on 495 - let the rush hours move freely. Also no large equipment or over sized loads allowed on the highways between 5am and 7pm - move that equipment at night. No dump trucks from 5am to 7pm - leave the dirt at construction sites and or move the materials to/from the site at night. All road construction and repair to be done after 7pm and end by 5 am. These recommendations follow what successful high volume (people and vehicles) do - for example The Disney parks do maintenance and repair at night not during park visitor time. No trucks (box and 18-wheelers) ever permitted in the left lanes (2 most left) from 5am to 7pm. Enforce the cell phone laws - use cameras or spotters - drivers on phones are a major source of traffic issues and it is illegal. On the inner loop of the beltway from the American Legion Bridge and the outer loop at Georgia Avenue, new signs reminding drivers to maintain speed up hills. The major Legion bridge issue is that people on the inner loop do not accelerate up the hill they must think they are pedaling up the hill. It causes a large back-up on and before the bridge. Enforcement Enforcement Enforcement - there are drivers doing 40 mph in the left lane and drivers doing 80 in the right because the left is block by under speeders. The mixture is deadly. Drivers do this as they know there is no enforcement. Put the speed cameras on the overpasses and ticket for both over speed and under speed. Ticketing for cellphone use will provide a nice revenue stream for the road projects. Thanks again for your work but don't be afraid to try something new - propose it at least - try it for 6-months or a year - what would be the harm? If building more roads were the solution, Tysons Corner would never have back ups - been there lately?	Support for Alternate Transportation Improvements
6/2/19	Online Submission Form	I am writing to you about the \$9-11 billion I-270/495 P3 Toll Lane Expansion plan, an issue which is of great concern and a Maryland resident and taxpayer. Known and unknown costs will be borne by the users of the toll roads and taxpayers for the next 50 years. That legacy will be that of Governor Hogan and the people who rushed the public into long-term financial commitments before the public knew the very high costs and risks involved. Too many other places have already had this rude awakening and passed unexpected burdens to future generations of taxpayers. Here is an example: https://theyee.ca/Views/2005/10/26/hiddenhugecosts/ . I have attended several of the public meetings hosted by MDOT and I am especially concerned tax payer costs are being	Public-Private Partnership Program Public Involvement General Environmental Impacts Property/Community Impacts

Date	Method	Submission Text	Assigned Comment Themes
		<p>underestimated because estimates of how much the tolls the roads will earn are over-optimistic and the extensive environmental mitigation costs aren't being discussed. Moreover, it's been exposed that MDOT already HAS gathered more environmental impact information that they are NOT sharing, which sounds extremely suspect and potentially illegal to me. This is very frustrating considering the plan calls for clearing thousands of acres of trees, moving Rock Creek Park, and adding hundreds of acres of impermeable surface. These changes alone present major flood risks that will be expensive for homeowners and tax payers. In addition, everyone will bear the responsibility for unforeseen costs, project delays, and impact mitigation done on this corridor. This reckless process is one reason there is WIDE opposition in Montgomery and Prince Georges County. Another is the number of people who will be directly affected by the construction and widened roads and will lose homes, small businesses, and community space and community integrity. On a more personal note, I am a new resident and homeowner to the Montgomery County city of Bethesda. I am also a commuter who uses both 495 and 270 daily. In 2015, I moved to Maryland from New Jersey to escape the urban sprawl and hopefully enjoy a new career opportunity and better quality of life. I was attracted by the clean air and open spaces that were being preserved and made available for citizens to appreciate. I dread to think about these natural amenities being taken away and wildlife drive off to make way for even more traffic potentially coming to the area. As a new homeowner, I will also bear the brunt of the impact the expansion will have if it takes place, including more noise, pollution and loss of tree line. My building, The Promenade Towers, literally overlooks the beltway, save for the few trees that stand between us, and that will likely be cut down to accommodate more roadway. I am sickened at the thought of what this will do to my property value and recent real estate investment. I am not a rich person and this was the only property in the area that I could afford on a government salary. I am deeply concerned that MDOT's \$11 billion P3 toll project does not protect the best interests of the MD taxpayers, communities, residents, and the environment. The Dept of Legislative services wrote a letter (Jan 7, 2019) to the chairpersons of the Senate Budget and taxation Committee, House Ways and Means Committee, the House Appropriations Committee indicating two main issues raised by the submission of MDOT and MDTA's presolicitation report (dtd Dec 11, 2018) for P3 procurements to add toll lanes to I-495 and i-270. DLS' issues included the lack of specificity for what would be procured, which could affect the conclusions on the cost and benefits of using P3 procurement, and the lack of complete analysis to evaluate whether a P3 would be more financially advantageous to the state than a conventional procurement. These analyses seem essential to making an informed decision on an \$11 billion project. Also, honesty with tax payers about the true costs to MD and taxpayers is needed. Moreover, your public workshop materials, including the interactive map, are essentially useless to the average citizen in figuring out the extent a huge roadway construction project will have on their home and quality of life. Right now, people are being told they will get the roads for free and that no private property will be taken. Your representatives at the public workshops are not giving meaningful answers to legitimate questions and concerns. It is your responsibility and duty to make things clear, not to mislead the very people who pay your salaries. MDOT is not being transparent and is taking advantage of the naivete of the general public, which is not only fiscally irresponsible, it is immoral and criminal in nature. I OPPOSE ALL ALTERNATIVES INVOLVING ADDING LANES and WIDENING the ROADWAYS. I urge you to support the many very plausible and more immediate alternatives, including NO BUILD that are less expensive and less invasive solutions to the congestion problems.</p>	<p>Opposition to Highway Widening Support for Alternative 1/No-Build</p>
6/2/19	Online Submission Form	<p>The no-build option is the only reasonable recommended Alternative Retained for Detailed Study. Expanding I-495 will create an unacceptable burden on property owners and communities close to the construction zones, not to mention the adverse environmental impacts. Expanding I-495 also does not have a reasonable chance of solving the area's traffic problems. The flow of traffic is limited not only by the capacity of the largest highways, but of the local infrastructure that feeds into them. Without a complete plan of coordinated action with all local governing entities and communities to alleviate congestion in the local streets that feed into I-495 and I-270, any expansion of these highways is worthless. A more sensible alternative is aggressive expansion of public transportation systems and incentives to use them. Investment in public transportation is the less disruptive, more ecologically responsible, and likely more effective option. I understand that the cost for this is likely higher according to the study materials released so far, but choosing a course of action that has no chance of success over one that could succeed for the sake of saving costs is irresponsible and ultimately an invasive and destructive waste of taxpayer money.</p>	<p>Support for Alternative 1/No-Build Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit</p>
6/2/19	Online Submission Form	<p>The no-build option is the only reasonable option in the I-495 and I-270 Managed Lanes. Widening the beltway using any of the listed options in this study will undoubtedly add cars to the road, and without updating local infrastructure on roads that connect to the beltway, this will only increase congestion. For example, roads such as Route 1 and New Hampshire Ave. are already beyond capacity, and increasing the number of cars that can exit onto these roads will likely create back-ups well onto their exit ramps on the beltway itself. In addition, the combination of adding cars on the road and replacing wooded areas and other permeable surfaces with pavement will exacerbate the effects of climate change, creating even worse problems in the future. The destruction of native wildlife habitat that will result from this project is also a major concern and will decrease quality of life for those who live and visit in the area. We should be providing incentives for people NOT to drive rather than adding cars. The resources allocated to this project would be much better spent making public transportation options more convenient, reliable, and affordable.</p>	<p>Support for Alternative 1/No-Build Effectiveness of Proposed Alts. in Addressing Traffic Climate Change General Environmental Impacts Support for Transit</p>
6/2/19	Online Submission Form	<p>As a concerned DC-area resident and Rockville native, I strongly oppose the 270 and 495 toll lanes public-private partnership (P3) project. The project fails to protect the best interests of Maryland's taxpayers, communities and the environment. It would put the state in financial risk, threaten our environment and health, and could actually increase traffic and pollution over time instead of reducing it. And it has been proposed and pushed through – so far – without truly considering the local residents' and elected officials' overwhelming opposition to the project. While public comments are accepted, for instance, there's no option for increased public transit instead of more highway lanes. I am a lifelong resident of the DC area, a native of Rockville, and a frequent user of the area's highways as well as public transit. While I understand frustration over traffic congestion, building more highway lanes is NOT the way to address it. The last I-270 expansion was supposed to handle growth in traffic for at least 20 years. But less than 8 years after the project was completed in 1991, 270 was again severely congested. Decades of research on transportation projects show the same thing, that simply widening highways is not a real solution to congestion. Building more roads just attracts more drivers and more cars, and encourages people to abandon public transit and carpooling. For instance, Northern Virginia's toll roads on 495 actually *increased* traffic congestion after 6 months. Instead, what we need is a much higher and sustained commitment to adequately fund and expand the region's public transit system, including Metro and busses. This issue is personal for me because the neighborhood where I lived most of my life sits right next to 270, and squarely in the path of any proposed expansions. I don't want to see my favorite parks, schools, and people suffering from the increased noise pollution and air pollution of an expanded highway. At the very least, it is premature to approve this project before an environmental impact statement has been conducted to assess how it would affect our air, water and the</p>	<p>Opposition to I-495 & I-270 Managed Lanes Study General Environmental Impacts Public Involvement Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Property/Community Impacts Social Equity</p>

Date	Method	Submission Text	Assigned Comment Themes
		public health. Finally, pursuing this project as a toll road design and a P3 structure is financially unfair for Marylanders. The tolls mean that poorer residents who can't afford to pay them are completely left out of this solution; and the P3 structure means Maryland is handing over the reins to private companies to wring profits out of local residents. Any elected official who supports this project over the interests of Maryland residents should be ashamed of themselves.	
6/2/19	Online Submission Form	As a resident of and voter in Montgomery County, MD, I want to express concern about moving ahead with the proposed widening of the Beltway and I-270 at this point. My major concern is that there has not been sufficient study of alternatives, specifically alternatives involving better public transportation. Approving the plan now seems very premature to me. I drive both the Beltway and I-270 and I know the frustrations involved all too well. However, I am also very concerned about climate change and its effects. I feel it is my moral duty to do as much as I can to try to reduce carbon emissions and other contributions to climate change. Facilitating the addition of more cars to our roads may not be the best long term solution to these problems. I would prefer that there be serious efforts to examine public transportation options. Other major cities have done that successfully. Why not Maryland, too?	I-495 & I-270 Managed Lanes Study Process/NEPA Climate Change Support for Transit
6/2/19	Online Submission Form	I am opposed to this project for a number of reasons. #1) Studies show that widening road will result in only one minute of decreased time between points en route. #2)A master plan for moving people in our crowded area MUST involve consideration of transit infrastructure. Our only hope to connect the suburban exterior to the city with city core is the development of mass transit in combination with the evolving ride sharing culture. Cars pollute and contribute to the most serious problem facing our area, and our region. We should be working on reducing dependence on fossil fuels, and individual transport by private cars. #3) Environmental studies have not been completed; these must be done before any further movement on this project. Water quality, run-off, increased non-permeable surfaces will all contribute to problem of degradation of our watershed. PLEASE do not go forward with this project and put our state resources into viable, more contemporary solutions to the challenges facing transit in our region.	Opposition to I-495 & I-270 Managed Lanes Study Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit General Environmental Impacts Water Quality/Stormwater
6/2/19	Online Submission Form	I am concerned about what I have heard about the the alternatives. My opinions are as follows: 1) I strongly feel that adding toll lanes to the beltway in Montgomery county should start at the American Legion Bridge and go to 270 and up 270 toward 370. That way, thru traffic will be encouraged to use the icc rather than the beltway. The icc is under-used as it now stands. As I understand it, the current plans for toll lanes in montgomery county in silver spring and further east will not have access points designed for commuters, but rather will be designed for thru travel, and this is best routed to the icc. 2) I am also _very_ concerned about the plans for mass transit associated with this project. The project should allow for buses in the toll lanes, and this will not be useful if the access to the toll lanes is very limited. It is well known that road widening often leads to 'induced demand', i.e. people making trips which they otherwise would not make owing to congestion. This causes newly build roads to fill very quickly after construction is complete. I am sure that the opinion polls which appear to show people favoring the widening of the road do not convey the likelihood of this. People are being lured into favoring this project on false premises. 3) I am also concerned about the financing of this project. State officials keep saying tht the taxpayers will not have to pay for the project. However, as I nderstand it, the state will have liability if the private company building and operating the road goes out of business or abandons the project, or if it fails to generate revenue. For these reasons, I think this project should be delayed for further study.	Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic Public-Private Partnership Program Support for Transit
6/2/19	Online Submission Form	I adamantly oppose all of the options presented at the public workshop. This P3 project is ill-conceived and under-informed. NO toll lanes NO beltway expansion NO 270 expansion Back to the drawing board. Maryland wants a solution that puts public transit and environmental responsibility FIRST and privatization of our roads and destruction of our neighborhoods and green spaces LAST.	Opposition to I-495 & I-270 Managed Lanes Study Opposition to Highway Widening Support for Transit General Environmental Impacts
6/2/19	Online Submission Form	The public transit alternatives were arbitrarily and unfairly taken off the table; put them back on the table. Environmental Impact Study should precede solicitation of proposals and contractors, but instead, the MDOT is putting the cart before the horse. Stop this project right now, until the EIS is completed and taken into consideration. Only if consideration of the EIS and analysis of ALL the alternatives, including public transit, point to adding lanes should the project resume. The Department of Legislative Services report (attached) on page 10, pointed out that the P3 method might not be as good a method as the alternative of having the State build the road (using contractors) and own the toll collection and operation business. That alternative has not yet been investigated, analyzed, and meaningfully compared. So that must be done before moving any further forward with the proposed widening of roads as a P3. Finally, lane widening will hurt the environment and will not solve the problem of congestion. [See AppC_Attachment_060219_DK_Online]	Support for Transit I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic
6/2/19	Hard Copy Submission Form	Please ask us for comments later- these alternatives are so vague I can't comment in any meaningful way. At the meetings you said you weren't sure if these would be paved lanes, a skyway, or a tunnel. It's strange to move forward with this when you don't know basic "details" like that. Go back to the drawing board and come up with a real solution- please!	Public Involvement I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements
6/2/19	Online Contact Form	I am adamantly opposed to any Public Private Partnership which would widen 270 and/or 495 and create toll lanes. Such a solution is ill-conceived, and the potential impacts of this project have not been adequately studied. Our parks and green spaces will be irreparably damaged, our neighborhoods subjected to increased noise and pollution. In my neighborhood, local roads will be compromised due to the increased demand near the beltway interchanges. There is too much financial risk that Marylanders will be on the hook to repay. Studies have shown that expanding highways does nothing to reduce traffic in the long term, and only increases demand on roads. Maryland should be looking towards a 21st century solution of expanded public transit rather than encouraging more cars on our roads.	Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Noise Opposition to I-495 & I-270 Managed Lanes Study Public-Private Partnership Program Effectiveness of Proposed Alts. in Addressing Traffic

Date	Method	Submission Text	Assigned Comment Themes
			Support for Transit Traffic
6/2/19	Online Contact Form	I am writing to you about the \$9-11 billion I-270/495 P3 Toll Lane Expansion plan, an issue which is of great concern and a Maryland resident and taxpayer. Known and unknown costs will be borne by the users of the toll roads and taxpayers for the next 50+ years. That legacy will be that of Governor Hogan and the people who rushed the public into long-term financial commitments before the public knew the very high costs and risks involved. Too many other places have already had this rude awakening and passed unexpected burdens to future generations of taxpayers. Here is an example: https://theyee.ca/Views/2005/10/26/hiddenhugecosts/ . I have attended several of the public meetings hosted by MDOT and I am especially concerned tax payer costs are being underestimated because estimates of how much the tolls the roads will earn are over-optimistic and the extensive environmental mitigation costs aren't being discussed. Moreover, it's been exposed that MDOT already HAS gathered more environmental impact information that they are NOT sharing, which sounds extremely suspect and potentially illegal to me. This is very frustrating considering the plan calls for clearing thousands of acres of trees, moving Rock Creek Park, and adding hundreds of acres of impermeable surface. These changes alone present major flood risks that will be expensive for homeowners and tax payers. In addition, everyone will bear the responsibility for unforeseen costs, project delays, and impact mitigation done on this corridor. This reckless process is one reason there is WIDE opposition in Montgomery and Prince Georges County. Another is the number of people who will be directly affected by the construction and widened roads and will lose homes, small businesses, and community space and community integrity. On a more personal note, I am a new resident and homeowner to the Montgomery County city of Bethesda. I am also a commuter who uses both 495 and 270 daily. In 2015, I moved to Maryland from New Jersey to escape the urban sprawl and hopefully enjoy a new career opportunity and better quality of life. I was attracted by the clean air and open spaces that were being preserved and made available for citizens to appreciate. I dread to think about these natural amenities being taken away and wildlife drive off to make way for even more traffic potentially coming to the area. As a new homeowner, I will also bear the brunt of the impact the expansion will have if it takes place, including more noise, pollution and loss of tree line. My building, The Promenade Towers, literally overlooks the beltway, save for the few trees that stand between us, and that will likely be cut down to accommodate more roadway. I am sickened at the thought of what this will do to my property value and recent real estate investment. I am not a rich person and this was the only property in the area that I could afford on a government salary. I urge you to NOT go through with the plans to widen roadways, and instead to consider the many very plausible and more immediate alternatives that are less expensive and less invasive solutions to the congestion problems.	Commute Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to Highway Widening Public-Private Partnership Program Support for Alternate Transportation Improvements Property/Community Impacts Public Involvement Water Quality/Stormwater
6/2/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
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Date	Method	Submission Text	Assigned Comment Themes
		Gerald Dougherty Resident of Baltimore County I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	
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6/2/19	Email	Expanding access to the American Legion Bridge via 270 and 495 will only further increase traffic crossing the Potomac at this point. There needs to be a new bridge further north. It could be an extension westward of the existing toll road MD-200. This is not only for traffic relief between VA and MD, but also would provide an emergency route in case the American Legion Bridge fails or is closed due to vehicular fires. It also would facilitate emergency evacuation in case of a terrorist or other attack. With careful planning, a route could be found which would cause little environmental damage.	General Environmental Impacts Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic Safety
6/2/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Please don't let the leftist NIMBY lunatics stop you from fixing this region's transportation problems!! Get it done. Thank you! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
6/2/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Please vote YES to get this critical project in momentum. I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
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6/2/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
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6/2/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Aside from the personal and economic fallout from the congestion on the roads, a safety issue is also of paramount interest. As an example when a tanker recently closed down the American Legion bridge for hours there is no way to gauge the danger to someone who might need emergent care or transport for a life saving procedure when there is no way out. The transportation congestion has reached an intolerable state and needs remedy. I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Safety Support for I-495 & I-270 Managed Lanes Study Traffic
6/2/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
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6/2/19	Email	I am 100% opposed to the expansion of the Beltway and I-270. There is too much of a focus in this country and state on roads and not enough on public transit. Expanding roadways is clearly not a sustainable option and I urge you to oppose the expansion of and addition of toll lanes to the Beltway and I-270 and instead focus on sustainable public transit options (such as the proposed monorail along I-270). I am also very concerned about privatizing public functions in ways that benefit private corporations at the expense ion taxpayers.	Opposition to General Price-Managed/Toll Lanes Opposition to Highway Widening Public-Private Partnership Program Support for Transit
6/2/19	Email	Subject: Toll lanes No. Investigate. MONO RAIL.	Opposition to General Price-Managed/Toll Lanes Support for Transit
6/2/19	Email	I am very concerned about the widening of #270 impacting the peace and quiet of the Woodley Gardens/College Gardens neighborhood. Please don't take away the trees and greenery separating us from the Highway. Also, the noise level will increase and disrupt the reason we live here- for the peace and quiet. The local lanes going north on I-270 around Montrose road exit and North are very dangerous now because of your repairs. The road is uneven, and we nearly hit the stone wall to avoid the indentations in the right local lane everytime we are going North from Montrose Road. Thank you.	Forest Buffer/Undeveloped Land/Parkland Noise Opposition to Highway Widening Property/Community Impacts Roadway Maintenance Safety
6/2/19	Email	SUPPORT AS CRITICALLY NECESSARY	Support for I-495 & I-270 Managed Lanes Study
6/2/19	Email	I work in DC and regularly drive there using I-495. And although I, like any DC-area commuter, want traffic congestion relief, there is no way the current plan will be able to deliver on such a grandiose promise. Ignoring public transportation solely to build more roads is weak. More lanes simply means more cars. Local critics have taken to noted that "we must focus on moving people, not automobiles." I could not agree more. Moreover, the state has done a fairly terrible job of communicating to those of us who will be directly impacted by the construction of additional lanes. None of their public literature has indicated how the state will seek to compensate residents whose homes will either be demolished, who will experience significantly louder traffic, or increased air pollution with the addition of the extra cars. There are more than 1,500 homes that will be impacted by the project. Please, think bigger. We live in a state that is desperate for better transportation options. Invest in solutions that will serve future generations. More or bigger roads, especially alone, is not a viable solution. Or, think more parochially. Do the basic homework needed to show that this solution is the right one. Show us a traffic study that indicates how/whether this idea will work. Show us an Environmental Impact Statement proving someone is thinking beyond tomorrow. And give us the financial analysis proving that the proposed math is right. We choose to live in a high-tax region and we expect our government to come up with creative solutions with our tax dollars. As it stands, not only is this plan wildly uncreative, but actively works against those who it is intended to benefit. We are not, as the governor's press team stated, "pro-traffic activists." We are families who believe our government can and should do better.	Air Quality Commute I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Public Involvement Support for Transit Traffic
6/2/19	Email	I am writing to you about the \$9-11 billion I-270/495 P3 Toll Lane Expansion plan, an issue which is of great concern and a Maryland resident and taxpayer. Known and unknown costs will be borne by the users of the toll roads and taxpayers for the next 50+ years. That legacy will be that of Governor Hogan and the people who rushed the public into long-term financial commitments before the public knew the very high costs and risks involved. Too many other places have already had this rude awakening and passed unexpected burdens to future generations of taxpayers. Here is an example: https://theyee.ca/Views/2005/10/26/hiddenhugecosts/ . I have attended several of the public meetings hosted by MDOT and I am especially concerned tax payer costs are being underestimated because estimates of how much the tolls the roads will earn are over-optimistic and the extensive environmental mitigation costs aren't being discussed. Moreover, it's been	Commute Air Quality Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA

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		<p>exposed that MDOT already HAS gathered more environmental impact information that they are NOT sharing, which sounds extremely suspect and potentially illegal to me. This is very frustrating considering the plan calls for clearing thousands of acres of trees, moving Rock Creek Park, and adding hundreds of acres of impermeable surface. These changes alone present major flood risks that will be expensive for homeowners and tax payers. In addition, everyone will bear the responsibility for unforeseen costs, project delays, and impact mitigation done on this corridor. This reckless process is one reason there is WIDE opposition in Montgomery and Prince Georges County. Another is the number of people who will be directly affected by the construction and widened roads and will lose homes, small businesses, and community space and community integrity. On a more personal note, I am a new resident and homeowner to the Montgomery County city of Bethesda. I am also a commuter who uses both 495 and 270 daily. In 2015, I moved to Maryland from New Jersey to escape the urban sprawl and hopefully enjoy a new career opportunity and better quality of life. I was attracted by the clean air and open spaces that were being preserved and made available for citizens to appreciate. I dread to think about these natural amenities being taken away and wildlife drive off to make way for even more traffic potentially coming to the area. As a new homeowner, I will also bear the brunt of the impact the expansion will have if it takes place, including more noise, pollution and loss of tree line. My building, The Promenade Towers, literally overlooks the beltway, save for the few trees that stand between us, and that will likely be cut down to accommodate more roadway. I am sickened at the thought of what this will do to my property value and recent real estate investment. I am not a rich person and this was the only property in the area that I could afford on a government salary. I urge you to NOT go through with the plans to widen roadways, and instead to consider the many very plausible and more immediate alternatives that are less expensive and less invasive solutions to the congestion problems.</p>	<p>Public-Private Partnership Program Public Involvement Social Equity Water Quality/Stormwater</p>
6/2/19	Email	<p>Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. I am a 30-year resident of Wheaton, MD and I am fed up with the increasing traffic delays and time I've wasted sitting on the beltway not moving. PLEASE do not delay this any more. Please stop telling us the ride our bicycles to work or take the unbearably costly and inefficient Metro. This is not Portland Oregon. Our nation's capital has traffic like a third world nation, all caused by political inaction. It is an embarrassment to the National Capital Area. I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.</p>	<p>Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic</p>
6/2/19	Email	<p>Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. A little weather or a minor accident results in major delays. Lack of confidence in the traffic experience makes it tough to plan a commute. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.</p>	<p>Regional Economy Safety Support for I-495 & I-270 Managed Lanes Study Traffic</p>
6/2/19	Email	<p>Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.</p>	<p>Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic</p>
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		Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	
6/2/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. As a 20-year resident of Frederick, my job requires travel around the larger Metropolitan Washing region, to work on many significant economic development projects, with a particular emphasis on Northern Virginia. The region needs a REGIONAL solution. Thankfully, there's a solution on the table. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let us Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive	Commute Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
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6/2/19	Email	My husband, son and I live in Forest Glen neighgorhood. We are opposed to widem lanes on 495. The noise from existing traffic on 495 is already disruptive when we are trying to sleep at night. We already hear noise from large trucks, cars without mufflers and loud motorcycles. More lanes mean more vehicles, more traffic and more noise. Georgia Avenue is already dangerous for pedestrians to walk alongside or cross. We bought our house in this neighborhood 4 years ago because we liked being close to the tranquility of Sligo Creek Park. It offset, to some degree, the noise and traffic of 495. We will look to sell our home and move out of the county, possibly the state if our rights of homeownership are not retained. We don't want to live in a state that destroys homes, neighborhoods and worsens walkability. At a time when our president verbalizes his racism, creates policies to hurt people of color, is interested in self gain we have concerns on Marylamds creating revenue streams, through destructive means, off the backs of hardworking residents without concern of disrupting our lives, neighborhoods and homes. We are tax payers. Leave our homes, neighborhoods and roads alone! Figure out an alternative that is better for tax papers living in the propsed areas of impact.	Noise Opposition to Highway Widening Pedestrian/Bicycle Access Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Safety Social Equity Traffic
6/2/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
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6/2/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
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6/2/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Traffic has been a problem for the last 40 years and is only getting worse. I am glad we are finally seeking a viable solution! Although I live in Howard County, I refuse to commute, shop, relax in the Montgomery County, DC region. The Maryland Traffic Relief Plan will reduce traffic delays by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic

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6/2/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Although I am a Baltimore Resident, I regularly use I-495 and as we all know the traffic on that beltway is horrible -- totally unacceptable. I fully believe that The Maryland Traffic Relief Plan will reduce I-495 congestion significantly, and it appears to me that Controller Franchot's vote is critical to making it a reality.! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Commute Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
6/2/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
6/3/19	Online Submission Form	I am a resident of Silver Spring and a home owner who will be directly impacted by by all the proposals presented in the study. Part of my backyard would be taken and the retaining wall would be closer to our home, increasing noise pollution for my family. I understand that it was our choice to live so close to 495 but when we bought our dream home we never imagine that our government would ever propose such a disastrous project. In an era where so much research including that related to this project shows the health of our environment on a downward spiral, why would any Marylander support this project! I can live with a smaller backyard and a noisier house but I refuse to accept the destruction of our parks, the loss of my neighbors' homes and the increase in gas emission and pollution. This is not about relieving congestion or about creating jobs, this is about the financial benefit of a few at the cost of so much! I urge those involved in this project to consider other options for relieving congestion like public transit and sensible construction and developments that keep residents close to their jobs (if this is truly what this is all about.) My children have only just begun to fall in love with their new home and I can't imagine what life will be like for them with this huge construction project happening in their backyard. I don't need to mention how this would affect us economically because it is obvious that our property value would sink with the loss of land and with a retaining wall up against the house. This issue is bigger than just our family, this is about the future of all Marylanders and our environment. I appreciate my comments being taken into consideration.	Property/Community Impacts General Environmental Impacts Support for Transit Noise Air Quality Forest Buffer/Undeveloped Land/Parkland
6/3/19	Online Submission Form	Again, I am opposed to this plan. No alternative plans have been offered and this plan would eliminate at least 30 affordable homes during a time when our county is under a housing moratorium. It would have a massive negative environmental impact. More lanes of traffic would not mean less traffic. Study after study shows that more cars will simply fill out the additional lanes. I am not comfortable with a public-private partnership being used to toll our citizens. This will disrupt plans to make Georgia Avenue and University Blvd. safer streets. The governor is rushing the process and not listening to the residents.	Opposition to I-495 & I-270 Managed Lanes Study Property/Community Impacts General Environmental Impacts Effectiveness of Proposed Alts. in Addressing Traffic Public-Private Partnership Program Public Involvement
6/3/19	Online Submission Form	Projects the world over show us clearly: whenever a highway is expanded, traffic expands to fill it again. Expanding 495 and 270 is not a solution. The solution is to put our state money to far better use expanding MARC service, improving bus service, adding exclusive bus and bicycles lanes, and, of course, completing the Purple Line. Expanding the highways is purely wasteful, and will do nothing to alleviate our problems.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit



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6/3/19	Online Submission Form	Please vote against 270 expansion. It is anti-environmental and against the wishes of those who will be most impacted. It has been proposed in a rushed and off-color way. I can't ever vote for someone who pushes this through. Rev. Alexa Fraser 503 Mannakee St. Rockville MD 20850	Opposition to Highway Widening General Environmental Impacts Public Involvement
6/3/19	Online Submission Form	*NO!* to new toll lanes in Montgomery County or in Maryland!! *NO!* to toll lanes on I-495 or on I-270 (or on BWI Pkwy!!) *NO!* to taking away yet more parklands in Montgomery or P.G. Counties! *NO!* to the grossly-narrow scope & NON-transparent study that was done, which did NOT do a *real* & unbiased analysis. & We demand transparency in the DATA used to determine the study claims. *NO!* to elitist proposals. **NO!* to taxpayers taking all the risks while private toll co. gets all the \$\$\$\$. The only option that should be considered at this point is **DO NOTHING** A real & unbiased analysis should have been done, to include examining the effects of VA's new tolls (which MD hasn't done yet!), doing a REAL traffic analysis to determine where commuters are going TO & FROM (which wasn't done!), & considering BROADER-scope alternatives such as building an OUTER crossing over the Potomac River to connect into Loudon County, VA. The "Managed Lanes Study" SHOULD have been a "RELIEVE TRAFFIC CONGESTION" study, but instead we got an ELITIST proposal.	Opposition to General Price-Managed/Toll Lanes Forest Buffer/Undeveloped Land/Parkland I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Support for Alternative 1/No-Build
6/3/19	Online Submission Form	I oppose the widening of 495 and 270. Paving over green spaces, taking the property of private citizens, and adding more cars to the road is absolutely not the solution to traffic congestion. We need comprehensive solutions including public transportation, affordable housing near jobs, and redevelopment in the places where people already live. The widening plan involving private contractors and private profit is not working in Virginia. The Governor says his plan will save Maryland money, but it will end up costing taxpayers more for a project that only delays the inevitable while increasing pollution and adding to the misery of Maryland commuters. The Governor's resistance to public transportation has everything to do with enriching his friends and donors, and nothing to do with the wellbeing of the state. We need clean air and a habitable climate, not for-profit express lanes added to our highways.	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Public-Private Partnership Program General Environmental Impacts
6/3/19	Online Submission Form	I am opposed to the plan to widen I495 and 270 with toll lanes. Simply widening highways does not really improve congestion. We want more carpooling and public transit. In Northern VA, rush hour trips got longer after the toll lanes opened. There is to be no access to toll lanes at New Hampshire, pushing more traffic to Connecticut Ave and Route 29. We also need to understand the impact on Sligo Creek, Rock Creek, and the Potomac. This idea feels rushed and not studied enough. I do not want such a project crammed down the throats of myself,(whose home will be impacted by this proposed project), and the other citizens of the metro area.	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Water Quality/Stormwater Analysis Methodology
6/3/19	Online Submission Form	I am dismayed to see the vast acreage of parkland will be taken for this project. The Sligo Creek area is such a beautiful and important green space to residents in the Silver Spring area. It would be a disaster if residents lost the quality of life derived from this parkland, not only from the physical loss of space, but the increased noise pollution as well. I am also concerned about the lack of details on noise mitigation. Should this beltway expansion move forward, residents need assurances that sound mitigation will be a priority and that funds must be set aside expressly for this purpose. I'd like to see what types of innovative solutions are available rather than just the standard wall. For example, could the top of the walls be capped with inward-facing angle top to force the sound waves back down towards the beltway? Ultimately though, I am opposed to the proposed Beltway expansion. As a lifetime resident of Silver Spring, I am seriously concerned that the negative impact of expansion would outweigh short lived congestion relief. The Silver Spring area of the beltway is densely populated with many homes and parks that would be severely negatively affected. I don't think it's fair to punish local residents in favor of far-flung commuters who exacerbate sprawl and crawl. I recommend we look to options that allow more people to live closer in, i.e. expand denser housing options in closer in suburbs, expanded and improve public transport (let's see the impact of the purple line and support metro rail service) and rapid bus transit lanes. Thank you for considering my feedback.	Forest Buffer/Undeveloped Land/Parkland Noise Opposition to Highway Widening Support for Transit
6/3/19	Online Submission Form	The Honorable Larry Hogan, Governor of the State of Maryland Mark.Newgent@maryland.gov The Honorable Peter Franchot, Comptroller of Maryland jgontrum@comp.state.md.us The Honorable Nancy Kopp, Treasurer of the State of Maryland jkille@treasurer.state.md.us I am against Governor Hogan's plans for I-270/ and I-495 beltway expansion. The harm to our environment is the first reason I am against this proposal. To actively take acres of green space from Maryland will bring great harm to its citizens and the environment. The second is the tolls on the new privately-owned lanes would be too high and toll lanes don't reduce traffic. You can drive on I-66 at rush hour and see that this is a true statement. There has not been an environmental study for this project. I suggest that Maryland go with a "greener" solution to our traffic problem and not a for profit deal that will hurt our citizens economically and environmentally. Let's work to save the world by reducing our carbon footprint. Creating more pollution and fiscal hardship is not the answer. When the Board of Public Works debates the MDOT plan, I respectfully urge you to reject it.	Opposition to Highway Widening General Environmental Impacts Effectiveness of Proposed Alts. in Addressing Traffic I-495 & I-270 Managed Lanes Study Process/NEPA
6/3/19	Online Submission Form	The no-build option is the only reasonable option in the I-495 and I-270 Managed Lanes Study. Widening the beltway using any of the listed options in this study will undoubtedly add cars to the road, and without updating local infrastructure on roads that connect to the beltway, this will only increase congestion. For example, roads such as Route 1 and New Hampshire Ave. are already beyond capacity, and increasing the number of cars that can exit onto these roads will likely create back-ups well onto their exit ramps on the beltway itself. In addition, the combination of adding cars on the road and replacing wooded areas and other permeable surfaces with pavement will exacerbate the effects of climate change, creating even worse problems in the future. The destruction of native wildlife habitat that will result from this project is also a major concern and will decrease quality of life for those who live and visit in the area. Widening the beltway would be an extremely irresponsible and wasteful use of taxpayer money. We should be providing incentives for people NOT to drive rather than adding cars. The resources allocated to this project would be much better spent making public transportation options more convenient, reliable, and affordable.	Support for Alternative 1/No-Build Effectiveness of Proposed Alts. in Addressing Traffic Climate Change General Environmental Impacts Promote Incentives to Reduce Vehicles on Roads Support for Transit

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6/3/19	Online Submission Form	Please reconsider this entire project. You want to tear out parts of my neighborhood to enlarge 495. Study after study after study shows that more highways only make more cars. Enlarging the highway will NOT cure the traffic. So you want to tear out parts of my neighborhood for something we don't use and will make the situation worse. This is HORRIBLE.	Effectiveness of Proposed Alts. in Addressing Traffic
6/3/19	Online Submission Form	"Managed Lanes" have failed to improve the quality of life in Northern Virginia. Induced demand - where widening roads spurs MORE traffic volumes - is a widely accepted principle. This plan is being festooned on Maryland residents with disingenuous motives and is a bad use of land, money and time. Maryland residents deserve better from our state government.	Effectiveness of Proposed Alts. in Addressing Traffic I-495 & I-270 Managed Lanes Study Process/NEPA
6/3/19	Online Submission Form	I am against adding toll lanes.	Opposition to General Price-Managed/Toll Lanes
6/3/19	Online Submission Form	There's lots of evidence out there arguing that expanding highways is not a solution to alleviate traffic. This plan is madness. The majority of residents are against it. Listen to us. Don't expand 495	Effectiveness of Proposed Alts. in Addressing Traffic Public Involvement Opposition to Highway Widening
6/3/19	Online Submission Form	Please DO NOT widen I-495 and 270. I am asthmatic and additional car exhaust will affect my well-being. Car exhaust also exacerbates climate change. Please use this money to improve public transportation options such as subways and buses instead. I am a member of the Sierra Club and I vote for candidates who protect our environment. Thank you.	Opposition to Highway Widening Air Quality Climate Change Support for Transit
6/3/19	Email	I travel on 495 on a regular basis and welcome plans to ease traffic congestion. However, any plan to be considered must have input from the transportation officials from Prince George's and Montgomery Counties. It's great that the NEPA process allows for public comment from citizens, but we need analysis and recommendations from the people who share the responsibility with MDOT and FHWA. While there are lots of positive statements regarding the objective of congestion relief, no data has been presented to suggest that any of these ideas have worked anywhere else, or why they will work in this region. It's very disturbing that the State is considering a P3 arrangement for this concept without any real detail on how a P3 would work in this scenario. It's ironic that the term "Public, Private, Partnership" is being used in a process that leaves out part of the "Public" (i.e., local public officials) and provides no evidence of a "Partnership." Please work with local governments to determine what works best for us prior to spending public dollars with private entities.	I-495 & I-270 Managed Lanes Study Process/NEPA Commute Traffic Analysis Methodology Public-Private Partnership Program
6/3/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
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6/3/19	Email	<p>https://na01.safelinks.protection.outlook.com/?url=https://youtu.be/eMWFauTb57U?t=0&data=02 01 ABrown@mdot.maryland.gov 6cf0aba1175448fc900508d6e82fe5aa b38cd27c57ca4597be2822df43dd47f1 0 0 636951689746825877&sdata=KESgveLlyvxzVMX6m/EU4nsdUjPdthHKkbEQkuir3o=&reserved=0 A 39 minute video link is provided that illustrates how good public transportation is done in Warsaw, Poland; a foreign city. Just like other places the population has now mushroomed to 1.8 million. Unlike places in the USA it suffered severely in WWII. It has made a remarkable comeback that also includes its large scale electric rail public transportation system. The light rail network has 27 lines forming a rail network of 75 route miles.</p> <p><https://na01.safelinks.protection.outlook.com/?url=https://en.mapawarszawy360.pl/warsaw-tram-map#.XPU3YhKg2w&data=02 01 ABrown@mdot.maryland.gov 6cf0aba1175448fc900508d6e82fe5aa b38cd27c57ca4597be2822df43dd47f1 0 0 636951689746825877&sdata=boTK7YyPTOdNe+7UfaPoGpyJ1XBr8BOe16xx/Km+nsE=&reserved=0> Much can be learned about the implementation of a light rail system by visiting and observing the methods and operations used by cities like Warsaw. It can readily say, "been there, done that" when it comes to really good public light rail transportation. Perhaps even places in the USA like Montgomery County and Maryland could benefit by using this vast panoply of foreign public transit know how. The collective knowledge and experience usually and almost always gets better results than the go it alone idiom.</p>	Support for Transit
6/3/19	Email	<p>I am adamantly opposed to any Public Private Partnership which would widen 270 and/or 495 and create toll lanes. Such a solution is ill-conceived, and the potential impacts of this project have not been adequately studied. Our parks and green spaces will be irreparably damaged, our neighborhoods subjected to increased noise and pollution. In my neighborhood, local roads will be compromised due to the increased demand near the beltway interchanges.</p>	Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Noise Opposition to General Price-Managed/Toll Lanes Opposition to Highway Widening Public-Private Partnership Program Property/Community Impacts Traffic
6/3/19	Email	<p>Hi, I am a resident at the cabin branch community and am a board member of the county governance committee. I was wondering if I could schedule a presentation for our ocmunity at Clarksburg, MD regarding the impacts of the 270-495 plan? Thanks.</p>	Public Involvement
6/3/19	Email	<p>Sir/Man, This is a god-awful and terribly myopic idea that will cost Marylander's dearly in future increases in toll costs that are inevitable. Please discard this shortsighted plan. More thoughtful and insightful planning to relieve our traffic issues will take more effort. Please do not take the most expedient and convenient solution. If this is the governor's legacy for Maryland, his aspirations for a national political career are delusional for he will not have the support of his home state.</p>	Opposition to I-495 & I-270 Managed Lanes Study Support for Alternate Transportation Improvements Toll Rates
6/3/19	Email	<p>Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Please don't let this solution founder on the rocks of politics. The weary, frustrated commuters who use these roads everyday expect elected officials to recognize the obstacles to progress of this congestion, its negative effect on Montgomery County's business image and its potential for leveling the economic playing field with Virginia. If Virginia can get things, can't Montgomery and Maryland? Transit is part of the solution but so are good roads. Please move this forward now! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.</p>	Regional Economy Support for Highway Widening Support for I-495 & I-270 Managed Lanes Study Support for Transit Traffic
6/3/19	Email	<p>Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.</p>	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
6/3/19	Email	<p>Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.</p>	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic

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6/3/19	Email	<p>I am writing as a resident of the South Four Corners neighborhood in Silver Spring to relay my concerns about the substance and process of the proposed Public-Private Partnership for the expansion of the Beltway and I-270. Experience and research worldwide show that expanded roadways attract more drivers - what I gather is called "induced demand." An expanded Beltway will fill up as new streets and highways always do, so the expansion won't fix the congestion problem in the long run. In fact, it appears that the proposed PPP only works financially if congestion compels drivers who can afford the cost to use the toll lanes. This is an inherently regressive approach. And this model places taxpayers at risk of being obliged to cover shortfalls if toll revenues don't perform as expected. Can the you guarantee that this will not happen? The proposal apparently does not factor in the cost to our quality of life of the construction itself, and the cost to our environment and our health of attracting more cars to the Beltway. The Governor promised that this expansion could be done without the destruction of any homes or businesses. We now know that is untrue. The impacts on our South Four Corners neighborhood and neighboring communities is significant: four businesses, 400 acres of parkland, our beloved YMCA, Blair HS fields - all are in jeopardy. Access to Holy Cross Hospital is likely to be impeded by construction for years to come. Access and egress from the proposed lanes at Colesville Road will directly affect surface roads and require additional construction to manage traffic on local streets. Again, these potential effects are not fully considered or addressed in the plans as presented. Stormwater run-off will affect Sligo Creek, Rock Creek, and more of the Bay's watershed. On the issue of process: accounts from neighbors concerning the hearings and public information sessions up to this point underscore that serious, transit-oriented alternatives to the proposed plan were not honestly presented or considered. It is difficult to understand how the Governor could have deliberately scheduled a hearing in the absence of one of three members of the deciding body unless the intention was to ensure a rushed and incomplete process and only delayed it under public pressure. This proposal has not been subject to environmental impact assessment. We attended the rally last month, together with hundreds of average citizens, including many of us who commute or carry out regular activities using the Beltway. We heard speaker after speaker propose alternatives to Beltway expansion that are practical, less expensive, and more effective in the long run. And speaker after speaker raised salient objections to the plan's environmental, health, and quality of life impacts. Governor Hogan's deeply insulting and misleading tweets during the rally about who we are and what was said were infuriating to me as a citizen and a constituent. They confirm my belief that the Governor has no intention of seriously considering alternatives to a plan that will produce no more than short-term relief, at a vast cost to me as a taxpayer and resident. It is unacceptable. Please listen to the voices of those most directly affected by this proposal and vote against it. Do not rush through an undemocratic, ineffective, and short-sighted process and project. Thank you for your consideration.</p>	<p>Commute Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Support for Alternate Transportation Improvements Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Public Involvement Support for Transit Water Quality/Stormwater</p>
6/3/19	Email	<p>Dear Administrator Slater - I'm writing to ask that you weigh in against the governor's rushed plan to widen routes 495 and 270 with toll lanes. The justification that the toll lanes would reduce traffic seems thin indeed given the number of articles examining such efforts in California and other places and raising the whole issue of induced traffic. And to go forward with a project that will negatively impact hundreds if not thousands of residents who may lose their homes as well as parks and natural environments, and for which there is no completed environmental impact study or clarity as to what control the state would have over the privately-constructed lanes into the future makes no sense. As a resident of Takoma Park, neighbors and citizen activists have been impressed by the way SHA has been undertaking a careful traffic study of possible changes to the intersection of two state roads, including seeking significant public input. Surely a potential project on the scale of the Governor Hogan's plan merits significant involvement on the part of your agency. Please act to avert this train wreck, or should I this traffic disaster! Thank you,</p>	<p>Forest Buffer/Undeveloped Land/Parkland I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to I-495 & I-270 Managed Lanes Study Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Public Involvement</p>
6/3/19	Email	<p>As a long-time resident of Montgomery County, I am writing to voice my opposition to the proposed P3 plan for widening the beltway and I-270. To my mind, this represents an end-run by Gov. Hogan to avoid consideration of input from local and state government, as well as residents. There may be a kernel of a good idea here, but the proposed P3 is not the way to go about it. There is too much at stake. Let's do this the right way. Thank you.</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to I-495 & I-270 Managed Lanes Study Public-Private Partnership Program Public Involvement</p>
6/3/19	Email	<p>Please stop this ill-advised project now! It is a 20th century NON-solution to a 21st century problem -- and it didn't work in the 20th century either. The infamous I-405 through Los Angeles has been repeatedly widen, up to now 20 lanes. Each widening brings temporary relief until new development occurs in response to improved flow, choking it off again. We face a climate crises that threatens the health, even existence, of our planet. We need to discourage people -- including me -- from driving, especially in fossil fuel powered vehicles with exhaust adding to heat trapping greenhouse gases. Yes, congested driving does cause greenhouse gas and other health-endangering pollution. I live within a few blocks of the Beltway and think about this and un-healthy noise pollution. But taking homes -- and trees, and parkland -- with the trees to be replaced "elsewhere in Maryland," according to one information session -- is not a good solution. Nor is encouraging even more development sprawl. Millennials and younger generations and eschewing car purchases. We should not be building for older generations like mine, but should instead support a more enlightened vision for their future, not saddled to fossil fuels and more and more impervious surfaces that create runoff that is both toxic with air and waterborne pollutants from driving, but also helps aggravate the flooding we see devastating so many areas. I would support widening the choke points of the American Legion Bridge and the bridge over the North West Branch of the Anacostia, but nothing more. And we see, from the low usage of the ICC, Route 200, that building it was certainly not worth its environmental cost. Nor has it helped Beltway congestion, as we were promised.</p>	<p>Air Quality Climate Change Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts Opposition to I-495 & I-270 Managed Lanes Study Support for Alternate Transportation Improvements Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Public Involvement Water Quality/Stormwater</p>
6/3/19	Email	<p>Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.</p>	<p>Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic</p>



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6/3/19	Email	Hello Comptroller Franchot and Treasurer Kopp - I'm writing you to urge that you do not vote to approve the pre-solicitation for proposals for the Governor's planned expansion of the Beltway and I-270. Pushing this project forward without completing preliminary studies, much less fully exploring alternatives like expanding transit options and active mobility (i.e. biking & walking) - which the Governor's team didn't undertake in a serious manner- is a grave mistake; it is putting the cart before the dead horse. Widening roads has proven only to increase congestion and community- & climate-destroying use of single-occupancy motor vehicles. With our region already overrun with traffic and our world on the brink of environmental catastrophe, we need transformative solutions to moving people around. Please postpone the misguided decision to proceed with solicitation of contract proposals and START THE PROCESS ANEW to create a plan that meets the transportation imperatives for the future, not a repeat of already failed approaches. Thank You for your consideration of my input!	Climate Change I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Pedestrian/Bicycle Access Support for Alternate Transportation Improvements Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Traffic
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6/4/19	Online Submission Form	Dear Sir, Madam. I write about the current plan to add up to four toll (managed) lanes to the Beltway, because it seems a sub-optimal approach to the Washington area's many transportation challenges. In the attached, which I respectfully provide for your consideration, I detail many of the concerns of people in my community. These include questions about whether relevant traffic flow and environmental studies have been completed - and made public; whether mass/public transportation options should be included (to reduce the very need for more roadway for more cars);	Analysis Methodology

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		<p>whether neighborhood homes, parks and traffic will be harmed; and whether a "public-private partnership" to add toll lanes is economically viable. Moreover, the current plan seems an unimaginative reproduction of a mid-20th C approach, when climate change requires better transportation solutions for the 21st C, starting now. In short, I hope Maryland's leaders and transportation experts will sincerely seek optimal solutions -- probably with a focus on facilitating more energy-efficient and public transportation -- rather than insist on an old-fashioned, car-centric approach. I would be happy to continue this dialogue, and certainly thank you in advance for taking into consideration my comments and the attached letter to the Board of Public Works. [See AppC_Attachment_060419_AN_Online]</p>	
6/4/19	Online Submission Form	<p>I do not want our public highways to become a profit-generating tool for private business. Obviously, by engaging a private business to build the expanded highways means they will ensure a profit by charging users based on the company's needs, not the citizens of Maryland. Thus, these expanded roadways will solely benefit those Marylanders who can absorb the exorbitant cost of daily tolls and leave the rest of us sitting in traffic. It is a patently unfair solution. No private tolls. No unfair road usage. NO TOLL LANES IN MARYLAND. Instead, expand mass transit as much as possible.</p>	<p>Public-Private Partnership Program Social Equity Opposition to General Price-Managed/Toll Lanes Support for Transit</p>
6/4/19	Online Submission Form	<p>No to expansion of 495. Save green space. No increase in noise.</p>	<p>Opposition to Highway Widening Forest Buffer/Undeveloped Land/Parkland Noise</p>
6/4/19	Online Submission Form	<p>I don't think this issue is being advertised enough. People don't know about it. You have an obligation to make sure that happens. You know widening the road will not make it better. It will just add to the already unhealthy levels of pollution in this county. The DC area is full of pavement, development and lacks green space. This just leads to water run off issues and poor air quality. I have more and more friends getting diagnosed with cancer these days. Please don't widen the Beltway. It's big enough. Give people tax credits for NOT using their car or give them money for public transportation as an incentive.</p>	<p>Public Involvement Effectiveness of Proposed Alts. in Addressing Traffic Air Quality Opposition to Highway Widening Promote Incentives to Reduce Vehicles on Roads</p>
6/4/19	Online Submission Form	<p>Adding traffic lanes to highways does not lead to lower amounts of traffic. Please focus effort on better and more reliable forms of mass transit. We do not need more concrete.</p>	<p>Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit</p>
6/4/19	Online Submission Form	<p>I am against spending any public funds to study any of the alternatives. Adding lanes will cost huge amounts of public money, will penalize drivers least able to afford it if these new lanes become toll lanes, will not alleviate congestion, will require taking homes from people who have worked hardest to afford them and will not be good for the environment. If MDOT wants to alleviate congestion, why aren't you considering using the median to create an HOV lane on the Beltway, adding a bus lane, and permitting contraflow in the HOV lane on I-270 during the morning and evening rush hours? These are all low-cost options that be implemented more quickly. Don't penalize poor people, make air pollution worse be encouraging more people to drive, and pave over more of the ground. This study and the whole proposal are an unfair boondoggle.</p>	<p>Opposition to I-495 & I-270 Managed Lanes Study Social Equity Support for Alternate Transportation Improvements General Environmental Impacts</p>
6/4/19	Online Submission Form	<p>I am totally opposed to the expansion of 270 and 495. For residents who live in this area, the impact will be horrendous. We already suffer from too little green space and too much traffic and noise. Bringing the highways closer to our homes and removing green space to do that will negatively impact our health and well-being. People before cars!</p>	<p>Opposition to Highway Widening Property/Community Impacts General Environmental Impacts</p>
6/4/19	Online Submission Form	<p>I am vigorously opposed to the plan to widen I270 and I495 whether or not it is linked to the addition of toll lanes. This will not lead to sustained traffic relief and will only encourage more driving and increased carbon emissions. My preference is to pursue alternate transit options that strive to get cars off the road, such as bicycle paths or dedicated bike/scooter lanes on local roads (other than ineffective and unrealistic signs stating that "bikes may use entire lane"). How about creative use of road shoulders where feasible? I live</p>	<p>Opposition to I-495 & I-270 Managed Lanes Study Effectiveness of Proposed Alts. in Addressing Traffic Pedestrian/Bicycle Access</p>
6/4/19	Online Submission Form	<p>MDOT meetings with the community regarding the 495-210-P3 proposal have been useless because they are not organized to listen to the communities this ill-fated plan will affect. Instead, the meetings have been used discuss in very general terms how this proposal will theoretically affect us, and to then to claim MDOT had community feedback. In contrast to totalitarian countries, in the USA residents expect their elected officials and agencies that serve the public to : 1st: Complete a legitimate environmental impact study 2nd: Have a real economic impact study that shows how the work will be paid and who will pay for it 3rd: Have a frank debate about the pros and cons of this plan, and compare it to other alternatives as regards impact on residents, cost and effects on the environment Rushing this plan through without the proper studies and dialog is irresponsible !! The residents of Maryland, especially those living in Montgomery/Prince George's Counties, need to know how this expansion will impact our homes, air quality, global warming and our parks (i.e. Rock Creek and Silgo). We need to know the truth regarding how many houses will be "affected" by this project, because children cannot live a healthy life when they have an 8-lane highway next to their back yard. Moreover, prior attempts to resolve traffic by expanding highways have utterly failed (i.e., 270 expansion). The truth is that this plan will affect more than 1530 families whose homes will become uninhabitable. I am certain that the Governor or anyone else backing this project would ever allow their families to live in these 1500 homes to raise their children next to the highway with its air and noise pollution. We ask that the proper financial and environmental studies be completed and debated before any decisions are made. If this plan indeed is the best solution for Maryland, it will withstand debate and scrutiny by its residents.</p>	<p>Public Involvement I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Property/Community Impacts Air Quality</p>



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6/4/19	Online Submission Form	Beltway expansion has proven in VA to NOT prevent congestion. It creates more pollution and is environmentally regressive. Is this MD's mission for the future ?! It is like building a hoarder a larger garage. The inconvenience to residents will be immeasurable. The costs are not understood or controllable. State human resources will be challenged. This effort and funding should be dedicated to long term and sustainable transportation solutions. Please end this boondoggle. Isn't D Trump hurting our environment and country enough ?	Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA
6/4/19	Online Submission Form	Please reject this 495-270 widening plan. I live in Locust Hill Estates, one of the neighborhoods affected. The proposed plan is a short term solution — if even that— to a long-term problem, significantly negatively affecting families and homes. If Maryland truly cares about its citizens, it will stop this nonsensical disruption and destruction that the large majority of Marylanders don't want.	Opposition to I-495 & I-270 Managed Lanes Study Property/Community Impacts Public Involvement
6/4/19	Online Submission Form	I am totally opposed to this expansion. Adding more lanes will only add more cars.we must invest in an infrastructure that supports longevity. As soon as the lanes are added, there will be more cars and then what? More lanes? No, we must look at investing in alternative modes of transportation.	Opposition to I-495 & I-270 Managed Lanes Study Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements
6/4/19	Online Submission Form	The no-build option is the only reasonable option in the I-495 and I-270 Managed Lanes Study. Widening the beltway using any of the listed options in this study will undoubtedly add cars to the road, and without updating local infrastructure on roads that connect to the beltway, this will only increase congestion. For example, roads such as Route 1 and New Hampshire Ave. are already beyond capacity, and increasing the number of cars that can exit onto these roads will likely create back-ups well onto their exit ramps on the beltway itself. In addition, the combination of adding cars on the road and replacing wooded areas and other permeable surfaces with pavement will exacerbate the effects of climate change, creating even worse problems in the future. The destruction of native wildlife habitat that will result from this project is also a major concern and will decrease quality of life for those who live and visit in the area. Widening the beltway would be an extremely irresponsible and wasteful use of taxpayer money. We should be providing incentives for people NOT to drive rather than adding cars. The resources allocated to this project would be much better spent making public transportation options more convenient, reliable, and affordable.	Support for Alternative 1/No-Build Effectiveness of Proposed Alts. in Addressing Traffic Climate Change General Environmental Impacts Opposition to I-495 & I-270 Managed Lanes Study Promote Incentives to Reduce Vehicles on Roads Support for Transit
6/4/19	Online Submission Form	Please come up with an imaginative and creative alternative. Do NOT just add more lanes and do NOT charge Tolls on additional lanes. We know additional lanes do NOT solve the problem of traffic congestion. If you haven't come up with any new ideas, then slow down and reconsider. Our earth with thank you, our local residents will thank you, our economy will thank you and our voters will thank you.	Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic
6/4/19	Online Contact Form	As a long-time resident of Montgomery County, I am writing to voice my opposition to the proposed P3 plan for widening the beltway and I-270. To my mind, this represents an end-run by Gov. Hogan to avoid consideration of input from local and state government, as well as residents. There may be a kernel of a good idea here, but the proposed P3 is not the way to go about it. There is too much at stake. Let's do this the right way. Thank you.	I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to I-495 & I-270 Managed Lanes Study Public-Private Partnership Program Public Involvement
6/4/19	Online Contact Form	My family and neighbors are extremely concerned and strongly oppose supporting the 495-210-P3 proposal at this time. We ask that the proper financial and environmental studies be completed and debated before any decisions are made. The residents of Maryland, especially those living in Montgomery/Prince George's Counties, need to know how this expansion will impact our homes, air quality, global warming and our parks (i.e. Rock Creek and Silgo). We need to know the truth regarding how many houses will be "affected" by this project, because children cannot live a healthy life when they have a 8-lane highway next to their back yard. Moreover, prior attempts to resolve traffic by expanding highways have utterly failed (i.e., 270 expansion). The Governor and the SHA have been inconsistent on these points and, studying their proposal, it is clear that many more than 34 homes will be significantly impacted. The residents of Maryland also need to know how this expansion will affect our pockets- another point left to the fine print on the document. We are Montgomery County "the most highly educated county in the country- and the best we can do in the year 2019 is to resolve traffic by adding more lanes to highways !! REALLY " that is the best we can do? We need to consider all options first (i.e. like those proposed by Mr. Ehrlich or others) before taking the extremely unimaginative and naive approach of attempting to resolve congestion by simply adding more lanes to highways. As residents of Parkhill, who will directly suffer the impact of this expansion, we ask that you exert your highest level of influence to block the passage of this proposal.	I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to I-495 & I-270 Managed Lanes Study Public-Private Partnership Program Support for Alternate Transportation Improvements Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic
6/4/19	Online Contact Form	As a Larry Hogan voter (2x) and overall supporter of his bipartisan approach to politics, I'm concerned by the I-495 & I-270 expansion. I chose to live near my area of employment to limit my commute and help revitalize an area - Prince George's County. Previously I lived along the I-270 corridor and now I take I-495 daily to reach my office - both areas have significant traffic; however, personal decisions can limit it's impacts. Just as I chose to live by mass transit, occasionally bike to work, and adjust my schedule around off-peak hours - others can as well. That said, if the tolls are to be built then increased decisions skewed to sprawl will result as the principal of induced demand is real. I encourage other means to partner with the private sector and public sector to reduce traffic. The Maglev could be an option (though it has limited benefits for me) as could expanded MARC service and bike lanes. Let's preserve our parks, backyards, and tree buffers. Btw - if the Maglev is a go, make sure Baltimore has a stop of the Rapid Lane - thanks!	Commute Pedestrian/Bicycle Access Support for Alternate Transportation Improvements Property/Community Impacts Support for Transit Traffic
6/4/19	Email	Attachments: (PG County DPW letter MARC Seabrook Weekend Access 4.12.18.docx); Say NO to MD road expansion and tolls.pdf; Delegate letter MARC Seabrook Weekend Access 3.29.18 correct.docx; MARC Penn Line - Loss of service at Seabrook March 2019.pdf) Nancy Kopp, State Treasurer Peter Franchot, Comptroller Gov. Hogan, c/o Matthew Clark, Chief of Staff, I firmly object to the proposed expansion of lanes and instituting tolls lanes on 270 and 495, and the financial guarantees made to private entities. My preferred mode of transportation is public transport. MARYLAND PUBLIC TRANSIT IS WORSE UNDER THIS ADMINISTRATION. THE LATEST PROPOSED MARC Penn Line schedule will SKIP SEABROOK STATION 135 TIMES a WEEK. These trains are already running -- therefore it will cost the state nothing to stop the trains to allow passengers to get on/off the train. Indeed, this is MORE SKIP STOPS than the prior schedule with "only" ninety skips stops	Opposition to General Price-Managed/Toll Lanes Opposition to Highway Widening Public-Private Partnership Program

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		<p>per week - INCLUDING NO WEEKEND SERVICE, AND SKIPS STOPS DURING RUSH HOURS!!! Without this access, I can not get to the Brunswick MARC trains, nor the Metro Red line, nor the Purple line under construction, nor the 201 Commuter bus line, nor the 515 Commuter bus line. Furthermore, MARC HAS REMOVED ADA ACCESS for many of the trains, since March through some undetermined time in September! This is regrettable (and likely a violation of law) as this is the most disability-friendly station in the entire system! Attached please find recent communication to local officials about the poor decisions MTA is making. In addition, the ICC is a failure and I object to the removal of the cash option on the Key Bridge on 695. I oppose the Hyperloop and MagLev (which threatened destruction of my home and neighborhood) because they will not help transit in Prince George's nor Montgomery Counties and fail to address the problem of lack of MARC service for local stations. I have no faith in this Administration to hear its constituents regarding transportation. Sincerely, Kay Peffley PS: this is a non-monitored email address. Please use snail mail. Thank you PPS: I find the Governor's tweets about transit, more specifically about the constituents in the effective areas, absolutely Trumpesque - Trump-like and grotesque! I was never polled on the question of transit in this area. I vote. [See AppC_Attachment_060419_KP_Email]</p>	<p>Public Involvement Support for Transit</p>
6/4/19	Email	<p>Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.</p>	<p>Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic</p>
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6/5/19	Online Submission Form	I do not support Governor Hogan's proposal for I-495 and I-270.	Opposition to I-495 & I-270 Managed Lanes Study
6/5/19	Online Submission Form	I agree 100% that beltway traffic is a nightmare, but I will never support a toll-lane only proposal. I would support a proposal that is slower to build toll lanes because they improve transit options at the same time. Virginia built toll lanes, yes, but they're also building new metro stops. Maryland can do better! Buses, bike lanes, commuter trains, Marc stops, metro stops, and toll roads. Please don't take us backwards. Be on the smart side of history! Don't let our future generations look back and say, wow, this traffic is worse than LA. I wonder where they went wrong? Take cars OFF the road. Please.	Traffic Opposition to General Price-Managed/Toll Lanes Support for Alternate Transportation Improvements Support for Transit Pedestrian/Bicycle Access Promote Incentives to Reduce Vehicles on Roads
6/5/19	Online Contact Form	Dear BPW Members. I didn't know the BPW planned to vote last night. I understood the vote would take place today. It is unfortunate that you have such vast power to direct transportation options for Maryland without any input from local officials, residents and subject matter experts. I understand that congestion is a SERIOUS problem, but in the 21st Century building more roads is no longer an answer. You should have consulted with experts knowledgeable about innovative transportation options for the future. How is it that only three people with little to no expertise in transportation planning have the right to solve problems for the entire state without input at the local level? How could you think that a slick presentation by a road building corporation, of a host of alternatives all involving building roads, would dazzle local community residents and planners who have been exploring innovative transportation options for the future? The better approach would be to convene groups of county residents from ALL affected communities and conduct educational seminars about what's being done in other places (USA and worldwide) to move people, not vehicles, quickly, conveniently and comfortably. Then guided discussions would be conducted to hear all points of view before settling on a solution with the most benefits and the least impact for all constituents. The BPW should not try to find a solution before attempting to understand what the users really want.	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Public Involvement Traffic
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6/5/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
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6/5/19	Email	The proposed expansion of 495/270 is a horrifically bad idea. The money would be much better spent of improved bus and train service. Please reconsider.	Opposition to Highway Widening Support for Alternate Transportation Improvements Support for Transit
6/6/19	Online Submission Form	I oppose the proposed expansion for 495 and 270 and do not believe this should be rushed through without significant environmental evaluation and assessment on the impact of neighborhoods, parkland, and non-road widening alternatives such as tax breaks for telecommuters, improved public transportation, carpool incentives, etc. This proposal is likely to have significant impact on our neighborhood, which can already hear beltway noise at its current level. I shudder to think what an expansion will bring.	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Opposition to Highway Widening Property/Community Impacts Noise
6/6/19	Online Submission Form	Considering that the Maryland-National Capital Park and Planning Commission has voted 9 to 1 to not support the ADRP. This is because MDOT SHA's recommended ARDS narrows the scope of the study so much that reliable conclusions for a complete environmental review cannot not be achieved. I have voiced my concerns to the Governor and the Comptroller and feel my voice is not being heard. I am very disappointed in the Board of Public Works vote yesterday.	I-495 & I-270 Managed Lanes Study Process/NEPA
6/6/19	Online Submission Form	I came here expressly to say NO to any road expansion which compromises Rock Creek Park, which is not only a local treasure, but vital to the health of the Chesapeake Bay.	Opposition to Highway Widening Forest Buffer/Undeveloped Land/Parkland Water Quality/Stormwater
6/7/19	Online Submission Form	I used to work in Virginia, but they have over developed their sections of 495/395/95 to the point that the cost was prohibitive and my commute was not made shorter, but longer. The proposed to changes to 270/495 are going to do the same thing. But now property owners will have their land stolen from them for this poorly thought out and designed project. I lived through the widening of RT 28 and my property suffered such overwhelming damage that my basement floods in every heavy rain. SHA officials failed to plan for the the cause and effect of raising RT 28 so that it was 10 feet above my property. They did over \$100,000 worth of damage to my land and property only grudgingly covered about 25% of my costs. I would not trust SHA to manage another project ever again	I-495 & I-270 Managed Lanes Study Process/NEPA Commute Effectiveness of Proposed Alts. in Addressing Traffic Property/Community Impacts
6/7/19	Online Submission Form	Adding traffic lanes just increases automobile use in our county. Alternative methods of transportation must be considered .	Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements
6/7/19	Online Submission Form	There are many ways to address the traffic problems. Adding more lanes will have dire effects for the environment, with little hope of addressing long term consequences of high density urban living. Please prioritize the options including high speed trains and buses over building more lanes for cars.	Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
6/7/19	Online Submission Form	No, no, no more concrete and blacktop. How about a rail line for 270 and better public transportation around the beltway. This time use a construction company that doesn't skimp on quality concrete!	Opposition to Highway Widening Support for Transit Roadway Maintenance
6/7/19	Online Submission Form	I oppose widening the lanes on Rt. 270 and Rt. 495. This would only be a temporary fix, it would be very expensive, and only add to the pollution and reliance on fossil fuels. Please invest this money instead on mass transit options, including bus, Metrorail, and trains. Locating businesses closer to homes or allowing more telecommuting options are also strategies to address the	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements

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		congestion. It seems like this has been voted on without adequate opportunity for public comment or environmental impact analyses. And what would be the impact on the smaller roads and communities?	Support for Transit Promote Incentives to Reduce Vehicles on Roads
6/7/19	Online Submission Form	<p>The Maryland Board of Public Works has approved MDOT's request to make the 495/270 widening available to bids under a public-private partnership (P3) despite the lack of basic info about impact on taxpayers and the environment. I am writing in opposition to this decision. How can contracts be solicited and possibly signed prior to adequate and thorough environmental reviews? How can contracts be solicited and possibly signed obligating the taxpayers for fifty years when so many of the potential costs are still undetermined? How can an honestly open process take multiple transit possibilities off the board at some of the earliest points of the process? I believe that the currently favored proposal for change in the 270/495 corridors is a predetermined fait accompli that has been thinly disguised as an open analysis of all possibilities and has refused to include most of the feedback from those taxpayers as a result of a biased screening process? It is difficult to believe that a singularly oriented fifty-year contract solution can be deemed viable as an ongoing solution throughout the length of the contract. So much can change in fifty years especially in a technological world where change is so rapid. Fifty years ago humans set foot on the moon. Today we have missions to Mars, the Moon, the ISS, to asteroids as well as throughout the solar system and beyond. Fifty years ago nobody carried phones in their pockets or emailed messages like this. Fifty years into the future can bring a lot of currently unforeseen change. Car safety advances every day. We are currently looking at self-driving cars and car to car electronically controlled traffic flow. Can we really say that a child born today in Maryland should be bound by contracts which could be easily outdated by innovation in twenty years, not to mention thirty, forty or fifty years? Can we really say that a decision to take ever improving and developing transit solutions completely off the table won't turn out to be disastrously and extraordinarily expensive in the future? There is continued comparison between Maryland's traffic and that of other large cities. We are comparing the 495/270 problem to areas where plans like the one proposed here have already been tried and failed. Several of the areas to which comparison is made have already gone through widening without adequate transit consideration, and they are still facing traffic issues. All were simply very temporary reprieves and then the traffic returned heavier than before every time in all locations. People moved further out in search of affordable living and then simply put, they commuted. Today those areas continue to try to find economical ways to add more transit alternatives given that highway widening has failed as a solution. We can take this opportunity to provide tax incentives to encourage businesses to locate in our deteriorating malls and empty city buildings where there is already transit infrastructure available. Rather than focusing only on making it easier to travel further, why not take the opportunity to provide employment closer? An effort in this direction, tied into a complex overall transit solution, can reap rewards for much less cost (not to mention increased tax income for city and state treasuries). This is a time of environmental crisis. The news is rife with reports of higher temperatures, increased violent weather damage, extinction, ocean flooding and the increasing problem of climate refugees. Regardless of one's stance on the words "Climate Change", the navy is hardening its bases and coastal cities are preparing for disasters (Indonesia is preparing to relocate the capital from Jakarta). Are we seriously going to consider signing contracts for the only solution that would increase the transit carbon footprint? Are we seriously going to make commitments without adequate environmental review first? The non-partisan Maryland National Capital Parks and Planning Commission voted 9-1 on June 6 to non-concur with MDOT's traffic study. MNCPPC "asserts that MDOT (State Highway Administration) recommended (Alternatives Retained for Detailed Study) narrows the scope of the study so much that reliable conclusions for a complete environmental review cannot be achieved." The release goes on to cite a number of issues with the study, including parkland management, the lack of a meaningful transit alternative to be studied, omitting key areas from MDOT's study area, and the sequence of the different phases for I-270 and I-495. I imagine most everyone is in search of a solution and I agree that solutions are needed. Shouldn't we be in search of modern solutions that would be the least adverse to climate impact rather than accept the one failed solution copied from the 1960s? Do we not owe it to the world and future generations to create an environmentally sound combined resolution of both highway and transit rather than rush toward monetary reward for a few? The final solution isn't as simplistic as solving a road traffic problem with a singular road traffic solution regardless of what Governor Hogan would have us believe. There are numerous organizations and citizens with competent transit and environmental input that have been disregarded by the Governor's fast tracking of one narrow plan. Their currently sidelined input must be honestly and thoroughly included prior to making final commitments. This project has the opportunity to learn from the mistakes of other areas and initiate a solution involving as many aspects of transit movement as possible. A multifaceted approach can address the environment, spread the economic burden of the impact of change resolution, increase the possibilities for overall success, provide for the possibility for increases in productivity and business growth where people live and leave open a manner in which future innovations can be added over the coming decades in a more cost effective manner. It is incumbent on us all to take the time to carefully craft a solution that is the best combined effort to involve the issues of transit, development, environment, health, communities and all of the citizens of this state.</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Traffic Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Climate Change General Environmental Impacts Opposition to Highway Widening Support for Transit</p>
6/7/19	Online Submission Form	As a citizen of Maryland for 23 years I am disappointed that the people that are supposed to be protecting us are only making things worse. The expansion of 495/270 is uncalled for and will NOT reduce traffic by any means, in fact it will actually invite more cars on the road. I thought Maryland was working towards reducing our greenhouse emissions but this seems like a step backwards considering more cars on the road mean more air pollution which affects all of Maryland but specially the families and kids that live next to it. Roadkill will increase as well which is something we already have a problem with. I hope that as representatives of the people you oppose this expansion. We do not need more air pollution in a world that's already struggling to survive.	Effectiveness of Proposed Alts. in Addressing Traffic Air Quality Opposition to Highway Widening
6/7/19	Online Submission Form	While I understand the problem that traffic congestion causes on our roads it is my feeling that the only possible solution that is in the best long-term interests of the citizenry of this area is Alternative #1 (No Build). Experience in many areas beyond this one has shown that adding additional traffic lanes, while it may help in the very short term, does nothing to alleviate long term congestion. The only really viable solution is to increase the use of more public transportation. I also understand that most people in this area prefer to drive their own vehicles to work but creative minds should be able to come up with appropriate incentives to enable these habits to change.	Support for Alternative 1/No-Build Effectiveness of Proposed Alts. in Addressing Traffic Promote Incentives to Reduce Vehicles on Roads Traffic Support for Transit

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6/7/19	Online Submission Form	If the state was really interested in reducing congestion they should look at options to provide world class public transit. Build parking garages for people near where they live and reliable public transit from the parking areas to metro, trains, or light rail. Provide sidewalks for pedestrians to walk safely. Tax the "free parking" perks that employers provide as part of state income tax.	Support for Transit Pedestrian/Bicycle Access Promote Incentives to Reduce Vehicles on Roads Safety
6/7/19	Online Submission Form	Adding toll lanes to highways does not relieve congestion; if anything, it invites more traffic. A better alternative is to increase the availability of public transport to serve the same routes. A second concern is the environmental and neighborhood impact of the widening. My understanding is that perfectly good homes in stable neighborhoods will have to be condemned. Also, I am afraid that Maryland taxpayers will be responsible for making up any revenue shortfall if toll income does not meet projections. Wider roads for more cars is not the answer to congestion problems.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Property/Community Impacts Public-Private Partnership Program Support for Alternate Transportation Improvements General Environmental Impacts
6/7/19	Online Contact Form	Move people not cars. Am from NY. Road widening will solve NOTHING. Why not give SERIOUS thought to Monorail adjacent to the Parkways. Let's stop the political BS. and get the job done. It's pathetic when you think of the Empire State Building being built in 1 year under budget all those years ago.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
6/7/19	Online Contact Form	I am a resident of North Chevy Chase Village and I am very concerned. I already worry that the exercise walk I take in my neighborhood is impacted by beltway air I shouldn't be breathing. We don't need to make room for more cars on the road. We need to think about enticing people to get out of their cars. Think PUBLIC transportation, not high toll roads. And who is going to get the benefit of these high toll roads -- those of us who are already privileged. Others will still be stuck in traffic. Additionally, it seems to me that there is a rush in the decision to build. Where are the environmental studies? They should be done BEFORE decisions are finally made. We don't need to make the air less healthy for our citizens to breathe. Please think long & hard about this will affect our county and our quality of life. Thank you!	Air Quality I-495 & I-270 Managed Lanes Study Process/NEPA Promote Incentives to Reduce Vehicles on Roads Property/Community Impacts Social Equity Support for Transit
6/7/19	Email	Good morning, I understand that the Maryland-National Capital Park and Planning Commission has rejected alternatives retained for detailed study. What is the significance of this vote bearing in mind the Board of Public Works has already approved the program? When will the RFQ be published?	I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program
6/7/19	Email	Good Morning, I heard yesterday the expansion of I270 was approved. Has an engineering firm been decided for this work, and if not when is that expected to happen? Nick Custead / Business Development Cell: 703-371-7650 Office: 703-641-0111	Public-Private Partnership Program
6/7/19	Email	Dear Secretary of Transportation Pete Rahn, Traffic in the I-495 and I-270 corridors is choking our community. Everyday Maryland residents waste countless hours stuck in gridlock. Congestion on 495 and 270 is costing Maryland jobs, economic opportunity, and the quality of life that has made our state such a great place to live, work, and raise a family. Thankfully, we have a solution. The Maryland Traffic Relief Plan will reduce traffic delays 35% by expanding the capacity of the American Legion Bridge, I-495, and I-270. In addition to providing much needed reliability, these new lanes encourage more carpooling, improve transit options, and let Marylanders spend less time in traffic and more time with their families. This is a once in a lifetime opportunity to make a major investment to upgrade our transportation network. Improvements to I-495 and I-270 have been studied extensively over the last 30 years. The time for action is NOW! I urge you to support the Maryland Traffic Relief Plan and ensure it moves forward as quickly as possible. Delay tactics and partisan gridlock have cost Marylanders dearly. We need your help! Fix 495 and 270 now so that our community can be a better place to live, work and thrive.	Regional Economy Support for I-495 & I-270 Managed Lanes Study Traffic
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6/7/19	Email	WHAT - ME WORRY ? HOGAN'S HEROS PAVE BACKWARDS	Opposition to Highway Widening

Date	Method	Submission Text	Assigned Comment Themes
6/8/19	Online Submission Form	<p>Here we go again another state effort to reduce highway congestion that focuses on concrete rather than moving people. This results in the state developing overly rosy projects on the value of road improvement in order to sell highway expansion. This can be seen in the travel projections for the Intercounty Connector (ICC), where the state had to repeatedly reduce their projections of traffic in order to fit reality and therefore be able to claim success. Unfortunately for Maryland residents, the actual tolls could not be equally fudged with the result that the ICC sucks up a large amount of transportation money to make up the shortfall. State planners, when focused on pushing to build more roads or lanes rather than solve transportation issues, oversell projects in other way. Again with the ICC, the proponents were clear at the time in connecting building of the ICC with a reduction of traffic on the beltway. This was actually never going to happen, the state knew this, but it was the message that was put out to the public from the state and other proponents. While the ICC had less traffic than originally projected, other jurisdiction have found that building new capacity does not relieve congestion in the long run. Consider the Katy Freeway building out a 23 lane behemoth with \$2.8 billion DID NOT REDUCE CONGESTION. Another well-known facet of toll lanes is increased congestion where the toll lane traffic is dumped out into the regular roadway. For example, in Virginia, "The variable toll does, indeed, shoot up, just as the dynamic-tolling theory says it should. That's supposed to discourage drivers from entering the lanes, but it doesn't relieve the slowdown, which is a function of the merge of the two express lanes with the three regular lanes." (https://www.washingtonpost.com/local/trafficandcommuting/theres-one-place-where-hot-lanes-arent-working/2015/08/27/61d205ae-41ef-11e5-8e7d-9c033e6745d8_story.html?utm_term=.8b80b316e33a) Focusing on adding more capacity for driving rather than how to get people around also ignores the harmful aspects from vehicle transportation on human health and the environment. Air pollution is much more harmful that we thought and the DC metro area often has poor air quality, even exceeding the less that protective federal standards. Air pollution, which kills 100,000 Americans every year is also linked to heart attacks, strokes, cancer, premature birth and cognitive decline. (https://www.washingtonpost.com/outlook/19/06/06/cleanest-air-world-no-mr-president-it-kills-lots-americans/?utm_term=.898f3d76177f). Plus roads have other environmental impacts from water pollution to the greenhouse gas emissions associated with the concrete and road building plus the use of the road. And finally, we need to consider long-term trends. The Council of Governments recently found "Total driving on area roadways has stayed more or less steady since 2007 despite a 14% increase in population." If this is a future trend, then toll based road building will not be feasible in the long run. (https://www.mwcog.org/about-us/newsroom/2016/04/26/population-up-but-area-travel-holding-steady/) To summarize, road building has immediate negative environmental consequences from air and water pollution to greenhouse gas emissions. An unfortunate reality with the privately funded toll model is that it only works if congestion remains, which is why contracts for such roads often specifically prevent the government from implementing other projects to reduce congestion. If the traffic projects are wrong, and they often are, either the project does not pay for itself and the citizens of Maryland are on the hook, or congestion continues like with the Katy Highway. Sounds like a bad deal. Maryland should strive to be a leader in transportation with a focus on creating a community that works for everyone. The focus should be on transportation alternatives that move people with the least environmental impact and seek other, innovation solutions. Or, we can go with the status quo of solutions that may or may not relieved traffic congestion but are 100% guaranteed to enrich construction and cement companies, and politically connected developers. Just look at the history of the ICC to see who really received the benefited from this road while Maryland residents are paying the costs.</p>	<p>Opposition to I-495 & I-270 Managed Lanes Study Effectiveness of Proposed Alts. in Addressing Traffic Air Quality General Environmental Impacts Public-Private Partnership Program Support for Alternate Transportation Improvements</p>
6/9/19	Online Submission Form	<p>I would like to encourage gov to plan alternative and more greener transportation options and not to install lexis lines. We all know who is benefiting from lexis lines. In addition, MTA should be government owned and not what it is now, agency for fleecing anyone who is using roads. We all benefit more from green alternative, and less noisy highways, that are payed by ordinary fox but profited by governors, outsider groups and industry that does not pay taxes.</p>	<p>Support for Alternate Transportation Improvements Public-Private Partnership Program Social Equity Noise</p>
6/9/19	Online Submission Form	<p>Dear Sirs, Please add me to your mailing list. We have just moved into the area with two young boys and my husband to live our dream of home ownership in Montgomery County, only to learn, less than a year of our moving, of the plans from your study to go right through our back yard. This will hinder our life as we know it if it goes through and we need to understand more. Upon review of the the plan, it appears to goes smack through our back yard. I do not see any other options which is my concern. I would like to know more so that we can be informed of our rights as homeowners and property owners. Without further knowledge and looking at the study only at this point, we completely oppose this development as stated in our back yard. We need to know more. What other plans for any other infrastructure development besides highway construction to you have? High speed rails? Any other alternatives? Thank you for your assistance.</p>	<p>Public Involvement Property/Community Impacts I-495 & I-270 Managed Lanes Study Process/NEPA</p>
6/9/19	Letter	<p>Alternative #1- No Build¶¶This has been a sad circus. You should be ashamed. We do need road improvement and possibly even expansion. But this project has been ugly and dishonest. What a sham. Money isn't everything. Look beyond your wallet and see the children of the future. No Build</p>	<p>Support for Alternative 1/No-Build I-495 & I-270 Managed Lanes Study Process/NEPA</p>
6/9/19	Hard Copy Submission Form	<p>The transportation committee should not have taken a vote regarding the P3 before the comment deadline of June 14th for this project. Doing so makes it apparent that this was never a true process. The result was predetermined and the will of the people was disregarded. Alternative #1- No Build. More lanes in the face of climate change? Disgraceful! No Build</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Support for Alternative 1/No-Build Climate Change</p>
6/10/19	Online Submission Form	<p>All studies show that increasing the number of lanes does not cut down on commuter time i.e. California, Indiana, Virginia Why are there no mass transit options? You KNOW that the taxpayer will ultimately end up paying for this! Lexus Lanes would only benefit the rich who can afford high tolls.</p>	<p>Effectiveness of Proposed Alts. in Addressing Traffic I-495 & I-270 Managed Lanes Study Process/NEPA Social Equity Public-Private Partnership Program</p>

Date	Method	Submission Text	Assigned Comment Themes
6/10/19	Online Submission Form	The interactive map shows that a conservation easement AND a historic cemetery behind Cypress Grove Lane, may be lost. Why cant you just stick to the footprint that exists without taking homes, cemeteries, or conservation land?	I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to Highway Widening Property/Community Impacts
6/10/19	Online Submission Form	Of the ARDS, Alt 13B is the only one that meets the evacuation needs of DHS as it includes reversible HOT lanes on I-270, which are also desirable for reducing the amount of pavement being added to the highway. This alternative however takes away non-toll HOV lanes paid for by taxpayer money. To make up for that loss of publicly paid lanes, the HOT lanes must have no toll for public buses using the HOT lanes, which will make public buses much faster, more desirable and thus an attractive alternative to driving, reducing growth of vehicle numbers on I-270. High occupancy vehicles using the HOT lanes should likewise pay a reduced toll because of the loss of HOV lanes converted to HOT lanes. Multi-modal connectivity is an important component of the planned HOT and general lanes, again to encourage use of public transit. Maryland cannot pave its way out of congestion, it must provide incentives to make public transit and high occupancy vehicles attractive and cost effective, to slow or arrest future growth in vehicle numbers. Arresting growth in numbers of vehicles is an imperative for future transportation needs but even more importantly, to reduce vehicle emissions that contribute strongly to climate change in our lifetime.	Support for High-Occupancy Toll Lanes Promote Incentives to Reduce Vehicles on Roads Climate Change
6/10/19	Hard Copy Submission Form	Voting on the funding for this before public comment period is so gross. Clearly the "no build" option was not ever a real option. The project could be incredible or a true disaster- you should have taken the time to ensure it's success. Money Money Money Guilty Guilty Guilty No BUILD!	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternative 1/No-Build
6/10/19	Hard Copy Submission Form	1. Very disappointed that only "roadway" (aka managed aka lexis lanes)were retained, esp, no recent traffic flow (origin-destination) and environmental impact studies have been completed first. 2. Given climate change impacts and Maryland's own Greenhouse gas (GHG) reduction goals, SHA ought to reviser the "requirements" to include bus rapid transit (BRT) and light rail (Metro) to connect existing and future stations and key residential and business areas. The managed lanes also appear to be a repeat of mid 20th century, car-centric policies, whereas Maryland should become a leader in more energy-efficient/GHG-lowering public transportation. 3. Nor does the argument that a "P3" arrangement seem to make financial sense: MD taxpayers would be better off having public transportation we can all use rather than, indirectly, guarantee private firms profits, yet still likely have to pay high tolls. Thank you for taking these comments into consideration.	I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to Highway Widening Social Equity Climate Change Support for Alternate Transportation Improvements Air Quality Support for Transit Public-Private Partnership Program Toll Rates
6/10/19	Email	Writing to let you know I strongly oppose the widening of I-270 and I-495. This is a solution to traffic congestion that has repeatedly been proven to be worse than ineffective in the long run. I urge you to use your resources to consider other options, especially monorail, that improve mass transportation and address the reasons that people commute (i.e. lack of affordable housing). Or in 10 years we can do this again, after you've destroyed the quality of life of countless residents, added to the very serious problems associated with climate change, and wasted taxpayer dollars. Please help me reaffirm my belief that Marylanders are smarter than that.	Climate Change Opposition to Highway Widening Public-Private Partnership Program Support for Alternate Transportation Improvements Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
6/10/19	Email	Dear Sir/Madam, I am opposed to the I495-I270-P3 Project. It is a huge investment that will at best provide modest traffic reduction, it will increase air pollution through higher vehicle traffic, it will harm our Maryland environment, and it will consume financial resources that would better be applied to more modern traffic mitigation solutions and transit. In addition, it will increase traditional suburban real estate development, which is what has led to these traffic problems in the first place. The reason the P3 solution is being sought is because we don't have the government funds to support this massive paving project, and we will put Maryland financial health at risk if we agree to a 50-year proposal with a private partner. Do not move forward with this project as is.	Air Quality General Environmental Impacts Opposition to I-495 & I-270 Managed Lanes Study Public-Private Partnership Program Support for Alternate Transportation Improvements Support for Transit Traffic
6/11/19	Online Submission Form	Every alternative discussed in your office's presentation - except the No Build alternative - appears to favor HOT and ETL lanes. I have experienced the operation of these concepts in Northern Virginia. These managed lane alternatives DO NOT diminish traffic congestion. They simply charge drivers more money for going to and from work. "Managed lanes" do NOT reduce congestion; rather, they promote it. As for the NO BUILD alternative, that is a non-starter as the status quo is clearly inadequate and urgently needs to be addressed. A more radical approach needs to be considered: Mandatory Public Transportation on 495 and - especially - 270 - during the hours of 7 am to 9 am and 4 pm to 7 pm. That would require ALL users (except in the case of confirmable emergencies) to board a bus or other mass transit conveyance. This approach obviously requires the provision of sufficient numbers of busses to convey people to their destinations, and expanded capacity of the Metro system. This Mandatory Public Transportation approach takes drivers off the road and puts them into public transportation. It will require additional parking areas and improved bus feeder routes. The advantage of the Mandatory Public Transportation alternative to the Environment over all the other alternatives is dramatically clear. This alternative also	Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Support for Alternate Transportation Improvements



Date	Method	Submission Text	Assigned Comment Themes
		addresses the Financial Viability goal in a meaningful way. Using busses and other public transportation to full capacity twice daily will enable continued growth of these vital public services, while getting privately-owned vehicles - each with a single passenger - off the road during the hours of highest demand for road use. Thank you for your consideration.	
6/11/19	Online Submission Form	I support the No Build Alternative. Who is asking for this to be built? I commute by car everyday from College Park to Upper Marlboro, and before that, I commuted into D.C. via public transportation. Yes, there is a lot of traffic on my daily drive. But that's because there is no accessible, affordable and convenient public transportation! Nearly every American has a car. People are not going to switch to more sustainable public transportation if driving is easier. But to fight climate change and to combat the inevitable growing population density, we can't keep taking up hundreds of miles of land to allow people to continue driving as a single occupant in a personal vehicle. My college, UMD, is facing this problem right now. They are running out of parking permits and space for the over 30,000 undergrads. I live only one mile off campus. Out of my six roommates, I am the only one who does not drive INDIVIDUALLY to campus every day. I bike and sometimes take the bus if the weather is bad. My roommates would love to save money and not have to drive. But there simply is not a convenient enough public transportation route to get them to switch. This is happening everywhere - please wake up to the fact that developed countries around the world are prioritizing public transit as the only way to survive increasing urbanization. Stop trying to make upper-class commuters who would never "stoop" to the level of public transit happy by spending so much money on a project that is not going to solve the problem.	Support for Alternative 1/No-Build Climate Change Support for Transit Commute Traffic
6/11/19	Online Submission Form	The building of new "managed automobile lanes" for I270 is the worst plan possible. It WILL NOT solve the traffic congestion problem. It will only delay a solution which will have to be faced by future generations where it will be even MORE difficult to solve. It is time to get the cars off the road and add an option for travel other than automobiles and mindless slow MARC rail in this corridor. ADD A MONORAIL system in the median and make it go as far as Bethesda to the South and northern City limits of Frederick, MD to the north. Be brave and increase the MD gasoline tax and dedicate that money to the construction cost of the MonoRail. DO NOT WASTE BILLIONS OF DOLLARS ON A NON-SOLUTION.	Opposition to General Price-Managed/Toll Lanes Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Regional Economy Promote Incentives to Reduce Vehicles on Roads Support for Alternate Transportation Improvements
6/11/19	Online Submission Form	I am absolutely opposed to the expansion of 270 and 395. It is a short sighted solution that will not address long term traffic problems. Toll lanes are unaffordable for most of us and studies show they do not help long term. Nothing is worth paving over acres of grass and cutting down thousands of trees. I hate it and will vote against anyone who votes for it.	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Forest Buffer/Undeveloped Land/Parkland Opposition to General Price-Managed/Toll Lanes Social Equity
6/11/19	Online Submission Form	"Reliable travel" is not congestion relief. And adding lanes to 495 and 270 are not environmentally conscious routes for the state to take. It is negligent for the state and Gov. Hogan to not consider or study options which involve public transit like high-speed trains or bus routes. So until the government also investigates public transit options as part of a multi-modal attack to the area's traffic problems, they retain no confidence or support among the informed electorate. Also the entire process has been shady and simply presented as a matter of fact and inevitability...not something constituents had any say in. Which is preposterous for a plan this large. Listen to the people. We demand more transparency, more environmentally friendly options, and more detailed thought into possible solutions. Gov. Hogan's plan is lazy as are MDOT and SHA for going along with it. The parks department even voted to NOT give over the land (as they should refrain from doing - we can't regain parks land once it's lost! What is wrong with the state??) All lane-based, car-encouraging expansion plans are deeply flawed, and fiscally irresponsible. And P3 plans always end up costing tax-payers more, not less. How ignorant, greedy, and self-centered of Hogan and Franchot to push forward P3 projects when they ignored even looking into alternatives. By only going forward with P3 and with expanded lanes, they will only find out stats for that single-minded process, WITHOUT proper comparisons of other options. Hogan is a disgrace, as is Franchot for following him. And MDOT and SHA have their own shame for not soliciting other ideas. I hope the public can change the project before it ever starts and I hope Hogan leaves politics forever. He's unworthy and not serving the people he vowed to.	I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Public Involvement Opposition to I-495 & I-270 Managed Lanes Study Forest Buffer/Undeveloped Land/Parkland
6/11/19	Online Submission Form	No tolls on any road !! Need to add HOV lanes on I-270 & I 495 that are separate and easy to enforce. Add bus options to remove even more vehicles from the roadways. Can't just add lanes to solve congestion - did not work when I-270 went from three lanes each way to six now. Adding more lanes will only encourage more drivers and in future will be just as backed up as today.	Opposition to General Price-Managed/Toll Lanes Support for High-Occupancy Vehicle Lanes Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic Promote Incentives to Reduce Vehicles on Roads
6/11/19	Online Submission Form	Impacting residential properties for the expansion alternative is not a good choice especially in places where I-270 is already 6-lanes!	Property/Community Impacts
6/11/19	Online Submission Form	Please do not sink money into this program. It is based on a flawed forecast of what life will be like in 2040. For example, one scenario is that automated self driving cars will enable a radical decrease in traffic, making it unnecessary to spend all this money and rip up these neighborhoods. Please take account of the impact that new technologies is likely to have on the region.	Analysis Methodology Opposition to I-495 & I-270 Managed Lanes Study

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6/11/19	Online Submission Form	We need more/better public transportation, not yet more lanes that will encourage individuals to drive their SUVs alone to work. The earth is in a CO2 crisis, and more lanes with more individual cars only makes this worse.	Support for Transit Air Quality Opposition to Highway Widening
6/11/19	Online Submission Form	I recommend no change, at least until construction is completed on the purple line and the impact of that project has been gauged. I see no benefit from any of the expansion projects to local residents, and think undertaking any highway expansion project before the impact of the related mass transit project can be assessed is premature.	Support for Alternative 1/No-Build Analysis Methodology Support for Transit
6/11/19	Online Submission Form	I and my husband are in favor of the project to add managed lanes to I270 and the beltway. We, like EVERYONE who lives around here, are tired of getting stuck in traffic. The people who say they are against it only care about losing some land, which I understand, but something needs to be done. No one I know takes public transportation to go shopping, take kids to school, even to go into DC (we do, sometimes!). They forget the original lanes will remain FREE! No ONE MAKES them pay to take the new lanes, but they remove some traffic from the free lanes to make them a bit faster, too. This is NEVER brought up at the meetings I have been going to. Someone should, but you are shouted down.	Support for I-495 & I-270 Managed Lanes Study Traffic Public Involvement Social Equity
6/11/19	Online Submission Form	I will comment although I am becoming more skeptical that it will make a difference in how this project is being pushed through. I think for such a large scale project there has not been a thorough environmental impact study nor has there been enough financial evaluation. Now that 270 alone is being considered for construction, I think it is not prudent given that it will do nothing to alleviate the congestion on 495 and the bridge which your own data says is worse than 270. It will only worsen congestion as more people will get to the choke points sooner. I think you need to rethink your plans and reconsider reversible lanes and the monorail idea plus more public transit options such as commuter buses from Gaithersburg and Clarksburg to Tysons.	I-495 & I-270 Managed Lanes Study Process/NEPA Public Involvement Analysis Methodology Support for Alternate Transportation Improvements Support for Transit
6/11/19	Online Submission Form	No alternative instead the money should be spend on mass transit and tax incentives for private organizations to promot telework. This project is nothing but failure. What happen in future expand again and again and promote more traffic!	Opposition to I-495 & I-270 Managed Lanes Study Support for Transit Promote Incentives to Reduce Vehicles on Roads Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic
6/11/19	Online Submission Form	NO Build--ALternative #1 Instead of displacing Rockville residents, why not explore the improvements to MARC train usage, provide incentives for carpooling or HOV lanes with the existing pattern. The noise walls are very limited in lessening the noise and the pollution and carbon footprint is only on the rise without incentives to carpool or take the train.	Support for Alternative 1/No-Build Property/Community Impacts Noise General Environmental Impacts Air Quality Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads Support for Transit
6/11/19	Online Submission Form	This is a very ill conceived idea that has minimal support from people who live in Montgomery County. This project should not give away profits to private corporations in exchange for some funds. Toll lanes are undemocratic and harm those who have the least. Transportation projects of this magnitude should be thoroughly planned to avoid pollution, noise, dramatic harm to the greenery that forms part of the quality of life for residents, and unnecessary property takings. Moreover studies show that increasing lanes will not lead to a reduction in traffic in the long term. There must be other solutions explored! Local agencies have been completely ignored in their suggestions. Instead there has been a rush to select private companies before all options have been explored. I fully reject this proposal and hope that you understand that this project will negatively harm the lives of thousands of residents whose quality of life will be forever changed. I will note that I commute too and do not like traffic, however I know many other options exist that could resolve this problem that would require much more thought and investment. I am willing to pay higher taxes for a better solution.	Opposition to I-495 & I-270 Managed Lanes Study Public-Private Partnership Program I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to General Price-Managed/Toll Lanes General Environmental Impacts Noise Forest Buffer/Undeveloped Land/Parkland Property/Community Impacts Support for Alternate Transportation Improvements Commute Traffic
6/11/19	Online Submission Form	I disagree in principle with adding toll lanes as a solution to the congestion problem. The "seven recommended alternatives retained for detailed study" disregarded public input from the first round of workshops. No serious consideration has been given to the role of public transit in solving the problem. Apparently, no rational thought or serious study has been given to the sequencing of whatever work is to be done -- I270 north and south of 370, the American Legion Bridge, 495 -- at least so it would seem from the hodgepodge results of the recent Board of Public Works "compromise." And driving on I270 at 9:30 this morning, I was struck by the empty northbound lanes and the jammed southbound lanes -- the pavement is there; surely engineers can figure out how to use it when it's needed. I believe that's called "contraflow lanes," one of the alternatives dismissed early on. Has anyone even bothered to figure out where most of the I270 traffic	Opposition to General Price-Managed/Toll Lanes I-495 & I-270 Managed Lanes Study Process/NEPA Public Involvement Analysis Methodology Support for Alternate Transportation Improvements

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		originates, where it's going, where the bottlenecks really begin? I'm opposed to this undertaking for so many reasons, including the probability that my life, and that of my 97-year-old bedridden mother, will be disrupted either by construction or eminent domain (an I270 sound barrier is very near our house). But my main objection is that I don't think it's been put forward for the betterment of Marylanders; instead it's been rammed through for political reasons. I'm ashamed to live in a State where the Governor vilifies citizens for disagreeing with him. And I was appalled at the Governor's rudeness to State Treasurer Kopp during the Board of Public Works meeting.	Opposition to I-495 & I-270 Managed Lanes Study Property/Community Impacts Noise
6/11/19	Online Submission Form	I am against widening the existing roads. It is bad for the environment and a give away to private corporations. I do support the monorail and other alternatives for public transportation.	Opposition to Highway Widening General Environmental Impacts Public-Private Partnership Program Support for Transit
6/11/19	Online Submission Form	Please do NOT widen the beltway!!! Instead, create HOV lanes within the existing right-of-way. Add BRT on the beltway. But whatever you do, don't go through a crazy amount of expense and headache (and actual forced removal of homeowners) to widen the road, only to have the same amount of congestion a few years in the future, which is what all studies show will happen. Insanity = doing the same thing and expecting a different result. My family would have to move because of the construction hassles if this project goes forward, throwing our lives into upheaval. Thank you for doing everything in your power to STOP this project.	Opposition to Highway Widening Support for Alternate Transportation Improvements Support for High-Occupancy Vehicle Lanes Support for Transit Effectiveness of Proposed Alts. in Addressing Traffic Property/Community Impacts Opposition to I-495 & I-270 Managed Lanes Study
6/11/19	Online Submission Form	Why should I waste my time offering comments which don't get a response and which are ignored anyway? If I'm wrong, tell me why the Board's approval to go to the next step is viewed as a compromise?	I-495 & I-270 Managed Lanes Study Process/NEPA Public Involvement
6/11/19	Online Submission Form	For 495, toll lanes make sense. This should be done before the I-270 work, not after. 495 toll lanes should continue and connect with the VA lanes seamlessly so the travel makes sense, without getting on or off the system. These lanes help distribute traffic throughout the region, and will not significantly contribute to sprawl. I'm not a big fan of toll lanes, but since VA did it, extending the system to MD makes some sense. For I-270, additional lanes make no sense. Every expansion of road networks increases sprawl, adds to pollution, and ends up only addressing congestion for a short time. We can't build enough lanes to keep up with demand. Adding toll lanes just adds needless complexity to intersections. I would rather convert I-270 to a complete toll road than make two parallel roads, one toll and one free. However, having seen the preliminary study on monorail, this solution seems far better than adding toll lanes. The preliminary study found no property needs to be acquired. The project could be a P3 and appears financially viable. More importantly, this would not contribute to storm runoff or air pollution like additional toll lanes, as the system would be electrically powered. Extending Metro to Frederick would also be preferable to toll lanes.	Support for General Price-Managed/Toll Lanes Opposition to Highway Widening Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Air Quality Water Quality/Stormwater Air Quality
6/11/19	Online Submission Form	All of your alternatives are variations on the theme of "build more roads". All of your alternatives are unacceptable. 1 — If building roads resolved traffic congestion, Los Angeles would have little congestion. Instead LA has, by far, the worst congestion in the country. So why are you continuing down a path that is known to lead to worse traffic? Well, \$\$\$ of course. But we are not being served. We will remember when elections occur 2 — Traffic congestion is resolved by intelligent land use planning. Why do NONE of your alternatives even mention this key principle? 3 — You are touting HOT lanes. Have they worked in northern Virginia? How about showing us how HOT lanes have resolved congestion there. Umm. Maybe because they haven't.	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to High-Occupancy Toll Lanes
6/11/19	Online Submission Form	I suggest the speed limit be set based on what will carry the most traffic. I believe this is 35 mph but check with a traffic engineer. 45 mph will not be optimal if the goal is to take as many cars as possible off the regular lanes. Reduced emissions is a bonus.	Analysis Methodology Air Quality
6/11/19	Online Submission Form	I am so proud of Governor Hogan for making these projects a priority. As Marylanders, we are being suffocated by the terrible traffic. In Montgomery County, we have elected leaders who speak out against a logical solution. Yet these are the same leaders that encourage and approve countless new developments up 270. How thoughtless and irresponsible to approve new home construction without taking commensurate action on infrastructure. I am in favor of any of Governor Hogan's plans to solve the dilemma.	Support for I-495 & I-270 Managed Lanes Study Traffic Regional Economy
6/11/19	Online Submission Form	I strongly urge adoption of the no build alternative. Adding capacity will not cut down congestion, but rather attract more usage. Any gains would be short term at best. Rather, the county should invest in additional public transportation improvements to reduce vehicle miles traveled and additional housing density to reduce the need for long commutes.	Support for Alternative 1/No-Build Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Support for Transit Promote Incentives to Reduce Vehicles on Roads

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6/11/19	Online Submission Form	Expanding the beltway is a backwards looking project. It will not relieve congestion. In the public forum I went to, the officials cited a miniscule (like 3-4 minute) reduction in commute time for the average commuter at the cost of billions of dollars and years of construction. That is simply not worth it. My experience in Virginia and northern Maryland is that no one seems to actually use the lanes and they sit there as a testament to wasted resources. Instead of looking backwards the state should think of the future and what transportation should look like. People will commute less through teleworking and look to use shared transportation more. People my age do not want to drive and people younger than me seem to be even more averse to the experience. Embrace that and make Maryland a place where Millennials and younger generations want to be, not a dinosaur of transportation systems past.	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Analysis Methodology Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Roads
6/11/19	Online Submission Form	Please create priorities, and proceed in stages after evaluating the impact of completing each phase. First priority should be to widen the American legion Bridge. Besides adding lanes for motor vehicle traffic, adding a future capacity for a train link should be included. Second step should be to link Red line and Silver line. May be an extension of Purple line to Tysons. After completing the above projects, see the impact on traffic, and reevaluate the need for widening 495 (Beltway). Thanks.	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Support for Highway Widening Support for Transit
6/11/19	Online Submission Form	I favor alternative 1, no build. It is the only option left that will help the communities through which these roads travel. Building roads only brings more traffic, pollution and noise. Roads do lower one thing--quality of life. I would have favored transit, but that alternative was removed.	Support for Alternative 1/No-Build Effectiveness of Proposed Alts. in Addressing Traffic Traffic General Environmental Impacts Noise Property/Community Impacts Support for Transit I-495 & I-270 Managed Lanes Study Process/NEPA
6/11/19	Online Submission Form	I am completely against this expansion. History indicates it will just lead to more car traffic. More noise, more pollution and less green space.	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Noise General Environmental Impacts Forest Buffer/Undeveloped Land/Parkland
6/11/19	Online Submission Form	I oppose all widening plans for I-495 and I-270. I don't want these roads widened, and don't believe adding toll lanes reduces traffic volume. In addition, the years of construction disruption would be intolerable, as would be the taking of private properties. I don't believe that Northern Virginia's toll lanes have reduced traffic in that area. In fact, traffic slows as drivers try to understand the changing traffic patterns, contributing to congestion and delays. Driving through the toll lanes area in Tysons Corner is nerve racking, as the road is terribly wide, busy and complicated. I do not want toll lanes nor do I want I-495 and I-270 expanded in Maryland. Building bigger roads does not reduce traffic. Reductions occur only when alternative modes are available to commuters for employment centers.	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Property/Community Impacts Traffic Safety Opposition to General Price-Managed/Toll Lanes Support for Alternate Transportation Improvements
6/11/19	Online Submission Form	I was born and raised in Montgomery County, so I remember when rush hour was truly an hour and there were only a few cars on the beltway during the day (I'm ancient). I believe that for years there was talk of creating a 95 By-pass, so that traffic traveling through (including most of the trucks) would no longer be on the beltway. I still think this is a better solution. Also, workers are telecommuting more and more. Why disrupt people's lives and property for a problem that will likely be greatly alleviated in the near future?	Support for Alternate Transportation Improvements Property/Community Impacts
6/11/19	Online Contact Form	I recently spent five hours trying to get to Rockville from Williamsburg...in VA I saw many, many lanes, all of which were full, with traffic bumper to bumper...I have to ask why you would think the congestion would be eased by adding lanes...we have seen over time that every time the road is expanded, the congestion eases for some months, development takes place, and the lanes fill again...since politics dictates development, the only real solution is light rail, in my opinion.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Traffic
6/11/19	Email	Hello, please confirm that my home is/is not potentially needed for the expansion project. I recognize that there is no specific option yet selected. However I am unable to locate any map or other listing of residential properties that fall within the routes of any/all of the routes currently being studied. My address is [address redacted]. My townhouse is parallel to the I-270 spur and I-495 at Route 355/Southbound. Before making any major improvements to my property I need to determine whether it is possibly in an area that will be taken via eminent domain. Thank you for your prompt response.	Property/Community Impacts
6/11/19	Email	1. It needs to be 6 lanes all the way from the MD line in Hancock to I-270. 2. It needs to be 6 lanes from Frederick down to Clarksburg. 3. The HOV lane needs to go away (there is one extra lane). 4. Take the local lane Jersey Barriers away from Exit 9 on I-270 south all the way to the beltway (there is a 2nd extra lane). 5. No toll lanes. I already pay to go to work, pay to park at work, and pay to drive home from work. I can't anymore!!	Opposition to General Price-Managed/Toll Lanes Opposition to High-Occupancy Vehicle Lanes

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			Support for Alternate Transportation Improvements Support for Highway Widening
6/11/19	Email	From what I've read there are no plans to widen I270 north to Frederick north of I370. This is the single most important piece of construction that is needed to improve traffic on 270. We don't need or want Lexus toll lanes. We need 270 and 70 widened all the way to the Pennsylvania Turnpike. As someone who commutes at least four times a year for my business in Michigan these congested highways alone are the most unsafe and time wasting parts of that journey. Extending 370 across the Potomac will alleviate a large portion of the flow on the existing Beltway. Increased transit alternatives in the 270 corridor will also greatly reduce the need for any additional widening beyond the 370-Frederick portion of 270. We don't want toll lanes. We cannot afford to give public right of way to a private for profit corporation for 50 years. We cannot afford \$50 tolls. We demand an end to this nonsense.	Commute Opposition to General Price-Managed/Toll Lanes Public-Private Partnership Program Support for Alternate Transportation Improvements Safety Social Equity Support for Highway Widening Support for Transit
6/11/19	Email	Due to the limited ROW available please consider adding two priced managed reversible lanes along the top side of the beltway between I-95 and I-270. The lanes can be reversed in ~15 minutes. The Express lanes should be built with no access points in between the two interstates to reduce costs and operational complexity. The lanes could be elevated or within an expanded ROW (40' additional space needed). Improving the existing interchanges (remove cloverleaves) and roadway should be included as part of the project. [See AppC_Attachment_061119_MS_Email]	Support for Alternate Transportation Improvements Roadway Maintenance Support for Express Toll Lanes Support for General Price-Managed/Toll Lanes
6/11/19	Email	"Reliable travel" is not congestion relief. And adding lanes to 495 and 270 are not environmentally conscious routes for the state to take. It is negligent for the state and Gov. Hogan to not consider or study options which involve public transit like high-speed trains or bus routes. So until the government also investigates public transit options as part of a multi-modal attack to the area's traffic problems, they retain no confidence or support among the informed electorate. Also the entire process has been shady and simply presented as a matter of fact and inevitability...not something constituents had any say in. Which is preposterous for a plan this large. Listen to the people. We demand more transparency, more environmentally friendly options, and more detailed thought into possible solutions. Gov. Hogan's plan is lazy as are MDOT and SHA for going along with it. The parks department even voted to NOT give over the land (as they should refrain from doing - we can't regain parks land once it's lost! What is wrong with the state??) All lane-based, car-encouraging expansion plans are deeply flawed, and fiscally irresponsible. And P3 plans always end up costing tax-payers more, not less. How ignorant, greedy, and self-centered of Hogan and Franchot to push forward P3 projects when they ignored even looking into alternatives. By only going forward with P3 and with expanded lanes, they will only find out stats for that single-minded process, WITHOUT proper comparisons of other options. Hogan is a disgrace, as is Franchot for following him. And MDOT and SHA have their own shame for not soliciting other ideas. I hope the public can change the project before it ever starts and I hope Hogan leaves politics forever. He's unworthy and not serving the people he vowed to.	Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Support for Alternate Transportation Improvements Effectiveness of Proposed Alts. in Addressing Traffic Public Involvement Support for Transit
6/11/19	Email	The road builders never take rail into account as a solution. They insist on making things even worse at extreme expense to taxpayers. The public never gets a chance to consider it with the road maniacs in charge. [See AppC_Attachment_061119_GB_Email]	Support for Transit
6/11/19	Email	Re: Comments on the Alternatives Retained for Detailed Study (ARDS) accepted through June 14, 2019. Are you serious??? Four days to comment?? What kind of process is this???	Public Involvement
6/12/19	Online Submission Form	As a real estate broker my clients tell me traffic congestion is a major consideration in deciding where to live. Commute times are most often the primary factor in selecting a home. The need for improved traffic flow is obvious. This is a high class problem. Pay any impacted adjacent landowners more than the fair market value, along with very generous relocation assistance. Let the few who must be relocated benefit, not suffer, from traffic improvements that will improve the daily lives of hundreds of thousands of their fellow citizens.	Regional Economy Commute Traffic Social Equity Property/Community Impacts
6/12/19	Online Submission Form	Focus on transit. Dropping transit-focused alternatives is a short-sighted mistake. If the anticipated effects of climate change are worked into your studies, a mass-transit system on par with other populous metropolitan areas around the world would appear much more viable. Transit-only alternatives deserve further evaluation at the very least.	Support for Transit I-495 & I-270 Managed Lanes Study Process/NEPA Climate Change
6/12/19	Online Submission Form	EVERY study on this type road project has found that volume increase simply invites more people to drive and there is a net zero benefit. This money would be better spent on public transportation AND smaller, better conceived improvements to the beltway. The neighborhoods that will be broken by this project will never be the same or get back to where they were. The 50 year contract with a private contractor will certainly come back to haunt the citizens of MD. When the toll revenue doesn't meet expectations the taxpayers will be stuck with the tab. Please stop this madness!	Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Support for Transit Property/Community Impacts Public-Private Partnership Program Opposition to I-495 & I-270 Managed Lanes Study

Date	Method	Submission Text	Assigned Comment Themes
6/12/19	Online Submission Form	I live in cabin John Maryland and the Clara Barton Parkway which comes off of 495 exits directly between my neighborhood onto MacArthur Boulevard. The traffic currently is unimaginable and the congestion including the one lane bridge on MacArthur Boulevard stops traffic completely for up to a five minute period during morning and afternoon rush-hour and sometimes in the middle of the day. There is concern for emergency vehicles being able to access areas of cabin John when the traffic is blocked in both directions and not moving. There is also a concern for the aqueduct that runs under MacArthur Boulevard which is a 10 foot pipe and now probably likely under stress which was not designed for it. There is also a concern for the one lane bridge and whether it was designed to handle the traffic load including buses and completely stopped traffic for long periods of time on the bridge blocking traffic in both directions. The traffic study which was done three years ago logged over 13,500 cars passing through the intersection of Clara Barton Parkway and MacArthur Boulevard between 6:30 AM and 5:30 PM. Adding lanes to 495 and allowing traffic to continue to flow directly through the [CabinJohn] neighborhood is only going to make matters worse. I suggest closing the Clara Barton access outbound towards Virginia in the evening during rush hour just like the Parkway is closed in Glen Echo in the evening going towards Washington DC I also suggest that both the state of Maryland and Virginia consider adding a bridge somewhere in the Loudoun County area over to the Darnestown Maryland area to alleviate an exorbitant amount of traffic that currently travels up and down and around 270 and 495. I understand that Loudoun County has already agreed to open park land on their side to allow for the bridge and only Maryland now needs to get on board. Please consider this request and give it sincere and thorough investigation as this seems like a very suitable solution to traffic in both Mntgomery County Fairfax County and Loudoun County thank you and have a wonderful afternoon!	Traffic Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements
6/12/19	Online Submission Form	I am proposing that relieving traffic congestion on I-270/495 would occur with an additional Potomac River crossing further west of the American Legion Bridge, especially, considering the expanded developments that have taken place in both VA and MD outside of the beltway to the west in the VA/MD areas. No consideration of the additional Potomac River crossing is addressed in any of the alternatives being studied. It is logical and straight forward that relieving 495/I-270 traffic that now must traverse the existing road infrastructure to cross the Potomac to get to a destination that is on the other side of the river west of the American Legion Bridge, as an example, would take traffic off of 495/I-270 with a means to cross the Potomac at a point west of the American Legion Bridge. Why isn't MD/VA discussing this aspect of road development? We must collaborate with each other and resolve this issue that has been discussed and discussed with no action taken for many years. Additionally, other alternative transit systems - rail, bus, etc., need to be enhanced (schedules, drop off locations, etc.) need to be addressed to alleviate vehicle traffic of passengers/drivers who can be accommodated with alternative transit systems. Sure, making vehicle road systems better is important, but removing vehicles from 495/I-270 with alternative routes, like a western crossing point of the Potomac being constructed, and accommodating alternative transit systems will help in alleviating congestion.	Support for Alternate Transportation Improvements I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
6/12/19	Online Submission Form	I strongly oppose priced managed lanes. They reduce the number of lanes most traffic will use, providing a better experience only for those that pay. An additional HOV lane would encourage carpooling and provide an additional lane, reducing congestion in two ways. A general purpose lane would also help. Further, living in this area, I support increased sound barriers along this corridor, especially if the road is to be expanded, moving the traffic closer to the houses in the surrounding neighborhood. The sound in this area is already quite loud. There was a sound study completed in my neighborhood in 20002 that showed that road noise in the neighborhood was at a level where sound barriers should be used.	Opposition to General Price-Managed/Toll Lanes Support for High-Occupancy Vehicle Lanes Traffic Noise
6/12/19	Online Submission Form	1. There is virtually no information on the magnitude of tolls that might be required for the project to be financially viable for the P3 contractor. How do we know if the project is even viable financially, and that taxpayers will end up footing the bill if P3 goes bankrupt?? 2. Lack of mass transit solutions in the initial analysis unacceptable. Project needs to look at how it can be complementary to transit needs. Recent decision by BPW to allow buses to use HOT lanes without charge is a step in the right direction. 3. Concerned over the need to take a significant amount of land within the Rock Creek stream valley, especially between Wisconsin and Connecticut Avenues. How is project going to preserve stream water quality before and after construction?? Some plans actually show relocation of the steam bed itself. 4. Work on I-495 between American Legion Bridge and I-270 is totally dependent on Virginia expanding their toll lanes to the Bridge. There has been no mention of their schedule, although the decision of BPW to delay the I-495 project to phase two, may be partially driven by Virginia's schedule. 5. Pursuing the I-270 expansion first will create a significant bottle neck at I-495 until express lanes are created there. How will this be mitigated until phase 2 is completed?	Toll Rates Public-Private Partnership Program I-495 & I-270 Managed Lanes Study Process/NEPA Support for Transit Forest Buffer/Undeveloped Land/Parkland Water Quality/Stormwater Traffic
6/12/19	Online Submission Form	I am deeply opposed to any plan that includes adding additional lanes to 270 & 495 and feel this would be an investment in the wrong type of infrastructure to move Maryland into the future. Instead, I support increased public transportation options that incredibly important to reducing traffic congestion overall and making a more sustainable environmental plan for our area. Thank you.	Opposition to Highway Widening Support for Alternate Transportation Improvements Support for Transit General Environmental Impacts
6/12/19	Online Submission Form	[See AppC_Attachment_061219_JJ_Online]	I-495 & I-270 Managed Lanes Study Process/NEPA Analysis Methodology Air Quality Climate Change Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Support for Alternate Transportation Improvements

Date	Method	Submission Text	Assigned Comment Themes
6/12/19	Online Submission Form	None of the alternatives includes mass transit as a viable alternative to personal transportation. Merely expanding the number of available lanes for personal vehicles is a short-term solution that will run out in a few years after disruptive construction is finished. We need a mass transportation solution: buses, monorail, expansion of Metro ought to be included in the portfolio of alternatives. If toll lanes are involved, only wealthy people will use them regularly, and people on fixed incomes or lower-incomes-than-wealthy will simply use the non-toll lanes and contribute to long commute times. If there is an insufficient revenue stream from the toll lanes due to optimistic projections of use, the private partner in the public/private project may simply back out of the project management phase of the operation of the enhanced highways due to reduced profit and the State of Maryland and eventually the taxpayer will have to step in to remediate the situation. This would be a highly undesirable outcome with no endgame strategy. It would be a failure of the highest degree. But Gov. Hogan would be out-of-office by then, and probably in a well-paying private sector job. The long-term solution must be mass transportation to relieve congestion, not short-sighted temporary fixes that disrupt communities during construction, displace homes to make space for polluting highways due to emissions and noise, and ultimately fail to solve the problem. By encouraging people to drive cars, expansion of 270 and 495 would only add to the existing congestion.	Support for Transit I-495 & I-270 Managed Lanes Study Process/NEPA Social Equity Effectiveness of Proposed Alts. in Addressing Traffic Public-Private Partnership Program Property/Community Impacts Air Quality Noise
6/12/19	Online Submission Form	I strongly oppose the widening of the Beltway from the Legion Bridge to 270, and then the 270 spur. I do not believe that traffic will be alleviated. I also think that the impact upon my neighborhood, which has existed near 495 for over 40 years, will be terrible! There needs to be a better plan for public transportation! The outer Beltway that was proposed years ago would have done much more to channel traffic than any of the current widening proposals. Widening will destroy my neighborhood and be an environmental disaster. STOP!!!!	Opposition to Highway Widening Effectiveness of Proposed Alts. in Addressing Traffic Property/Community Impacts Support for Transit Support for Alternate Transportation Improvements General Environmental Impacts
6/12/19	Online Submission Form	The process is misguided. It should not have eliminated transit and transportation demand management. Infrastructure that continues to encourage single occupant vehicles is counterproductive and leads to more toxic air pollution and emissions of greenhouse gases.	I-495 & I-270 Managed Lanes Study Process/NEPA Promote Incentives to Reduce Vehicles on Roads Air Quality
6/12/19	Online Contact Form	No.more.roads.¶¶No.more.road.expansions.¶¶Aside from maintenance, not a single penny should go to roads. ALL funding should go to mass transit.	Opposition to Highway Widening Roadway Maintenance Support for Transit
6/12/19	Email	Hello, I believe strongly that Alternative 1 (no build) should be the option chosen. I moved to Gaithersburg 34 years ago and have lived here every since. I use I-270 and I-495 to commute to work. In the time I have lived here I have seen both I-270 and I-495 widened several times. The construction period is long and very disruptive, i.e., makes things way worse, and while traffic was eased for several years after construction was completed, it always gets worse again. I don't wish to question the honesty and integrity of those who performed the study saying there will be a benefit, but I know there are always unforeseen issues. Widening adding lanes of any sort to the beltway and 270 will most definitely NOT, in the long run, improve traffic. It is a complete waste of resources. I'd also like to note that to the extent this is a political issue, it is one of my top priorities. I will vote against any politician who supports this. DO NOT WIDEN I-270 or I-495!	Commute Opposition to Highway Widening Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternative 1/No-Build
6/12/19	Email	I believe the northern section of 270 should go first as the upper section experiences the worst congestion, as the lower section south of 370 would be a gold mine for foolish development as if that is allowed and the northern section is delayed it would send the wrong signals	Analysis Methodology Support for Alternate Transportation Improvements Traffic
6/12/19	Email	Subject: THE RIGHT STUFF [See AppC_Attachment_VariousDates_GB_Email]	I-495 & I-270 Managed Lanes Study Process/NEPA
6/12/19	Email	As our area in the Connecticut Ave area of the beltway already has a high volume of noise from I-495 we and our neighborhood advocate strongly for construction of sound-muting high walls on the side facing our residential communities, near Beach Drive and northwest to Wisconsin Avenue. Other residential communities around the beltway have this boundary (including the opposite side of 495 across from our neighborhood), and we should as well. It looks as if nothing will stop the additional 495/270 lanes that have been proposed, but a sound wall would be a show of care to affected residents and would help enormously with the high volume of noise from the current (and certainly the higher anticipated) traffic flow. Please provide information about plans for such a barrier. Thank you.	Noise
6/12/19	Email	Dear MDDOT, Please find attached my comments that reflect the opinions of many other residents in the North Chevy Chase Community. Thank you for your attention. [AppC_Attachment_061219_HSF_Email]	Air Quality Climate Change General Environmental Impacts Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Road Effectiveness of Proposed Alts. in Addressing Traffic



Date	Method	Submission Text	Assigned Comment Themes
			Support for Alternative 1/ No-Build Support for Transit Traffic
6/12/19	Email	Due to the short period before comments are due, attached is a scan of my letter to Ms. Choplin regarding the concerns I and my neighbors have regarding certain design details of the proposed widening of I-495 in the vicinity of River Road and the Clara Barton Parkway. Please respond to the hard copy letter. [See AppC_Attachment_061219_ST_Email]	Noise Property/Community Impacts Public Involvement Safety Traffic
6/12/19	Email	If it's good enough for the Washington Post, it's good enough for me. The one thing I've learned in 68 years of life in M-D-V is: more people come. More people require good roads. Sorry Nancy Kopf wouldn't sign off. Hope her concerns can be addressed. My final comment is: finish the ICC with a bridge over the Potomac to Loudon, even if VA won't pay a dime. Diverting interstate truck & passenger traffic from the center-city would be a major step forward. This has always been in the plans and the only reason it's not on top of the option list is that under the "total miles travelled" category, it would be an increase. That, plus the people in Potomac and Great Falls don't like it. So fine, don't put any exits in their neighborhoods, and they can preserve their pristine isolation. There is no reason for the rest of us to suffer. Do the Right Thing, Gov. Hogan, even if one Republican enclave doesn't like it.	Support for Alternate Transportation Improvements Support for I-495 & I-270 Managed Lanes Study
6/12/19	Online Submission Form	Please see the attached letter from Save Our Seminary at Forest Glen. [See AppC_Attachment_061219_SaveOurSeminary_Online.pdf]	Property/Community Impacts
6/13/19	Online Submission Form	I strongly advocate the "no-build" option. Lower-traffic toll lanes, or as your PR materials call them, "managed lanes," are beneficial only for drivers with the extra money to spend on them, so you're proposing spending public funds to benefit the wealthiest drivers. That doesn't pass the most basic "smell test." In addition, it has been demonstrated over and over, nationwide and spanning decades, that adding lanes does no more than add traffic. More asphalt means more cars and trucks. That is the LAST thing Maryland, the nation, and the planet need right now. Instead spend money on effective mass transit. How about making it a free public good? That would benefit the economy, the public, and the planet. Now that's an idea we could get behind.	Support for Alternative 1/No-Build Opposition to General Price-Managed/Toll Lanes Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Regional Economy General Environmental Impacts
6/13/19	Online Submission Form	I am opposed to any widening of the I-495 beltway in Maryland. I believe that more study needs to be done, and more emphasis placed on mass transit. The future is not one person driving his or her car to work every day. This is not environmentally sustainable. We need to encourage people to use mass transit, and we need to build more mass transit to get people out of their cars. Of course, I also oppose your plans because you are going to ruin my neighborhood, which is adjacent to the beltway and pre-dates the beltway. I would encourage all of you to come and visit the neighborhoods that you are planning to destroy. You will see the value in them.	Opposition to Highway Widening I-495 & I-270 Managed Lanes Study Process/NEPA Support for Transit Promote Incentives to Reduce Vehicles on Roads Property/Community Impacts
6/13/19	Online Submission Form	There hasn't been enough attention to environmental impacts- most especially rising GHG emissions- before the MDOT decision to remove the stronger alternatives promoting mass transit. Given the urgency of addressing the climate change crisis, GHG impacts should be a high priority for any public initiative.	I-495 & I-270 Managed Lanes Study Process/NEPA Air Quality Climate Change Support for Transit
6/13/19	Online Submission Form	I am totally opposed to MDOT's \$15.5 billion plan to demolish homes, take yards, and potentially threaten taxpayers and the environment to widen 495/270 for private-profit toll lanes. This Beltway expansion will not relieve the existing traffic congestion; rather it will eventually bring more traffic to the area, while harming the environment, increasing the already burdensome noise level around my home (which is close to the existing highway), and destroying many homes and livelihoods. I urge you to consider alternative,sustainable traffic solutions. Thank you for your consideration.	Opposition to I-495 & I-270 Managed Lanes Study Property/Community Impacts Noise Public-Private Partnership Program Effectiveness of Proposed Alts. in Addressing Traffic Traffic Support for Alternate Transportation Improvements
6/13/19	Online Submission Form	Widening I-270 and I-495 with toll lanes will increase vehicle traffic. More commuters will drive rather than relying on more affordable transit. We have alternatives such as expanding MARC service, rapid transit electric buses, and a possible monorail. Transit contributes much less to air and water pollution from storm runoff. A 21st century environmental study must include assessment of greenhouse gas emissions, and needs to be completed before seeking a private company for partnership. Other options are reversible lanes which will not require widening the highway, or demolishing homes and businesses. Parkland will not be encroached upon.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Air Quality

Date	Method	Submission Text	Assigned Comment Themes
			Water Quality/Stormwater Forest Buffer/Undeveloped Land/Parkland Public-Private Partnership Program
6/13/19	Online Submission Form	If the County widened the American Legion Bridge so that it had 12 lanes crossing over between MD and VA, it would still be a problem area. We had two trucks flip in May 2019, causing the bridge to close where the accident occurred, and rubber-neckers in the opposite direction. If hazardous material is involved, both sides could be closed. It doesn't matter how many lanes or toll lanes, the bridge will close, as has been demonstrated. There needs to be an alternate crossing over the river, or this issue will be forever.	Safety Support for Alternate Transportation Improvements
6/13/19	Online Submission Form	Ez pass lanes is not the solution to reduce traffic. Take for example the tysons corner Virginia area. At rush hour not many people use that lane and if they use it they end up at traffic up ahead anyways(going north at 3pm). It is a burden for our budget to use ezpass lanes every day, I personally would not use ezpass lanes. I think an HOV lane might help. Take into consideration the low income commuters who use these highways. Thank you.	Opposition to General Price-Managed/Toll Lanes Social Equity Support for High-Occupancy Vehicle Lanes Effectiveness of Proposed Alts. in Addressing Traffic
6/13/19	Online Submission Form	I was shown the various alternatives...bottom line is we are super nervous about our backyard becoming highway lanes and the noise (which is already SO BAD). We are also very nervous about our house losing a lot of value due to the possible changes that may occur. we are directly behind where Clara Barton and the River Road beltway exit on top.	Property/Community Impacts Noise
6/13/19	Online Submission Form	Building more highways is inconsistent with taking meaningful action to combat climate change. You can argue about how much traffic will change, but the construction process itself will result in a huge amount of GHG emissions. Concrete and steel, which are used in large quantities in road construction, are energy intensive industries plus construction uses diesel-burning heavy equipment. I estimate several million tons of GHG emissions for the project.	Climate Change Air Quality
6/13/19	Online Submission Form	We urgently need better public transportation- not more highways!	Support for Alternate Transportation Improvements Support for Transit
6/13/19	Online Submission Form	MDOT SHA is not conducting new field sound studies. Rather, they have extrapolated 20-year-old field sound study data to derive current noise impact area. New noise impact maps virtually mirror those from the early 2000s, notwithstanding the impact that the beltway will be widened significantly.	Analysis Methodology Noise
6/13/19	Online Submission Form	I have a few questions/comments; 1 - Will the American Legion Bridge be replaced or expanded and will the new bridge be in the same location? 2 - Why is there no consideration for a rail line to Fredrick be incorporated in the design similar to the Metro line on the Dulles access road? 3 - Will there be walking and biking lanes included in the new bridge design? 4 - How will commuter traffic be kept out of our neighborhood during the project? Thank you for considering these questions/comments	Analysis Methodology Pedestrian/Bicycle Access Traffic
6/13/19	Online Submission Form	I live i Cabin John, directly in the path of the proposed expansion. I am concerned about the State taking property. I am concerned about Noise and Storm Runoff I am concerned about the American Legion Bridge. Bernard Cooper	Property/Community Impacts Noise Water Quality/Stormwater
6/13/19	Online Submission Form	I believe that the project depends on increasing the number of lanes on the American Legion Bridge. Otheise it will remain the bottleneck it is and bcome even worse. Design should incorporate the possibility of future mass transit over the river. • The design should include pedestrian and bike access. • The protection of historically significant aspects of the C&O Canal. (locks and lock houses.) should be part of any design and also during construction. • Any expansion of the bridge, should be just that –additional lanes adjacent to the existing bridge and a replacement of the existing bridge and not the construction of a brand new bridge south of the existing bridge. To construct a new bridge would require a massive social disruption to build the roads need to serve it.	Support for Highway Widening Support for Transit Traffic Pedestrian/Bicycle Access Property/Community Impacts
6/13/19	Online Submission Form	Having looked over the seven recommended alternatives, we feel that there are many aspects that have not been addressed in any of them. In particular and due to our proximity to the highway and the current issues with the airplane traffic, the noise considerations seem to have been poorly addressed with no new field sound studies made. Furthermore, we are surprised that no alternative access points to Virginia have been considered. For the amount being spent, an additional bridge further up the river would surely alleviate through traffic and be important in the event of a big accident on the bridge, such as recently experienced. Finally, as a family who uses the highway frequently, we feel that high tolls will make us change our routine to use local arteries (which will surely increase local traffic, noise and accidents). As proof, the high tolls in VA have done little to alleviate traffic and should be a prime example for this committee on how expansion with no real diffusion of transit does not work. But by the time the first report post-expansion is made and reaches that conclusion, we will be stuck with a long term contract with a private entity, high transit costs, no new solutions for public transit, and, as the DMV continues to expand, no additional access points to Virginia. Please reconsider adding to the alternatives presented and consider beyond the current situation to the growth of our region. Thank you.	I-495 & I-270 Managed Lanes Study Process/NEPA Noise Support for Alternate Transportation Improvements Safety Effectiveness of Proposed Alts. in Addressing Traffic Toll Rates Traffic Public-Private Partnership Program

Date	Method	Submission Text	Assigned Comment Themes
6/13/19	Online Submission Form	Where are the results of the environmental impact studies for the expansion of the beltway 495 and for 270? From historical date, widening existing roads only results in more traffic on the roads and with more traffic there will be even worse traffic jams at the current clog points on both the beltway and on I270. do not widen either road. And do not add tolls since those have proven not to benefit taxpayers. What are the detailed financial arrangements between governmental agencies and the for-profit company(ies) that will be partners for this project. Where will the toll money go to? What is the arrangement so that tax money is not used to pay for road construction, maintenance and toll collection. I do not want any action taken for widening the roads or creating toll lanes until all the necessary studies are completed. Also want detailed description as to how this project will be significantly different from what results have occurred in the past - ie more traffic. Plus officials have already reneged on their promises of not taking private homes. how is the future going to be any different. I am totally opposed to widening beltway and I 270 and no to new toll lanes.	I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Traffic Opposition to Highway Widening Opposition to General Price-Managed/Toll Lanes Public-Private Partnership Program Property/Community Impacts
6/13/19	Online Submission Form	Regarding the proposed Beltway expansion, there are too many unknowns to move forward with such a massive plan at this time. Specifically, I have the following concerns that should be addressed before the board takes any action: -It is fiscally irresponsible to move ahead with approving a funding mechanism and move forward with a Request for Proposal when an environmental assessment of the project has not yet been completed. -There is a lack of independent analysis about what a P3 might do to the state's AAA bond rating as well as the bond ratings of the local jurisdictions. -The possibility that the state might be financial responsible if toll revenues do not hit a certain dollar amount. - The lack of information on what this project would do to county budgets as they have to manage local roads adversely impacted by years of construction and the ultimate change in local traffic flow when the P3 project is completed. -Why is the state proposing one P3 for the whole project? Why not have separate P3s for the various phases to minimize the risk? In the long run is it really in the taxpayers' interest to have roads that they paid for ceded to a for-profit company? -Like the American Legion Bridge, much of the country's highway infrastructure is at or past the end of its useful life. Would it be more fiscally responsible for Gov. Hogan to work with the U.S. government on a state-federal partnership to create a funding mechanism that does not risk our roads being owned by a foreign entity? In this way, could Maryland be a model for how the rest of the country might move forward to address the nation's pressing infrastructure needs? -Any expansion of the bridge, should be just that –additional lanes adjacent to the existing bridge and a replacement of the existing bridge and not the construction of a brand new bridge south of the existing bridge. -When the Beltway was built, the state agreed it would be a maximum of six lanes. Any additional expansion needs to remain within the current footprint of the Beltway so as not to require additional loss of parklands that are adjacent to the highway. -Need to assess the loss of parkland tied to providing direct toll-lane access ramps at the River Rd. interchange as opposed to creating on-highway access. -It is unacceptable to give up control of roads that were built with taxpayer dollars. As leaders of our state, you have the challenge and the responsibility to ensure that any solutions to the DC-area's ever-worsening traffic congestion do not bankrupt the state's future nor do harm to its citizens or communities. -Expensive toll lanes will only be affordable to the wealthy in the county or folks from elsewhere passing through. Daily commuters and those with moderate incomes will still be stuck in traffic Hell. -The state claims these managed lanes are needed to address the "severe [traffic] congestion found nearly 10 hours a day" from the American Legion Bridge and the Beltway as well as up I-270. As leaders of our state, you have the challenge and the responsibility to ensure that any solutions to the DC-area's ever-worsening traffic congestion do not bankrupt the state's future nor do harm to its citizens or communities.	I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Opposition to Highway Widening Forest Buffer/Undeveloped Land/Parkland Social Equity Traffic Property/Community Impacts
6/13/19	Online Submission Form	I have lived at the above address for 30 years. Longridge Ct. is less than a mile from the 495 overpass on Seven Locks. In those 30 years, the amount of traffic has increased and the amount of noise from the beltway has dramatically increased. As a real estate agent, I have already received negative comments from potential buyers when showing listings in the area. If the beltway is expanded not only would the noise increase to unacceptable levels but property values would surely decline. You can not argue that homeowners prefer traffic noise to quieter and more pleasant natural sounds. This would be in addition to the already unacceptable noise we in the area are subjected to from the constant planes flying directly over our homes every few minutes. This too has increased substantially with not only more planes flying lower and more often over homes rather than following the river but starting earlier- before 7:00am and going into the night- 1:00-2:00am - rather than stopping as they did at 10:00pm a few years ago.	Noise Property/Community Impacts
6/13/19	Online Submission Form	From: [name redacted] [address redacted], Cabin John, Maryland 20818 Email [email redacted] Attention: Maryland State Highway Administration via web site https://495-270-p3.com/your-participation/provide-feedback/ CC: elected officials plus relevant CJCA reps · The Honorable Larry Hogan, Governor of Maryland · Senator Ben Cardin · Senator Chris VanHollen · Congressman Jamie Raskin · State Senator Susan Lee · State Delegate Marc Korman · State Delegate Sara Love · State Delegate Ariana Kelly · County Executive Marc Elrich · Council member Andrew Friedson · Council member Gabe Albornoz · Council member Evan Glass · Council member Will Jawando · Council member Hans Riemer · Cabin John Citizen Association Vice Presidents for Advocacy, Greg Pawlson and Charlotte Troup Leighton Re: Public Comment on I-495 & I-270 Expansion Project proposal Date: June 13, 2019 Dear Sir/ Madame I am writing to urge the Maryland Dept. of Transport to halt the I-495 & I-270 Expansion Project until more thoughtful alternatives that address local concerns are put in place, and only after prudent studies regarding likely environmental, noise and traffic flow impacts have been conducted. I share these concerns with many other local residents, and many elected local officials, in both Montgomery County and Prince Georges County, all of whom are extremely concerned about the current beltway expansion proposals. The various alternatives under consideration do not include either of the most rational and popular options for reducing traffic congestion on the beltway and 270, which are: (a) improving transportation demand management (such as electronic tolls, high occupancy vehicle lanes); and (b) creating public transit options (buses or trains). On the other hand, local residents in MC and PGC are expected to absorb many negative consequences of the proposal (arterial congestions, loss of homes and parkland, increased noise and worse storm run off) without being afforded positive public benefits of improved public transit. In fact, many local beltway residents will not be able to benefit from the extra lanes at all, as the extra lanes will be restricted to certain entries and exits. Many people in our community are concerned about at least eight different aspects of the various alternatives under consideration. These include: 1. Personal property takings in Cabin John since up to eight homes will be directly affected and local residents are concerned about the project taking the Moses Hall cemetery property that is adjacent to Seven Locks Rd and the Beltway; 2. Increased noise from beltway when we already have to deal with increased air traffic noise. MDOT SHA is not conducting new field sound studies. It is not realistic or fair to extrapolate from a 20-year-old field sound study data to derive current noise impact area. We have lived here for 21 years, and the CJ area has dramatically increased in both road and air traffic noise; 3. Higher levels of storm run off when we live next to the river and Cabin John Creek where much much storm run off passes	I-495 & I-270 Managed Lanes Study Process/NEPA Property/Community Impacts Traffic Noise Water Quality/Stormwater Support for Transit Forest Buffer/Undeveloped Land/Parkland Public-Private Partnership Program Support for Alternate Transportation Improvements

Date	Method	Submission Text	Assigned Comment Themes
		<p>through. The proposed project will sabotage millions of dollars in down-county stormwater projects and destroy parks and harm local ecosystems; 4. Arterial road congestion is likely to be vastly worsened as our community is situated between both River Road and Clara Barton exits. MDOT SHA is pushing forward with this project without a traffic study. Commuters will clog arterial roads to avoid standard lane congestion and high-toll periods; 5. American legion bridge. There is no proposal to add mass transit, pedestrian or bike access. The design should incorporate the possibility of future mass transit over the river. The state already has a plan to reduce congestion from the AL Bridge up to exit 8 on the 270 so as to allow the inter county connector to act as an outer loop of the beltway, as it was designed to be. Why not give that strategy a chance first?; 6. Loss of parkland - including 10 acres lost in CJ park and watershed alone. When the Beltway was built in the 1950s, the state agreed that it would be a maximum of six lanes. Any additional expansion needs to remain within the current footprint of the Beltway so as not to require additional loss of parklands that are adjacent to the highway; 7. Public private partnership. Why is Maryland proposing giving a private entity rights to control major public roads built by tax payers, especially in areas where local residents pay high local taxes? Expensive toll lanes will only be affordable to the local wealthy or to commuters passing through. Daily commuters and those with moderate incomes will still be stuck in traffic swamps; and 8. Lack of public transit in plan. Local residents pay high local taxes and currently have very limited public transit options. I urge the Maryland Department of Transportation to put a hold on this proposal until you are able to design much better alternatives that thoughtfully respond to the needs of our local beltway communities. As a progressive and wealthy state (highest median income in 2010 census), Maryland should be leading the way in planning for transportation systems that: (a) build intelligent infrastructure/ traffic management systems, which serve local residents well; (b) prudently protect our precious and finite natural resources; and (c) contribute to fostering bright futures for our children in the 21st century. Thank you in advance for your consideration of these concerns that are shared by many other local residents.</p>	
6/13/19	Online Submission Form	<p>Hi, I appreciate the opportunity to provide comments on the 495/270 proposed expansion. My home is in the AL Marah Estates located against I-495 near Exit 39 @ River Road and Burdette Road. My neighbors and I are very concerned over the proposed expansion of the beltway and its impact to our community. My family and I have been established here since the mid-1980's and have developed strong, long-lasting relationships with the neighbors who many have been here equally or longer than I have. They too share their concerns, specifically regarding the overall design of the planned expansion as it relates to our geographic area These are the concerns: Noise Pollution: I was unable to attend the workshop at Pyle Middle School, but was advised there was a section on Noise. I understand a map depicting SHA's modeling of what areas would be negatively impacted was displayed. The impact line seemed to be carefully drawn to avoid almost every house, although several yards are included. Not clear on how this can be given studies in 2002 and 2007 conducted by SHA showing noise levels exceeding 67db for at least 18 houses. Increased traffic flow since then, and widening by two lanes would surely increase the number of impacted houses significantly. Add the fact we do not have sound barriers installed along the beltway which abuts to our neighborhood, surely the noise will be noticeably higher. This is a serious and worrisome concern. Visual Pollution: Seriously concerned about the proposed flyovers as well as the replacement of the current clover leaf design at River Road which currently works smoothly. I understand the proposed replacement will have a series of intersections and associated lights. I have serious concerns for the added congestion. As for the flyovers for Clara Barton Parkway, I just don't understand. The current system works fine and not needing to redesign especially with a flyover that has the potential of being 3 stories high and will reach the height of a number of the homes in this neighborhood and of course higher level of noise. I'm hoping you will consider the impact the proposed changes will have on the neighborhood, the families and property values. Thank you for your time.</p>	<p>Property/Community Impacts Noise Traffic</p>
6/13/19	Online Submission Form	<p>I am highly concerned about noise levels. Current noise levels already warrant a noise abatement wall. It's imperative that noise levels go down,not up. My wife and young daughter already struggle with sleeping given the current noise levels (with all windows closed) and we will need to consider moving if noise increases.</p>	<p>Noise</p>
6/13/19	Online Submission Form	<p>As a resident of Cabin John, I'd like to register the following concerns: Personal Property Takings: I am concerned about partial or potentially complete taking of the Moses Hall cemetery property adjacent to Seven Locks and the Beltway. I am also concerned about the up to eight homes in nearby Evergreen which will be directly affected by partial or complete takings and a lengthy construction process bring noise and pollution that will impact market values of homes in the area. Noise Concerns: New field sound studies should be conducted. Our area is already impacted by beltway noise and widening will no doubt worsen this problem. If not properly addressed with a noise abatement wall, the project will not only lower the marketability of homes in our area but reduce quality of life for residents. Storm Runoff: Areas around the beltway already experience significant storm runoff. A greatly expanded beltway will add significant pollution and storm runoff. Environmental impact studies must be done before proceeding. Furthermore, the project as planned will undo millions of dollars in down-county stormwater projects and destroy parks and streams. Arterial Road Congestion: a traffic study is needed to determine if beltway expansion and toll lanes are the best way to alleviate traffic in this area. I'm concerned that High-toll "luxury lanes" are not attractive to wealthy commuters unless standard lanes have significant backups. I'm concerned about the impact this will have on arterial roads when commuters try to avoid standard lane congestion and high-toll periods. Private Entity Controlling "Public" Roads: Firstly, it is unacceptable to give up control of roads that were built with taxpayer dollars. I'm concerned about this being a short-sighted approach to congestion relief focused more on moving automobiles than people. Additional transit solutions should be considered. With rapid changes in technology, such as driverless vehicles, which may help to reduce the volume of automobiles, a 30-year contract seems excessive. What incentives will the P3 contractor have to incorporate new and innovative approaches in 20 or 30 years? Furthermore, what assurances do we have that project cost overruns or lack of sufficient toll revenue won't result in costs to the taxpayer? American Legion Bridge: The project design should incorporate the possibility of future mass transit over the river. Don't just build the bridge for today's project. The design should include pedestrian and bike access. Furthermore, the protection of historically significant aspects of the C&O Canal (locks and lock houses) should be part of any design and should be protected during construction. Finally, any expansion of the bridge should be just that –additional lanes adjacent to the existing bridge and a replacement of the existing bridge and not the construction of a brand new bridge south of the existing bridge. Loss of Parkland: I'm concerned about any loss of parkland and wish to see that any additional expansion remains within the current footprint of the Beltway. Furthermore, any loss of parkland tied to providing direct toll-lane access ramps at the River Rd. interchange as opposed to creating on-highway access needs to be assessed.</p>	<p>Property/Community Impacts Noise Water Quality/Stormwater Traffic Public-Private Partnership Program Support for Transit Forest Buffer/Undeveloped Land/Parkland</p>

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6/13/19	Online Submission Form	<p>I'm concerned that the current plan is mostly a knee-jerk reaction to current problems and is pursuing a (well-intentioned) idea that has relatively little concrete evidence that it's the right approach for dealing with the problem over any long period of time and hasn't gathered good data about the negative impacts it may have. Time after time, we have found that building new lanes and new highways does relatively little to actually reduce traffic. There are a variety of reasons, but one of the most common is "induced demand" created when you make something cheaper or easier. That is, by adding more lanes, we're likely to make driving more attractive and cause more people to drive and thus not reduce traffic nearly as much as hoped. The data in the public workshop materials doesn't do much to address this concern. All plans are shown as 2040 traffic improvements vs. doing nothing. That is they aren't showing the effects on traffic in the near term or whether they will even improve traffic at all as compared to today. Based on the fact that the rosier numbers in the materials claim 30-40% increase on roadway efficiency (people per hour) in 2040 vs. doing nothing, I have to assume that traffic will actually be about the same in 2040 despite the changes since the DC metro area is growing at about 1.1% annually and there will thus be about 26% more people living (and commuting) then. It also doesn't seem to provide any actual information about how the traffic growth and changes are being modeled, which is concerning given that I think it would be the single most important thing about the project. Can the data and models be made public so that we can understand what the actual traffic impacts are likely to be and what assumptions that is making? The result is that this feels like a "more of the same" plan which is likely to lead to "more of the same" namely traffic about the same as it is. That's frustrating because this level of interest, money, will and enthusiasm for trying to actually fix the areas transportation issues seems like it could be channeled to do so much more good. We could be looking at real, transformative transit options. I know that the public workshop materials mention that models show no single approach (transit or more roads) will actually fix the problem, but that also implies that we should be thinking much bigger to figure out what the right combination of approaches will actually fix things rather than just saying "there's traffic, let's add lanes." We could (and should) be thinking about how this approach plays with our responsibilities toward carbon emissions and climate change. Is this going to cause more CO2 emissions? It almost certainly will. If we actually get serious about a carbon tax and trying to reduce CO2 emissions, will that result in fewer cars and less traffic meaning other transportation solutions make more sense than adding more lanes? Maryland (and specifically the affected counties) is one of the wealthiest states in the country and we can afford to and have the responsibility to be thinking through our major investments more deeply and with more innovation and creativity than this. We shouldn't be hobbling along doing the same thing as before except also doing it as a public-private partnership because we can't find the will to actually pay for the public infrastructure that will solve the problems we have in a sustained way.</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Analysis Methodology Support for Alternate Transportation Improvements Support for Transit Climate Change</p>
6/13/19	Online Submission Form	<p>No lanes should be added to either I-270 or I-495. Instead, money should be spent on mass transit. We can't solve gridlock with roads alone. Plus, no analysis was done to compare the carbon footprint per passenger-mile of road building versus transit. An alternative would be for government to subsidize moving expenses, based on need, for folks who wish to avoid long commutes by moving closer to their job. Not only would this reduce demand for new road construction, but it would also take cars off the road.</p>	<p>Opposition to Highway Widening Support for Transit Analysis Methodology Air Quality Promote Incentives to Reduce Vehicles on Roads</p>
6/13/19	Online Submission Form	<p>I am a resident of Montgomery County Maryland and am writing to express my concerns with the I-495 and I-270 Managed Lanes Study. I'm unhappy that the response to the traffic issues is to just create more roads and charge people for accessing them. Before building more traffic lanes, we need alternatives for people to use so they aren't forced to drive. I'd love to set aside my car; however, currently there are no bus routes nor pedestrian/bike lanes that connect Montgomery County, MD to Fairfax County, VA. The alternative transportation options requires you to go in to DC and Arlington County, VA. The most direct route and fastest route, even with traffic, is driving. Its frustrating to see that there are no proposals giving people options to not take their cars, to force us to do something different. I'm envious of the bike/commuter routes in places like Madison, WI and Minneapolis, MN. This proposal has been a constant discussion in our community and at work for those of us who live in Maryland and work in Virginia. I've included some of the major points and personal experiences listed below that came out of the community discussions. People in my community have other concerns but these are the ones that evoke the strongest reaction in my household: American Legion Bridge ♦ The design should include a prioritization for pedestrian and bike access across the region. Any design should incorporate the possibility of future alternative and mass transit over the river. Don't just build the bridge for today's project. On a personal note, the only way for me to commute from MD to VA by any other means then driving myself means I have to take public transit or bike or run from MD through DC and then out to Virginia. Loss of Parkland and environmental aspects ♦ When the Beltway was built, the state agreed it would be a maximum of six lanes. Any additional expansion needs to remain within the current footprint of the Beltway so as not to require additional loss of parklands that are adjacent to the highway. This is huge for my household and one of the prime reasons I moved to Maryland was to enjoy and maintain the parklands around us. Impeding on the park land moves in to environmental concerns along with quality of life issues. ♦ Areas around the beltway already experience significant storm runoff. Expanding the beltway will add significant pollution and storm runoff. ♦ The project as planned will undo millions of dollars in down-county stormwater projects and destroy parks and streams. ♦ The protection of historically significant aspects of the C&O Canal. (locks and lock houses.) should be part of any design and also during construction. The canal is also one of the few safe routes for me to commute by foot or bike to DC and then back out through VA. I pass multiple commuters and people just taking a moment to be active or be in nature, all of which has a healthy impact on our lives. ♦ I am also concerned about the partial, or potentially complete, taking of the Moses Hall cemetery property adjacent to Seven Locks and the Beltway. The cemetery is a wonderful piece of African American history in the Cabin John neighborhood. Arterial Road Congestion ♦ The VDOT P3 involves an 80 year contract. Considering that we are already taking a short-sighted approach to congestion relief that focuses on moving automobiles and not people, these decades-long P3 contracts could be problematic. What incentives will the P3 contractor have to incorporate new and innovative approaches in 10, 20, or 30 years? ♦ Commuters will clog arterial roads to avoid standard lane congestion and high-toll periods. I see this occurring with my coworkers who live along the Dulles Tollway and south toward Springfield, VA. They opt to avoid the pay lanes and use arterial roads and/or have changed the times of their work day dramatically to avoid traffic. I'm a mid-career person and am seeing the exodus of people my age who are tired of the cost of living in the area and the commutes. Many either leave jobs for better quality of life where they don't have to commute so far or to an entirely different city/state. A toll lane may seem like a small drop in a bucket but combined with increasing commute times, high cost of living, childcare costs, etc the math doesn't make sense unless you are in a high tax bracket. ♦ I hear that MDOT SHA is pushing forward with this project without a traffic study which seems absurd; to</p>	<p>Opposition to Highway Widening Support for Transit Support for Alternate Transportation Improvements Forest Buffer/Undeveloped Land/Parkland Water Quality/Stormwater Property/Community Impacts Traffic Public-Private Partnership Program Noise</p>

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		<p>address a traffic problem with out studying it. ♦ What assurances do we have that project cost overruns or lack of sufficient toll revenue won't result in costs to the taxpayer? Noise Concerns ♦ I was also very concerned to hear that MDOT SHA is not conducting new field sound studies. Rather, they have extrapolated 20-year-old field sound study data to derive current noise impact area. Raising further concerns is the perception that MDOT SHA is being evasive in their commitment to build a noise abatement wall. My understanding is that the current noise levels already warrant a noise abatement wall which doesn't exist. Whats to say that one will ever be added especially considering potential overages in costs. We already have seen an increase in the noise levels in the community based on the airport's flight pattern alterations. One of the things I appreciate the most about the DC area is the available green space and wildlife intermingled in an urban and suburban environment. Losing that would definitely make me reconsider continued residency. Thank you for considering my concerns and I hope there will be greater focus on alternative transportation then just creating more roads that more cars will than occupy.</p>	
6/13/19	Online Submission Form	<p>It certainly seems to me that submitting these comments is a waste of time and energy, because Hogan has already shared vitriolic tweets and made other public statements that are offensive and dismissive of anyone questioning this project. I voted FOR Hogan as a registered Democrat, so I take personal offense as MDOT SHA and the Board of Public Works indicate publicly that any opposition to the P3 plan must be partisan. The public has every right to question a public transportation project with costs exceeding \$12billion. And as a Maryland taxpayer, I have major concerns about cost overruns and future taxpayer burdens related to this project. In any case, I am NOT opposed to this project. I am, however, offended by the roughshod and dismissive approach that leaves me with a sinking feeling as I anticipate a partial taking of my property under the obvious alternatives 8, 9 or 10. I am also offended that MDOT SHA has branded anyone questioning the project as some sort of partisan enemy. We are, in fact, the taxpaying public. Tolls and managed lanes are hardly "innovative" approaches to congestion. It's just another tax on Maryland commuters when we already pay some of the highest taxes in the country. As to my specific concerns: 1. My neighborhood is concerned about the approach to property takings and the potential lack of marketability of our homes during the lengthy construction process. This will affect many of us financially and cause great disruption. A little more compassion and a little less Twitter vitriol and dismissiveness towards those who are directly affected would be greatly appreciated. Yeah, we know that tearing down our homes is a sacrifice for the "greater good." Still, we pay your salaries and deserve some respect. 2. We are concerned that MDOT SHA is not conducting new field sound studies. Rather, they have extrapolated 20-year-old field sound study data to derive current noise impact area. New noise impact maps virtually mirror those from the early 2000s, notwithstanding the fact that the Beltway will be widened significantly. MDOT SHA is evasive in their commitment to build a noise abatement wall. MDOT SHA officials have already stated publicly that they expect a noise increase of "only" 3 decibels, which is misleading considering that noise decibel increases are exponential. 3. While this project is being pushed through after Maryland has failed to address congestion, changing demographics, and deteriorating infrastructure over the last 35 years, we feel like we are going to be left holding the bag. What assurances do we have that project cost overruns or lack of sufficient toll revenue won't result in costs to the taxpayer? Hogan will be out of office long before this project is completed, so his word isn't exactly reassuring. Maryland taxpayers have already been dealt a blow by the partial elimination of the SALT deduction. 4. We remain concerned about those nasty "liberal" concerns, like arterial road congestion, storm runoff, pollution, noise, destruction of parkland, homes, small businesses, and streams. I've never thought of Maryland as a concrete jungle, but bring it on. I witnessed a caravan of more than twenty 18-wheelers on the inner loop between ALB and the 270 spur one recent day at rush-hour. Just wondering - will you have dedicated truck lanes? It might be something worth considering in the Amazon era. 5. The public deserves to see costs and data on the VDOT and Purple Line projects. How successful are these projects in real numbers? 6. Two words: Mass transit. Maryland will never attract companies with young workers, like Amazon, until you stop focusing on a dying car culture. Build your \$12billion bypass road. By the time it's complete, young workers will have doubled the populations of DC and Northern Virginia.</p>	<p>Public Involvement Public-Private Partnership Program I-495 & I-270 Managed Lanes Study Process/NEPA Property/Community Impacts Noise Public-Private Partnership Program Traffic Water Quality/Stormwater Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts</p>
6/13/19	Online Submission Form	<p>The only option that should be considered at this point is the **DO NOTHING**, NO-BUILD alternative!! *NO!* to new toll lanes in Montgomery County or in Maryland!! *NO!* to toll lanes on I-495 or on I-270 (or on BWI Pkwy!!) *NO!* to taking away yet more parklands in Montgomery or P.G. Counties! NO! to taking away 100's of homes & businesses! *NO!* to the grossly-narrow scope & NON-transparent study that was done, which did NOT do a *real* & unbiased analysis. & We demand transparency in the DATA used to determine the study claims. *NO!* to elitist proposals. **NO!* to taxpayers taking all the risks while private toll co. gets all the \$\$\$\$. The only option that should be considered at this point is the **DO NOTHING**, NO-BUILD alternative!!</p>	<p>Support for Alternative 1/No-Build Opposition to General Price-Managed/Toll Lanes Forest Buffer/Undeveloped Land/Parkland Property/Community Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Analysis Methodology Public-Private Partnership Program</p>
6/13/19	Online Submission Form	<p>I, along with many other Cabin John residents, are deeply concerned that the historic Moses Hall cemetery property has been identified as a property subject to a partial taking under alternatives 8, 9 and 10. There are numerous unmarked graves in this African American freed-slave cemetery. What assurances does the community and family members have that you will use the technology necessary to identify all gravesites - marked and unmarked - before construction begins? How will you handle the historic Moses Hall lodge site? What is the process for relocating remains? Moses Hall, built in the late 1880s, was an important support center for Cabin John's African American community in the segregated post-slavery era. The lodge building was destroyed by arson in the 1960s and a lack of resources and support prevented rebuilding. Destroying the cemetery property will deal another careless blow to the African American descendants of Moses Hall - many of which still reside in Cabin John and throughout the DC Metro area.</p>	<p>Property/Community Impacts</p>
6/13/19	Online Submission Form	<p>As a 32 year resident of Cabin John, the noise pollution from the Beltway has steadily increased. It is most noticeable at night when trying to sleep with the windows open and the only thing you can hear is the roar of the Beltway traffic. Has a current study of the noise impact been done? Expand the roads and more cars and trucks will come and fill them. When has this not happened? What would a Beltway/270 expansion do to secondary roads like MacArthur Blvd. and many others? Expanding mass transportation for daytime overloading of these roads makes more sense - the European sensibility. Instead of toll lanes, I would vote for mass transportation in that space. And what about preserving the environment: the park lands, the animal habitat, the watersheds, the C&O Canal? Too many questions about the Public-Private partnership and how that would actually play out. Spending \$11 billion needs a lot more thought and planning.</p>	<p>Noise Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Traffic General Environmental Impacts Forest Buffer/Undeveloped Land/Parkland</p>

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			Water Quality/Stormwater Public-Private Partnership Program
6/13/19	Online Submission Form	Our development backs up on the beltway. I am opposed to widening the Beltway, I-270, and the American Legion Bridge. Those are simply expedient temporary window dressing accommodations giving the appearance of addressing the crisis we face. We must deal with the environmental threat to the quality of our life as well as the transportation concerns of our community. Yet the solutions proposed by the state merely exacerbate the problem – wider roads, more lanes, more drivers, more harm to our climate and our neighborhoods. The focus must be on addressing the totality of the transportation problems including mass transit, walking, biking, as well as reducing harmful emissions. It is not too late to find smart solutions to these problems. But a one-sided quick fix of widening roads promises little. It is no more than a short-term traffic relief leading to more polluting cars on the road and a return to the traffic and climate problems we already have. Except that precious time we may not have would have been wastefully squandered.	Opposition to Highway Widening General Environmental Impacts Effectiveness of Proposed Alts. in Addressing Traffic Climate Change Support for Alternate Transportation Improvements Pedestrian/Bicycle Access Air Quality
6/13/19	Online Submission Form	To whom it may concern, I am writing to voice my concerns about the highway expansion issues that are constantly in the news these days. As a long time resident of Cabin John, MD, I feel like things are moving too quickly and too aggressively with insufficient attention being put on the impact these plans will have on the affected communities. Many of those issue have been discussed publicly and are summarized below. I work both in downtown DC and Tyson's Corner and am very familiar with the traffic patterns and the bottle neck that seems to be getting worse at the American Legion bridge. While I would love for that to be fixed, rushing to address the issue with a half-baked plan and amidst so much public outcry is not the solution. Moreover, the proposals seem to be more of a band-aid than an significant solution to address the issue. More lanes will probably improve the situation at the American legion bridge but it might just move the bottleneck further up the 495. And, in situations where, for example, a tanker truck overturns, the expansion won't fix the fact that there are too few ways to get across the river. Doing something more significant like building a bridge further up the Potomac would create another way for people to cross the river and take more cars off of 495. There are so many people who work out in Reston and beyond who have to take 495 to 270 in order to get home. Building a bridge further north would be a better solution than what is currently being proposed. Our community is already dealing with increased noise from the FAA's changes to flight patterns, coupled with this expansion talk, it feels like our community is under assault and residents are unable to influence decisions being made by individuals who do not live in our community. Our community is being robbed of the tranquility is once possessed. I urge you to take the time to study the impacts of the proposed expansions to ensure the right decisions are being made for the citizens of the communities involved. April Guillen Cabin John, MD Personal Property Takings ♦ Concerns about partial, or potentially complete, taking of the Moses Hall cemetery property adjacent to Seven Locks and the Beltway. ♦ Up to eight homes in Evergreen will be directly affected. These homes will be subject to property takings on a temporary or permanent basis. Partial takings are anticipated; however, complete condemnations are still possible, depending on the final design. ♦ Evergreen residents are concerned about the potential lack of marketability of their homes during the lengthy construction process. ♦ Affected homeowners and their neighbors are concerned about the stress, disruption, and financial impacts of property takings. Noise Concerns ♦ MDOT SHA is not conducting new field sound studies. Rather, they have extrapolated 20-year-old field sound study data to derive current noise impact area. ♦ New noise impact maps virtually mirror those from the early 2000s, notwithstanding the impact that the beltway will be widened significantly. ♦ MDOT SHA is evasive in their commitment to build a noise abatement wall. ♦ Current noise levels already warrant a noise abatement wall, but residents fear that MDOT SHA will point to low housing density to justify not constructing a noise abatement wall. ♦ MDOT SHA officials have already stated that they expect a noise increase of "only" 3 decibels, which is misleading considering that noise decibel increases are exponential. LStorm Runoff ♦ Areas around the beltway already experience significant storm runoff. ♦ A greatly expanded beltway will add significant pollution and storm runoff. ♦ The project as planned will undo millions of dollars in down-county stormwater projects and destroy parks and streams (taken from the petition language). Arterial Road Congestion ♦ MDOT SHA is pushing forward with this project without a traffic study. ♦ High-toll "luxury lanes" are not attractive to wealthy commuters unless standard lanes have significant backups (taken from petition language). ♦ Commuters will clog arterial roads to avoid standard lane congestion and high-toll periods. Arterial Road Congestion Cont'd ♦ Concerns about a Private Entity Controlling "Public" Roads. ♦ The VDOT P3 involves an 80 year contract. Considering that we are already taking a short-sighted approach to congestion relief that focuses on moving automobiles and not people, these decades-long P3 contracts could be problematic. What incentives will the P3 contractor have to incorporate new and innovative approaches in 20 or 30 years? ♦ We already pay some of the highest taxes in the country and have been dealt a blow by the partial elimination of the SALT deduction. Call it a "toll" that is only paid by users, but "tolls" are nonetheless a "tax" on users (i.e., Maryland residents). ♦ What assurances do we have that project cost overruns or lack of sufficient toll revenue won't result in costs to the taxpayer? American Legion Bridge ♦ Design should incorporate the possibility of future mass transit over the river. Don't just build the bridge for today's project. ♦ The design should include pedestrian and bike access. ♦ The protection of historically significant aspects of the C&O Canal. (locks and lock houses.) should be part of any design and also during construction. ♦ Any expansion of the bridge, should be just that additional lanes adjacent to the existing bridge and a replacement of the existing bridge and not the construction of a brand new bridge south of the existing bridge. Loss of Parkland ♦ When the Beltway was built, the state agreed it would be a maximum of six lanes. Any additional expansion needs to remain within the current footprint of the Beltway so as not to require additional loss of parklands that are adjacent to the highway. ♦ Need to assess the loss of parkland tied to providing direct toll-lane access ramps at the River Rd. interchange as opposed to creating on-highway access. Public-Private Partnership ♦ It is unacceptable to give up control of roads that were built with taxpayer dollars. ♦ Expensive toll lanes will only be affordable to the wealthy in the county or folks from elsewhere passing through. Daily commuters and those with moderate incomes will stull be stuck in traffic Hell. Lack of Transit in this \$11 Billion Plan ♦ The state claims these managed lanes are needed to address the "severe [traffic] congestion found nearly 10 hours a day" from the American Legion Bridge and the Beltway as well as up I-270.	I-495 & I-270 Managed Lanes Study Process/NEPA Traffic Effectiveness of Proposed Alts. in Addressing Traffic Commute Property/Community Impacts Safety Support for Alternate Transportation Improvements Noise Water Quality/Stormwater Public-Private Partnership Program Support for Transit Pedestrian/Bicycle Access Forest Buffer/Undeveloped Land/Parkland Social Equity

Date	Method	Submission Text	Assigned Comment Themes
6/13/19	Online Submission Form	Please don't widen I-495 and the 270 spur. We need to envision and create mass transit solutions to wean all of us from our gas-powered vehicles. I say this as someone who loves to drive a stickshift Honda Civic--we need fewer combustion-engine vehicles on the roads. If we widen the roads, we'll just get more drivers. The planet is already at the tipping point in terms of climate change. Adjusting the social/land-use/transportation paradigm may seem impossible, but it's less trouble than learning to live with climate devastation. Plus our lungs will be grateful to breathe cleaner air.	Opposition to Highway Widening Support for Transit Climate Change Effectiveness of Proposed Alts. in Addressing Traffic Promote Incentives to Reduce Vehicles on Roads
6/13/19	Email	Re: Comments on the Alternatives Retained for Detailed Study (ARDS) accepted through June 14, 2019. Hello, In the ARDS table, what do HOT and ETL stand for? Footnotes / definitions would be helpful.	Public Involvement
6/13/19	Email	I believe that this study is being pushed through without considering the impact it will have on the community and corporations located along 270. The answer may be a mono-rail that is above the traffic as a toll lane, instead of making people pay for everyday errands. It will cause chaos on roads that are near 270, and increase building north of Rockville towards Frederick. I'm sure the builders will love a chance to develop more homes, and we will be creating the same problem a few years down the "road."	I-495 & I-270 Managed Lanes Study Process/NEPA Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Traffic
6/13/19	Email	We're writing as Cabin John Residents and property owners to formally comment on the Maryland Department of Transportation State Highway Administration on the I-495 and I-270 Managed Lanes Study on Gov. Hogan's proposed beltway expansion. Please acknowledge. We object to the study's premises as well as its conclusions, and object as well to the undemocratic way in which the process is being managed, which deliberately excludes the points of view of affected residents by bypassing both local governments and the state legislature. In general we see the study as excluding any and all possibilities that might actually alleviate beltway crowding, such as mass transit alternatives, in favor of roadbuilding that benefits corporate donors and wealthy sections of the population in a very temporary way. It is 10 years ago's solution to emerging problems. Our specific concerns are: 1. The widening is foolish and ineffective. The first rule of getting out of holes is to 'stop digging'. By sinking time and capital into expansions of oil-based private transport we are perpetuating the build/buy/overload cycle that gets us into this mess in the first place, and brings us ever closer to climate crisis and gridlock. Even our lukewarm county council member understands induced demand. 2. The widening is undemocratic and socially destructive. The wealthy will literally be able to look down on the less wealthy from privileged lanes -- at least until their lanes clog. The plan exacerbates the current split in society, when we need to be healing it. Moreover the toll plan is in effect a regressive tax, and a failure of government to provide services to all the people. 3. The widening is potentially corrupt. It takes a public common good -- our highway system -- and effectively transfers it to private hands. The inducement to do so is a payment in advance to construction interests for likely future favors. 4. The widening is ecologically destructive. Note the bizarre idea of doing ecostudies during construction. Widening will further erode our open spaces, wildlife, and add to surface runoff and pollution. 5. The widening is noise and accident generating, without adequate means for mitigation	Climate Change Forest Buffer/Undeveloped Land/Parkland General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to Highway Widening Public-Private Partnership Program Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Public Involvement Social Equity Support for Transit Water Quality/Stormwater
6/13/19	Email	[See AppC_Attachment_VariousDates_GB_Email.pdf]	I-495 & I-270 Managed Lanes Study Process/NEPA
6/13/19	Email	Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. Real traffic relief is critical to this community. This Alternative will cut delays on the Beltway and I-270 by up to 35% and has been endorsed by the Suburban Maryland Transportation Alliance and other local transportation experts. We need this program to ease traffic congestion and get us where we need to go, and the new lanes can be used to expand carpooling and transit access throughout the region as well. Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way.	Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Traffic
6/13/19	Email	Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. Real traffic relief is critical to this community. This Alternative will cut delays on the Beltway and I-270 by up to 35% and has been endorsed by the Suburban Maryland Transportation Alliance and other local transportation experts. We need this program to ease traffic congestion and get us where we need to go, and the new lanes can be used to expand carpooling and transit access throughout the region as well. Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way.	Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Traffic
6/13/19	Email	Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. Real traffic relief is critical to this community. This Alternative will cut delays on the Beltway and I-270 by up to 35% and has been endorsed by the Suburban Maryland Transportation Alliance and other local transportation experts. We need this program to ease traffic congestion and get us where we need to go, and the new lanes can be used to expand carpooling and transit access throughout the region as well. Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way.	Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Traffic

Date	Method	Submission Text	Assigned Comment Themes
6/13/19	Email	<p>My home ([address redacted]) abuts I-495 near Exit 39 (River Road). My neighbors and I have a few concerns regarding the overall design which I would ask you to consider and, since this will inevitably become a legal issue, to respond. Since the Public Works Commission has delayed work on the portion of the project abutting our neighborhood, there would appear to be plenty of time to make appropriate and desirable adjustments. Our concerns fall into two broad categories: noise pollution and visual pollution. Noise Pollution: I attended the workshop at Pyle Middle School, at which there was a separate section on Noise. On display (but not available on your website) was a map depicting SHA's modeling of what areas would be adversely impacted and considered for "reasonable" remediation. The impact line seemed to be carefully drawn to avoid almost every house in our neighborhood, although several yards are included. Unfortunately, this map is contradicted by SHA's own studies in 2002 and 2007 showing noise levels exceeding 67db for at least 18 houses. Increased traffic flow since 2007, and widening by two lanes as envisaged under the project, would surely increase the number of impacted houses significantly. At present, our neighborhood has the unique "privilege" of being one of the few along the Beltway not to have sound barriers already installed. SHA officials have long promised that sound barriers would be part of any further widening of the Beltway; I hope you will review the data and confirm that long-expressed obligation. Visual Pollution: I understand that one design parameter for the project is that every entry/exit point will have direct access to the toll/express lanes through the use of "flyovers". Application of that parameter to the area immediately surrounding our neighborhood is unwarranted, dangerous, and will irreparably harm both our families and our property values. This is a clear case where specific application of a general principle is unsound. A total of four flyovers are envisaged for our area, less than a half mile apart - two for River Road traffic, and two for the Clara Barton Parkway (CBP). There should be plenty of room to implement entry and exit from the express lanes to normal traffic lanes between the American Legion Bridge and the CBP. The Clara Barton flyovers are unwarranted (even at rush hour, volume on the CBP is not heavy) and needlessly complicate traffic flow. Since the I-495/CBP interchange is already two-level, these flyovers would have to be constructed on a third level, 30 or more feet above the existing roadbed. This would put them at or above the roof level of many houses in our neighborhood, with obvious implications for both aesthetics and additional noise pollution. The proposed design for River Road creates significant delays for non-toll traffic to enter and exit the Outer Loop, eliminating the smooth-flowing cloverleaf design and substituting a signalized intersection for both entry and exit. In addition, the exit flyover from the Inner Loop dumps traffic into an already complex and hazardous merge of exiting Inner Loop traffic and the CBP. Again, these flyovers would undoubtedly be taller than many existing homes. I hope the team will carefully consider these points and look forwarding to your response.</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Noise Property/Community Impacts Traffic</p>
6/13/19	Email	<p>Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. I support this, however, we need to fix the existing I-495 - its broken/falling apart - so I am highly suspect that you can expand these roads which are already on a poor footing and failing For example, I suffered through a decade of replacing Wilson bridge and all the associated ramp construction - it did not fix the problem and traffic is now already just as bad as it was before the bridge was replaced - zero improvement When you build more roads you fuel more development which fuels more traffic and negates the road improvements So limiting future development is truly the only way road improvements will not be negated within a few years. The endless cycle of more people/more cars is simply not sustainable. It will take a decade with construction crews typical workday of 5-6 real work hours - so traffic will be even worse during this construction period- there is a need to do this quickly and that will never happen Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way.</p>	<p>Effectiveness of Proposed Alts. in Addressing Traffic Roadway Maintenance Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Traffic</p>
6/13/19	Email	<p>Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. Good afternoon. I am writing in to confirm the need for traffic improvements on the Beltway and I-270. This congestion is unacceptable and should not negatively affect thousands of people in their work and private lives.I urge you to act on fixing this tremendous problem as quickly as possible. Sincerely, Eric Hilberath Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way.</p>	<p>Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Traffic</p>
6/13/19	Email	<p>I just brought a house next to I270 and I saw a sign don't widen 270. If the project has to take my house, do I get compensation? If yes, at the market value?</p>	<p>Property/Community Impacts</p>
6/13/19	Email	<p>Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. Real traffic relief is critical to this community. This Alternative will cut delays on the Beltway and I-270 by up to 35% and has been endorsed by the Suburban Maryland Transportation Alliance and other local transportation experts. We need this program to ease traffic congestion and get us where we need to go, and the new lanes can be used to expand carpooling and transit access throughout the region as well. I represent much of Loudoun County along the Potomac River in the Virginia House of Delegates. Commuter traffic on Rt. 15 and Rt. 7 from Frederick, MD to Fairfax County and points East would be significantly reduced by the proposed HOT lane improvements. Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way. Sincerely, Delegate Dave LaRock PO Box 6 Hamilton, VA 20159-0006 deldlarock@house.virginia.gov</p>	<p>Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Traffic</p>
6/13/19	Online Submission Form	<p>[See AppC_Attachment_061319_CalvaryEvangelical_Online]</p>	<p>Property/Community Impacts</p>



Date	Method	Submission Text	Assigned Comment Themes
6/13/19	Email	Dear all, Please find the enclosed comments of Carderock Springs and South Carderock residents on the Alternatives Retained for Detailed Study. [See AppC_Attachment_061319_CSCA_Email]	Air Quality I-495 & I-270 Managed Lanes Study Process/NEPA Noise Opposition to Specific ARDS Build Alternative (x5) Property/Community Impacts Public Involvement Traffic
6/13/19	Email	<p>Via online comments RE: Managed Lanes Study I-495 & I-270 P3 Program Dear Director Chopin: Since 1919, the National Parks Conservation Association (NPCA) has been the leading voice of the American people in protecting and enhancing our National Park System. On behalf of our more than 1.3 million members and supporters nationwide, I am writing to register our deep concerns over the Managed Lane Study I-495 & I-270 P3 Program for the proposed widening of these interstate highways. We believe the draft lane study is lacking critical details of how this project would purportedly be built and the magnitude and number of impacts it may have on historic structures and national parks, especially the Baltimore Washington Parkway and Greenbelt Park. We urge the Federal Highway Administration to conduct a complete Environmental Impact Statement (EIS) that fully complies with the National Environmental Policy Act, the National Historic Preservation Act, the Clean Water Act, and other relevant statutes. We also ask that any draft EIS be then circulated for robust public comment before deciding whether or not to approve this project. For 100 years, the nonpartisan NPCA has been the leading voice in safeguarding our national parks. NPCA and its members and supporters work together to protect and preserve our nation's most iconic and inspirational places for future generations. This includes our historic sites like the Baltimore Washington Parkway and Greenbelt Park. Our members who live within the project area are concerned over the impacts to these sites by the proposed project. And we are deeply concerned with the inadequacy of the draft Managed Lane Study when a project like this so clearly requires an EIS.</p> <p>Impacts to National Park Sites The Managed Lane Study is inadequate in that it does not describe any impacts to the Baltimore Washington Parkway, a site with special legal protections given that it is a national park unit and it was added to the National Register of Historic Places in 1991. We must know what the impacts to the Parkway would be before a decision to build the project is made. Preferred Alternatives 9 and 10 appear to directly impact Greenbelt Park in Maryland's Prince George's County by physically taking some of the national park land for the project. The Managed Lane Study does not address how much land or exactly where the land would be taken from. Further, it makes no mention of a land exchange, which is typically done when federal national park land is acquired. Alternatives 9 and 10 require the addition of multiple elevated traffic ramps that would directly impact both the Baltimore Washington Parkway and Greenbelt Park. These impacts include an enormous visual intrusion into a historic site, a violation of the National Historic Preservation Act. County planners have stated publicly that they believe the current plans outlined in the Managed Lane Study underrepresent the amount of land needed for these elevated ramps. This could mean that even more open land could be developed for these multiple ramps. Elevated ramps also bring increased noise and air pollution into the national park sites from the increased number of vehicles, their noise, and their exhaust. Greenbelt Park hosts 174 year-round campsites, nine miles of trails, and three large picnic areas. Park visitors rely on the tranquility of this national park. Unlike Maryland's interstate highways, the Baltimore Washington Parkway allows travelers to drive along a quiet wooded scenic road that would be disrupted by these proposed ramps. Multiple elevated ramps and the problems they bring with them would dramatically degrade these serene park settings.</p> <p>Impacts to Natural Environment A proposed infrastructure of this magnitude would impact the natural environment in many negative ways. The Managed Lane Study states that up to 1,460 acres of woods would be cleared and up to 45 parks (local, state, & national) would be affected. These impacts include loss of wildlife habitat; loss of habitat connectivity for wildlife; introduction of invasive species due to fragmentation; and loss of pervious surfaces. The removal of permeable surfaces and the introduction of miles of concrete highways will dramatically impact water quality in a very negative manner. Loss of wetlands and removal of permeable surfaces will increase polluted runoff, especially in times of storms. This will hurt Maryland's ability to meet the requirements of the Chesapeake Bay's TMDL. Noise levels at these types of highway sites have been recorded at 66 decibels and higher, negatively impacting area wildlife. Finally, additional lane miles and more automobiles will increase tailpipe emissions, currently the largest source of air pollution in Maryland.</p> <p>Failure to Address Traffic Congestion Numerous studies have shown that building additional highway lanes does not result in long-term reductions in traffic congestion. Typically, within five years, congestion returns to pre-construction rates. If road widening is not paired with other measures to reduce the number of vehicles on the road, congestion will return. We are grateful that the Maryland Board of Public Works added some amendments to the current plan that would dedicate some state funding to regional transit programs and allow free access to toll lanes for commuter buses. However, we strongly believe both the Federal Highway Administration and the Maryland Department of Transportation must do more to include smart transportation policies in this proposal like dedicated transit lanes, to truly address traffic congestion.</p> <p>The Managed Lanes Study I-495 & I-270 P3 Program is a major undertaking that would undoubtedly negatively impact a national park site and a site listed on the National Register of Historic Places. This fact alone should trigger an EIS to be conducted. We believe that the overall lack of detail in the Managed Lane Study demonstrates the need for much more work to be done on this proposal before interested parties can clearly understand the entire plan and make constructive comments to improve it.</p> <p>The fact that the Managed Lane Study is missing many important components needed to make an informed decision on impacts and avoidance convinces us that a much more rigorous process must be undertaken before a decision can be made to allow this proposal to go forward. We urge the Federal Highway Administration to require an EIS to be completed before any decision regarding this proposal is made. Thank you for allowing us to share our views.</p>	Air Quality Forest Buffer/Undeveloped Land/Parkland I-495 & I-270 Managed Lanes Study Process/NEPA Noise Opposition to Specific ARDS Build Alternative (x2) Support for Alternate Transportation Improvements Promote Incentives to Reduce Vehicles on Road Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit Water Quality/Stormwater
6/14/19	Online Submission Form	As a Montgomery County taxpayer and homeowner I would like to comment on my concerns for the project. _P3 is not in the financial best interests of the local areas impacted. Need full financial analysis. No guarantee that we will not end up with more taxes anyway; no guarantee that funding will flow to help local feeder roads. _Need a plan that looks at transit not just roadways. _Any plan needs to consider the local commuters and not just be a bypass that provides revenue without benefit to local commuters and businesses _Need the environmental impact statement completed before a plan is selected. The current options will have significant air quality, noise quality, water quality and parkland impact. Protect Maryland's resources and our communities! _The data has not been shared that shows how building a wider footprint will benefit significantly. _There is no guarantee of sound relief for impacted communities such as ours on Cypress Grove Lane	Public-Private Partnership Program I-495 & I-270 Managed Lanes Study Process/NEPA Noise Support for Transit Pedestrian/Bicycle Access

Date	Method	Submission Text	Assigned Comment Themes
		<p>in Cabin John. The studies were not updated and are unrealistic as shown in current plans. New noise impact maps virtually mirror those from the early 2000s, notwithstanding the impact that the beltway will be widened significantly. MDOT SHA is evasive in their commitment to build a noise abatement wall. Current noise levels already warrant a noise abatement wall, but residents fear that MDOT SHA will point to low housing density to justify not constructing a noise abatement wall. MDOT SHA officials have already stated that they expect a noise increase of "only" 3 decibels, which is misleading considering that noise decibel increases are exponential. American Legion Bridge: · Design should incorporate the possibility of future mass transit over the river. Don't just build the bridge for today's project. · The design should include pedestrian and bike access. · The protection of historically significant aspects of the C&O Canal. (locks and lock houses.) should be part of any design and also during construction. · Any expansion of the bridge, should be just that –additional lanes adjacent to the existing bridge and a replacement of the existing bridge and not the construction of a brand new bridge south of the existing bridge. Loss of Parkland · When the Beltway was built, the state agreed it would be a maximum of six lanes. Any additional expansion needs to remain within the current footprint of the Beltway so as not to require additional loss of parklands that are adjacent to the highway. · Need to assess the loss of parkland tied to providing direct toll-lane access ramps at the River Rd. interchange as opposed to creating on-highway access. Montgomery County master plans and local government should be honored and have more influence in these decisions. There are many concerns. Other large cities have continued to widen and traffic just continues to fill up whatever is built. We need a comprehensive, long term plan to address the issues. Please do not rush into this roadway plan.</p>	<p>Forest Buffer/Undeveloped Land/Parkland Effectiveness of Proposed Alts. in Addressing Traffic</p>
6/14/19	Online Submission Form	<p>In 2018 we learned from the IPCC and National Climate Assessment that climate change requires immediate action. Elected officials, government agencies, community organizations, and every citizen needs to do their part in lessening carbon dramatically. Widening highways will only encourage more vehicles on them when we need to push harder for electric vehicles and active transportation with zero emissions. I believe this process is misguided and that transit and Transportation Demand Management must be rigorously studied rather than eliminated. Many residents in Maryland are not happy with these steps forward. It is nothing less than irresponsible given what we know of climate change.</p>	<p>Climate Change Effectiveness of Proposed Alts. in Addressing Traffic</p>
6/14/19	Online Submission Form	<p>I am against expansion of 270 and 495. we should be investing in better public transportation that people actually want to use. widening these roads will only add to traffic workloads and move blockages to River Rd , Old Georgetown and Wisconsin AVE which are already heavily travelled. study after study proves that expansions in road capacity are immediately met with increases in traffic. we need excellent public transportation from silver spring to Bethesda and from Bethesda to tysons corner. we need express trains and buses. I am very much against this road expansion.</p>	<p>Opposition to Highway Widening Support for Transit Traffic</p>
6/14/19	Online Submission Form	<p>In its "Visualize 2045" document, the Transportation Planning Board (TPB) endorsed seven initiatives for addressing the region's transportation challenges. These include (a) bring jobs and housing closer together; (b) expand bus rapid transit and transitways; (c) move more people on Metrorail; (d) increase telecommuting and other options for commuting; (e) improve walk and bike access to transit; (f) complete the National Capital Trail. These ARDS address only one of the initiatives (expanding the highway), and explicitly exclude / reject Alternatives that address other recommended initiatives, including Alternative 2 for Transportation Systems Management (TSM) / Travel Demand Management (TDM). At one of the "public workshops," I was told by SHA staff that this is because Alternative 2 could not by itself solve the problem. As requested by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in its April 29 memo, preliminary Alternative 2 should be retained as a component of a comprehensive plan. The following is a direct quote from the "Visualize 2045" document: "Getting the most out of the existing transportation system is an important goal of the TPB. Actively managing the system, through management and operations planning and techniques, is one of the most effective ways to accomplish this goal. Transportation agencies are tasked with ensuring that the region's transportation system operates efficiently when faced with incidents, emergencies or varying travel conditions. Examples of management and operations (M&O) planning and techniques include providing real-time traveler information that keeps people informed, timing traffic signals to optimize traffic flow, and creating response plans for managing incidents when they occur; applying current and evolving information technologies such as these often shows strong benefit-cost outcomes." Public transportation must also be considered as an integral element in the congestion relief plan. Financial viability is one of the selection criteria, so the preliminary capital cost estimates and detailed breakdowns by construction items must be included. The proposed plans do not consider existing and future origin-destination patterns, planned land use, economic development considerations, social equity, or safe and efficient access to transit facilities. Impacts to parkland have likely been underestimated. The benefits and impacts will be incomplete without local road system/interchange analyses, particularly given the selection of limited access to the toll lanes. More detail is needed on the noise impact evaluation process. Phase 1 of the program should include the segment of I-495 between the American Legion Bridge and I-270, and all of I-270 up to Frederick, Maryland. The other phases should only proceed after the Purple Line construction is complete, and after adjustments have been made to increase use of the ICC. A separate P3 should be required for each of these phases. [See AppC_Attachment_061419_JH_Online]</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Support for Transit</p>
6/14/19	Online Submission Form	<p>We really need to keep this traffic distributed better. A new bridge over the Potomac to connect the Dulles area and upper Montgomery County/Fredrick more directly will work better. The environmental impact of a new bridge can't be much greater than expanding an existing one and if it shortens drive time there will be less pollution. Having more alternate routes will help when there is a bridge closing accident. Why should we allow private industry to profit from public infrastructure? Its only happening because no one in local politics has the fiscal foresight to set up a reserve for jobs like this. The consumer gets screwed, some likely foreign fund gets rich and the politicians squander our tax dollars on pet projects to ensure their reelection. Awesome plan!</p>	<p>Support for Alternate Transportation Improvements Public-Private Partnership Program</p>
6/14/19	Online Submission Form	<p>Our neighborhood sits on the very edge of 495 at River Road. We never got any SOUND barriers after the neighborhood was developed, even though there was always a house in this neighborhood. Widening 495 would bring additional unwanted noise and traffic to us. If we are unable to STOP this construction, then at the very least, the neighborhood of Al-Marah should receive very tall NOISE BARRIERS prior to any further construction. No one who lives here wants this widening. The Governor has made his decision despite these overwhelming community views.</p>	<p>Noise Opposition to Highway Widening</p>
6/14/19	Online Submission Form	<p>[See AppC_Attachment_061419_RP_Online]</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Toll Rates</p>



Date	Method	Submission Text	Assigned Comment Themes
6/14/19	Online Submission Form	I first have to say that I think an outer beltway is the only way to alleviate this problem. Given that you are not considering that option, I will comment on the situation that you are presenting. I oppose toll lanes that provide income to private entities. Roads should be public projects. I am ok with taxes paying for that. I drive a car and am ok with more tax on gasoline, etc. I support public transportation, am impressed with how Europeans manage that. What makes that so hard to accomplish here?	Support for Alternate Transportation Improvements Public-Private Partnership Program Support for Transit Opposition to General Price-Managed/Toll Lanes
6/14/19	Online Submission Form	I am completely against the expansion of 495 in any form. It is a regressive move in a time when the effects of climate change (contributed to by use of gasoline vehicles and removal of parkland and green spaces) and when the world-wide movement is toward public transit, electric cars and other alternatives than adding lanes. Regarding another point, toll lanes encourage cars with a single occupant as well as people who have the financial resources to spend \$30.00 or more a day to have this option. Also, even if few houses are torn down for any of these options, many neighborhoods will be adversely affected in terms of health and mental health effects caused by poorer air quality and higher than healthy noise levels. My neighborhood has been adversely affected by previous beltway expansions as have many others. Montgomery County is one of the most progressive counties in the country and to take an action that will be viewed with deep regret for decades - overbuilding highways at a time when all of the best science about how this doesn't ultimately relieve traffic congestion - should be a source of shame and embarrassment to our county and state to support such an outdated approach to traffic congestion. I am against any expansion as it simply won't work for any significant period of time.	Opposition to Highway Widening Climate Change Social Equity Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic
6/14/19	Online Submission Form	Dear State Highway Administration, I have attached a PDF letter with my comments and questions regarding 12 aspects of the I-495 and I-270 study. Please review them and send answers. Thank you for reviewing my letter and addressing my concerns. [See AppC_Attachment_061419_DK_Online]	Promote Incentives to Reduce Vehicles on Roads Support for Transit Traffic Support for High-Occupancy Vehicle Lanes Support for High-Occupancy Toll Lanes Analysis Methodology Air Quality Water Quality/Stormwater General Environmental Impacts Forest Buffer/Undeveloped Land/Parkland
6/14/19	Online Submission Form	Do not expand the highway. This will directly expand into neighborhoods of people who cannot afford to move and have made this their home for generations. Research has shown highway expansion does not reduce the flow of traffic, since more drivers will actually be incentivized to use it. Furthermore, some lanes if not all may be charged which will be an additional burden on low and middle class citizens. Instead, focus on maintaining the current highways and figure out ways to expand public transportation via Metro or bus efficiency which is at an all time low. Please do not continue to create class divides by charging more for more inefficiency, removing people from their homes, and increased pollution/traffic.	Opposition to Highway Widening Property/Community Impacts Social Equity Promote Incentives to Reduce Vehicles on Roads Roadway Maintenance Support for Transit Air Quality
6/14/19	Online Submission Form	I believe that the Department of Transportation is making big mistakes in its activities regarding the Beltway expansion. First among these is not paying attention to your name: Your charge is TRANSPORTATION, not HIGHWAYS. I-495 and 270 are just part of the transportation problem in the lower part of Montgomery County. Your publicized plans totally neglect other and better solutions to this problem. You haven't included sufficient attention to mass transit (buses, trains, and bicycle rights-of-way) that are less costly and environmentally better. Second, you haven't attended to the many negative consequences of adding toll lanes which would constitute a FIFTY PERCENT (50%) increase in the traffic lanes of the Beltway. You have not completed the required environmental impact analyses for air pollution and for noise pollution. Regarding the latter, you have not made clear what kind of noise barriers you would install and where. In my neighborhood near Persimmon Tree Road you moved the roadway chockablock against houses on Tomlinson Ave. with a flimsy 10 foot fence (and I'm not sure that DOT even paid for this). Your next move will be to take part of their back lots! Will you protect them (and the neighbors across Tomlinson and further south) from the increased noise? All these houses are on a level with the roadway! You should have installed a noise abatement wall many years ago (as you did, for example, in the Silver Spring neighborhood of Forest Glen Park and the Seminary). Will you neglect our area again? You have not been clear about how you will expand the American Legion Bridge, including the impact on the Federally owned Clara Barton Parkway and C&O Canal and towpath. How much disruption will this cause in the air and on the ground? I am not only a complainer. I think you have done an excellent job in keeping traffic on the Beltway moving on previous expansions. All lanes open all the time! Will your contract buddies be able to guarantee the same if the PPP goes through? I have only started detailing my concerns and needed assurances, but I'll leave it here. I'm sure other Montgomery County residents will let you know about them.	I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Noise Air Quality Property/Community Impacts Support for Alternate Transportation Improvements
6/14/19	Online Submission Form	The process seems very narrowly focused on moving automobiles, without taking into consideration potential impacts (either positive or negative) on pedestrians and bicyclists. I was quite disappointed when Secretary Rahn scoffed at the idea that bike facilities might be included in some stretches along the Beltway. One has to go no farther than I-66 in Virginia to ride a bicycle on trails adjacent to an Interstate Highway. These early stages of the process should be taking a broad look at many possible variations, rather than dismissing entire categories of users out of hand because the Secretary has a bias against them.	I-495 & I-270 Managed Lanes Study Process/NEPA Pedestrian/Bicycle Access



Date	Method	Submission Text	Assigned Comment Themes
6/14/19	Online Submission Form	The expansion of the bridge will be a long and disruptive process. As a Cabin John homeowner near the American Legion Bridge and as volunteer with the C&O Canal Trust, I am concerned about aspects of the proposed expansion/new build. Specifically, I hope that during the process and afterwards: 1. Arterial impact is minimized. We already accommodate many more commuters from areas well-beyond expected distances on our neighborhood roads as they use technologies like Google Maps and Waze to avoid major roads...roads my kids use on their bikes. 2. Noise pollution is controlled. As residents in this area, we are subjected to significant aircraft noise thanks to a) the FAA's change in flight paths to/from DCA and b) significant helicopter runs up and down the river. 3. The C&O canal and adjoining parkland is protected (I am a Quartermaster at Lockhouse 10).	Traffic Noise Forest Buffer/Undeveloped Land/Parkland
6/14/19	Online Submission Form	None of the retained options address the real problem -- moving people, not cars. Taking care of the American Legion Bridge must be a priority, also the back up on 270 north of 370. Only after the Purple Line is completed and we see what the effects are should we consider how to deal with the Beltway. Why is there such a rush to push through beltway expansion? The environmental impact studies must be completed and thoroughly considered. Why is public transit not being considered? What about people who cannot afford tolls?	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Social Equity
6/14/19	Online Submission Form	Dear Sir or Madam: MDOT must go back to the drawing board and rethink how it will address traffic congestion along I-270 and I-495. As a graduate student, I studied transportation policy. One of the big lessons in transportation research is that you cannot simply expand highways to relieve congestion. The use of managed toll lanes will not change this fact. Moreover, to generate a return on investment for the private developer, congestion must continue on the free lanes. So, the consequence of this project is that our air and waterways will be dirtier, our parkland will be diminished, noise in many communities will be worsened, traffic on Connecticut Ave., Route 29, Rockville Pike and other roads will be heavier, dozens of homes will be lost, 1,500 other homeowners will see their properties diminished and suffer a financial loss in the value of their homes, in order to pave the way for a transportation project which will not solve congestion. This is a bad deal for the people of Maryland. At the very least, it is premature to negotiate contracts with developers before an environmental study is done to assess the damage this project will impose on our environment and the increase in climate change it will cause. It is also wrong to push this project forward without an analysis comparing the P3 financing of the project with traditional financing. In a 2016 report, the U.S. Department of Transportation highlighted the increased cost of public-private partnerships. The report noted that private developers cannot manage the uncertainties that affect travel levels and toll revenues, such as economic conditions. As a result, they charge a premium for assuming risk, making projects more expensive for taxpayers and drivers. Local government officials in both Montgomery and PG County are strongly opposed to the approach that the State is taking to address congestion. The State must step back and engage in a collaborative process with local officials to solve congestion. In particular, the State must incorporate transit in these corridors in order to achieve a real and long term solution to congestion.	Effectiveness of Proposed Alts. in Addressing Traffic Public-Private Partnership Program Noise Traffic Property/Community Impacts I-495 & I-270 Managed Lanes Study Process/NEPA
6/14/19	Online Submission Form	<p>Sir, Madam, I just wish to supplement comments I have previously submitted (i.e. a letter written to the Board of Public Works) regarding the currently unfortunate approach being taken to traffic flow problems that we (MD residents) need to solve. That is, in addition to the specific questions and critiques I have about the plan to add toll lanes to the Beltway, I would ask that SHA consider the need to "think globally and act locally," i.e., to recognize that SHA and MD must find ways of reducing the use of gasoline and diesel powered cars and trucks, both to help MD meet its own GHG-reduction goals, and - more broadly - to do our bit to enhance U.S. national security. Accordingly, and given the June 14th deadline for submitting input, I copy in a link to an article, entitled "A 'Responsibility to Prepare' - A Strategy for Presidential Leadership on the Security Risks of Climate Change" (from the "War on the Rocks" website), and ask that the entire text of said article be incorporated by reference into the record as regards comments on the "ARDS." I do so because the article, while aimed at the current or future U.S. president, accurately summarizes how our nation needs to work (at all levels, I might add) to transition to a low-carbon economy, if our nation wishes to avoid serious, larger-scale problems. SHA can help in this regard by altering the ARD project's "requirements" to include, or focus on, mass transit or other more fuel-efficient, 21st C., modes of transportation that would truly reduce congestion and GHG emissions. With my thanks in advance, here is the link: https://warontherocks.com/19/06/a-responsibility-to-prepare-a-strategy-for-presidential-leadership-on-the-security-risks-of-climate-change/ [Article text is as follows:] "A 'RESPONSIBILITY TO PREPARE': A STRATEGY FOR PRESIDENTIAL LEADERSHIP ON THE SECURITY RISKS OF CLIMATE CHANGE[;] CAITLIN WERRELL, FRANCESCO FEMIA, AND JOHN CONGER JUNE 14, 2019[;] COMMENTARY[;] Presidential candidates are offering their plans on climate change, and it's a competition over who's the most ambitious. That's good news, given that it's a major security threat that requires a major response. Thus far, most of the candidates' plans understandably focus on reducing greenhouse gas emissions and transitioning to a low-carbon economy. These steps are critically important, not least because the world will likely experience significant security disruptions in the future if the scale and scope of climate change are not reduced. But this is only half a strategy. Indeed, if there is a silver lining to climate change and the attendant security risks, it's that we can see many of these changes coming. American scientists, the U.S. government (see this administration's National Climate Assessment) and private industry have all shown they are capable of modeling climate change futures with a high degree of certainty compared to other trends. A climate model from 1967 still has a strong predictive capacity. Exxon's own internal calculations and climate modeling from 1982 about where emissions would likely be in the future, including by 2020, were fairly spot-on. A political scientist in 1967 or 1982 would have had much more difficulty predicting what the political landscape would look like in 2020 than she or he would have making predictions about the climate.</p> <p>Herein lies the opportunity: While the United States faces the unprecedented risk of climate change, it also has unprecedented foresight capabilities. Whoever takes office after the next election will have a responsibility to defend the United States from those foreseeable security threats — a "responsibility to prepare" that should underpin the president's strategy on climate. This strategy should involve presidential leadership both on addressing climate change as a distinct security priority — a "Climate Security Plan" — and on integrating climate change into other security priorities — what we call the "Just Add Climate" approach.</p> <p>Growing Security Threats</p> <p>Sea level rise and storm surge, ocean warming, drought, wildfires, glacier melt, and shifting rain patterns are already impacting both the geostrategic landscape and the national security of the United States. These climate-driven changes are causing major damage to U.S. military bases around the world and civilian communities that support them, increasing the likelihood of conflict in strategically important regions, contributing to mass displacements of peoples in the Middle East and elsewhere, and adding to U.S. tensions with Russia and China in strategic waterways such as the Arctic Ocean and the South China Sea.</p>	Support for Alternate Transportation Improvements Climate Change



Date	Method	Submission Text	Assigned Comment Themes
		<p>In 2018 alone, damage from extreme weather to two Air Force bases and one Marine Corps base added up to over \$8 billion. Some of these bases are still recovering from the last hurricane season, and with the next season imminent, they are even more vulnerable than usual, like a patient just out of surgery. And these bases aren't islands. They rely on neighboring communities for electricity, water, wastewater treatment, communications, housing, civilian employees, and more.</p> <p>The Good and Bad News</p> <p>The good news is that there's no need to start addressing these problems from scratch. The United States has been grappling with them for some time. For 12 straight years, across Republican and Democratic administrations, the director of national intelligence has sat before Congress and presented the facts on how climate change is stressing the security landscape. In the latest Worldwide Threat Assessment, Director of National Intelligence Dan Coats testified that "[c]hanges in the frequency and variability of heat waves, droughts, and floods — combined with poor governance practices — are increasing water and food insecurity around the world, increasing the risk of social unrest, migration, and interstate tension."</p> <p>The same clear-eyed assessments have been produced by the Department of Defense since 2003. The 2018 National Defense Authorization Act stated, that "climate change is a direct threat to the national security of the United States" and directed the secretary of defense to report on the top 10 most threatened military installations for each service and to outline how climate change will affect the military's combatant commands over the next 20 years. Congress, communities, and the military are increasingly concerned about these mounting risks and are putting in place assessments and plans to get ahead of those risks.</p> <p>The bad news is that although the U.S. government has laid groundwork for a more robust approach to the security implications of climate change, it still lags far behind in dealing with this enormous security challenge. It's time to raise the ambition level with a "responsibility to prepare" strategy, including a Climate Security Plan and a "Just Add Climate" approach.</p> <p>A Climate Security Plan: Addressing Climate Change as a Distinct Security Priority</p> <p>A Climate Security Plan, undergirded by strong presidential leadership, should emphasize reducing the risk to populations and critical infrastructure before storms hit, before wildfires are lit, and before wells run dry, in order to manage the wide-ranging impacts of climate change on the international security landscape. As we highlighted in a recent report, this plan should include three key elements: assess, prepare, and support.</p> <p>Assess: The first step is to continuously assess the risks that climate change poses to national security. Just as good intelligence helps to prepare the battlefield and inform a military leader's decision-making, understanding how climate change will shape the global and local environments in which the U.S. operates will help chart the course forward.</p> <p>This should include the creation of an interagency Climate Security Crisis Watch Center to facilitate annual, in-depth assessments of the security risks of climate change. Such a center could consider the full range of climate change projections and ensure that the associated risks are incorporated into all national strategic documents and assessments of critical military and civilian infrastructure. These climate projections could be used to inform new mission requirements, such as expanded military operations in the Arctic and increased humanitarian and disaster assistance demands. The center could also facilitate the adoption of government-wide approaches to climate security risk assessments.</p> <p>Prepare: Second, a Climate Security Plan should direct the national security enterprise to prepare, in a big way, for climate change risks. It is one thing to recognize and talk about the threat that storm surge poses to floodwalls around a drydock where the military's repairing a \$2 billion submarine. It is quite another to make investments in raising those floodwalls to reduce the threat. The president's plan should significantly elevate the leadership and resources devoted to addressing climate security risks across the U.S. national and homeland security enterprise.</p> <p>Leadership at the top is crucial, starting with the appointment of a senior White House official for climate security, reporting directly to the president, to lead an all-hands-on-deck effort to combat the threat at home and abroad.</p> <p>Resources should also be ramped up. The United States will need to invest heavily in the climate resilience of its critical military and civilian infrastructure, such as the highly flood-prone (and sinking) Hampton Roads region of Virginia, home to 29 military sites from all the armed service branches and a critical hub for international military deployments. Such an effort would both bolster national security and create long-lasting employment opportunities. In the face of increasing threats from extreme weather events and wildfires, the plan should involve a comprehensive program to repair, construct, fortify, and responsibly site the nation's interconnected military, energy, transportation, agriculture, water, and commerce infrastructure.</p> <p>The United States will also need to be prepared for changing geostrategic conditions internationally. The melting Arctic, for example, is an emerging theater of operations where the Navy and Coast Guard will increasingly be required to operate, particularly as U.S. adversaries such as Russia increase their military and commercial presence there. Further, with more significant natural disasters expected due to climate change, U.S. civilian and defense agencies must prepare for an increased scale and tempo of humanitarian and disaster relief operations, and any security consequences that could follow. Diplomatically, in addition to the low-hanging fruit of rejoining the voluntary Paris Agreement, a Climate Security Plan should elevate leaders addressing these risks, whether by advancing the issue at the UN Security Council or appointing a Special Envoy for Climate and Security at the State Department to address the impact of climate-related security issues on U.S. foreign policy interests.</p> <p>Support: Finally, the United States must be prepared to support its allies and partners in addressing these risks. This is critical not just for dealing with climate change, but also for enhancing U.S. leadership and influence in the world. Sea level rise and flooding impose existential threats on island nations and low-lying coastal areas, with potentially catastrophic consequences to billions of people. Water scarcity, food insecurity, economic displacement, and consequent migration are reshaping the globe and impacting U.S. interests. Fragile states, as well as brittle states that seem stable but rest on an increasingly strained natural resource foundation, are vulnerable to climate change impacts and will struggle to meet basic needs, leading to humanitarian crises and increased risks of state instability and conflict, as well as creating opportunities for non-state actors that could pose threats to the United States.</p> <p>A Climate Security Plan should include a major initiative to enhance the resilience of these nations. China is already expanding its influence by doing just that — embracing the climate goals of U.S. allies, providing direct and tangible assistance to climate-vulnerable nations, and securing influence through clean energy investments. To begin, the president should task the national security advisor to work with the secretary of defense and secretary of state on regional climate security initiatives — unified interagency plans that fully support U.S. national security, defense, foreign policy, and development strategies in critical regions such as the Asia-Pacific and the Americas. These initiatives should involve significant U.S. investments in the climate resilience of nations at risk, as a means of both strengthening these countries and expanding U.S. alliances and partnerships.</p> <p>Just Add Climate: Integrating Climate Change into Other Security Priorities</p>	

Date	Method	Submission Text	Assigned Comment Themes
		<p>As history has taught us, however, foresight doesn't automatically translate into action. If climate change forecasts aren't reaching national security decision-makers, the United States will be left fundamentally unprepared. A Climate Security Plan should therefore be followed by a major effort to integrate climate change into existing security analysis and priorities – in other words, to bring climate issues to the national security "big kids' table."</p> <p>In 2010 — following massive political instability in Tunisia, Egypt and Libya — a State Department assessment concluded that Syria was one of the "least likely" states in the Middle East and North Africa to be roiled by unrest. Clearly, that was wrong. What may have been missing from the analysis was that an extreme drought, following rapidly increasing precipitation decline in the region since the early 1970s, contributed to the displacement of millions of farmers and herders in Syria, making the country more brittle than it appeared. Perhaps if knowledge of climate and natural resource insecurity had been more extensive in the rooms where that assessment was made, the United States would have been better prepared.</p> <p>This example highlights that in order to make U.S. forecasting about the geopolitical landscape more accurate, climate factors need to be integrated into threat assessments. We call this the "just add climate" approach. This starts with the U.S. president calling on senior national security personnel to ask better questions about how climate change is going to affect other critical U.S. security priorities.</p> <p>What, for example, will increased water and food scarcity in North Korea or Iran mean for those countries' domestic decision-making, and how might that impact regional security? We are already seeing the dramatic implications of climate change for Lake Urmia in Iran — a critical water source for the country's major agricultural sector — and political tension as a result. What's our plan for addressing this, and how does it square with other U.S. national security objectives vis-à-vis Iran? The answers aren't clear yet.</p> <p>Will competition over migrating fish stocks, due to climate change and over-fishing, increase interstate tensions in a warming South China Sea (as Jeffrey Ringhausen at the Office of Naval Intelligence has alluded to), and if so, will that increase the likelihood of tension and conflict between the Chinese and American navies? Current evidence suggests that this is indeed a risk, but there is no discernable strategy for anticipating or mitigating such a plausible scenario.</p> <p>How much is climate change emboldening U.S. adversaries and competitors? As noted by Peter Kiemel at the Office of the Director of National Intelligence, China is stepping in to provide assistance to countries in Africa that are dealing with climate-driven changes in disease vectors that may become epidemics. This may be increasing China's influence in the region. Does the United States have a competing plan to support its partners and prospective allies in Africa, or is it content with taking a back seat? Climate change is not just creating new transnational security challenges; it is also affecting traditional great power competition dynamics. A responsibility to prepare strategy needs to "just add climate" variables to those traditional security debates. If U.S. national security decision-makers ignore climate dynamics, they won't be adequately prepared to compete with great powers on the world stage.</p> <p>The intelligence community has also brought to light the question of how terrorist organizations are exploiting climate-exacerbated water stress to gain leverage over their adversaries, including the United States and its allies. Do U.S. policymakers fully understand how climate change intersects with global terrorism, and are those links factoring into U.S. policies and plans? Many of these questions are not yet being asked (or answered sufficiently) by the U.S. government in a comprehensive way. Whoever is president in 2020 will need to ask these questions in earnest, demand answers, and start making plans for addressing them.</p> <p>Conclusion</p> <p>As the window for acting decisively on climate change continues to close, America's elected leaders will need to start putting their money (and their plans) where their mouth is. Intelligence and defense leaders have been warning about climate security risks for decades, but the response has not been commensurate to the threat. A robust Climate Security Plan, along with a climate-proofing of other national security policies, is a must in this age of unprecedented climate risks, especially for the person most responsible for the security of the United States. And since we can see it coming, there's no excuse for inaction. The commander-in-chief has a responsibility to prepare the country for this threat."</p>	
6/14/19	Online Submission Form	<p>I believe this project is being done in haste. Not only is it incentivizing more automobile traffic, which increases noise pollution as well as vehicle pollution, but it is being done with absolutely no consideration for ways to incentivize and reimagine regional transportation as a public service. Rail, bus, and bicycling options need to be aggressively pursued. It is unfortunate that the only forward-thinking idea this plan reflects is one that causes more problems down the road. Expanding roads is not an option when a highway of this size already exists. When is a large road too big? When local citizens who would be affected by the road are up in arms against its expansion.</p>	I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Support for Transit
6/14/19	Online Submission Form	<p>We appreciate the opportunity to comment on the proposed Beltway/I-270 expansion project. We oppose it for the following reasons: 1) As proposed, the project would add two lanes in each direction which would mean that the roadbed would extend to the existing property lines of several homes in our community. As a result, the noise and aesthetic impact would be significantly adverse to our community. 2) Over the years, our Al Marah/Riverway community has been in discussions with SHA about the installation of sound barriers. Despite prior assurances from SHA that sound barriers would be installed when/if the Beltway was expanded, we have received no assurances that this project will include sound barriers for those parts of the expansion abutting our neighborhood. 3) The proposed "flyover" roads to enter and exit River Road and in proximity to the Cabin John Parkway will result in significant and adverse impact to our homes. These "flyovers" on such a small footprint of land make so sense and are not a reasonable alternative. We look forward to additional opportunities to comment and review alternatives.</p>	Opposition to I-495 & I-270 Managed Lanes Study Property/Community Impacts Noise Public Involvement
6/14/19	Online Submission Form	<p>I am against the widening of the beltway and 270 because there should not be an increase in the number traveling vehicles near residential areas. The vehicles create noise, pollution, and congestion. I believe we need a second Potomac crossing to improved congestion and traffic flow. A second river crossing in the upper part of Montgomery County will keep many people from having to travel through Bethesda to get where they are going, which will help keep my residential community less congested.</p>	Opposition to Highway Widening Support for Alternate Transportation Improvements Noise Traffic General Environmental Impacts

Date	Method	Submission Text	Assigned Comment Themes
6/14/19	Online Submission Form	<p>As a local resident, voter, and citizen, I am very unhappy about the planned beltway expansion and the myriad negative effects it will have on the environment, quality of life, safety and sustainability. Specifically, my concerns are as follows: Noise Concerns ♦ MDOT SHA is not conducting new field sound studies. Rather, they have extrapolated 20-year-old field sound study data to derive current noise impact area. ♦ New noise impact maps virtually mirror those from the early 2000s, notwithstanding the impact that the beltway will be widened significantly. ♦ MDOT SHA is evasive in their commitment to build a noise abatement wall. ♦ Current noise levels already warrant a noise abatement wall, but residents fear that MDOT SHA will point to low housing density to justify not constructing a noise abatement wall. ♦ MDOT SHA officials have already stated that they expect a noise increase of "only" 3 decibels, which is misleading considering that noise decibel increases are exponential. Storm Runoff ♦ Areas around the beltway already experience significant storm runoff. ♦ A greatly expanded beltway will add significant pollution and storm runoff. ♦ The project as planned will undo millions of dollars in down-county stormwater projects and destroy parks and streams (taken from the petition language). Arterial Road Congestion ♦ MDOT SHA is pushing forward with this project without a traffic study. ♦ High-toll "luxury lanes" are not attractive to wealthy commuters unless standard lanes have significant backups (taken from petition language). ♦ Commuters will clog arterial roads to avoid standard lane congestion and high-toll periods. ♦ Concerns about a Private Entity Controlling "Public" Roads. ♦ The VDOT P3 involves an 80 year contract. Considering that we are already taking a short-sighted approach to congestion relief that focuses on moving automobiles and not people, these decades-long P3 contracts could be problematic. What incentives will the P3 contractor have to incorporate new and innovative approaches in 20 or 30 years? ♦ We already pay some of the highest taxes in the country and have been dealt a blow by the partial elimination of the SALT deduction. Call it a "toll" that is only paid by users, but "tolls" are nonetheless a "tax" on users (i.e., Maryland residents). ♦ What assurances do we have that project cost overruns or lack of sufficient toll revenue won't result in costs to the taxpayer? American Legion Bridge ♦ Design should incorporate the possibility of future mass transit over the river. Don't just build the bridge for today's project. ♦ The design should include pedestrian and bike access. ♦ The protection of historically significant aspects of the C&O Canal. (locks and lock houses.) should be part of any design and also during construction. ♦ Any expansion of the bridge, should be just that additional lanes adjacent to the existing bridge and a replacement of the existing bridge and not the construction of a brand new bridge south of the existing bridge. Loss of Parkland ♦ When the Beltway was built, the state agreed it would be a maximum of six lanes. Any additional expansion needs to remain within the current footprint of the Beltway so as not to require additional loss of parklands that are adjacent to the highway. ♦ Need to assess the loss of parkland tied to providing direct toll-lane access ramps at the River Rd. interchange as opposed to creating on-highway access. Public-Private Partnership ♦ It is unacceptable to give up control of roads that were built with taxpayer dollars. ♦ Expensive toll lanes will only be affordable to the wealthy in the county or folks from elsewhere passing through. Daily commuters and those with moderate incomes will still be stuck in traffic Hell. Lack of Transit in this \$11 Billion Plan ♦ The state claims these managed lanes are needed to address the "severe [traffic] congestion found nearly 10 hours a day" from the American Legion Bridge and the Beltway as well as up I-270. In fact, the best policy research shows that more highways don't relieve congestion, but rather promote more driving. What is truly needed, and needed quite badly, is much better public transit here. That would be an investment well worth making.</p>	<p>Opposition to Highway Widening Noise Water Quality/Stormwater Traffic Public-Private Partnership Program Support for Transit Pedestrian/Bicycle Access Forest Buffer/Undeveloped Land/Parkland Social Equity</p>
6/14/19	Online Submission Form	<p>I am a resident of Cabin John and live about one half a mile from where the Beltway crosses under Persimmon Tree Rd. I would like to make known my concerns regarding the proposed Beltway expansion and the adding of toll lanes. 1. There seems to me to be very little study and weight given to alternative methods. Monorail and mass transit to name just two. Adding lanes, toll lanes, seem to be a Twentieth Century answer to a Twenty-first Century problem. 2. Noise. A 3 decibel traffic noise increase over the numbers from a study done in 2000 and extrapolated therefrom. A decibel describes a logarithmic ratio between things. Sound pressure level in this case. Or velocity of an automobile. 3 decibels greater is a deceptively large number. It is the difference between traveling 50 miles per hour and traveling 100 miles per hour. Twice as fast. Twice as much. Twice as loud. I would think a current study needs to be done before any firm plans are made. Already at 5:00 in the afternoon on a weekday at MacArthur Blvd and Persimmon Tree Rd. I have had people ask me to speak louder because they cannot hear me over the Beltway traffic noise. 3. Cost overruns. Many projects of this magnitude have, for various reasons, gone over budget. We, as taxpaying Marylanders, need assurance that Maryland's monetary contribution is not raised and raised and raised again. A private corporation can, if income is insufficient, walk away. We, as Marylander's, cannot. 4. Completion dates. Many projects of this magnitude run well past the original completion date. During road construction projects traffic congestion becomes worse. Often much worse. Temporary lane closures stretch on and on. Night and weekend construction contributes to very high noise levels during these times. And increased traffic congestion during otherwise off peak times. These are the most salient points I have to make. There are certainly others, increased storm water runoff, increased pollution. Damage to property values of homes and businesses adjacent to the proposed extra Beltway lanes. I thank you for taking the time to listen to my concerns.</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Noise Public-Private Partnership Program Traffic Water Quality/Stormwater Property/Community Impacts</p>
6/14/19	Online Submission Form	<p>Thanks for holding the various workshops in the region. Based on the ARDS maps that were available at the workshops, it appears that several neighborhoods will be impacted, whether directly by a taking (or condemnation) of property, or indirectly by simply being in a neighborhood in which an adjoining or nearby property is taken. I trust that appropriate financial consideration will be given to ALL impacted property owners. In addition, please note that this kind of impact is real even long before the first taking actually happens. Having a neighborhood designated as being close to a highway expansion as soon as now (as in any of the ARDS maps already posted) has a significant negative impact on any property in that neighborhood. Many communities are already branded as less desirable than before the time any ARDS maps were posted. Please be forthcoming about this kind of impact on neighborhoods and factor addressing this impact into the total cost of these projects.</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Property/Community Impacts</p>
6/14/19	Online Submission Form	<p>[See AppC_Attachment_061419_AK_Online]</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to I-495 & I-270 Managed Lanes Study</p>

Date	Method	Submission Text	Assigned Comment Themes
6/14/19	Online Submission Form	<p>I am deeply disappointed with the process for evaluating the proposed I-495 & I-270 Public-Private Partnership (P3) Program. I do not believe the remaining highway only alternatives and the process used to select them represent a legitimate range of transportation alternatives as required by NEPA/Environmental Impact Statement (EIS) regulations. I do not believe these limited alternatives of highway expansion will work and address the real underlying transportation needs. I think it was unnecessary to move forward with \Requests for Qualifications within the public-private partnership (P3) process before an EIS is complete. Under the P3 process large corporations will make significant commitments of resources, creating momentum to build a project, even if the formal process allows modification or cancellation. Equally disturbing is the Governor's vilification of citizens and public officials who raise legitimate questions about the current MDOT alternatives and the planning process. His actions delegitimize the credibility of the SHA/MDOT process as fair and unbiased. It reinforced the concern that the selection of only highway alternatives for this phase of study was predetermined. This approach does not conform with the requirements of a legally defensible EIS. Most Important, MDOT and the Governor have constructed a planning process that has had many public meetings, without any true participation by local governments or the public. The meetings were a window dressing process a fig leaf created for legal purposes, but a violation of the spirit of the NEPA law. No consensus building here. The County and City public officials and their staff have been excluded from providing real input into the process as well as community and environmental groups. This was underscored by the fact that while public comments in the previous phase strongly supported transit options, every single transit option was eliminated from further consideration for the remainder of the study process. To get a sense about how a real participatory process and an effective planning process works please read my note at the end of this letter about the Boston Transportation Planning Review. Most disturbing, MDOT made claims of substantial time savings for commuters at the public meetings it held in May 2019, but it could not or would not show the underlying analysis. MDOT claimed the analyses were not complete. On what legitimate basis do you make claims in public meetings about the results of traffic studies without the analysis being complete and transparent and ready for public review? The decision of the Maryland Board of Public Works to put I-270 expansion first, will cause he biggest continuous morning traffic jam the Beltway and I-270 will ever see (as noted in a Washington Post article of June 6th). Under your new plan to add lanes to I-270 first without expanding the Beltway, there will be a significant increase in the number of cars (much more than the current level) arriving simultaneously at the unexpanded Beltway. The clearest analogy is the afternoon traffic nightmare of a 6 lane I-270 going North turning into a 2 lane I-270. If the SHA runs the traffic models honestly you will see the scale of the traffic mess. Moreover, I-270 already has 12 lanes in the residential area where proposed first phase expansion will happen. The current configuration on I-270 area of expansion is comparable to the number of lanes (12) the New Jersey Turnpike has near New York City (truck plus car lanes) and more than the 10 lanes of the heavily traveled Garden State Parkway in NJ. Adding more lanes is completely unreasonable for a dense residential area. Essentially this process is in disarray and biased because it is so easy to say, 'Toll Road', 'someone else will build it and you won't have to pay for it!' What a political bonanza that phrase seems to contain. In reality, one way or the other there will be no free lunch - in terms of disruption to peoples' lives and the environment and economic development. None of this is accounted for in the current studies or the previous choices eliminating the transit alternatives. We have not even talked about the transportation disaster on the Virginia side in the afternoon, if the Virginia toll lanes are brought to the Maryland line without some planning. Virginia/Maryland coordination is desperately required here and should be included in the studies for the EIS. MDOT also insists you have to build toll roads on I-270 below 370 before you can work on I-270 north of I-370. The justification for the MDOT's position is its belief the tolls are the only means to pay for actions on I-270 north of 370. The decisions by the Board of Public Works (BPW) to use 10% of the tolls for transit now complicates the situation further. I fully support the commitment to transit, but in taking that action the BPW created a potentially irreconcilable conflict between funds for transit and widening I-270 above 370. The reason for the conflict is the almost certain limitation on toll money available after the private contractor receives its share. The transportation problem is also driven by a much deeper reality. The Virginia-Maryland traffic problem is a creature of the fact that Maryland has implicitly ceded in this transportation plan that an overwhelming number of all the future jobs, particularly high-tech high-paying ones, will be located in Northern Virginia. If that wasn't the case, you might not have the current I-270/Beltway transportation mess in the first place. Regional economic role differentiation is not unrealistic, but it indicates how poorly the current highway studies have been conceptualized. There needed to be and still needs to be a much broader and earlier coordination in the process between regional planning and real transportation planning. Quite frankly, this study should be part of a planning study not simply of transportation but of long-term County development. Transportation choices should be placed in the context of where Montgomery County, Prince Georges County want to go in the future. That clearly is not happening with this narrowly defined study. Moreover, the study should avoid what used to be called a salami planning process, i.e., where the agency breaks up a project into pieces to minimize political awareness and opposition - re: in this case, excluding studies above Gaithersburg. In addition, the underlying assumptions of this plan does not comport with future reality out to 2040. The younger worker demographic does not want to use a car, would prefer to live in an urban environment, and use public transportation, bikes, ride hailing services like Uber, etc. While this might have been outlandish a decade or two ago, the reality of the availability of the silver line to Dulles makes living in downtown DC or urbanized northern Virginia and commuting (back commuting) to the Virginia high tech corridor near Dulles by public transportation a very real and sensible alternative. While not reflected in the current travel projections that reality can serious reduce the size of the future Maryland-Virginia commute. We could be easily building an expansion that is outdated before it is completed. None of these issues and analyses have been incorporated in the current EIS. Nor has current concerns about environmental issues such as greenhouse gases shaped the choices or analyses of the current study. The rise of ride hailing apps, driverless automobiles, the expansion of MARC schedules and access, and other public transit alternatives are not serious considered in this study. Nor is the fact that jobs are themselves moving into a public transit environment - Marriott Corporation moves into Bethesda. We are moving into a different world and this plan is sleep walking into the past. I would request some further key actions are needed to reestablish credibility. 1. Make the MDOT effort into a transportation study instead of a highway study if you are serious about addressing regional needs. 2. Require the reinstatement of one or two of the most credible public transportation alternatives that were inappropriately removed from the study by the MDOT and State Highway Administration (SHA). MDOT eliminated transit options based on their view of potential available funds, but this is not MDOT legitimate function. Financial decisions about where money is spent is the province of elected officials not technocrats. We need to produce a credible set of alternatives to provide the decision makers all the information they need to choose wisely. 3. Address the shortcomings of the current study process, by having not just Montgomery and Prince George's, Frederick Counties, and local governments like the City of Rockville (that have planning staffs), but also environment and citizen groups represented on a broader newly established steering committee. This steering committee should be ongoing with responsibilities to: (1) review in detail and advise on the development of the EIS study plans, (2) review and advise on the acceptable contractors to carry out the studies and designs alternatives, and (3) continuously review and advise during the EIS process evaluating the implications of the new results</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Analysis Methodology Support for Transit Public-Private Partnership Program Public Involvement Effectiveness of Proposed Alts. in Addressing Traffic Opposition to Highway Widening</p>

Date	Method	Submission Text	Assigned Comment Themes
		<p>emerging from the ongoing EIS and their implications for changes in study design and transportation alternatives. The scope of its responsibilities would include advising on the proposed transportation alternatives as well as examining the results of studies of traffic, land use, environmental and economic impacts, etc. The meetings of this committee should not be months apart. 4. Take a serious look at the opportunities in the rail system. The Greater Washington Partnership, Capital Region Blueprint for Regional Mobility, had as one primary alternative a focus on intercity and commuter rail, particularly integrating MARC and VRE, something that has been neglected as an alternative to some car-oriented commutes. While monorail is worth looking out, you have a potential intra-and interstate rail system that exists already and is worth looking at as part of the planning package, especially if you can transport people between Maryland and Virginia jobs. In sum, the current study process and the outcome of the P3 decisions of the Maryland Board of Public Works that intersect with it, have planted the seeds of a giant mess for everyone. The MDOT/SHA needs to step back and reformulate a planning process that includes legitimate alternatives and impact studies, and meaningful and effective public/governmental participation. Thank you for your attention and consideration. Sincerely, Arthur Katz Arthur M. Katz, Ph.D. 2 Stevenage Circle, Rockville, MD 20850 The Boston Transportation Review as a Model for Maryland Fifty years ago, the U.S. Department of Transportation (DOT) wanted a model for the new Environmental Impact Statement (EIS) process (EPA was created in 1970). A study called the Boston Transportation Planning Review (BTPR), became that DOT's prototype and many of the lesson of the BTPR were enshrined in DOT's EIS regulation for the entire nation. As noted in a Wikipedia article on the BTPR, "Comprehensive re-evaluation of areawide transportation plans was a major theme in the last quarter of the twentieth century for large US cities. The US Department of Transportation has said "the prototype for these reevaluations was the Boston Transportation Planning Review." (https://web.archive.org/web/20060922235855/http://tmip.fhwa.dot.gov/clearinghouse/docs/utp/ch6.stm) Among the BTPR's major innovations was having local governments, and citizen and environmental groups participate in developing the study's alternatives and evaluating their impacts. I was the Chief negotiator for a large coalition of community, environmental and private groups called the Greater Boston Committee on the Transportation Crisis. My wife (before we were married) was staff to the BTPR and had the role of ensuring that there was wide of participation in the study by variety of cities, community and interest groups in the what was called the Northwest Corridor. She was instrumental in bringing together a variety of participants from the cities of Cambridge and Somerville, with north west suburban communities to reach consensus on extending what was called the red Line (similar to the metro red line) from Harvard Square to suburban locations - a challenging task that was not guaranteed to be successful. This planning approach built a consensus that helped the Massachusetts Governor, Frank Sargent, a moderate Republican, to choose a public transportation solution over highways, at a time when public transit funds were limited. The consensus also enabled the selected transit projects to get built.</p>	
6/14/19	Online Submission Form	<p>It is very unfortunate that of all the 15 or so Alternatives presented to ease beltway traffic only the ones that are connected to P3 were retained. According to Maryland State Highway in order to add more lanes to the Beltway and 270 the only way it can be done is through a P3, private developer building and operating the lanes and they would be paid for by the tolls. Of course the private developer will also earn a profit for doing this in addition to recovery of the costs to build and operate. Why cannot the State Highway build and operate the toll lanes just like the contractor? State Highway for many years has hired contractors to build roadways or enlarge roadways in MD just like they did in 1970 when a lane was added in each direction to 495. No tolls were needed then. Even if the state does not have the 11 billion dollars to construct the toll roads, are they telling us they can't hire a contractor to build the toll lanes and the state operate the tolling? With not having any toll booths to collect the cash, the state doesn't even need to hire toll collectors, all automatic. Does a large roadway contractor have better credit to borrow the money needed to construct the lanes than the State of Maryland does? Adding toll lanes where the toll goes up as the number of vehicles trying to us it is a very bad idea. These becomes lanes for only the rich. What is happening to all the taxes on fuel that we all buy, is it being used for projects other than highways which is the only thing we were told it would be used for? I-95 needs to be completed through or under the District of Columbia as it was originally designed to do which would eliminate 30% to 40% of the volume of traffic on the beltway as this traffic is traveling north or south of this area and only wants get through the area in the fastest way possible. This could be a toll tunnel. If State Highway can't do any beltway improvement unless it is a P3 project, than they should not do anything.</p>	Public-Private Partnership Program Social Equity
6/14/19	Online Submission Form	<p>1. HOT lanes should have priority over ETL lanes. There should be no charge for car pools using the HOT lanes. We should be doing everything possible to encourage car pools. People in car pools will use the HOT lanes even if the regular lanes are not congested, thus reducing congestion on those regular lanes and keeping traffic moving. ETL lanes will only be used during congested time periods or by those few who can afford to use them all the time. To state the obvious, if we put two people in a car instead of one, we would eliminate the need for additional lanes. 2. The limits of noise disturbance on the map are very optimistic. Even today sound from the beltway is very noticeable from my house especially in the winter when there are no leaves to help alleviate transmission of the noise. A new noise survey must be done as part of any EIS. We already are experiencing noise from planes going into National Airport. We don't need more. 3. I really question whether additional lanes will do much to reduce congestion. On many mornings traffic on the outer loop going into Virginia is backed up to Seven Locks Road and further east while traffic on the inner loop is flowing at speed. With the ETL lanes in Virginia, one would expect the opposite situation. 4. I am concerned about storm water runoff. I see a lot of retention ponds on the map. Will this eliminate the runoff from the additional lanes or just reduce it? Will there be more mosquitos in the area due to the ponds? 5. Has a traffic study been conducted to determine the impact on local roads during construction? Has a plan be developed to alleviate this impact?</p>	Support for High-Occupancy Toll Lanes Opposition to Express Toll Lanes Noise Traffic Water Quality/Stormwater I-495 & I-270 Managed Lanes Study Process/NEPA
6/14/19	Online Submission Form	<p>As a long-time resident of Silver Spring, I am appalled at the way this project was planned out of sight of residents and presented as a "fait accompli", without enough study of alternatives. Mass Rapid Transit is much more environmentally sound, and all the possible types should have been studied along with the highway expansion. It will be a long time before we are able to move away substantially from gasoline-powered vehicles, which will mean that there will be more air pollution, in addition to more damage to the environment from the extraction of fossil fuels. This project needs to be halted until more study of mass transit alternatives can take place.</p>	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Transit

Date	Method	Submission Text	Assigned Comment Themes
6/14/19	Online Submission Form	<p>My comments about the 270/495 Expansion project are mostly negative. 1. The selected alternatives/ARDS are short on multi-modal options. --- MDOT has had a (albeit sketchy) plan on its books for years to address MARC commuter train growth and expansion. However, this plan is not considered in the ARDS. The MARC Brunswick Line runs through the I-270 Corridor. If MARC were able to install periodic third tracks (so one train could pass another – mix of freight & commuter trains on this corridor), then all-day, two-way service could be employed. Currently, even though MARC has only one-way, peak flow service --- it is heavily used by commuters. 2. The EIS has not been completed. – It's hard to ask P3 bidders to propose a system when the environmental impact has not been assessed. 3. Parkland will be Affected --- By law, M-NCPPC parkland cannot be conveyed, sold, exchanged or developed for other than park purposes. 4. Widening the Beltway/495 will take 34 homes, impact 1500 properties (including bisecting the two swimming pools at the Silver Spring YMCA), and create noise above the allowed levels for almost the entirety of the Holy Cross Hospital in Silver Spring, which directly abuts the Beltway. 5. Induced Demand – widening lanes doesn't solve congestion, it encourages more people to drive. The widening project will be a temporary congestion solution at best --- just like the widening project that was done before it. 6. If more cars can travel on 495 and 270 – won't this mean more traffic will be "dumped" onto neighborhoods when the interstate exits release traffic onto community roadways. This creates a ripple effect for local planners to deal with and nowhere have I seen anything that talks about how to address this increased flow. 7. MDOT did not seek meaningful input from either Montgomery or Prince Georges County officials. I'm not the one saying this --- our elected officials have complained to MDOT and SHA about this. This project has been designed almost entirely in the realm of the Governor and the MD Secretary of Transportation. Talking with locals has been very much of an afterthought. 8. Climate Crisis --- actually, this should be first, not last. The transportation sector is the biggest contributor to climate change emissions and premature deaths related to air pollution. The UN report says we have approximately ten years to turn the situation around. This would seem to suggest that we need to be moving more people – NOT more vehicles. Yet the ARDS do not truly address transit in any meaningful way.</p>	<ul style="list-style-type: none"> I-495 & I-270 Managed Lanes Study Process/NEPA Support for Transit Public-Private Partnership Program Forest Buffer/Undeveloped Land/Parkland Property/Community Impacts Noise Effectiveness of Proposed Alts. in Addressing Traffic Traffic Public Involvement Climate Change
6/14/19	Online Submission Form	<p>I attended the public meeting hosted on April 24 at Eastern Middle School. I was extremely disappointed in the presentation, which was obviously meant to push people towards choices that do not include public transportation. After the presentation, I spoke with one of the highway engineers from MDOT's staff. When I asked whether their preliminary impact studies had taken into account the effects of widened highways on roads like Colesville and Georgia, he said they had not and that such a study (and such problem) would belong to the local jurisdiction. MDOT's own engineer agreed with me that widening the 270 and the Beltway would likely increase traffic on local roads like Colesville and Georgia. I am urgently concerned that MDOT's plan is rushed and ill-conceived. Bottlenecks and congestion on major arteries into the District will still constitute traffic problems - ones that given current levels of back-up would likely stretch back onto the newly expanded superhighway. Pushing traffic issues onto local jurisdictions is not solving them. It certainly undermines the claim that the highway expansions come at "no cost" to the taxpayer. I am concerned that expanding 270 and 495 under MDOT's current proposal will ultimately cost Maryland taxpayers a great deal. The public-private partnership (P3) model pushes liability back onto the tax payer in case of financial failure of the private partner. Moreover, since an adequate environmental impact study has yet to be performed, we do not know how this project will ultimately affect our air, water and the public health. Certainly, expanding the highways risks increasing Maryland's contributions to climate change. Despite consistent public support for transit solutions, transit is not included in MDOT's offered options of adding toll lanes. I agree that traffic is a problem. But rushing into a P3 arrangement is not the solution. Lastly, I am incredibly disappointed that the vote of the Public Works Board took place before the comment period even closed for the workshops. If MDOT was serious about taking into consideration public comment, they wouldn't move forward before public comment is even closed.</p>	<ul style="list-style-type: none"> Public Involvement Traffic Public-Private Partnership Program Air Quality Water Quality/Stormwater Climate Change I-495 & I-270 Managed Lanes Study Process/NEPA Support for Transit
6/14/19	Online Submission Form	<p>See attached. I support No Build alternative for 495 from 270 spur to Wilson Bridge. I support 2 reversible HOT lanes on 270. I support HOT lanes, ROW permitting, on 270 spur, and to American Legion Bridge. [See AppC_Attachment_061419_JC_Online]</p>	<ul style="list-style-type: none"> Support for Alternative 1/No-Build Support for Specific ARDS Build Alternative Support for High-Occupancy Toll Lanes Support for Alternate Transportation Improvements Traffic Forest Buffer/Undeveloped Land/Parkland Climate Change Water Quality/Stormwater Opposition to Highway Widening Promote Incentives to Reduce Vehicles on Roads Public-Private Partnership Program Support for Transit Noise
6/14/19	Online Submission Form	<p>None of the proposals reduces the number of current car trips. In addition there are many new housing units in approved but not yet built developments. We have a climate crisis. We should not be spending resources and time on 20th century solutions that have been proven to increase car trips, increase pollution and even to increase traffic congestion in substantial less time than it will take to build extra lanes. Worst of all, all seven of the proposals have a non-compete clause which means for 50 years the State could be blocked from implementing solutions that actually reduce car trips and reduce pollution because such solutions compete with the toll lanes.</p>	<ul style="list-style-type: none"> I-495 & I-270 Managed Lanes Study Process/NEPA Climate Change Public-Private Partnership Program Effectiveness of Proposed Alts. in Addressing Traffic General Environmental Impacts

Date	Method	Submission Text	Assigned Comment Themes
6/14/19	Online Submission Form	I just don't believe that the overall project provides a solution to traffic congestion. There may be some short-term improvements, after years of disruption for construction, but the highways will just fill up again. I understand that transit cannot fill the gap; there is too much sprawl out there. But widening I-270 will encourage even more sprawl. We should look at this more broadly. This is not just a matter of transportation and transit. It is also a matter of environment and land-use. All governments should be encouraging infill development, as much near transit centers as possible. For the short- to mid-term, there can be reversible lanes. 12 lanes through Rockville is enough concrete. It needs to be better used. What we have coming is a decades-long deal, that will take that long to pay back the investment, but it will provide at best a 15-year solution. Most drivers will not experience reduced congestion; only the ones who can afford the tolls.	Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Social Equity
6/14/19	Online Submission Form	As a lifelong Marylander I beg you to select Alternative A, or NO BUILD. I am dismayed to see that the Maryland Transit Administration seems determined to forge ahead on this boondoggle despite there being NO evidence that it would actually relieve traffic, and much evidence to indicate it would only induce more traffic in the long term. In study after study, dense city after dense city, we see the phenomenon of induced demand, whereby expanding roads just encourages more driving, so they are quickly clogged. You can see the experience of Los Angeles when they expanded the 405 freeway there: https://la.curbed.com/19/5/6/18531505/405-widening-traffic-los-angeles-carpool-lane Here is another article linking to more studies to this effect: https://www.citylab.com/transportation/2018/09/citylab-university-induced-demand/569455/ Also, your claims that it will relieve traffic appear to be based on the overly optimistic prediction that tolls will be low enough that there will be an almost even number of drivers using that lane as the others, evenly distributing and relieving traffic. However, the experience of I-66 and the very words of Transurban executives themselves show that this prediction about affordable toll prices will most likely not be the case, meaning the prediction is based on false assumptions. Please see this latest earnings call from Transurban, in which the CEO makes it clear that collecting higher tolls, not maximizing traffic flow, is their priority (which makes sense for a private company in a free market where increased profit is emphasized over increased public good): https://seekingalpha.com/article/4240073-transurban-group-trauf-ceo-scott-charlton-half-year-2019-results-earnings-call-transcript?page=11 He says, "If you look at just the Greater Washington Area, it's about revenue and EBITDA growth, not about the traffic growth because we're trying to maximize the tolls." I do not frankly understand why you refuse to believe Transurban at their word, and why you keep insisting on basing their models on unrealistic expectations. And given your reliance on a false premise in this case, perhaps you should reconsider your "evidence" that a transit-only solution would not work. The only surefire way to reduce traffic from 270 and the Beltway long-term is to actually remove cars from the roads. This means boosting public transit and increasing housing density near it. Increasing and extending MARC service on the Brunswick line would be more cost-effective (no building required!) and more effective at taking people off the road. Trains will always be more efficient at carrying commuters than cars, in terms of number of people in a given space. There is an economic benefit to this route as well, as more and more businesses seek to locate areas with strong public transit; see the Marriott's move to downtown Bethesda and Amazon's requirements for their HQ2. Then there is the bigger picture problem of this plan encouraging more driving, and thus more carbon use, just when we need to be dramatically cutting down on carbon output to have any chance of saving ourselves from the worst ravages of climate change. (I know MDOT recently put out a tweet falsely claiming that this expansion would help cut carbon due to cars driving faster, but even if it were true that this would work, the extra cars induced would make that a wash). Real leadership right now means making the responsible decision for the state's future, even if it might not be universally popular politically. While everyone will suffer from the increased heat, intensified natural disasters, and their effects on the food supply, etc, Maryland in particular is at risk thanks to its extensive coastline and multiple islands that are gravely endangered by rising waters and subsequent increased flooding during storms. Many Maryland communities are at risk if we continue this approach of increasing carbon output without a care for the consequences. The industries centered on the Chesapeake Bay are also at increased risk of extra pollution from all that run-off on the increased road surface. It is reckless and irresponsible to not factor in the full environmental impact of this project, in short, and if you don't believe this, please read the recent IPCC report on climate change. Finally, for all that Hogan and Rahn claim that this plan will cost taxpayers nothing and pay for itself, the evidence from other projects casts doubt on this. The very same company that Hogan wants to partner with is experiencing financial difficulty with their toll project in Northern Virginia, one of the richest places in the country (and thus where you would most expect the population to be willing and able to pay high tolls): https://usa.streetsblog.org/2018/09/13/virginia-toll-operators-losses-flash-red-light-for-new-toll-lanes/ These problems should give you pause as you consider working with Transurban. This is not the fiscal slam dunk promised, and could put taxpayers on the hook in the future. I hope you will consider all of these concerns and the worrying amount of evidence indicating this is a bad idea, and not something to be rushed into. I hope you will do the right thing for the environment and Maryland's future.	Support for Alternative 1/No-Build Effectiveness of Proposed Alts. in Addressing Traffic Public-Private Partnership Program Promote Incentives to Reduce Vehicles on Roads Support for Transit Climate Change
6/14/19	Online Submission Form	· Concerns about partial, or potentially complete, taking of the Moses Hall cemetery property adjacent to Seven Locks and the Beltway. The expansion of the bridge will be a long and disruptive process. As a Cabin John homeowner near the American Legion Bridge, I am concerned about aspects of the proposed expansion/new build. Specifically, I hope that during the process and afterwards: Arterial impact is minimized. We already accommodate many more commuters from areas well-beyond expected distances on our neighborhood roads as they use technologies like Google Maps and Waze to avoid major roads...roads my kids use on their bikes. Noise pollution is controlled. As residents in this area, we are subjected to significant aircraft noise thanks to a) the FAA's change in flight paths to/from DCA and b) significant helicopter runs up and down the river. The C&O canal and adjoining parkland is protected. I cannot write a proper response because your form is not user friendly with a smart phone. From the above of hope you get some sense of my concerns. Perhaps more fundamentally, the project seems ill conceived, much more geared toward making an attractive option for a private partnership than really addressing traffic congestion for the thousands of commuters who right now only have the option of driving I-270 and I-495 to get to and from their homes to work.	Property/Community Impacts Traffic Noise Forest Buffer/Undeveloped Land/Parkland Public Involvement Public-Private Partnership Program
6/14/19	Online Submission Form	[See AppC_Attachment_061419_PH_Online]	I-495 & I-270 Managed Lanes Study Process/NEPA Social Equity Regional Economy Public-Private Partnership Program



Date	Method	Submission Text	Assigned Comment Themes
6/14/19	Online Contact Form	Per Governor Hogan, “Not only do P3s dramatically decrease the cost to taxpayers, they also have the potential to generate billions of dollars in much-needed revenue for the state. It won’t cost us tax dollars.” (9/20/17) Where is the analysis that supports these claims? What toll revenues would be required to generate adequate cash flow for the project? How much would tolls cost to use these lanes? What happens if the private consortium goes bankrupt? What effect would the construction and addition of lanes have on air quality, noise levels, and congestion on feeder roads? How would mass transit be affected? How much would existing I-495 congestion be reduced if the ICC were used at capacity?	Air Quality Noise Public-Private Partnership Program Traffic
6/14/19	Online Contact Form	The toll lanes in Virginia are a colossal failure. The tolls are too expensive and the roads are still congested. Please rethink this similar plan for Maryland and substitute a mass transit train or monorail which will be better for commuters and the environment.	Opposition to General Price-Managed/Toll Lanes Support for Alternate Transportation Improvements Support for Transit
6/14/19	Email	This traffic relief plan, although well intentioned, will not cause traffic relief, but will substantially increase traffic problems as well as cause other results opposite to the common good. Contrarian though it seems, there are numerous instances around the globe of where widening highways has not relieved congestion but increased it. Widening our local highways will also cause severe damage and loss to the environment, homes, businesses, and communities. There will be substantial losses both during the construction period and in the long-term. What the plan proposes is ineffective, unjust, and unnecessary. The proposed plan is a classic instance of applying yesterday's faulty solutions to today's demanding problems. Yes, traffic congestion needs to be relieved, but not by throwing huge amounts of public and private money at increasing the number of highway lanes. We need to provide more funding for the public transportation systems that already exist and have proven effective, despite the funding patterns to which they are subjected by short-sighted public decision-makers. We do not need elitist additions like MAgLEV. We do not need the destructive widening of highways. What's required is simply increased funding of the public transportation systems that are already situated and serving our communities every day to the best of their abilities. Public transportation is a proven solution in some American communities and in many other nations. It can be our solution as well, but only when it is properly funded. Widening highways? The no build option is the only responsible choice.	Opposition to Highway Widening Public-Private Partnership Program Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternative 1/ No-Build Support for Transit Traffic
6/14/19	Email	[See AppC_Attachment_061419_GB_Email] and [AppC_Attachment_VariousDates_GB_Email]	I-495 & I-270 Managed Lanes Study Process/NEPA
6/14/19	Email	Thank you to P3 Office Director Lisa Choplin and her staff for their respectful, friendly interactions with the crowd of us who came to the April 24, 2019, "public workshop" at Eastern Middle School in Silver Spring. But it was hard to be happy about the content of the presented 7 "Alternatives Retained for Detailed Study," which failed to reflect the views of the vast majority of the public comments on the original set of 15 "Alternatives" of July 2018. I am one of many who find that the ARDS alternatives offer no alternatives responsive to our 21st century realities, which require multi-modal, environmentally sophisticated, locally responsive planning. There are many possibilities that could yield true congestion-reduction, and that SHA could and should consider, and they fall in the enormous area between "no build" and "build wider." Please construct some real alternatives, beginning with the re-building the American Legion Bridge in a way that incorporates capacity for future transit as well as car traffic. Communities can accept trade-off and even sacrifice if we see that it is for the greater good--but our opposition will never cease to proposals that benefit only already privileged segments of society and that ask us to ignore the massive difficulties that are already beginning confront the next generation.	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Public Involvement Social Equity
6/14/19	Email	To Whom it May Concern: We appreciate the opportunity to comment on the proposed Beltway/I-270 expansion project. We oppose it for the following reasons: 1) As proposed, the project would add two lanes in each direction which would mean that the roadbed would extend to the existing property lines of several homes in our community. As a result, the noise and aesthetic impact would be significantly adverse to our community. 2) Over the years, our Al Marah/Riverway community has been in discussions with SHA about the installation of sound barriers. Despite prior assurances from SHA that sound barriers would be installed when/if the Beltway was expanded, we have received no assurances that this project will include sound barriers for those parts of the expansion abutting our neighborhood. 3) The proposed "flyover" roads to enter and exit River Road and in proximity to the Cabin John Parkway will result in significant and adverse impact to our homes. These "flyovers" on such a small footprint of land make so sense and are not a reasonable alternative. We look forward to additional opportunities to comment and review alternatives.	I-495 & I-270 Managed Lanes Study Process/NEPA Noise Opposition to I-495 & I-270 Managed Lanes Study Property/Community Impacts
6/14/19	Email	June 14, 2019 Dear State Highway Administration, I am not in favor of the current plans to expand I-495. The current plans do not adequately take into account the financial and environmental risks of the project. A current traffic study is also needed that examines the needs of all citizens and incorporates transit solutions. Several sections of the I-495 Beltway currently flood during heavy rains, such as the on-ramp area of Colesville Road onto the outer loop of the Beltway. Adding additional lanes will worsen the flooding. Any plans to expand the beltway need to mitigate stormwater from the entire beltway, not just the new construction. Montgomery County and local stormwater groups have been working for many years to improve the health of our downcounty watersheds of Sligo Creek, Northwest Branch, and Rock Creek. Adding more pavement without dealing with the current stormwater pollution will damage these local watersheds that lead to the Chesapeake Bay that we have been trying so hard to improve. The current plans to expand I-495 would take a significant amount of Montgomery County parkland in the downcounty area. Parkland is especially important in this area of higher congestion to help clean the air and water. Adding parkland upcounty is not an equivalent trade for paving over downcounty land. The current plans do not relieve congestion problems for the majority of travelers. A financial analysis as well as engineering study of the transit needs of all travelers would lead to a more informed decision instead of advancing plans without sufficient information. The costs of environmental mitigation must be incorporated into any plan, and that can not be done until an environmental impact study is conducted. We all acknowledge that traffic is a problem in Maryland, but we must find solutions that are smarter uses of our funds, resources, and environment. I have lived most of my life in Maryland. The current form of this project will negatively impact the quality of life for many, many Marylanders. Please do not let that happen.	Air Quality General Environmental Impacts Forest Buffer/Undeveloped Land/Parkland I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to Highway Widening Support for Transit Traffic Water Quality/Stormwater



Date	Method	Submission Text	Assigned Comment Themes
6/14/19	Email	I think the P3 approach is rushed. Further, it is dangerous to Maryland because of the contract terms as revealed to date, plus the sheer financial risks to the state. In addition, I am distressed that there are not even any public attempts to quantify, even approximately, what business case a bidder would have to construct in order to justify bidding on the project. Here's an example - I used available assumptions about total program cost (\$11B), miles of roadway (70), toll rate (\$1/mile), and payback period (15 years). Here are my findings: \u8226 In order for the collective bidders to come close to recovering their construction costs, based on \$1/mile toll and 4 toll lanes, then: Every toll lane (in each direction) would have to run at full capacity for every hour of every rush hour period for every workday. \u8226 This estimate does not include operations and maintenance costs. If I can do that, why can't the professionals at MDOT do the same math and make their findings public?	Analysis Methodology I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Public Involvement
6/14/19	Email	I am writing to object to the combination of lack of transparency of the Traffic Relief Plan work, as well as the lack of public studies of expected traffic. I received a very approximate answer at a Workshop when I asked about origination-destination studies and about how much of the traffic was "through" traffic, as opposed to traffic originating or terminating in the study area. Further, a traffic engineer showed me a binder of working results of some sort, but could not answer my question. The public answer was, apparently, that the majority of traffic was through traffic. But where is this analysis available to us, the public? Also, what is being planned for entrances and exits? It was stated by an MDOT person that there might not be exits at major highways. The public has a right to know. In fact, so do our elected officials. I have no faith that the current work will in fact be successful by any objective measure.	Analysis Methodology I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Public Involvement Traffic
6/14/19	Email	I am writing to object to the latest phasing and its justification. We, the public, have heard what the Governor said at the recent BPW meeting, and then how it was interpreted in the past days by a spokesperson. So now, the current phasing is to do lower 270 first, because the planning is already under way, and because the revenue would then pay for the other work. Both of these are inadequate reasons. They betray a rush to impose an unwanted and unwise solution. For example, just widening lower 270 will only cause massive congestion at the northern and southern ends of the widened roadway. Where are the plans for upper 270, and what about the American Legion Bridge? This project appears to be phased as a result of political expediency, an imposition of power, and the intent to make the people pay. There are better plans, and better ways to plan. The current plan is flawed, and the professionals involved should be ashamed.	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Alternate Transportation Improvements Traffic
6/14/19	Email	Attached are my comments on your latest attempts to provide congestion relief. If you have any questions please feel free to contact me. [See AppC_Attachment_061419_WW_Email]	I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Support for Alternate Transportation Improvements Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Public Involvement
6/14/19	Email	Although I attended the public workshop with an open mind, I left the workshop with a firm preference for the first recommended alternative - doing nothing. I will briefly outline my reasons below, but I would be happy to provide more information at any time. I can be reached at <i>[phone number redacted]</i> . Most importantly, there seems to be no public information available, or even awareness among the employees guiding the workshop, of the terms of the future contract with the private "concessionaire." Many of my questions were met with the answer that the design decisions would be made by the concessionaire with no information on how, if at all, the public would be able to comment on it. This means that key design decisions will be driven by profit motives rather than the public interest. Moreover, the terms of the contract are key to analyzing the financial risk retained by the public, such as possible bankruptcy or abandonment of the project if it does not prove as profitable as the concessionaire expected, and the nature of oversight provided by the state and local governments for final design approval and maintenance.. These are such crucial issues that taking public comments at this point is essentially meaningless. The public does not know the most important information needed to evaluate the risks and benefits of the loosely-described alternatives. Another key point weighing against pursuing any of the remaining alternatives is that the project does not appear to take into consideration changes in the automobile industry, particularly the development of self-driving cars that communicate with each other. These technological advances will reduce traffic congestion and may make this large-scale project unnecessary. Particularly in light of climate change concerns, what we clearly do need are improvements in public transportation, including providing adequate parking at Metro stations. Third, there seems to have been little or no thought given to the capacity of the roads at the interchanges to accommodate the increased traffic. It would be naive in the extreme to believe that the traffic will not increase. Highway expansions of this nature invariably fuel additional development. The employees running the workshops acknowledged that the plans do not take into account future development, and also acknowledged that no improvements are planned to the connecting roads at the interchanges. There are already long backups to exit onto these roads, and many of the roads are already overburdened. This is yet another reason that improvements to public transportation make much more sense than expanding the highway system only to worsen congestion on the surface roads. Fourth, our local experience with toll roads has demonstrated them to be highly problematic, both in managing toll costs and in actually reducing congestion. Again, I decided to attend the workshop simply to learn more about the project and without a negative perception. I left the workshop extremely disturbed at the apparent lack of planning and the paucity of critical information available to the public. The first alternative is the only feasible alternative of those presented.. Please keep me informed of future devfelopments.	Analysis Methodology I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to General Price-Managed/Toll Lanes Public-Private Partnership Program Effectiveness of Proposed Alts. in Addressing Traffic Public Involvement Support for Alternative 1/ No-Build Traffic
6/14/19	Email	Ladies and Gentlemen, June 13, 2019 I am writing in response to your request for comment on the matter of the I-495 & I-270 Managed Lanes Study In short, my disappointment in the state's plan as currently proposed is beyond words. Please allow me to share a few very basic thoughts with you: \u8226 There is a distinct absence of collective thought by the three jurisdictions (MD, Va and DC) that comprise the metropolitan area. To be sure, when the state lines were drawn many years ago, the "horse and buggy" crowd never anticipated the automotive chaos that engulfs our region today. You seek relatively short-range, local solutions without adequate consideration of broader geographic and longer-range alternatives. The region came together to form the Metro System which, despite its shortcomings, was precisely the proper long term, collective decision. I believe that it is safe to say that a similar approach would not result in the plan that you are considering. Hence, I believe that the approach taken thus far should be scrapped and multi-jurisdictional, 25-50 year plan be developed. \u8226 Such an approach would quickly yield the keen	General Environmental Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Noise Opposition to I-495 & I-270 Managed Lanes Study Support for Alternate Transportation Improvements



Date	Method	Submission Text	Assigned Comment Themes
		<p>observation of the obvious - another bridge over the Potomac north and west of Tysons Corner is essential. Tens of thousands of vehicles in VA and MD are forced each day to make a V-shaped journey through Tysons only to head back out along the Potomac. The net effect is that they have journeyed 20+ miles each way, each day to travel just a few miles across the Potomac as the crow flies. There is no amount of Beltway or 270 widening that you can propose that can substitute for such a common sense solution. \u8226 Last but surely not least, our neighborhood - Al Marah/Riverway. There have been multiple studies done over the years. Yet, the state has been largely non-responsive to our requests for a wall or other noise abatement resources. And, now that the traffic issues have mushroomed beyond your control, you seek our help. I believe that you will find our neighbors to be fair and reasonable despite how they have been treated over the years. Rest assured, however, that we will fight relentlessly against any proposal that creates additional noise, pollution or visual impairment of any kind. Thank you for the opportunity to comment.</p>	<p>Property/Community Impacts Water Quality/Stormwater</p>
6/14/19	Email	<p>Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. Real traffic relief is critical to this community and our quality of life. This project will cut delays on the Beltway and I-270 by up to 35% and has been endorsed by the Suburban Maryland Transportation Alliance and other local transportation experts. We really need this project to provide options and ease traffic congestion so we can all get to and from where we need to go on a daily basis. Additionally, the new lanes will help make carpooling a desirable option for many commuters who currently would not consider a carpool commute. Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way.</p>	<p>Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Traffic</p>
6/14/19	Email	<p>This entire project has shown a complete disregard for local governments, elected officials, and the public at large. It should be clear by now that there are sincere and deep objections, not only to the plan itself, but to the manner in which the work on the plan has been conducted. Instead of working with local governments and elected officials, instead of taking into account their existing plans, and instead of listening to concerns from the public, the MDOT team and other state staff have essentially been a one-way-only channel, telling but not listening, concealing and withholding their work and studies, and conducting a political and public relations campaign. There has to be a better way. There is no good reason to do things the way they have been. If things continue as they are, there will be significant pushback from the public, their governments, and their officials. Isn't there anything the state can and/or will do to improve the process? No-one loves traffic, but many now disagree with the state's way of doing business for this project.</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Opposition to I-495 & I-270 Managed Lanes Study Support for Alternate Transportation Improvements Public Involvement Traffic</p>
6/14/19	Email	<p>Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. Real traffic relief is critical to this community. This Alternative will cut delays on the Beltway and I-270 by up to 35% and has been endorsed by the Suburban Maryland Transportation Alliance and other local transportation experts. We need this program to ease traffic congestion and get us where we need to go, and the new lanes can be used to expand carpooling and transit access throughout the region as well. Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way.</p>	<p>Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Traffic</p>
6/14/19	Email	<p>Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. Real traffic relief is critical to this community. This Alternative will cut delays on the Beltway and I-270 by up to 35% and has been endorsed by the Suburban Maryland Transportation Alliance and other local transportation experts. We need this program to ease traffic congestion and get us where we need to go, and the new lanes can be used to expand carpooling and transit access throughout the region as well. Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way.</p>	<p>Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Traffic</p>
6/14/19	Email	<p>Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. Real traffic relief is critical to this community. This Alternative will cut delays on the Beltway and I-270 by up to 35% and has been endorsed by the Suburban Maryland Transportation Alliance and other local transportation experts. We need this program to ease traffic congestion and get us where we need to go, and the new lanes can be used to expand carpooling and transit access throughout the region as well. Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way.</p>	<p>Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Traffic</p>
6/14/19	Email	<p>Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. Managed toll lanes on I-270 and the Beltway are essential to improve the quality of life and economic viability of the northern half of the Washington metro area and of Frederick and Montgomery counties especially. These lanes will serve all kinds of traffic including transit buses. They will soon serve autonomous vehicles which will see the end of much commuter rail and other fixed guideway transportation. Tolls are vital both to finance these improvements and to manage traffic density with flexible toll rates so that congestion is avoided in these lanes. We also need consideration of extending the Inter-County Connector MD200 clockwise to US50 and Annapolis and counter-clockwise to VA28 and the Dulles area. These extensions should be full tollroads. The Beltway must not be the sole circumferential route. The 270 monorail should be dropped. It is expensive obsolete technology and suffers from the killer problem of all fixed guideway transportation in requiring collectors and distributors at each end of trips, plus mode transfers. The future lies with point-to-point transport as provided by roads. Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way.</p>	<p>Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Traffic</p>
6/14/19	Email	<p>Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. Real traffic relief is critical to this community. This Alternative will cut delays on the Beltway and I-270 by up to 35% and has been endorsed by the Suburban Maryland Transportation Alliance and other local transportation experts. We need this program to ease traffic congestion and get us where we need to go, and the new lanes can be used</p>	<p>Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Traffic</p>



Date	Method	Submission Text	Assigned Comment Themes
		to expand carpooling and transit access throughout the region as well. As a company we lose thousands of dollars due to congestion. Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way.	
6/14/19	Email	Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. Real traffic relief is critical to this community. This Alternative will cut delays on the Beltway and I-270 by up to 35% and has been endorsed by the Suburban Maryland Transportation Alliance and other local transportation experts. We need this program to ease traffic congestion and get us where we need to go, and the new lanes can be used to expand carpooling and transit access throughout the region as well. Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way.	Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Traffic
6/14/19	Email	Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. As a professional engineer (civil), I understand that real traffic relief is critical to this community. This Alternative will cut delays on the Beltway and I-270 by up to 35% and has been endorsed by the Suburban Maryland Transportation Alliance and other local transportation experts. We need this program to ease traffic congestion and get us where we need to go, and the new lanes can be used to expand carpooling and transit access throughout the region as well. I am a daily commuter on I-495 and occasional commuter on I-270 and can attest to the detriment that this extreme congestion as plagued our region. It continues to hinder business growth, family life and my desire to travel in Maryland. Please take a stand and get this build-alternative moving forward so we can more fully enjoy our great state. Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way.	Commute Regional Economy Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Traffic
6/14/19	Email	Dear Secretary of Transportation Pete Rahn, I write to support Alternative 9, the build-alternative that provides two new HOT lanes each way on I-495 and I-270, while keeping the free lanes free, as part of the current Managed Lanes Study. I believe real traffic relief is critical to this community. This Alternative will cut delays on the Beltway and I-270 by up to 35% and has been endorsed by the Suburban Maryland Transportation Alliance and other local transportation experts. We need this program to ease traffic congestion and get us where we need to go, and the new lanes can be used to expand carpooling and transit access throughout the region as well. We all need better ways to get where we are going, especially those of us who are self-employed. Transit does not give me the flexibility to get to my multiple work locations each day. I need the flexibility to deal with constantly changing schedules and some relief from the traffic that has become a major stress point. I believe the new express lanes will help me immensely and urge you to support them. Relieving congestion has to be our top priority and this alternative does the best job of tackling our region's severe traffic congestion in a balanced, multi-modal and cost-effective way.	Commute Support for High-Occupancy Toll Lanes Support for Specific ARDS Build Alternative Support for Express Toll Lanes Traffic
6/14/19	Email	[See AppC_Attachment_061419_JS_Email]	Traffic Opposition to Highway Widening Property/Community Impacts Support for Alternate Transportation Improvements Climate Change General Environmental Impacts Safety
6/14/19	Email	Please accept the attached comments on the Recommended Alternatives Retained for Detailed Study for the I-495 & I-270 Managed Lanes Project Environmental Impact Statement. This is submitted in response to the solicitation of comments for the public workshops held in April and May. These comments are submitted by: Maryland Transit Opportunities Coalition Action Committee for Transit Baltimore Transit Equity Coalition Central Maryland Transportation Alliance Chesapeake Bay Foundation Citizens Against Beltway Expansion Coalition for Smarter Growth Coalition for Transit Alternatives to Mid-County Highway Extended DontWiden270.org Maryland Rail Passengers Association Preservation Maryland Prince George's Advocates for Community-Based Transit Southern Maryland Alliance for Rapid Transit Trains Not Tolls	I-495 & I-270 Managed Lanes Study Process/NEPA Public-Private Partnership Program Support for Transit

Date	Method	Submission Text	Assigned Comment Themes
		<p>Thank you for consideration of these comments. [See AppC_Attachment_061419_MDTransitOppCoalition_Email]</p>	
6/14/19	Online Submission Form	<p>Thank you for the opportunity to submit my comments regarding the I-495/I-270 Managed Lanes Study. I am concerned about the State project expanding these interstate highways, and its potential impact on the environment, and surrounding communities, especially North College Park, White Oak Manor, Holly Hills and Hillandale. Widening of I-495 will have a negative effect on property values, efforts to reduce air and noise pollution, and the lack of public transportation options. ¶¶ I agree with MNCPPC's concerns that MDOT SHA's recommended ARDS narrows the scope of the study so much that reliable conclusions for a complete environmental review cannot not be achieved. ¶¶(1) Segmentation and Phasing - Identifying the need and scope of improvements to I-495 is dependent on addressing whether by-pass or through traffic can be diverted to I-270 and drawn off of the constrained area of I-495 between I-270 and I-95. The phasing is an important factor because diverting traffic to use the Intercounty Connector (ICC) requires the I-270 phase to be completed first. ¶¶(2) Termini - The Study Area in Montgomery County omits I-270 north of I-370 (from Rockville to Frederick), and in Prince George's County omits I-495 from MD 5 to the Woodrow Wilson Bridge. The impacts from those omitted areas will result in incomplete conclusions for environmental impact. ¶¶(3) Transit - Meaningful, local serving transit and transportation demand management must be integral components of the project for any of the alternatives to be studied. ¶¶(4) Parkland Management - The public value in parkland extends to passive and active impacts – recreation, stormwater management, water quality, etc. It is imperative for the study alternatives to attend and account for the Commission's parkland acquired either under the Capper-Cramton Act or the agency's other statutory responsibilities. ¶¶ Further, the State has argued that the I-495/I-270 expansion will improve air pollution, noting that vehicles traveling at 50 mph emit less pollution than vehicles stuck in congested traffic, which are traveling 5 to 15 mph. However, expanded highways increase air pollution due to the presence of additional vehicles, and with more vehicular usage, congestion may not improve significantly. ¶¶ The Maryland Department of Transportation's review criteria includes an examination of environmental impact; however, not all environmental impact factors are included in the assessment process. One such omission is a review of the impact of damaging greenhouse gas emissions presented by the proposed highway expansion. ¶¶ This project will also have a significant impact on neighboring communities. There are serious space constraints along portions of both I-495 and I-270 with hundreds of homes and several businesses in the path of the proposed expansion. Property values will be significantly reduced when homes are taken to make way for this project, properties will be negatively impacted by prolonged construction, and remaining properties will suffer from being adjacent to the expanded roadway. ¶¶ There are alternative approaches to resolving traffic congestion or addressing projected population growth that deserve more serious consideration. Studies show that among the most effective long-term responses to traffic congestion is smart growth and the creation of more walkable, transit-oriented communities - building around Metro stations in Prince George's and Montgomery counties. We should also focus on updating and expanding public transit efforts in the region. MARC trains, express buses and Bus Rapid Transit can be used in conjunction with existing highways to lessen traffic, and the Purple Line, under construction, is expected to assist with reducing traffic on I-495. These concepts should be considered as less disruptive and more cost-effective solutions to reducing congested highways. ¶¶ Previous efforts to build and expand highways as a solution to congestion have been unsuccessful. When I-270 was last expanded, up to 12 lanes in some stretches, it was anticipated increasing traffic would be managed for at least 20 years. Yet, less than eight years after project completion, the issue remains. The InterCounty Connector provided four lanes parallel to I-495, and for years the State alleged that it would help alleviate Beltway traffic. When the falsity of this claim could no longer be refuted, the State dropped this argument. History demonstrates that we should place our focus on alternatives to the Managed Lanes Study. ¶¶ While the review process for the I-495/I-270 Managed Lanes Study allowed for public meetings and comments, the proposed solution appears one-dimensional, and there are still many concerns. I would like to see the critical issue of road congestion addressed in a way that does not negatively impact our community and offers a thoughtful approach to problem-solving. I will continue to monitor the process. ¶¶ Again, I appreciate the opportunity for comment. ¶¶ Thomas E. Dernoga, District 1 ¶¶ Prince George's County Council ¶¶ Upper Marlboro, MD 20772 ¶¶ (301) 952-3887</p>	<p>Opposition to Highway Widening Property/Community Impacts I-495 & I-270 Managed Lanes Study Process/NEPA Support for Transit Forest Buffer/Undeveloped Land/Parkland Air Quality Effectiveness of Proposed Alts. in Addressing Traffic Support for Alternate Transportation Improvements Water Quality/Stormwater</p>
6/14/19	Email	<p>Attached please find comments on the Alternatives Retained for Detailed Study from Prince George's County Council Member Dannielle Glaros. Thank you for your consideration. [See AppC_Attachment_061419_Councilmember_Dannielle_Glaros_Email]</p>	<p>Air Quality Commute Forest Buffer/Undeveloped Land/Parkland I-495 & I-270 Managed Lanes Study Process/NEPA Noise Public-Private Partnership Program Support for Alternate Transportation Improvements Property/Community Impacts Effectiveness of Proposed Alts. in Addressing Traffic Regional Economy Support for Alternative 1/ No-Build Support for Transit Traffic</p>
6/14/19	Online Submission Form	<p>Attached please find comments from the Prince George's County Department of Public Works and Transportation to the Alternatives Retained for Detailed Study. [See AppC_Attachment_061419_PGD PW_Online]</p>	<p>I-495 & I-270 Managed Lanes Study Process/NEPA Analysis Methodology</p>

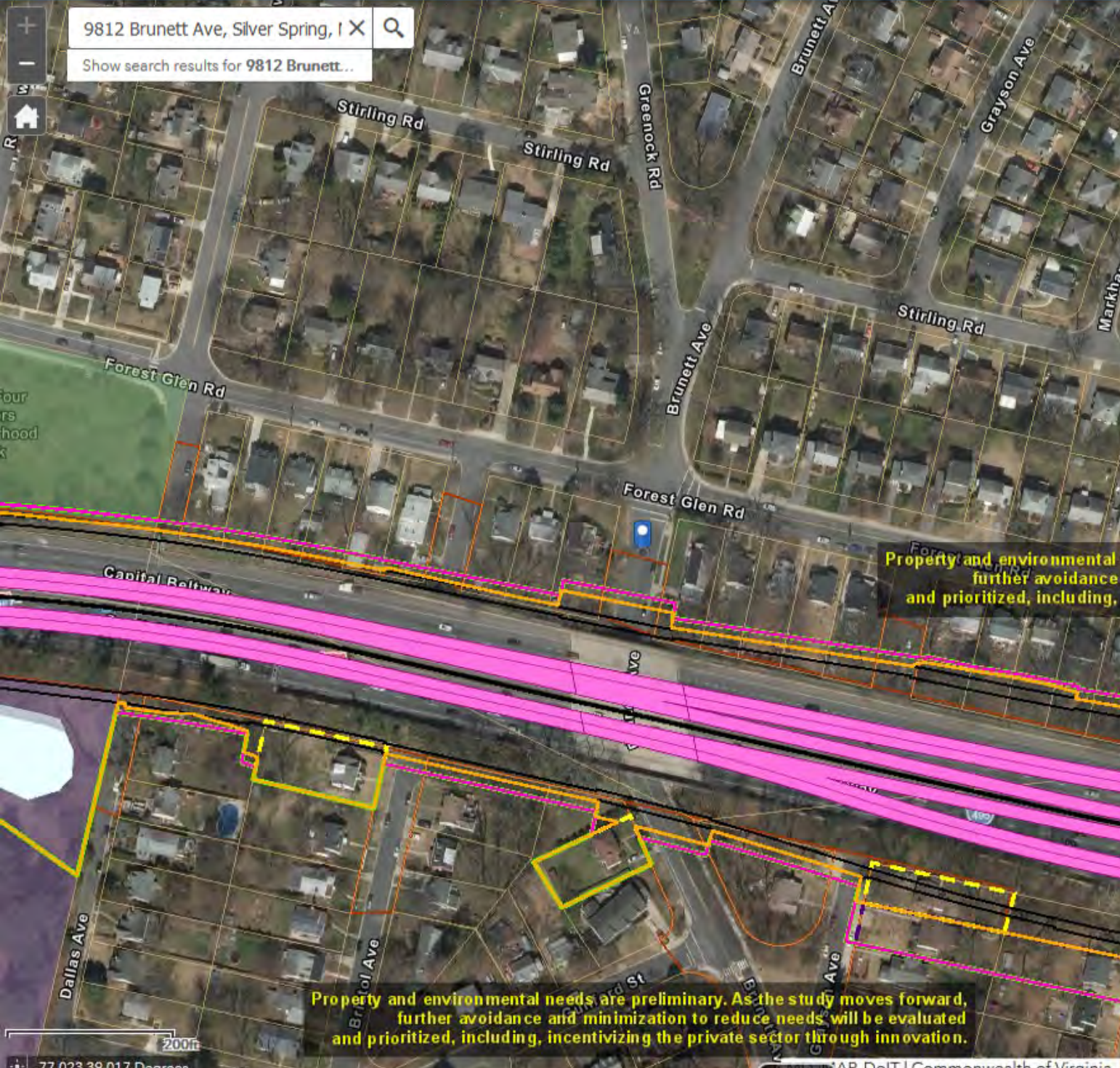
Date	Method	Submission Text	Assigned Comment Themes
6/14/19	Online Submission Form	Thank you for this opportunity to provide Comments. 1) Building managed lanes vs other alternative transportation modes was never adequately studied. It is simply not sustainable to plan to carry more vehicles instead of more people per vehicle. Consideration should be given to a tunnel for through traffic. As we have learned from other managed lane projects, if there is no improvement to roads off the main lines traffic will still back up. There is no where to go on Georgia, Connecticut and Wisconsin Avenues. Please look at Route 1 in Alexandria as a model. 2) Managed lanes should utilize existing lanes not add new lanes. If it works so well it should move people from the regular lanes to the managed lanes. More lanes will only attract more cars. 3) Any upgrades shall manage 100% of stormwater for the entire beltway in MD and portion of VA. 4)Design Criteria-Not net loss of trees, 100% stormwater management, not loss of wetlands, the plans should include separated bike lanes, fast bus and direct connection to existing Metro stops. No use of snow melting chemicals should be allowed. All managed lanes should be HOV. 5) There is no exit near UMD hospital's new emergency unit. The EA does not encompass the entire proposed area, for example it does not extend to the Woodrow Wilson Bridge but to the E of it. From Frederick to N of Gaithersburg on I-270 is another area of planned expansion but is not included in the EA Is a P3 the best way to fund these projects? While it certainly brings fresh funding to a State with more obligations than resources it also creates an awkward procurement process and frankly, means to skirt some regulations and permitting. The EIS needs to at least encompass the entire proposed expansion and even beyond just the roads themselves. What sort of habitat needs to be modified or destroyed to allow for this expansion to happen? Does this solve the congestion issue for the long term or is this just a short term solution? Is the construction itself taken into account when the EIS is done, and would that affect the FONSI result? AWS is a proponent of smart growth and intelligent transportation options. We are also a big proponent of sustainable and resilient solutions. We would like to remind MDOT that the Beltway was constructed to reduce traffic on East-West Highway and built prior to NEPA evaluation requirements. If the existing beltway was constructed to the same environmental Standards as the Intercounty Connector, the Anacostia River would be in much better condition today. This is an opportunity to improve transportation in the region and should be studied carefully to find the best solution not just default to providing more lanes for more vehicles.	I-495 & I-270 Managed Lanes Study Process/NEPA Effectiveness of Proposed Alts. in Addressing Traffic Water Quality/Stormwater Analysis Methodology Traffic Public-Private Partnership Program Forest Buffer/Undeveloped Land/Parkland Support for Transit Pedestrian/Bicycle Access Opposition to Highway Widening Support for High-Occupancy Vehicle Lanes
6/14/19	Online Submission Form	[See AppC_Attachment_061419_MD_SierraClub_Online]	I-495 & I-270 Managed Lanes Study Process/NEPA Support for Transit Public-Private Partnership Program
6/14/19	Online Submission Form	Please use these comments rather than the ones that I sent in 10 minutes ago. Sorry about that. Thanks, Burr Gray FoCJC -President [See AppC_Attachment_061419_FOCJC_Online]	Water Quality/Stormwater I-495 & I-270 Managed Lanes Study Process/NEPA Forest Buffer/Undeveloped Land/Parkland
6/14/19	Email	Dear Secretary Rahn, Please see the attached letter from 30 regional citizen and business organizations in support of moving forward with the Maryland Traffic Relief Plan, and specifically, Alternative 9 of the Managed Lane Study. Please let me know if you have any questions or require any additional information. Thank you. Sincerely, Jason Stanford Executive Director [See AppC_Attachment_061419_Regional_Businesses_Email]	Public-Private Partnership Program Regional Economy Support for General Price-Managed/Toll Lanes Support for High-Occupancy Vehicle Lanes Support for I-495 & I-270 Managed Lanes Study Support for Specific ARDS Build Alternative Support for Transit
6/14/19	Email	Below and attached are the comments of the WPCA on the ARDS of the Managed Lanes Study. June 14, 2019 Maryland Department of Transportation State Highway Administration I-495 & I-270 P3 Office 707 North Calvert Street, Mail Stop P-601 Baltimore, MD 21202 RE: I-495/ I-270 Managed Lanes Alternatives Retained for Detailed Study (ARDS) The Woodmoor-Pinecrest Citizens' Association (WPCA) is a civic association serving a community of more than 1,100 families in eastern Silver Spring for 77 years. The borders of our neighborhood are I-495, the Northwest Branch of the Anacostia River, Colesville Road (US 29) and University Boulevard (MD-193). As a neighborhood bordered by three state highways, we have worked collaboratively for decades with the Maryland Department of Transportation (MDOT) State Highway Administration (SHA) on many projects that provided solutions to various issues. We are very familiar with and share concerns regarding Beltway rush hour traffic as well as traffic and safety on the state highways adjacent to the Beltway. We hope to again work collaboratively with MD SHA to address the concerns. Each segment of I-495 and I-270 has unique conditions and challenges and should be considered on its own merits. Due to the many significant questions that were raised during the SHA presentation at the May 22, 2019 WPCA meeting, the WPCA voted unanimously to send a letter expressing the concerns of residents. We share concerns about traffic congestion and request that the State work collaboratively with our neighborhoods on addressing these concerns. Residents have a very high level of concern since the project potentially has much more significant impacts to the neighborhoods, schools, businesses, parks, amenities and environment in our immediate area than originally presented. Currently the interactive map shows over two dozen homes within the WPCA's boundaries directly affected by the project with some property taken. There are dozens of others affected in other adjacent Four Corners neighborhoods including homes and businesses completely removed. We had understood previously that the project would remain within the existing right of Four Corners, Argyle and Sligo Creek parks and loss of many acres of adjacent mature forest canopy that reduces air pollution, helps mitigate stormwater and provides an essential buffer from the highway noise. We are also very concerned about the impact to connecting roads such as Colesville Road (US 29) and the adjacent homes and businesses since Colesville Road is currently designated as the only access point to and from the toll lanes in Silver Spring and additional congestion and safety impacts would be added to these local segments. There would be no other toll lane access points between I-95 and Connecticut Avenue, which would force thousands of more cars to Colesville Road to access the Beltway. Despite requests, the State has not provided their analyses of traffic impacts. Furthermore, MDOT is proposing up to 6 additional lanes (not 4) be added to the Beltway between Brunett Avenue and University Boulevard, 2 of which would be elevated to Colesville Road, causing even more property and noise impacts to the adjacent areas. This appears to be the only area in the project with such a configuration. This configuration would include adding 3 additional traffic signals at the ramps with Colesville Road which would cause	I-495 & I-270 Managed Lanes Study Process/NEPA Noise Property/Community Impacts Public Involvement Safety Support for Alternative 1/ No-Build Traffic



Date	Method	Submission Text	Assigned Comment Themes
		<p>additional backups resulting in cut through traffic through our neighborhood. The preliminary noise pollution analysis map indicates noise levels above 66 dB into the Montgomery Blair High School building area. In addition to traffic noise levels beyond the acceptable standards propagating to the school building with perhaps the inability to mitigate due to the proposed height of the new lanes, the school would be subjected to years of very significant construction noise from 3 adjacent sides because in addition to the Beltway reconstruction, the adjacent bridges over the Beltway on Colesville Road and University Boulevard would have to be reconstructed. There could very likely be additional impacts but neither the Environmental Impact Study nor the traffic study has been made available. Due to the many concerns and unanswered questions, we support the No Build option for I-495 east of I-270. We also suggest restoring Alternative 2, Transportation Demand Management as an alternative to be studied for the I-495 segment. Until April 2019, there were no public meetings held on this complex project in the area of Silver Spring which is the most impacted area in the entire project. Previously, MD SHA always provided the appropriate studies, impact and cost-benefit analyses of alternatives and subsequent feedback loop prior to moving forward with a project. These important studies are not currently available. We look forward to receiving essential items such as the Environmental Impact Statement (EIS) and traffic study so that we have an idea of the real costs and benefits. The EIS will provide information about cost, time and property to be acquired, environmental mitigation, and other important factors, so that residents can understand what is being proposed for approval. MDOT has represented at public meetings that it is not ready to share the traffic study analyses and no detailed analyses of the costs and financial risks of the Program have been provided. There is great uncertainty involved for the state and for residents. Respectfully submitted, Harriet Quinn, Vice-President Woodmoor-Pinecrest Citizens' Association Silver Spring, Maryland 20901 [See AppC_Attachment_061419_WPCA_Email]</p>	
6/14/19	Email	<p>Dear Governor Hogan and Mr. Slater, Please find the enclosed document called our "Statement in Support of Beltway Noise and Air Pollution Mitigation." The Walt Whitman High School PTSA Cluster is comprised of the Carderock Springs Elementary School PTA, the Thomas W. Pyle Middle School PTSA, and the Walt Whitman High School PTSA. Thank you, Karen Roman, Thomas W. Pyle Middle School PTSA President [See AppC_Attachment_061419_PTSA_Cluster_Email]</p>	<p>Air Quality I-495 & I-270 Managed Lanes Study Process/NEPA Noise</p>



APPENDIX C: Public Comment Attachments



Layer List

Layers

- Community Facilities
 - ▲ Cemetery
 - Correctional Facility
 - Fire Station
 - ★ Higher Education
 - H Hospital
 - B Library
 - Place of Worship
 - ▲ Police Station
 - ▲ Post Office
 - Recreation Center
 - ★ School
- Alternative 5 Improvements and Limit of Disturbance
 - Edge of Pavement
 - Stormwater Ponds
 - Managed Lanes
 - Limit of Disturbance
 - Alternative 8 Improvements and Limit of Disturbance
 - Edge of Pavement
 - Stormwater Ponds

Introduced by: Councilmember Kostiuk

CITY OF TAKOMA PARK, MARYLAND

RESOLUTION 2019-7

OPPOSING WIDENING OF THE CAPITAL BELTWAY

- WHEREAS, there is a proposed plan to widen the Maryland portion of the Capital Beltway (I-495) with four express toll lanes, and the Maryland Department of Transportation (MDOT) is undertaking the I-495 & I-270 Managed Lanes Study to examine various forms of Beltway widening as well as transit improvements; and
- WHEREAS, State legislation concerning the proposed Capital Beltway project has been introduced, and the City Council believes that it is important to comment on this proposed legislation; and
- WHEREAS, widening the Capital Beltway for toll lanes would result in destruction of private property and displacement of people from their homes and businesses, as well as destruction of the character of neighborhoods in Montgomery and Prince George's Counties through increased noise, regional traffic, and pollution; and
- WHEREAS, additional lanes on the Capital Beltway are likely to increase the number of cars and trucks moving through the region rather than promoting safer, greener, more equitable transportation alternatives; and
- WHEREAS, research has shown that increasing roadway capacity often encourages more people to drive, thus potentially failing to improve congestion; and
- WHEREAS, increased vehicular traffic on the Capital Beltway will likely result in more traffic on regional and local roads such as those in Takoma Park; and
- WHEREAS, the City Council remains opposed to widening Highway 410 (Ethan Allen Avenue/Philadelphia Avenue) in Takoma Park for vehicular traffic; and
- WHEREAS, more traffic on the Capital Beltway and local roads will result in increased pollution through additional carbon emissions, which are a contributor to accelerating climate change, and could also have negative health impacts due to increased air pollutants; and
- WHEREAS, the proposed widening runs through or over several environmentally sensitive and officially protected areas such as Sligo Creek, Rock Creek and Northwest Branch Parks; and

WHEREAS, MDOT is proceeding with engineering studies for this project despite an incomplete Environmental Impact Statement; and

WHEREAS, tolls are regressive forms of taxation that disproportionately affect low income residents.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council opposes the widening of the Capital Beltway for toll lanes and calls on State officials to seek alternatives that reduce the number of individual cars on the road and that bolster public transportation options.

Adopted by the Takoma Park City Council this 13th day of February, 2019.

Attest:



Jessie Carpenter, CMC
City Clerk

AppC_Attachment_050119_KS_Email

The Honorable Peter Franchot, Comptroller of Maryland

re: State Highway Administration (SHA) I-495 and I-270 Public-Private Partnership (P3) Program

This letter is in request that the PWA board

1) defer approval of the I-495 and I-270 P3 program until after the SHA has concluded its public presentations and has provided a report to the public and the board on requirements for mitigating construction impacts on Beltway neighborhoods, or

2) include additional public review/decision points into the schedule after the draft Request for Proposal (RFP) and final RFP have been presented for public review, with particular emphasis on the regulations, enforcement, and incentivization for mitigation of construction impacts of the project.

This request is based on recent public meetings and workshops with SHA personnel and written information provided by SHA. SHA has provided overly optimistic assessments of the impact of this proposed project and has repeatedly walked-back promises and assurances. Furthermore, hard-headed realism is lacking in the SHA public presentations on the project with regards to cost breakdown, toll estimation, construction times and disruptions, and local impact.

Aside from the cost/benefit/risk of the toll lane project for the 495 Beltway, there has been no planning presented to control/mitigate the effects of disruption and congestion during the construction of the project. The incentives for the contractor are to speed construction as fast as possible to reach the point of collecting toll revenue. Without explicit regulation of construction noise, vibration, congestion, air and water pollution during construction, the beltway neighborhoods will not know what to expect and who will enforce their interests. The contractors will not incorporate the needed construction practices, schedule impacts, and cost/financing into their bids. Regulation of maximum construction noise and vibration, required hours of quiet time, limits on construction congestion on the beltway and adjoining roads, respite periods around holidays, and air/water pollution limits must be explicitly laid out in the RFP requirements for the benefit of all parties. Recent other projects have led to reduced sleep for workers, children, ill persons, and the elderly. These projects have led to structural and surface damage to nearby properties. Since the P3 beltway widening is a multi-year construction project in a dense, urban environment, these issues must be addressed before the contract process is undertaken – not afterwards. Leaving this unaddressed will likely lead to legal recourse by the injured parties and, ultimately, to financial liability of Maryland tax payers.

We need to set explicit regulations and policies in the RFP so that the contractors can plan/schedule/budget/finance this project properly with respect to construction impact and the SHA can commit to monitoring and enforcement of the RFP provisions.

The current set of SHA presentations and public forums on this project are completely lacking in honest assessments of cost, schedule, toll estimates, construction impacts. Either the SHA has not analyzed these aspects (which would be truly disturbing) or they have decided that the public need not be informed of these aspects. There are serious tradeoffs to be considered for this project and

AppC_Attachment_050119_KS_Email

“happy-talk” presentations are an insult to the residents of this state. SHA has indicated that they expect the contractor to be incentivized by lower cost, rapid construction, and innovative design. However, there has been no review of the construction impact, its mitigation, or the incentive of the contractor to mitigate these impacts.

No project this size as ever proceeded as first designed and first scheduled, nor has it provided the expected risk/benefit tradeoff. Who is going to control/monitor these construction impacts as the program unfolds? The SHA has not demonstrated the capability to realistically address in its public presentations. Where is the evidence that the state of MD can manage a project of this scope and duration without breaking more promises of minimal construction impact on the residents of suburban Washington or failing to make significant improvement on the current traffic congestion?

Please pause on approving this massive project until these critical issues have been addressed.

Sincerely,



MD Beltway Neighborhood Residents

AppC_Attachment_050119_KS_Email

The Honorable Larry Hogan, Governor of the State of Maryland

re: State Highway Administration (SHA) I-495 and I-270 Public-Private Partnership (P3) Program

This letter is in request that the PWA board

1) defer approval of the I-495 and I-270 P3 program until after the SHA has concluded its public presentations and has provided a report to the public and the board on requirements for mitigating construction impacts on Beltway neighborhoods, or

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Sincerely,

Kathy and Hank Schmidt

MD Beltway Neighborhood Residents

AppC_Attachment_050119_KS_Email

The Honorable Nancy Kopp, Treasurer of the State of Maryland

re: State Highway Administration (SHA) I-495 and I-270 Public-Private Partnership (P3) Program

This letter is in request that the PWA board

1) defer approval of the I-495 and I-270 P3 program until after the SHA has concluded its public presentations and has provided a report to the public and the board on requirements for mitigating construction impacts on Beltway neighborhoods, or

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Please pause on approving this massive project until these critical issues have been addressed.

Sincerely,

Kathy and Hank Schmidt

MD Beltway Neighborhood Residents





STATE HIGHWAY ADMINISTRATION -- State Wide -- Line 5

DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-270, Eisenhower Memorial Highway, and I-495, Capital Beltway

DESCRIPTION: Planning activities in support of the Traffic Relief Plan, which will implement express toll lanes (ETLs) along I-270 and I-495.

JUSTIFICATION: I-270 and I-495 experience severe congestion.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-270 Interchange Construction at Watkins Mill Road (Montgomery County Line 1)
- I-270, Innovative Congestion Management (Montgomery County Line 2)
- I-95/I-495, Interchange Reconstruction at Greenbelt Metro Station (Prince George's County Line 15)
- US 15/US 40, I-70 to MD 26 (Frederick County Line 14)

STATUS: Planning underway. MDOT is funding planning activities in advance of awarding a contract for design and construction to a private partner, as part of a public/private partnership. Any upfront expenses will be reimbursed at the close of the public/private partnership.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: The cost increase of \$66.7 million is due to increased planning requirements needed to continue NEPA evaluation and traffic analysis activities.

PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
					SPECIAL	FEDERAL	GENERAL	OTHER	FOR PLANNING PURPOSES ONLY		
TOTAL					2021	2022	2023	2024			
Planning	138,053	8,593	27,500	40,000	43,960	18,000	0	0	129,460	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	138,053	8,593	27,500	40,000	43,960	18,000	0	0	129,460	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:
 STATE - Principal Arterial
 FEDERAL - Interstate
 STATE SYSTEM : Primary
 Annual Average Daily Traffic (vehicles per day)
 CURRENT (2018) - N/A
 PROJECTED (2040) - N/A

[REDACTED]
[REDACTED]
Cabin John, MD 20818-1803
[REDACTED]

May 14, 2019

Dear Gov. Hogan, Comptroller Franchot and Treasurer Kopp:

As members of the Maryland Board of Public Works, please **reject** the Maryland Department of Transportation (MDOT) bid to move forward on a **plan to expand I-495 and I-270** by adding two to four toll lanes to each of these highways. The proposal fails to protect the best interests of Maryland's taxpayers, communities and the environment.

The proposal is guilty of irresponsible, short-term thinking that gives away control of public infrastructure by resorting to a public-private partnership (P3) model. This is just a way to disguise the financial cost of rampant road construction. P3 has led to very high tolls in other communities, such as Northern Virginia, as the businesses insist on recovering their costs and gaining hefty profits. It's **a recipe for soaking motorists** – or even worse for many motorists, whom you will be excluding them from vital roads. Yet, MDOT has not even pretended to analyze whether the short-term “fix” of a P3 approach would be more financially advantageous to Marylanders than conventional financing.

Decades of research on transportation projects show that simply widening highways is **not an effective solution to congestion**. Experience shows that expanding highways ends up increasing the burden on our roads, communities and environment as it encourages people to abandon carpooling and public transit and to move to homes further from their employment, friends, etc. It also encourages more people to get on the road during rush hour rather than driving during non-rush hour periods. In Northern Virginia, rush hour trips got longer just six months after toll lanes opened! The large expansion of I-270, was projected to relieve congestion for 20 years. But after seven years congestion was again a problem. **We cannot just ignore reality!**

It is premature to approve this project before an **environmental impact** statement has been conducted to assess how it would affect our air, water and the public health. Before the Board approves this project, it is critical that we understand how it might degrade Sligo Creek, Rock Creek, the Potomac River and, ultimately, the Chesapeake Bay.

AppC_Attachment_051719_SMF_Email

It is also important for the Board to ensure that transportation plans are consistent with the need to address **climate change**. In comments to MDOT, the public expressed strong support for transit solutions to relieve congestion. So, **why isn't transit even part of this plan?** And what about the addition of new HOV or reverse lanes?

This proposal is **a half-baked TURKEY** that would disserve Marylanders and only please certain business interests that stand to make loads of money at our expense. You can and must do a lot better!

Sincerely,

A solid black rectangular redaction box covering the signature area.

AppC_Attachment_052019_SC_Online

May 20, 2019

Dear MDOT,

Although I clearly understand the need to address the traffic issue, I believe this project is absolutely not the way forward. I am 35 year Cabin John resident and have watched with sadness the slow decline of our tree population, the polluting of our amazing creek and the transition to the current flight pattern which sends airplanes directly over our homes every couple of minutes until 2:00 in the morning. The very soul of our town is being squashed.....all in the name of progress.

I don't for one moment (and I know many feel the same way) believe that adding 4 lanes to the beltway will be a solution. Yes, for a few years traffic will be lighter, but whatever space is created will be filled. That is a natural law of the Universe. Look at any road expansions we have done. Five years later we will all look back as we sit in gridlock, wondering what happened. More pavement will not cause long lasting change but will impact our health, our water, our quality of life and our ever-shrinking green space.

In this day of brilliant minds, exploding technology and new innovations there are other options that we may not have even thought of, since the minds who create the problem most often aren't the ones to solve it. But there are those who can if given the chance. Young minds who won't be bound by 'how it has always been done'.

Different approaches to public transportation, changing our paradigm of where and how we 'work', new ways of ride sharing.....ways to reduce the number of cars instead of inviting more in. Shifting our vision and therefore our direction. It absolutely can be done.

The way that both VA and MD are steam rolling these projects forward is energetically flowing in the same current of all the other things happening across the country that are leaving us all stressed, tired, sick and unclear as to where we as humans are heading. Once this is done there is no removing it.

I respectfully ask that there be a pause. An allowing for other ideas. A true solution instead of a band aid.



Our beautiful Cabin John creek which is already rated as 'fair'. A backyard deer who will lose even more woodland.



Please consider our and our grandchildren's future,

██████████

██████████████████

AppC_Attachment_052119_BK_Email

Alternative Number & Name	I-495 changes	I-270 changes	
	in each direction	in each direction	reversible
1. No Build	none	none	none
5. HOT 1/1	+1 HOT	-1 HOV +1 HOT	none
8. ETL 2/1	+2 ETL	+1 ETL	none
9. HOT 2/2	+2 HOT	-1 HOV +2 HOT	none
10. ETL 2/2	+2 ETL	+2 ETL	none
13B. HOT 2/2-reversible	+2 HOT	-1 HOV	+2 HOT
13C. ETL 2/2-reversible	+2 ETL	none	+2 ETL

Alternative Number & Name	I-495 changes	I-270 changes	
	in each direction	in each direction	reversible
1. No Build	none	none	none
5. HOT 1/1	+1 HOT	-1 HOV +1 HOT	none
9. HOT 2/2	+2 HOT	-1 HOV +2 HOT	none
13B. HOT 2/2-reversible		-1 HOV	+2 HOT
8. ETL 2/1	+2 ETL	+1 ETL	none
10. ETL 2/2		+2 ETL	none
13C. ETL 2/2-reversible		none	+2 ETL

Alternative Number & Name	I-495 changes	I-270 changes	
	in each direction	in each direction	reversible
1. No Build	none	none	none
5. HOT 1/1	+1 HOT	-1 HOV +1 HOT	none
9. HOT 2/2	+2 HOT	-1 HOV +2 HOT	none
13B. HOT 2/2-reversible		-1 HOV	+2 HOT
8. ETL 2/1	+2 ETL	+1 ETL	none
10. ETL 2/2		+2 ETL	none
13C. ETL 2/2-reversible		none	+2 ETL

Comments on Material Associated with the Public Workshops for the I-270 Part of the I-495 & I-270 Managed Lanes Study, April-May 2019

The following comments present specific key concerns of many of the residents living nearby the subject section of I-270 who would be adversely impacted by implementation of the proposed alternates. These comments also provide suggested actions that MDOT/SHA could add to the forthcoming "Solicitation" requirements as well as a more logical regrouping of Phases 2 and 3, which could more effectively address these concerns.

The intended Public-Private-Partnership (P3) needs to meet the needs of the public and those of the selected private partners. The pending action by the Maryland Board of Public Works (BPW) to review, guide, and approve the "Solicitation" appears to be an important means by which the needs of the broader public (State, County, Municipal, resident, and commercial interests) of Maryland can be better heard and accounted for in this instance. The action now by the BPW will set a framework for the several subsequent actions that will be needed by the BPW to review, consider, and approve later submittals by MDOT/SHA to solicit bidders and approve proposed P3 agreements with selected bidders.

Pertinent Information, Concerns, and Solutions, with a Focus on I-270: These comments cover key concerns, questions and solutions related to the information being presented at the Public Workshops, material that has been made available on-line to help people more deeply review the available information as well as stories in the news. These concerns and solutions are covered in these seven topics:

- Impacts of changes to the current roadway functions and operations
- Impacts of changes to the interchanges along this section of I-270
- I-270 already is, and will continue to be, a "physical-barrier" to cross-circulation
- Limitations of access to the Managed Lanes will result in degraded transportation for many users of the current Express and HOV Lanes
- Minimizing the number of "Directly Affected" properties as much as possible
- What about transit alternatives and multi-modal considerations?
- Revisions to the "Potential Phasing" can provide more "Congestion Relief" sooner.

It is believed that having the Maryland Board of Public Works consider these concerns, questions, and suggested solutions in the coming weeks will result in more complete and sustainable decisions in the best interest for more Marylanders.

A. Changes to the Current Roadway Functions: – Addressing the Impacts of the Removal of the Current Local-Express Roadway Configuration: The alternatives that are shown in the Workshop Handout are "typical cross-sections" of the proposed improvements. They illustrate what would it would typically look like across the width of the right-of-way and do not show what a user would see moving north-south along the length of I-270. However, the interactive "on-line map" tool, recently made available for the current set of Public Workshops, does show key assumptions for the design of the improvements under study, as one would travel along the roadway. This new information from the "on-line map" tool clearly shows that one of the key design assumptions for each of the build alternatives for I-270 south of I-370 would be the removal of the current "collector-distributor" roadway configuration that functions as: (1)

Local-Lanes for the outer-lanes and (2) Express-Lanes for the inner-lanes, which also includes the existing High Occupancy Vehicle (HOV) Lane.

That configuration was implemented about 30 years ago, including the “slip-ramp” lanes that enable users from the local outer lanes to frequently gain access to the inner express and HOV lanes and to reverse that when they want to exit. That gives all current users who get on I-270 the ability to choose to enter the Express Lanes and HOV Lane (if qualified) for each of the interchanges from I-370 south within a short distance of accessing I-270; and to do the same when exiting the HOV Lane or Express Lanes of I-270. The impact of this design assumption will likely be to cause much disruption to the travel patterns of all of the current users of I-270. That change in function, when coupled with the further disruptions associated with the staged construction of a selected alternate, will result in many years of significantly disrupted travel without any Express Lanes or HOV Lane for all current users of I-270.

It is noted here however, that the new “on-line map” tool does not show the operational improvements that are being constructed now. These improvements will be incrementally opened to traffic during this year and next as part of the MDOT/SHA investment in the “Innovative Congestion Management” (ICM) project for I-270. Essentially no new information was provided at the current Public Workshops or on-line about the on-going ICM project for I-270. The Workshop Handout does show that Average Annual Daily Traffic for I-270 (a measure of the volume of traffic) will grow about 15.5% between 2018 and 2040, or at a pace of volume growing at about 0.7% per year for the 22 years on average (259,000 AADT in 2018 growing to 299,000 AADT in 2040). Prior on-line material for the I-270 ICM Project says that its purpose is to increase current travel reliability and reduce current congestion. No forecasts of the likely effectiveness of doing so are publically available. However, it is not unreasonable to assume the resulting short-term changes of the combined operational improvements could be on the order of about 5% increased reliability and/or about 5% reduced congestion on I-270 over the next few years. To current users of I-270, that would seem like an improvement in their travel for about the next 7 years until the average pace of growth in traffic volume of 0.7% annually results higher traffic volume being about 5% (0.7% x 7) more than in 2018 – assuming the existing Express Lanes and HOV lane are still functioning..

In the next year or two, on-going traffic monitoring for the ICM project will begin to provide actual, observed information on the initial effectiveness of the ICM improvements in increasing travel reliability and reducing congestion. That will begin to happen during the same time period that the decision making for the I-270 Managed Lanes Study is currently scheduled to still be taking place and not yet concluded. Sharing such actual on-going performance results with the users, the impacted public, and decision makers for the I-270 part of the Managed Lanes Study will help lead to a more viable and sustainable long-term solution. It is noted that the I-495 parts of the Managed Lane Study do not have similar ICM projects.

For many years the MDOT/SHA has had policy and procedures that, *“For all roadway projects, attention must be given to traffic control from early stages of development through completion of construction. ...and for a class of projects called “significant*

projects”, Traffic Management Projects (TMPs) must be developed ... that ... addresses project-related impacts throughout the project corridor and sometimes beyond ...which ...include transportation operations and public information and outreach strategies ...that include communicating ... with the public and concerned stakeholders, before and during the project through the development of a public information and outreach plan.” These above quotes are from MDOT/SHA *Transportation Management Plans: Guidelines for Development, Implementation and Evaluation*, which is available on-line. There is an Appendix H of those Guidelines for *Public Outreach Plans*, which states that *“Early public involvement in the development of the TMP and keeping the public informed throughout the project is essential both to identify potential impacts and to ensure that effective mitigation strategies are developed and implemented.”*

I have not been able to determine in the I-495 & I-270 Managed Lanes Study material whether these MDOT/SHA Guidelines will apply to the work to be done by a selected bidder of a P3 project, such as the one anticipated by the proposed “Solicitation” being reviewed for approval by the BPW. Thus, the “Solicitation” should give clear guidance to the proposing bidders that their proposals need to include adherence to the MDOT/SHA policy and procedures for Transportation Management Plans. Further, the BPW should explicitly request that MDOT/SHA in the remainder of the Project Planning for the whole of the I-495 & I-270 Managed lanes Study to provide for the Public Hearings to be held on the Draft Environmental Impact Statement (EIS) anticipated by early-winter 2020 the following, particularly for I-270:

- 1) Quantify the magnitude and duration of the short and near-term disruption to traffic resulting from removing the current Express-Lane; Local-Lane; and HOV-Lane Configuration;
- 2) Preliminarily propose design elements, operational programs, and Transportation Demand Management activities that would be intended to significantly lessen the magnitude of those project-related impacts and shorten their duration throughout the project Corridor and sometimes beyond;
- 3) Show how those combined elements, programs, and activities would enhance, build-upon, and/or improve the various operational improvements now being implemented by MDOT/SHA in the I-270 ICM Project
- 4) Recognize that the selection by MDOT and final approval by the BPW, will account for the likely effectiveness of those proposed elements, programs and activities.

It is noted that Transportation Demand Management activities and other short term features beyond the immediate right-of-way have been part of P3 agreements in projects elsewhere, for example, they have been used on the I-66 Project in Virginia.

- B. Changes to the Interchanges along I-270:** All of the interchanges of I-270 with crossing-arterials will be significantly modified and/or rebuilt: The new “on-line map” tool shows, in conjunction with the first key design assumption given above, that it is very likely that all of the interchanges with the arterial system roadways in that section of I-270 will need to be significantly modified and/or rebuilt. That appears to include the removal of current overpasses and then rebuilding new overpasses of I-270. That would be done at significant cost and impact to the circulation of traffic and other users who use those arterials to get across I-270 and are not using I-270 at that time.

For many years this more local traffic, including Metrobus/Ride-On bus routes, has relied on those cross-over arterials to reach the Metrorail and MARC Commuter Rail stations. School bus routes as well as commercial and employment activities east and west of I-270 will also all be significantly impacted, even though their trips do not require them to be “using I-270”. They too should be considered as concerned stakeholders that need to be communicated with before and during the project development.

It is very likely that drivers of vehicles currently using I-270 would have their trips significantly disrupted by the extensive and concurrent construction along the length of this section of I-270, including vehicles coming from or going to north of I-370. As such they would likely increase their current tendency to divert from I-270 in peak periods when congestion is starting and their vehicles then become “cut-through traffic” on arterials and local streets. That driver behavior during this lengthy period of demolition and reconstruction would further compound and increase the congestion on the arterials and local streets – further disrupting local circulation and the travel needs of people who are not using I-270 as their route of choice. Without proactive remediation, the combined impact of these two likely situations on local residents, employees and business customers will be very severe and last for many years. Thus the “Solicitation” should have clear guidance to the proposing bidders that their proposals need to prepare Transportation Management Plans in accord with SHA Guidelines that:

- 1) Account for the tendency for diversion of traffic to occur during these types of prolonged construction periods by forecasting the magnitude of likely increased “cut-through traffic”, and the duration of that disruption, to the arterial system and more local street system within this segment of “I-270 corridor”,
- 2) Propose design elements, operational programs, and Transportation Demand Activities of the contract, including ones that are beyond the right-of-way of I-270, that can be operational **before** the major reconstruction of this segment of I-270 proceeds that would manage and minimize such “cut-through traffic” behaviors, and
- 3) Understand that the selection by MDOT, and final approval by the BPW, will explicitly account for the likely cost-effectiveness of those proposed new elements and programs.

C. I-270 already is, and will Continue to be, a “Physical-Barrier” to Cross-Circulation:

Travel between and among the communities on the two sides of I-270 is already hampered by limited cross-overs between the activities on both sides, and will likely continue to be so after the likely improvements to I-270 are constructed. This is the case as there are a limited number of routes, that cross I-270, which local residents and employees coming to the area can use in getting about, whether by car, bus, bike, or walking. Each of this limited number of cross-routes of I-270 will be significantly disrupted during the long period of construction of the improvements to I-270. The Project Planning information indicates the current barrier-effect will continue as no new arterial-crossing improvements are being considered as aspects of “congestion relief” during construction or after completion of the improvements along the length of I-270. Thus the “Solicitation” should have clear guidance to the proposing bidders that their proposals need to:

- 1) Include design elements and operational programs as part of a “full” Managed Lanes Study Project for this section of I-270 that will have continuing long-term value in reducing the “physical-barrier effects” on the nearby communities after addressing the impacts discussed in A and B above.
- 2) Fund such elements and programs from the revenue generated by better serving the needs of through travelers along I-270 to continue to carry out such new operations that would reduce this “physical barrier” effect.

D. Limitations of access to the Managed Lanes will result in degraded transportation for many users of the current Express Lanes and HOV Lane:

Many of the current users of the I-270 Express and HOV Lanes who are residents or employees of businesses of the communities located, east and west of I-270 and south of I-370, will have substantially less access than they currently have to the existing Express Lanes and High Occupancy Vehicle (HOV) lanes of I-270. This lessening of access is a concern that is seen as a future degradation of current transportation service, not an improvement in transportation service, for a sizeable component of current I-270 users.

For the section of I-270 in Potential Phase 2A of the study, between but not including I-370 and I-495, there currently are 7 interchanges with the arterial system. Current users of those interchanges with some effort can, if they choose, move or to or exit from the Express Lanes; and if the requirements are met, they can use the HOV Lane. Currently, that access can be obtained within a short distance after entering the local lanes; or from a relatively short distance before needing to exit at the next interchange. That is the case for the users of those 7 interchanges except for the users of the HOV Lanes who exit from or enter to “direct access” ramps at Westlake Terrace, located on the West-Spur of I-270. The Managed Lane alternates being studied will function and operate in two different manners with the following two types of access:

1. **Access using “Direct Access” Ramps:** Their access and egress will be from special ramps that directly go to or come from the Managed Lanes, rather than first using the general purpose lanes / local lanes. Thus the second key assumption of the preliminary design is those ramps would each be somewhat similar in design and function to the two ramps at Westlake Terrace.
2. **“Indirect Access” using “Slip-Ramps” from/to the General Purpose Lanes:** There are a varying set of third key design assumptions being considered that are also shown in the “on-line map” tool. Those assumptions show a limited number of slip-ramps between the general purpose lanes that would provide entry/access to and exiting/egress from the Managed Lanes to the general purpose lanes. That is in addition to “direct access” ramps at selected interchanges. While these “slip-ramps” will be similar to those currently used on I-270, there are significant differences in how they will function and operate and their locations will not necessarily allow even “indirect-access” from near some of the prior interchanges:
 - o Function and Operations: For each of the Managed Lanes Alternates to function as “managed lanes”, access to them must be limited and there needs to be special electronic message signing that shows, for example “anticipated price” at that location for all alternates, as well as physical “control gates” for the “reversible lanes” alternates. For safety purposes,

the placement and or spacing requirements prior to the actual “slip ramps” are more stringent than those for the current “slip ramps” of I-270 – perhaps making it difficult to locate some potential slip-ramps if the overall spacing between adjacent interchanges is “too close”.

- Limited Locations for the “Indirect-Access” “Slip-Ramps”: All of the Interchanges with the general purpose lanes will not have “slip ramps” connections to the Managed Lanes soon after getting on the general purpose lanes, or soon before needing to exit at the next interchange – the current “slip-ramps” of I-270 do function that way. For Potential Phase 2A of I-270 the “on-line map” tool shows that there are **no** such “slip ramps” to the managed lanes for south-bound traffic entering from the three Interchanges of Shady Grove Road, MD 28 (Montgomery Avenue), and MD 190 (Falls Road) - **nor** north-bound “slip ramps” as well. Thus, there would be no near-by way to “indirectly-access” the Managed Lanes when: (a) going towards the East Spur of I-270 towards I-495 until after passing the MD 190 (Old Georgetown Road) Interchange, and (b) going towards the West Spur of I-270 until after passing the Democracy Boulevard Interchange. That lack of “indirect-access” would be worsened further as the design assumptions for those same three interchanges would also **not** provide “direct-access” ramps to the Managed Lanes.

To better understand the “direct-access” to/from the arterial system associated with the design assumptions, the following information is given from the new “online map” tool:

- Currently there are 4 interchanges with the arterial system north of the I-270 East and West Spurs: at Shady Grove Road; at MD 28 (Montgomery Avenue), at MD 189 (Falls Road); and at Montrose Road. The “on-line map” tool shows that “direct-access” to the managed lane alternates will only be provided at the Montrose Road Interchange and not the other three interchanges.
- The ramps that connect I-270 to the I-270 East and West Spurs do not currently, nor are they shown in the “on-line map” tool, as providing “direct-access” to the managed lane alternates to and/or from the arterial system.
- Currently there are 2 interchanges on the East Spur of I-270 with the arterial system: Rockledge Drive and MD 187 (Old Georgetown Road); the “on-line map” tool does not show either of them having “direct-access” to the managed lane alternates.
- Currently there are 2 interchanges on the West Spur of I-270 with the arterial system: Democracy Boulevard and Westlake Terrace. The latter of which does currently provide “direct access” to and from the current I-270 HOV Lanes but only to and from the north on I-270. The “on-line map” tool, for the managed lane alternates, shows that access only to and from the north would be provided at Westlake Terrace, much like what is currently done; and at Democracy Boulevard somewhat of a mirror-image would be provided with “direct-access” only to and from the south on the West Spur of I-270.
- In addition, currently there are 3 over or under passes of I-270 of that do not provide any access between I-270 and the arterial system: West Gude Drive; Wootton Parkway; and Tuckerman Lane – However, it is noted that for the current overpass of West Gude Drive, the new “on-line map” tool shows the

design assumption that new but some partial “direct-access” would be provided (to/from only I-270 HOT and ETL lanes, and only to/from the south). No access to the general purpose lanes are being shown from/to at West Gude Drive.

To sum up, the design assumptions for future “direct-access” between the Managed Lanes and the arterial system for the Project Study within this section of I-270, is:

- **4 of the 7 current interchanges will not have any “direct-access”** – which are the ones at Shady Grove Road, MD 28 (Montgomery Lane, MD 189 (Falls Road), and MD 190 (Old Georgetown Road)
- **Only 1 of the 7 current interchanges will have full “direct-access” in both directions:** Montrose Road
- **2 of the 7 current interchanges will have partial “direct-access”:** Westlake Terrace to and from the north; Democracy Boulevard to and from the south
- **1 of the current overpasses will have partial “direct-access”:** West Gude Drive to and from the south.
- **Direct-Access using the Interchange with I-370.** Currently the ramps to and from I-370 only interchange with the local, general purpose lanes of I-270 with no access being directly provided to the arterial system in the vicinity. The “on-line map” tool shows that the design assumption would become one of “direct-access” to the I-270 Managed Lanes to and from the south with the general purpose lanes of I-370 to/from I-370 to the East and to the West. Given that I-370 interchanges with the nearby arterial system at MD 355/Shady Grove Road and Washingtonian Boulevard, one might consider that a type of “indirect-access” to/from the arterial system being provided to/from the Managed Lanes.

It is also noted here that a similar situation appears to be the case for the 12 current interchanges along I-495 within Montgomery County, with 6 of the 12, **not** currently being designed to provide “direct-access” to and from the Managed Lanes Alternates. A few of the interchanges assumed as not getting “direct-access” are instead assumed to be having “indirect-access” through the use of nearby “slip ramps” provided to/from the Managed Lane Alternate improvements, including MD 355 (Wisconsin Avenue) and MD 97 (Georgia Avenue) and MD 190 (Old Georgetown Road) at I-495. Three Interchanges would not have any “direct access” nor nearby “indirect access” including Clara Barton Parkway, MD 650 (New Hampshire Avenue) and MD 193 (University Boulevard). It is presumed that a similar situation would also be the case for the current interchanges of I-495 located in Prince George’s County, but an effort to estimate that has not been made here.

Returning to the focus on this section of I-270, the net effect and impact of this set of design assumptions for the improvements of this section of I-270 would be to greatly lessen the Managed Lane improvements serving: (a) many existing residents, perhaps in the tens of thousands, (b) a high proportion of the current employment base in that area, as well as (c) much of the prospective new employees. Said another way, a significant proportion of future transportation users within this part of the I-270 corridor will not directly benefit from the proposed build improvements that have the Managed Lanes. To better understand this seemingly contrary future situation, it would be due to the design assumption of the improvements being “Express Lanes”, as well as the

desire to constrain/limit access to such lanes in order to: (a) facilitate toll collection, and (b) manage the flow of vehicles allowed to use those lanes during each period of time so as to have acceptable speeds along the managed lanes during times of peak travel demand – that would likely result in the general purpose lanes operating in congested conditions during those times.

This also means that current access to all of the general purpose Express Lanes, and HOV lanes along this section of I-270 would become limited in access at a subset of the current interchanges (4 of the 7) in order to provide new express-services to residents coming from or going elsewhere in the State or the region beyond. Many of the current and future transportation users originating from or destined to this “reduced service area” associated with those 4 interchanges will not have a choice of using the Managed Lanes improvements, unless they:

1. Travel long distances in the congested general purpose lanes until they are able to “indirectly-access” the Managed lanes by using one of the limited number of “slip-ramps”,
2. Travel further on arterial system roadways until they reach an interchange that has “direct-access” (i. e., Montrose Road), or
3. Choose to become “cut-through traffic” on various local streets.

Ironically, these assumptions that will be behind the “Solicitation Request”, unless it is amended, would likely result in this sub-group of this “reduced service area” of Maryland being burdened by the following impacts, costs, or externalities:

- Worsened traffic hampering movement within their communities, as noted above,
- Personal costs and impacts of being “directly affected” by encroachment in many of their “back yards” to enable the widening for the benefit of others, as noted below, as well as,
- The likely worsening of “cut-through traffic” using the local streets in their “front-yards”, by residents some of whom currently are able to use the current Express Lanes and/or the current HOV Lane, including other nearby residents whose access to the current Express Lanes or the HOV lane will have been taken away.
- With respect to current and future employees coming to this area, they too would be limited in their egress from and access to the Managed Lane alternates -- such an outcome of the project seems contrary to one of the main stated purpose and intent of the Managed Lanes Project, that of fostering economic development.

Thus the BPW should request of MDOT/SHA that the forthcoming final design stage of this Project:

- 1) Consider sub-options of assuming the provision of additional “indirect access/egress” locations, for this section of I-270, to and from the Managed Lane alternates by the provision of additional “slip-ramps” or other design features,
- 2) Quantify, from the next round of traffic forecasts, the expected number of future travelers originating from residents-in and employees destined-to the communities to the east and west of I-270 and whether they would or would not : (a) likely to “directly-access” the new HOT or ETL lanes, or (b) would they indeed be constricted by the locations of available “indirect-access” “slip-ramps” to and

- egress from the Managed Lanes at a considerable distance from the interchange they would use to access the general purpose lanes, or (c) they would only likely use the general purpose lanes of I-270 and not the Managed Lanes at all.
- 3) MDOT/SHA should report those findings as part of the Public Hearing materials that will become available for the Draft Environmental Impact Study, anticipated as being scheduled for the early winter of 2020.

E. Minimizing the Number of “Directly Affected” Properties as Much as Possible:

Most of the approximate 178 to 234 properties adjacent to this section of I-270 that are likely to be “directly affected” with partial taking of the “backyards”, will have very limited ability to access the limited access HOT or ETL improvements: Other key information that has recently become available during the Workshop Handout, and from the “on-line map” tool are: (1) the category of the likely specific location of properties that would be “directly affected” by needing only a portion of their property to accommodate each alternate, and (2) the category of the likely specific location of properties likely need the entire property be “acquired” to enable the right-of-way to be widened to accommodate each alternate.

- **“Directly Affected” Properties:** With respect to the first category of properties likely to be “directly affected”, in Phase 2A of I-270 from I-495 to I-370, the number of such properties identified in the Workshop Handout ranges from 178 to 234. The “on-line map” tool appears to show that most of them would be immediately west or east of the current I-270 right of way and between the MD 189 (Falls Road) Interchange, the MD 28 (Montgomery Avenue) Interchange, and the Shady Grove Road Interchange. The design assumptions also shown in the “on-line map” tool indicate that **neither “direct-access”, nor convenient “indirect access”, would be provided to the Managed Lanes Alternates for any of those three existing interchanges along that sub-section of I-270.** It should be noted however, that it appears that a limited amount of access (south-bound only) to the I-270 ETL and HOT alternatives would be provided from West Gude Drive, which is currently only an overpass that is located between the MD 28 and Shady Grove Road interchanges. When this information about the likely number and location of “directly affect” properties, just discussed, is combined with these anticipated limitations on “direct-access” and “indirect-access” to the ETL and HOT Managed Lanes the following two very significant concerns are brought into sharper focus.
 - **First**, residents, businesses, and employees of businesses for a few miles on either side of I-270 from just north of Shady Grove Road going south to south of the Wootton Parkway overpass, will likely not be able to effectively use and directly benefit from either the HOT or ETL improvements being considered by this Study. That probably equates to a several tens of thousands of residents and perhaps a similar number of employees. Those residents, businesses, and employees of businesses will need to continue using the current general purpose lanes of I-270 when traveling between I-370 and I-495, and/or use the arterial and local roadways serving the broader areas along the “I-270 Corridor” between I-370 to the north and I-495 to the south extending out several miles east

and west from I-270 – that broader area has even more residents and employees.

- **Second**, this raises an equity issue for the several hundred or more of residents, particularly those living adjacent to I-270 who would be “directly affected” by the widening of I-270. If one of the HOT or ETL alternates is selected as the preferred alternate without further attempts to minimize the extent of the impact of those being “directly affected”, then those residents would also be extremely limited in partaking in and/or receiving any of the direct benefits of the managed lanes because neither “direct-access” nor “indirect-access” would be provided to the three nearest interchanges to their residents or places of work. **Yet use of the improvements would be available to numerous others who are not bearing the “personal cost” that enables the improvement to be implemented in the first place – that is a true equity concern.**

If that indeed would be the case, then it is seen as being a very inequitable situation. The uncertainty surrounding this potential scenario is very troubling to the residents who are likely to be “directly affected” by the improvement. **Even if** the MDOT/SHA and the P3 partner are able to significantly minimize the number of properties “directly affected” in this subsection of I-270, the limitation on those homeowners to gain access to and use the I-270 improvements Managed Lane Improvements will still be very troubling. Faced with similar circumstances, other Managed Lanes –P3 projects have included in the agreement actions to remediate similarly impacted users by: (1) having the selected bidder fund appropriate auxiliary capital improvements beyond the right-of-way of the main-line project, as well as (2) use an on-going portion of the collected tolls or other similar revenue to fund Transportation Demand Management, or similar transportation operations activities, on an on-going basis.

A critical question that needs to be answered by MDOT/SHA is that of – What is MDOT/SHA willing to do in requiring their P3 partner to work together to remedy this very inequitable situation? This is a question that can and should be asked of them by the Members of the Board of Public Works.

- **Propertied to be “Acquired”:** With respect to the second category of entire properties likely needing to be “acquired”, the Public Workshop handout indicates about 34 residential relocations and 3 business relocations would likely need to be done for Potential Phase 1 of I-495 improvements, between the George Washington Parkway in Virginia and I-95 in Prince George’s County. Most of the relocations of residents and business appear to be in the vicinity of MD 97 (Georgia Avenue). MD 97 (Georgia Avenue) interchange appears to be one of those along I-495 that would not receive “direct-access” to the ETL or HOT lane alternates; although some “indirect-access” is anticipated using “slip-ramps” between the general purpose lanes and the managed lanes to the west of MD 97 (Georgia Avenue). In addition, reliance of “direct-access” being provided at the relatively nearby US 29 (Colesville Road) Interchange would lessen somewhat the impact of no “direct-access” being provided at MD 97 (Georgia Avenue).

F. What about Transit Alternatives and Multi-modal Considerations? This is a major dual concern being expressed by many residents who live within the subject part of the I-270 Corridor. This discussion is based on the new information that has been recently been made available in the Workshop Handout, other material provided by MDOT/SHA, and related events since the last Public Workshop on May 16th that have been reported on in the newspapers. That new material helps to clarify the concern as well as begins to remedy an apparent and significant inconsistency in applying MDOT policy to the work of the study to date. These comments given next, when coupled with those of the next and last section of these comments, could lead to a mutually satisfying solution to MDOT as well as the residents and public officials representing this part of the I-270 corridor.

- The discussion in the Workshop Handout on, “What about Transit Alternatives?” points out that “...*previous studies have concluded that **no single solution**, either transit or highway, would provide significant relief to the long-term demand; therefore both are needed.*”... The implication is that this is “a policy” approach that the Maryland Department of **Transportation** is following in **all** of their Project Planning activities. Indeed, relative to the I-495 part of the study, the statement then notes that “...*The Capital Beltway/Purple Line Study was originally one planning study. As the Purple Line is under construction we are now studying the Beltway improvements*”... While that is seen as being good and consistent with the above “policy approach” of the MDOT, then why has not a similar and consistent consideration and approach been used for the I-270 part of the Study?

A rationale is then stated in the Workshop Handout that, “...*Although transit brings revenue through fares, it is not financially viable because it requires a major government investment/subsidies and the state does not have these financial resources.*” No analysis or summary of that is presented that supports that general statement – to the contrary, the approach by MDOT for the Purple Line overcome would could have been a similar rationale in that transportation corridor. The resulting Public-Private-Partnership arrangement that was worked out included MDOT providing some level of subsidy to harness the private sector ability to raise investment capital that was needed – unfortunately, doing a similar “policy approach” for the I-270 transportation corridor has not been used to date. A February 13, 2019 letter from MDOT Secretary Pete K. Rahn to several members of the Legislature, says on Page 6 that, “...*The second phase of the P3 Program (2a) will include I-270 from I-495 to I-370 and will anticipate an investment into the Corridor Cities Transitway....*” This anticipated intention of the MDOT is **not** referenced in the subsequent Workshop Handout distributed in April, 2019.

- Instead, that discussion goes on to note that relative to the I-270 corridor part of the Study, while the ...“*Constrained Long Range Plan (of MWCOG/TPB) proposes both highway and transit improvements, including the... Corridor Cities Transitway Bus Rapid Transit, and increased train capacity/frequency along MARC lines, this study is focused on the highway aspect of the plan...*” It is noted that this approach being applied to date for the I-270 part of the I-495 & I-270 Managed Lanes Study is **not consistent with the approach taken for the I-495 part of the Study, nor with the apparent “policy approach” of the Maryland Department of Transportation.**

- Recently, two activities involving transit considerations in the overall I-495 & I-270 Managed Lanes Study have been reported on in the press, with one being the subject of a Press Release by MDOT Secretary, Pete Rahn, establishing a new I-495 & I-270 Managed Lanes Transit Work Group.
 - 1) I-495 & I-270 Managed Lanes Transit Work Group: The Transit Work Group was formed and recently met for the first time on May 17th. The intent is for the Work Group to, ...” explore how managed lanes on I-495 and I-270 will complement and benefit local transit agencies in Frederick, Montgomery, and Prince George’s counties and Washington, D.C.” and ...” to determine how MDOT and local transit agencies can work together to move transit riders more quickly on the proposed managed lanes on I-495 and I-270.” Further, the MDOT/MTA Administrator Quinn is quoted as saying that, “Integrating transit opportunities into highway projects is key to meeting the comprehensive needs of the region.” Also quoted in the press release is the Director of Transit Services for Frederick County, Nancy Norris, who said, “I’m glad to see we are starting the process early – all as part of the same solution.” Such considerations of an improved interdependent collaboration among the transportation and transit agencies serving Maryland and the National Capital Region are very promising and are relevant to the concerns related to the consideration of transit being discussed in these comments.
 - 2) Possible Consideration of a Monorail for the I-270 Corridor: An article in the Washington Post on May 19th reported on the basic results of a privately funded study of providing a Monorail service along most of the entire length of I-270 from Frederick to the area of the Shady Grove Metrorail Station. The article indicates that six stations between would be provided, without giving any detail of their possible locations. It also noted in the article that: (1) a June 4th meeting with MDOT is being anticipated, (2) that the Chairman of the House Environment and Transportation Committee, Delegate Kumar P. Barve, from the legislative district representing parts of Rockville and Gaithersburg said that he intend to hold a public hearing on the idea before next year’s legislative session, and (3) other elected officials or interests in the I-270 Corridor jurisdictions are also referenced as indicating some support for consideration of the idea including (a) the Mayor of Gaithersburg, (b) the Gaithersburg-Germantown Chamber of Commerce, and (c) Frederick City Mayor O’Connor who is quoted as saying, “ No one is saying build a monorail tomorrow...but I think people are saying let’s figure out what a rigorous analysis looks like...I think it would be kind of foolish to not at least explore the idea with some seriousness”.
- There are at least three significant steps that that could be taken by MDOT to include a serious and meaningful study of transit and multi-modal considerations into the I-270 part of the overall I-495 & I-270 Managed Lanes Study, which would put it back into consistency, and actually result in an investment in transit related improvements being part of the P3 investment package serving the I-270 Corridor, which include the following steps:
 - 1) The Multi-modal Connectivity Screening Criteria: The Multi-Modal Connectivity Screening Criteria listed in the Workshop Handout should be

amended to read as follows: “...*Improving multi-modal connectivity by enhancing to and between existing and planned transit facilities near the corridor and accommodating new or modified transit service within the alternative.*”... From a transportation, regional, and statewide perspective, the “I-270 Corridor” is not just the roadway within the right-of-way of I-270, rather it does include the existing MARC and Amtrak train services as well as the County and MDOT/MTA planned Corridor Cities Bus Rapid Transit improvement, and the MD 355 Bus Rapid Transit Study, which are also component elements of “Visualize 2045”,. The National Capital Region Transportation Planning Board Constrained Long-Range Plan (CLRP). Other transit elements are contained in that CLRP, which are near and/or cross the right-of-way of I-270. Connectivity with them in the short and long-term needs to be a consideration of the design and selection of the alternates of the Managed Lanes Study.

- 2) Provision of Access and Egress Ramps near the Shady Grove Interchange to Anticipate Connectivity with the Corridor Cities Bus Rapid Transit system as it is Implemented, as well as Providing similar Connectivity with other Transit Facilities and/or Services: When planning and design was underway on the Metrorail system several decades ago, the design of the Bethesda Metrorail Station included a knock-out panel in the vault to facilitate a future southern entrance and connection to the likely use of the Georgetown Branch Railroad right-of-way as a transitway. The current Purple Line construction is making use of that past investment that was decided on about four decades ago, which today is lowering the current cost of providing connectivity between the transit lines and will enhance pedestrian access to employees and residents of Bethesda when the current construction is done. This example is cited here as there are similar opportunities with respect to the planned Corridor Cities Bus Rapid Transit (BRT) system and the assumed design for the interchange of Shady Grove Road with an improved I-270, which is a part of Potential Phase 2A of the subject Study. Another planned BRT, the North Bethesda Transitway, crosses the east and West Spurs of I-270. In addition, it is noted that other planned BRT lines cross Potential Phase 1 of I-495 at:
- (a) MD 650 (New Hampshire Avenue);
 - (b) MD 193 (University Boulevard);
 - (c) US 29 (Colesville Road);
 - (d) MD 97 (Georgia Avenue); and
 - (e) MD 355 (Wisconsin Avenue – Rockville Pike).

The Workshop Handout says that, “...**Public Buses** will be allowed to use the managed lanes to enhance transit mobility and connectivity to existing and planned transit facilities...”. Perhaps MDOT/SHA had already been considering to address and carryout that objective in the final design phase once the preferred alternate has been selected, whether for Potential Phase I for I-495 from Virginia to I-95 or for Potential Phase 2A for the lower portion of I-270. The recently announced Transit Work Group will be an excellent group to address this general topic and work with MDOT/SHA to identify and begin to plan for specific connectivity “direct-access” and “indirect-access” locations

that will facilitate such use by public buses. Consideration of the feasibility of priority “direct-access” could also be a topic of coordination by the Transit Work Group. Whatever the source, consideration of such potential connectivity features need to be allowed for **now** in the “Solicitation to Bidders”, packet under consideration by the Board of Public Works as the selected bidder will be better able to produce appropriate final designs as part of their role in the P3 partnership.

Returning to the Planned Corridor Cities Bus Rapid Transitway, the planned right-of-way crosses over the I-270 right-of-way within the area of the Shady Grove Road Interchange, and the provision of a structure to carry that transitway over I-270 is an essential and critical element of that future transit service that would terminate at the Shady Grove Metrorail Station. Thus, the MDOT/SHA final design for the selected alternate of this Study must allow for that future cross-over by including the “foot-print” of the foundations and column supports while the re-construction of the Shady Grove Interchange is being done. Further, the opportunity to provide for “direct-access” connectivity to the Managed Lanes of I-270 in the final design of the Interchange that similarly makes allowance for an anticipated set of ramp connections that could link to and from the busway right-of-way when the busway is constructed that could enable some routes on the CC-BRT to directly access the selected managed lane instead of going on to the Metrorail Station. Doing so will minimize future disruption to travelers and costs to the State, much like deciding about 40 years ago to have a “knock-out” panel in the Bethesda Metrorail Station has been a good investment for the State and transportation users.

Another example of potential connectivity to a planned transit improvement that appears to not yet been considered is the recent construction of the Montgomery Mall Transit Center, which is an anchor element of the planned North Bethesda BRT service. The “on-line map” tool clearly shows that new transit facility as literally being adjacent to the right-of-way of the I-270 West Spur, which was an intentional design aspect of locating that Transit Center. That was done to facilitate future “direct-access” connections onto I-270 for bus services coming to or leaving from that activity center. In addition, there are plans for the construction of a future parking garage adjacent to the existing Transit Center, which could provide opportunities for travelers from the North Bethesda and Potomac areas to use the garage in a park-and-ride manner and to let users of the activities associated with the mall area to have weekend seasonal parking for peak shopping and social activities. A somewhat similar dual use has been a feature of the parking garage at the Grosvenor Metrorail Station to serve Metrorail users as well as patrons of the Strathmore Music Center. That station is at one of the other ends of the planned North Bethesda BRT system. Again, these considerations could be included as items for discussion by the Transit Work Group, which could help obtain the transit connectivity objectives of the MDOT/SHA.

- 3) The current I-495 & I-270 Study anticipates the future consideration of other Potential Phases beyond those of Potential Phases 1, 2a, and 2B. One of those is termed Potential Phase 3B, which would consider similar improvements in the I-270 corridor north of Potential Phase 2A, to cover between I-370 and I-70 in Frederick. The current status of Potential Phase 3B is presented on Pages 3,4, and 8 of the “*Supplement to the Presolicitation Report for I-495 and I-270 P3 Program*” dated April 12, 2019, which was sent to members of the Maryland Board of Public Works by MDOT. In particular the Supplement says on Page 8 that, ...“*MDOT/SHA is beginning preliminary planning activities for I-270 from I-370 to I-70 in April 2019 using the I-270/US15 Multimodal Study Draft Environmental Impact Statement as a starting point.*”...

It is assumed that the current work being done for Potential Phase 2A for I-270 between I-495 and I-270 will also be among those used as it is intended by MDOT/SHA, and stated there, that this Potential Phase 3B Study ...“*will use previous studies as a foundation to reduce the time frame for the completion of the NEPA process.*”... It is noted that among the existing and planned multi-modal services in the Potential Phase 3B corridor are three that also serve the Potential Phase 2A corridor and beyond. Those elements of the regional Constrained Long Range Plan (CLRP) discussed above are: (a) the existing MARC and Amtrak train services, (b) the County and MDOT/MTA planned Corridor Cities Bus Rapid Transit improvement, and (c) the MCDOT planned MD 355 Bus Rapid Transit Service. It is interesting to note that the policy approach being taken by MDOT for Potential Phase 3B comes back to one of that “...**no single solution**, either transit or highways, would provide significant relief to the long-term demand; therefore both are needed”....

- Thus to this observer, there seems to be a new inconsistency developing in how MDOT/SHA will conduct Phase 3B with how they have so far been conducting Potential Phase 2A of the overall study. These dual inconsistencies could be troublesome to the ultimate approval of the NEPA processes for each of the I-270 related Potential Phases, and possibly for Potential Phase 1A as well. An approach that could address and eliminate this inconsistency, as well as the prior inconsistency discussed above, is presented next.

G. Potential Phasing – Can Modifications to the Proposed Potential Phasing be made so as to better meet Short-term and Long-term Purposes and Needs?

The Public Workshop Handout has proposed a “Potential Phasing” for implementing the selected alternate being studied for each of those Potential Phases. There are concerns being expressed here regarding: (1) does the same “generic type” solution need to be selected for each Potential Phase, (2) can the relative timing among the Potential Phases be modified and still achieve the purpose and need of the Study, and (3) can the specific groupings of which sub-phase is combined with another be changed? These questions are discussed next.

- **Does the same “Generic-Type” Solution Need to be Selected for Each Potential Phase of the Overall Study?:** From a regional transportation perspective the Capital Beltway, I-495, mainly serves circumferential patterns of

people in their travels in the Washington Region. From a Statewide and Interstate perspective the Capital Beltway, I-495, also mainly serves as a pathway for long distance travelers, and commercial trucking, to travel around the Washington region as they go to other destinations beyond the region. On the other hand, I-270 from a local and regional travel perspective is a radially oriented route that serves travelers heading towards and away from the central employment and activity “core” of the region in the District of Columbia and Arlington. Statewide and Interstate travelers try to avoid traveling to or through the “core” unless they have a clear purpose of going there. Thus, it can be said that I-495 and I-270 primarily serve two different and mostly independent travel markets. This has a bearing on the question of whether the Study alternates that are selected for each of the current Study Potential Phases of 1A, 2A, and 2B need to be the same or different “generic type” – for example, can Potential Phase 1 selected alternate be an ETL solution; Potential Phase 2A be a HOT Lane solution, and Potential Phase 2B be a Reversible Lane “generic type” solution?

Nothing that has so far been presented by MDOT/SHA indicates each Potential Phase must be the same “generic type” or that they could be different “generic types”. It is being suggested here that, Potential Phases 1, 2B, and 3A, which all are associated with I-495 have much more in common (circumferential travel around the area) with each other than each do with Potential Phase 2A and 3B, as both of those latter two phases are associated with I-270 (radial travel going towards the core of the region). Thus it is being posited that transportation improvement solutions to serve travel patterns associated with those for I-495 could be independent of the transportation improvement solutions that serve travel patterns of I-270. That would even more likely be the case if: (1) the juncture location/area of I-270 and I-495 (the I-270 East and West Spurs) can accommodate construction that has appropriate transitions, and (2) there are no or minor cost and/or financing considerations that mandate the pairing of the current Potential Phase 2A of a section of I-270 with current Potential Phase 2B of a section of I-495, as discussed next.

MDOT/SHA has already indicated that the anticipated construction scheduling for Potential Phase 1 will be about 2 years ahead of the construction scheduling currently anticipated for Potential Phase 2A. As such it is appropriate that the “on-line map” tool already does show some transitional design elements on the East and West Spurs of I-270 that would connect the current roadway configuration of the I-270 Spurs with the reconfigured partial interchanges with I-495. The faster construction pace for Potential Phase 1 of I-495 requires this independence from whatever “generic type” design solution will be selected by MDOT/SHA for Potential Phase 2A of the Study. Those design elements, presumably to be constructed as part of Potential Phase 1, must enable an improved I-495 to function independently of similar improvements or different solutions being selected for Potential Phase 2A for about 2 years, or even a longer time period. That would still be the situation until the construction and operation of the selected improvement for Potential Phase 2A of I-270 would

actually be done on I-270, even if it occurred 3 or 4 years after Potential Phase 1 was opened to traffic and operating.

- **Can the relative timing among the Potential Phases be modified and still achieve the purpose and need of the Study?:** MDOT/SHA has in the Workshop Handout given two reasons for the Potential Phasing – “...*This phasing would address the most congested freeway sections first and allow Phase 2A and 2B to be delivered concurrently.*”...The information presented in 2018 in the earlier step of the Study showed AM and PM relative congestion and slow average speeds for I-495 and I-270 for then-current conditions and future estimates for the No Build Alternate. Having Potential Phase 1 being I-495 from the American Legion Bridge to I-95 appears to make sense. However, it is not clear why Potential Phase 2A of I-270 from I-495 to I-370 needs to be phased concurrently and/or paired with Potential Phase 2B of I-495 from I-95 to west of MD 5 (Branch Avenue).

Existing congested conditions and slower speeds seem to be currently more severe on that section 2B of I-495 particularly for the PM traffic conditions while I-270 south of I-370 is not currently very congested or slow on average during the PM. While the congestion shown for the AM for I-270 south of I-370 was shown and still presently is heavily congested and has very slow speed, it is anticipated that the Innovative Congestion Management (ICM) Project (previously discussed above) that is currently under construction will result in a short-term lessening of congestion and increase the average speeds of the current slower average speeds; as well as improve trip reliability, particularly in the AM. Thus, having what is now labeled as Potential Phase 2B proceeding before what is now labeled as Potential Phase 2A could be seen as being more in keeping with the purpose and need of the Study.

- **Can the specific grouping of which sub-phase is combined with another be changed?** Potential Phase 2A of I-270 from I-495 to I-370 has a lot more in common with the planning for Potential Phase 3B of I-270 from I-370 to I-70 in Frederick (which is just beginning it's study), than it does with Potential Phase 2B of I-495 from I-95 to west of MD 5 (Branch Avenue) in Prince George's County. A blending of Potential Phase 3B with 2A could strengthen their interdependence and help in better addressing common concerns for Potential Phases of 2A and 3B. In particular, **extending** the timing of the study and design of Potential Phase 2A (between I-495 and I-370) and a **speeding up** the study and design of Potential Phase 3A (between I-370 and I-70) could perhaps target a completion of a “blending” of the two project planning studies to be completed, and a selection of a private sector partner made, perhaps 3 years after the beginning of construction of Potential Phase 1A on I-495. That would be one year after the current target of MDOT/SHA for Potential Phase 2A but **perhaps several years ahead** of a currently likely completion for Potential Phase 3B.

Such an extension could give more time to address the impact concerns currently being voiced for Potential Phase 2A, including having one or more blended highway and transit solutions that satisfies the MDOT/SHA policy that, ...**“no single solution, either transit or highway would provide significant relief to the long-term demand...”**. In addition, the speeding up of the target completion for Potential Phase 3B would be a very good outcome for those residents and employees of Gaithersburg.

Germantown, and Clarksburg in Montgomery County and of Frederick City and County and beyond, who are looking forward to getting such “congestion relief” and improved transit service **as soon as possible**; that will also fit well with MDOT/SHA obtaining the “congestion relief” and other purposes and needs of both Phases.

Along with such a “blending” could also include a “decoupling” of Potential Phase 3B in Montgomery and Frederick Counties, from Potential Phase 3A in Prince George’s County, which currently is how MDOT/SHA intends to package the P3 Solicitations. Perhaps a similar switch and coupling could occur for Potential Phases 2B and 3A, both of which are associated with I-495 in Prince George’s County. In that phasing option, Potential Phase 2B’s timing can be similarly extended somewhat and Potential Phase 3A accelerated as well. Another benefit of the switching around the sequencing and pairing of the Potential Phase 2 and Potential Phase 3 components is that these suggested switches would also result in the physical location of the construction work and operations activities of the selected P3 bidders having closer spatial proximity to their work, which would otherwise be separated by many miles of very heavy and still slow traffic. That would be the case particularly for this Potential Phase pairing as moving of construction vehicles and personnel back and forth between construction activities in Upper Montgomery County / Frederick County and the other part of the project in Eastern Prince George’s County would be very difficult. Thus, the regrouping of the Potential Phases suggested here: could remove some of the bidder costs and decrease some of the bidder uncertainty and risks – such a net effect could likely be less costly sets of bids from which MDOT/SHA could select bidders and a likely faster completion of the overall Managed Lanes Study being fully opened, all other things considered equal.

In conclusion these comments now focus back on the whole I-270 corridor and concerns raised, and solutions suggested, associated with the planning for Potential Phase 2A, the part of I-270 Corridor between I-495 and I-370, which are described above. The following summary indicates how such a blending of Potential Phase 2A and Potential Phase 3B can help all “interests” better address the concerns identified above. Note: This discussion is given in the “reverse order” to which they were identified above to show how first focusing on ‘big picture’ statewide issues can lead to resolving the more “localized concerns”.

F. Transit and Multi-modal Concerns: A blended study of the entirety of the I-270 Corridor could quickly begin to consider sets of mixed alternate roadway and transit “congestion relief solutions”, recognizing that both are needed and that there is “no single solution” of one without the other. That would build upon the current demand analyses already done for Phase 2A and explicitly review the transit related results for: (1) the existing and planned improvements for commuter rail and (2) demand and usage estimates for Bus Rapid Transit using the planned Corridor Cities Transitway right-of-way and the MD 355 Bus Rapid Transit North Corridor and perhaps the MD 355 Bus Rapid Transit South Corridor as well. That could include connectivity considerations developed though the Transit Work Group as to how bus services could better use the Managed Lanes alternates. Other examples would include how allowance for connections to future transit services can be made near the Shady Grove Interchange as well as for the planned northern crossing near Century Boulevard between Germantown

and Clarksburg. Alternate means could be studied of providing service to and from Frederick City, as well as intermediate locations within Frederick County, such as Urbana, whether by bus, bus serviced by park and ride lots, other ride-sharing approaches, and/or commuter rail. Consideration of the feasibility of a Monorail based improvement serving this corridor could also be paired with one of the highway oriented solutions.

- E. Addressing Concerns of the “Directly Affected” Property Owners: More time would be welcomed to get better information on the “directly affected” properties that accounts for a near-final or final design solution of the managed lane alternates, before the selection of a P3 bidder for I-270. During that time, estimates can be made of the sub-sets of forecasted users of the managed lane alternates that: (1) use the current assumptions for access to the managed lanes as well as (2) how those quantities may change if some additional access options were to be provided to use the managed lanes. The impact on future employees traveling to the area can also be specifically assessed. Such analyses could be more in the nature of “sensitivity” analyses rather than “full runs” of the regional forecasting models by MWCOG/TPB. That will also give sufficient time for the report being prepared on the details of the overall travel and traffic forecasting to be released and reviewed prior to the set of public meetings and before the selection of the combined managed lanes and transit solutions bidder. That not being the case was a specific concern raised in one of the recent Workshops.
- D. Sufficient Access to the Managed Lanes by Local Residents: More time to address and consider sub-options for the possible provision of additional “direct-access” and “indirect-access” locations for parts of I-270, particularly between the Montrose Road and Shady Grove Road interchanges with I-270. Such new information would be welcomed by the residents and businesses in that general area as it also could be used to develop estimates of the magnitude of “cut-through-traffic”, particularly by residents of the broader area who would not have effective access and egress to the managed lanes. That examination of options may show there are no, or only very limited opportunities, to enhance the number and locations of access points. That may be an outcome of such more detailed analyses of the demand forecasts that have already been made. Studying whether additional access to the managed lanes is possible or not would be helpful in gaining acceptance of whatever outcome is selected by MDOT/SHA.
- C. Lessen I-270 Being a Barrier to Local Travel and Circulation: Consideration of improvements within the corridor that can improve cross-traffic, which is oriented in a “perpendicular” manner to I-270, that could be obtained from: (1) the continuation of short-term congestion relief projects and Travel Demand Management activities, and/or (2) operational improvements and short term construction projects needed to reduce or eliminate impacts of the construction. Whether such projects could become permanent and reduce the long-term effect of I-270 being a barrier to local travel and circulation could also be considered. It may also be possible to conduct such traffic circulation analyses using the full regional transportation models and/or “select link analysis” of prior ones.
- B. Lessening the Short and Longer-term Impacts of Reconstruction of All of the Interchanges: Better study and document the likely short-term impacts of the

reconstruction of all or most of the interchanges along I-270, which may take a several year time period while maintaining traffic. Based on that new information, propose short-term traffic diversions and congestion relief actions that can be taken during the period of construction. Evaluate and propose alternate sets of such improvements that also account for local bus circulation and other multi-modal considerations in a coordinated fashion with the Transit Work Group. After public review of as part of the Public Workshops, work with the District Offices of SHA and local staffs to stage potential construction impact improvements into ones that: (1) the P3 contractor would be responsible for due to the need to maintain traffic, and 2) State, county, transit or municipal agencies would need to do so that such actions can be made part of the construction and operating programs of the respective agencies.

A. Lessening the Short-term Impacts of Each Construction Phase Along I-270:

Better study the very short term congestion impacts associated with each of the various construction stages in accord with the MDOT/SHA policy and procedures for Transportation Management Plans. That would include: (1) removing the current express lanes, HOV lane, and general purpose-local lanes in coordination with the current Innovative Congestion Management Project for I-270, (2) expanding the scope and duration of the ICM project; (3) preparing sets of likely construction and/or operations projects, to be part of the maintenance of traffic responsibilities of the selected bidder, and (4) identifying which ones, if any, would be the responsibility of the SHA or MTA, the counties, transit agencies, or the municipalities.

Prepared May 21, 2019 by:

████████████████████
████████████████████
Rockville, MD 20854

I served as Chief of Transportation Planning for MNCPPC between 1973 and 1992 advising the Planning Board, the County Council, and members of Montgomery County's Delegation to the State Legislature. That advice included giving support to the decision making for Metrorail and bus improvements; planning that supported the Inter County Connector; implementation of the County's Adequate Public Facilities Ordinance; the precursor planning that became the Purple Line; and studies that have preserved the right-of-way for the Corridor Cities Transitway, now planned as a Busway.

For the past 25 years I have worked nationally on similar issues as well as consulting for the State, Baltimore and Washington Regions, and Montgomery County, until I recently retired. For the past 41 years I have lived in Rockville, just west of I-270. Since last summer I have been following the project planning for improvements to I-270.

I feel a personal responsibility to: (1) provide support to my neighbors to help lessen the significant negative impacts that the current alternate improvements to I-270 would have on them, and also (2) advocate the importance that the likely transportation improvements truly benefit most, and hopefully all, transportation users and businesses statewide and locally.

[REDACTED]

May 23, 2019

Mr. Jeffrey Folden
MDOT SHA
via email: 495-270-P3@sha.state.md.us
jfolden1@sha.state.md.us

Dear Mr. Folden:

We all recognize that, as members of society, the needs of the others sometimes take precedence over our own needs and desires. But in our society, we have a history of exercising considerable restraint before we trample on the rights and property of individuals. The need to take property or to degrade someone's home or business has to be compelling, and all other options have to have been considered seriously. And, of course, we have to compensate people appropriately for the sacrifices we ask of them.

Given that history, what does it say for our society that we are currently rushing to make decisions that will have implications for decades to come, and brushing over an exploration of all the implications of these decisions, and all the options to mitigate them? What does it say that we are seriously contemplating taking homes, historical sites, and parkland, and imposing greater noise and pollution on a segment of the population—just to provide land for toll lanes on the Beltway that will mainly benefit the 1 percent? What does it say for a process that is so opaque that those affected will not know how much protection they will be given from the increased noise and pollution until all the decisions have been made and there is no longer any recourse for those affected?

Why do we find ourselves at a moment in time where we are considering expanding the Beltway to put in toll lanes, when we have not fully considered all alternatives, such as increasing public transportation to alleviate the congestion problem we are trying to address? Given that the American Legion Bridge is the real bottleneck, why is this project seemingly moving forward ahead of plans to expand the bridge? Why have we ignored some evidence that toll lanes really have not been as effective as anticipated? Why have we not considered simply expanding the Beltway for all users? Why are we insisting on using outdated studies on the noise pollution the Beltway inflicts on neighboring communities? And why are we being so secretive and vague about how much we will implement measures like walls around the Beltway to minimize the impact on those whose homes border the highway?

I urge everyone involved in this project to step back and rethink the approach that now seems to be on the table. Improvements in public transportation should be more seriously examined and publicly discussed as an alternative to the Beltway expansion. Ways should be found to preserve parkland and elements of our cultural heritage. Firm commitments should be made to those affected as to where there will be sound barriers built along with any highway construction. The final decision should not be left to the contractor at some later time.

This is the minimum that we owe to those who will bear the brunt of the impacts of the construction process and the Beltway widening.

Sincerely,

[REDACTED]



DEPARTMENT OF LEGISLATIVE SERVICES
OFFICE OF POLICY ANALYSIS
MARYLAND GENERAL ASSEMBLY

Victoria L. Gruber
Executive Director

Ryan Bishop
Director

January 7, 2019

The Honorable Edward J. Kasemeyer
Chair, Senate Budget and Taxation Committee
3 West Miller Senate Building
Annapolis, Maryland 21401-1991

The Honorable Maggie McIntosh
Chair, House Appropriations Committee
121 House Office Building
Annapolis, Maryland 21401

The Honorable Anne R. Kaiser
Chair, House Ways and Means Committee
131 House Office Building
Annapolis, Maryland 21401-1991

Dear Chairmen:

By letter dated December 11, 2018, and received on December 12, 2018, the Maryland Department of Transportation (MDOT), together with the Maryland Transportation Authority (MDTA), submitted a presolicitation report providing their justification to conduct a series of public-private partnership (P3) procurements to add managed toll lanes to the Maryland portion of the Capital Beltway (I-495) and to I-270 extending from I-495 to Frederick (I-495 and I-270 P3 Program). This is the second P3 project submitted for review under the procedures established by P3 legislation passed during the 2013 session (Chapter 5). Pursuant to this legislation, § 10A-201 of the State Finance and Procurement Article requires the submission of a presolicitation report to the budget committees (defined as the Senate Budget and Taxation Committee, the House Appropriations Committee, and the House Ways and Means Committee), the Comptroller, the State Treasurer, and the Department of Legislative Services (DLS). The budget committees have no more than 45 days to review and comment on the presolicitation report unless the value of the proposed P3 exceeds \$500 million, in which case the committees may request an additional 15 days. The initial review period ends on January 26, 2019. Since the estimated cost of the proposed P3 program exceeds \$500 million, were the additional 15 days to be requested, the review period would extend to February 10, 2019.

P3 Legislation Overview

Chapter 5 established a State policy on the use of P3s in Maryland. In order to ensure adequate State oversight, this legislation also established a notification and review process,

January 7, 2019

Page 2

including legislative review at multiple stages that must be followed before the Board of Public Works (BPW) may approve a P3 agreement. As described in more detail in **Appendix 1**, this process involves the following steps:

- a presolicitation report explaining and justifying the decision to procure a project using a P3 is submitted to the budget committees, the Comptroller, the State Treasurer, and DLS for review and comment;
- after the review and comment period, the reporting agency obtains an official designation from BPW that the project will be procured as a P3;
- the reporting agency follows a process that it has established by regulation to select a P3 partner and negotiate an agreement for project delivery;
- the reporting agency submits the P3 agreement simultaneously to the budget committees, the Comptroller, the State Treasurer, and DLS for review and comment;
- the Treasurer is required, in coordination with the Comptroller, to analyze the impact on the State's capital debt affordability limits of the proposed P3 agreement and to submit that analysis to the budget committees and to DLS;
- the review period is limited to 30 days from the date that the agreement is submitted; and
- following the 30-day review and comment period, BPW may approve or disapprove the P3 agreement.

I-495 and I-270 P3 Program

On September 21, 2017, the Governor Lawrence J. Hogan, Jr. Administration announced its plan to add four new toll lanes (two in each direction) to the Maryland portion of I-495 and to I-270 while maintaining existing lanes as non-tolled. Carrying out this plan, however, is contingent on development of an environmental impact statement (EIS) through the National Environmental Policy Act (NEPA) process for which the toll lanes, as proposed, are the selected alternative because federal funding (grants and/or loans) is expected to support the project.

On March 16, 2018, the Federal Highway Administration issued a Notice of Intent to prepare the I-495 and I-270 Managed Lane Study (MLS) EIS. The MLS limits, however, do not encompass the entirety of the road network to which adding toll lanes is being proposed; the MLS study limits extend on I-495 from just south of the George Washington Memorial Parkway in Virginia on the western side of the Capital Beltway to just west of MD 5 on the eastern side of the Capital Beltway and on I-270 (including the spurs) from I-495 to just north of I-370. MDOT

January 7, 2019
Page 3

anticipates subsequent environmental studies under the P3 program to begin in 2019 and to extend along I-270 from I-370 to I-70 and on I-495 from just west of MD 5 to the Woodrow Wilson Bridge. The I-495 studies will be coordinated with and carried out in conjunction with the Virginia Department of Transportation.

Currently, the MLS has 15 identified alternatives under consideration (3 of which have multiple iterations), many of which do not include toll lanes and 4 of which include conversion of one or both of the existing high occupancy vehicle (HOV) lanes on I-270. **Exhibit 1** summarizes the MLS alternatives under consideration. MDOT/MDTA indicate that, should an alternative be selected in the NEPA process that does not involve priced managed lanes, the P3 solicitation would not proceed.

**Exhibit 1
Managed Lanes Study Alternatives**

<u>Alternative/Description</u>	Involves Priced Managed Lanes	Involves I-270 HOV Lane Conversion
#1 No Build (Existing): All projects in Constrained Long-Range Plan (CLRP)(including I-270 Innovative Congestion Management (ICM) improvements)		
#2 Transportation Systems Management (TSM)/Travel Demand Management (TMD): Solutions along I-495 and I-270: restriping within existing pavement, peak period shoulder use, ramp metering and Active Traffic Management (ATM) strategies		
#3 Add 1-General Purpose (GP) Lane: Add one general purpose lane in each direction on I-495 and I-270		
#4 1-Lane, High-occupancy Vehicle (HOV) Managed Lane Network: Add one HOV lane in each direction on I-495 and retain existing HOV lane in each direction on I-270		
#5 1-Lane, Priced Managed Lane Network: Add one priced managed lane in each direction on I-495 and convert one existing HOV lane in each direction to a priced managed lane on I-270	✓	✓
#6 Add 2 General Purpose Lanes: Add two general purpose lanes in each direction on I-495 and I-270		

January 7, 2019

Page 4

<u>Alternative/Description</u>	<u>Involves Priced Managed Lanes</u>	<u>Involves I-270 HOV Lane Conversion</u>
#7 2-Lane, High-occupancy Vehicle Managed Lane Network: Add two HOV managed lanes in each direction on I-495 and retain one existing HOV lane and add one HOV managed lane in each direction on I-270	✓	
#8 2-Lane, Priced Managed Lanes Network on I-495, 1-Lane Priced Managed Lane and 1-Lane HOV on I-270: Add two priced managed lanes in each direction on I-495 and add one priced managed lane and retain one HOV lane in each direction on I-270	✓	
#9 2-Lane, Priced Managed Network: Add two priced managed lanes in each direction on I-495 and convert one existing HOV lane to a priced managed lane and add one priced managed lane in each direction on I-270	✓	✓
#10 2-Lane, Priced Managed Lane Network and 1-Lane HOV Managed Lane Network on I-270 Only: Add two priced managed lanes in each direction on I-495 and on I-270 and retain one existing HOV lane in each direction on I-270 only	✓	
#11 Collector/Distributor on I-495: Physically separate traffic using collector-distributor (C-D) lanes, adding two GP lanes in each direction on I-495; retain existing lanes on I-270		
#12A Contraflow on I-495: Convert existing general purpose lane on I-495 to contraflow lane during peak periods		
#12B Contraflow on I-270: Convert existing HOV lane on I-270 to contraflow lane during peak periods while maintaining GP lanes		✓
#13A Priced Managed, Reversible Lane Network on I-495: Add two priced managed reversible lanes on I-495	✓	
#13B Priced Managed, Reversible Lane Network on I-270: Convert existing HOV lanes to two priced managed reversible lanes on I-270 while maintaining GP lanes	✓	✓
#14A Heavy Rail: Construct heavy rail transit parallel to the existing I-495 and/or I-270 corridors		
#14B Light Rail: Construct light rail transit parallel to the existing I-495 and/or I-270 corridors, such as the Purple Line currently under construction		

<u>Alternative/Description</u>	<u>Involves Priced Managed Lanes</u>	<u>Involves I-270 HOV Lane Conversion</u>
#14C Fixed Guideway Bus Rapid Transit (Off Alignment): Construct fixed guideway bus rapid transit (BRT) along a new alignment parallel to the existing I-495 and/or I-270 corridors		
#15 Dedicated Bus Managed Lane on I-495 and I-270: Add one bus lane in each direction on I-495 and I-270		

Source: I-495 and I-270 P3 Program website

Proposed P3 Structure

MDOT/MDTA are proposing to enter into a series of revenue-risk Design-Build-Finance-Operate-Maintain agreements with private developers (concessionaires) to construct, operate, and maintain priced managed lanes along segments of the interstate system within the I-495 and I-270 P3 Program boundaries. Priced managed lanes are toll lanes that utilize variable tolling to optimize traffic flow. Concessionaires would be entitled to toll revenue generated by the facility, net of debt service on MDTA bonds if issued for the project, over the term of the agreements that are expected to be 50 years. Concessionaires will retain the risk that toll revenues will be sufficient to cover their costs and provide a return on their investments. Concessionaires may finance their construction responsibilities through equity and debt that has no recourse to MDOT/MDTA nor to the State of Maryland. Such debt may include a combination of federal Transportation Infrastructure Finance and Innovation Act loans, taxable debt (bank or private placement) or private activity bonds. MDOT/MDTA indicate that the number of segments/concessions into which the program will be divided has not yet been determined but that preliminary analysis suggests five segments may optimize competition by keeping project sizes manageable for more construction firms. Agreements would include technical and performance requirements dictating the work to be performed and the condition of the facility at the end of the term (known as hand-back conditions). The State of Maryland would own the facilities over the life of the agreement, and MDTA would set and collect tolls under its statutory authority and provide net toll revenue to the concessionaires after deducting revenue sufficient to cover its costs and to pay debt service on any bonds that it issues to fund associated public infrastructure in the corridor. The construction value of the I-495 and I-270 P3 Program is identified in the presolicitation report at \$9 billion to \$11 billion (in 2017 dollars).

January 7, 2019

Page 6

Agency Presolicitation Proposal

State Finance and Procurement Article § 10A-201 prohibits a reporting agency (in this case MDOT/MDTA) from issuing a public notice of solicitation for a P3 until a presolicitation report is submitted that:

- states the specific policy, operational, and financial reasons for pursuing a P3;
- identifies the anticipated value of the proposed P3; risks and benefits to the State; and any potential workforce, economic development, or environmental implications;
- evaluates, if relevant and to the extent necessary, the risks and benefits of a P3 including benefits such as expedited asset delivery, cost savings, risk transfer, net new revenue, state-of-the-art techniques for asset development or operations, efficiency of operations, maintenance via innovative management techniques, and expertise in accessing and organizing the widest range of financial resources; and
- includes, if relevant and to the extent possible, information prepared in consultation with the Department of Budget and Management (DBM) related to debt affordability, the proposed solicitation process, and a statement of intent to use the exemption from the requirements of Division II of the State Finance and Procurement Article as set forth in § 11-203.

Each of the required elements are discussed below.

Policy, Operational, and Financial Justification for Pursuing a P3

The presolicitation report indicates that the fundamental value of a P3 delivery, in this instance, is that it will enable the construction of toll lanes, (and thereby reduce traffic congestion in the program corridor) for which no public plans for funding or financing exist. MDOT/MDTA indicate that there is no capacity to fund these projects within either agency's capital program. The use of Consolidated Transportation Bonds would cause a breach of MDOT's debt cap and would reduce debt capacity for other State tax-supported debt such as schools and other State facilities, and insufficient capacity exists under MDTA's statutory debt cap. MDOT/MDTA also cite the transfer of toll revenue risk to the concessionaires as a benefit of using a P3 delivery method.

January 7, 2019

Page 7

Value; Risks and Benefits; and Potential Workforce, Economic Development, and Environmental Implications

Value

The value of the proposed P3 program identified by MDOT/MDTA is a construction investment in transportation infrastructure of between \$9 billion and \$11 billion (in 2017 dollars) that will provide traffic relief within the program corridor. Additionally, the cost of operations and maintenance is estimated at \$80 million per year in current dollars, which equates to \$4 billion over the 50-year concession. These costs will be transferred to private developers whose project related debt will be non-recourse to the State of Maryland.

Risks and Benefits

The presolicitation report identifies several risks associated with the I-495 and I-270 P3 Program along with actions planned to mitigate these risks. **Exhibit 2** provides a summary of identified risks and mitigation actions.

Exhibit 2

I-495 and I-270 P3 Program Risks and Planned Mitigation

<u>Risk</u>	<u>Planned Mitigation</u>
Priced managed lanes construction is not funded, and congestion relief to the region is not provided	P3 agreements enable the State to deploy private capital to build, operate, and maintain the facilities.
Facilities perform poorly in operations	Reporting agencies will require adherence to performance-based technical specifications throughout the term of the agreements and will enforce provisions by applying damages against the developer as necessary.
Financial close is not achieved	The solicitation process will ensure qualified developers with experience financing complex transactions will be shortlisted and that contractors will have adequate performance and payment security capacity.
Traffic and revenue are lower than expected	Credit rating agencies will rely on independent technical and traffic advisors to review each proposer's cost and revenue projections and their project management and delivery plans.

P3: public-private partnership

Source: Maryland Department of Transportation and Maryland Transportation Authority, *Presolicitation Report: I-495 and I-270 P3 Program*, December 2018.

January 7, 2019

Page 8

Major benefits identified in the presolicitation report are:

- program feasibility and accelerated delivery – as mentioned earlier, there are no plans to procure these facilities with public funding and financing;
- whole lifecycle planning and cost optimization – the concessionaires will be responsible for constructing, operating, and maintaining the facilities according to performance specifications for the 50-year term of the agreements; and
- risk transfer – the concessionaires will assume responsibility for financing, constructing, operating, and maintaining the facilities, and all financing is non-recourse to the State.

Potential Workforce, Economic Development, and Environmental Implications

The presolicitation notes that the I-495 and I-270 P3 Program will create local employment opportunities during construction with an estimated \$9 billion to \$11 billion in capital costs (in 2017 dollars) and cites a study by the Council of Economic Advisors that calculates that each \$1 billion in construction expenditures creates 13,000 job years including direct, indirect, and induced employment. The reporting agencies intend to include a requirement in the solicitations for the identification, training, and mentoring of new workers by concessionaires and note that the agreements will require compliance with State and federal fair labor practices and wages and will include goals for minority, disadvantaged, and/or small business participation.

With respect to economic development, the presolicitation report notes that the significant amount of construction expenditures will have a positive impact on the region's economy and that the resulting traffic congestion relief will reduce commute times and thereby improve general worker productivity and reduce freight travel times, thereby allowing for more efficiency and the potential for increased economic output.

MDOT/MDTA indicate that the MLS will identify potential impacts to natural, cultural, and socioeconomic resources of the selected alternative and that the facilities will be designed to completely avoid, minimize to the extent feasible, or mitigate impacts (if complete avoidance is not possible). The reporting agencies will be required to follow through on all commitments outlined in the Final Environmental Impact Statement/Record of Decision, and these commitments will be included in any P3 agreement. MDOT/MDTA note that roadway congestion has been shown to lead to higher concentrations of harmful air pollutants near the roadway, and the proposed program should reduce such concentrations by reducing congestion.

Debt Affordability

Given the proposed structure of the P3 with all financing provided by the concessionaires and any debt of the concessionaires to be non-recourse to the State, MDOT/MDTA indicate that it

January 7, 2019

Page 9

is anticipated that the P3 Program will have no impact on the State's debt capacity. MDOT/MDTA consulted with DBM and indicate that it agreed with this assessment. MDTA is expected to issue bonds within its statutory bonding authority. However, these bonds will be repayable solely from tolls generated from the new facilities and will not impact the debt coverage of MDTA's outstanding bonds. These bonds will be subject to MDTA's statutory debt cap, but sufficient capacity exists for the estimated bond issuance levels.

Proposed Solicitation Process and Statement of Intent to Use Exemption from Requirements of Division II of the State Finance and Procurement Article

In the presolicitation report, MDOT/MDTA provide notification that they intend to use the exemption from Division II procurement requirements allowed by § 11-203 of the State Finance and Procurement Article and will instead follow the competitive solicitation process for P3s contained in their respective P3 regulations. **Exhibit 3** shows the anticipated P3 Program milestone schedule for the initial solicitation. Subsequent solicitations are projected to reach financial close within 12 to 18 months of the prior P3 agreement. The estimated date by which the entire program would be fully operational is 2029 or 2030.

Exhibit 3

Estimated Procurement Milestones for the Initial P3 Solicitation

<u>Milestone</u>	<u>Date</u>
Industry forum held for potential teaming partners	December 2018
BPW approval of P3 designation	February 2019
Request for Qualifications released to industry	April 2019
Shortlist of qualified teams announced	Q2 of 2019
Draft RFP released to shortlisted teams	Q3 of 2019
Final RFP released to shortlisted teams	Q1 2020
Technical/financial proposals due	Q3 2020
Selection of preferred bidder	Q3 2020
BPW approval of P3 agreement(s)	Q4 2020
P3 agreement(s) executed	Q4 2020
Financial close	Q4 2020

BPW: Board of Public Works

P3: public-private partnership

RFP: Request for Proposals

Source: Maryland Department of Transportation and Maryland Transportation Authority, *Presolicitation Report: I-495 and I-270 P3 Program*, December 2018.

January 7, 2019

Page 10

Issues

There are two main issues raised by submission of the presolicitation report for the I-495 and I-270 Program. The first issue is the lack of specificity for what will actually be procured. As discussed above, there are 15 alternatives being considered for the corridor, 7 of which involve priced managed lanes that would be procured as a P3 if selected. Within the subset of alternatives involving priced managed lanes, the number of lanes that would be constructed vary from one in each direction on I-495 only (with conversion of the I-270 HOV lanes, one in each direction, to priced managed lanes) to two lanes in each direction on both I-495 and I-270. The complexity and capital costs of constructing two lanes in each direction on both roadways would be considerably higher than the construction of a single lane in each direction on I-495 and conversion of the HOV lanes on I-270. This difference could lead to different conclusions on the costs and benefits of using a P3 procurement.

The second issue with the presolicitation report is the lack of a rigorous effort to evaluate the possibility of MDTA constructing any toll lanes chosen as the preferred alternative. The purpose of a presolicitation report is to justify the use of a P3 in lieu of a conventional procurement. Without a good understanding of how a conventional procurement would work for a particular project, it is impossible to adequately evaluate whether a P3 procurement would be better. The presolicitation report notes that MDTA has insufficient room under its debt cap; however, the cap could be increased or a separate, project-specific, debt cap could be established through legislation. The presolicitation report indicates that use of a P3 will shift funding responsibility to the developer. This, however, is a mischaracterization since the only source of funding is user tolls. Any equity investment provided by a concessionaire will be recouped with interest from toll revenue. If toll revenues are sufficient to cover a concessionaire's debt service, operating and maintenance costs, and return on investment, they should be sufficient to allow MDTA to procure the project using one or more design build contracts. The report does not provide a complete analysis to demonstrate that a P3 is more financially advantageous to the State.

Recommendations

The budget committees should request the reporting agencies to withdraw this presolicitation report and resubmit it only after the MLS draft EIS has been adopted and only if priced managed lanes are part of the selected locally preferred alternative. The committees should further request that any future presolicitation report related to this project provide a detailed comparison between the proposed P3 and procurement by MDTA using design build contracts. In addition, the General Assembly should amend the P3 statute to prohibit the submission of a presolicitation report prior to the availability of a draft EIS for any project that would require development of an EIS.

January 7, 2019

Page 11

If you need any additional information, please contact Steven D. McCulloch at (410) 946-5530.

Sincerely,

A handwritten signature in blue ink that reads "Ryan Bishop". The signature is written in a cursive style.

Ryan Bishop
Director

RB/SDM/km

Enclosure

cc: President Thomas V. Mike Miller, Jr.
Speaker Michael E. Busch
Senator Nancy J. King
Members, Senate Budget and Taxation Committee
Members, House Appropriations Committee
Members, House Ways and Means Committee
Secretary David R. Brinkley
Secretary Pete K. Rahn
Ms. Victoria Gruber

Appendix 1

Public-private Partnerships Process as Required by Chapter 5 of 2013

<u>Action</u>	<u>Requirements</u>
<p>Reporting agency submits a presolicitation report to the Comptroller, State Treasurer, budget committees, and the Department of Legislative Services (DLS).</p>	<p>Generally, a presolicitation report shall include:</p> <ul style="list-style-type: none"> ● the specific policy, operational, and financial reasons for pursuing a public-private partnership (P3); ● the anticipated value of the proposed partnership, including the risk and benefits to the State, and any potential workforce, economic development, or environmental implications; and ● to the extent possible, a preliminary summary of the proposed solicitation process and a preliminary analysis on debt affordability. <p><i>Review and Comment Period</i></p> <ul style="list-style-type: none"> ● Following the submission of a presolicitation report, the budget committees have 45 days to review and comment on the report. ● If the value of the proposed P3 exceeds \$500 million, the budget committees may request a total of 60 days to examine the report.
<p>Reporting agency seeks an official designation by the Board of Public Works (BPW) of the public infrastructure asset as a P3 and approval of the solicitation method.</p>	<p>The request for official designation and approval must:</p> <ul style="list-style-type: none"> ● include a copy of the presolicitation report and a preliminary solicitation schedule; ● describe the process for soliciting, evaluating, selecting, and awarding the P3; ● outline the organization and contents of the public notice of solicitation; and ● provide a summary of the key terms of the proposed P3 agreement and any other information determined to be relevant by the reporting agency. <p><i>Review and Comment Period:</i> While there is no specific timeframe for BPW action, the request for official designation and approval takes place after the review and comment period on the presolicitation report has elapsed and before issuing a public notice of solicitation.</p>

<u>Action</u>	<u>Requirements</u>
<p>Reporting agency issues a Public Notice of Solicitation for a P3.</p>	<p>At this step, the reporting agency reviews the responses of qualified bidders, makes certain responsibility determinations, and ultimately selects and negotiates the terms of the proposed agreement with the winning bidder.</p>
<p>Reporting agency submits a copy of the proposed agreement simultaneously to the Comptroller, the Treasurer, the budget committees, and DLS.</p>	<p>BPW may not approve a P3 agreement until:</p> <ul style="list-style-type: none"> ● an analysis is conducted by the State Treasurer, in coordination with the Comptroller’s Office, on the impact of the P3 on the State’s capital debt affordability; ● the aforementioned analysis is submitted to the budget committees and DLS; ● the budget committees have reviewed and commented on the analysis; and ● the reporting agency, in consultation with the Governor’s Office of Small, Minority, and Women Business Affairs, the Office of the Attorney General, and the private entity, establishes reasonable and appropriate minority business enterprise participation goals and procedures for the project. <p>Review and Comment Period: The period for review, analysis, and comment may not exceed 30 days from the date that the proposed P3 agreement was submitted simultaneously to the Comptroller, the Treasurer, the budget committees, and DLS.</p>

Source: Department of Legislative Services

AppC_Attachment_060419_AN_Online

May 14, 2019
Silver Spring, MD

Dear Governor Hogan, Comptroller Franchot, and Treasurer Kopp,

I write to you, as members of the Board of Public Works, respectfully asking you to halt or delay the project to add toll-lanes to the Beltway (i.e., the I-495/I-270 “managed lane” project), yet to consider such “action items” as are set forth at the end of this letter, for several reasons:

1. Financial Problems Loom: First, no convincing evidence has been provided – by project promoters – that a toll-lane scheme would be profitable and thus guarantee Maryland (MD) taxpayers financial benefits. It is my understanding that similar toll-lane projects do not tend to make money. Certainly, as a seeming representative of SHA(*) acknowledged at a recent workshop touting the benefits of the “P3” approach to building toll lanes, the long-term (30 to 50 year) nature of similar projects elsewhere means that it is too early to claim the project in Maryland will generate profits.

Moreover, given the financial uncertainties that exist, companies will seek inducements to participate in the P3 process such that SHA, or other MD officials, will likely have sign contracts providing financial guarantees to “private” firms, ultimately at the expense of MD taxpayers. Indeed, at a recent community town hall in Silver Spring, it was publicly claimed that such contracts would also contain clauses obliging Maryland not to promote alternative transportation options that might impinge upon the profits of builders and/or operators of the “Lexus lanes” being planned.

Certainly, as the *Washington Post* recently reported (**), “the state [of Maryland] previously had to rebid the \$90 million consulting contract [because] one of the initial winners in an expedited bid process included a former employer of state Transportation Secretary Pete K. Rahn.” If there has already been even a whiff of scandal about this project, does that inspire confidence that the future financing of it will go well? (***)

In short, indications are that: (A) MD taxpayers will be put on the hook to cover the costs of an old-fashioned (****) project, should it not prove profitable, and (B) Marylanders may be blocked from implementing environmentally and socially better alternatives for an undefined, perhaps lengthy, period.

2. Lack of Facts for the Picking Optimal Option(s): Above and beyond the financial dubiousness of the proposed project, there is a lack of evidence showing that building more lanes for more cars is the best option – in terms of moving people, in terms of environmental impacts, and in terms of making

Maryland a leader in 21st century transportation, environmental, or energy policy for nation.

(2.A) As you know, the Maryland General Assembly set a Greenhouse Gas Reduction target for the state several years ago, i.e., reducing GHGs by 40% by 2030. Until it is made very clear how adding extra lanes to the Beltway will advance that goal (and how Beltway expansion might affect animal and plant life in sensitive areas such as Sligo Creek), then then no contracts or construction should proceed. Of course, this means that environmental impact studies must be completed and made public long *before* this project pushes ahead, not concurrently – as proponents of this car-centric project apparently would prefer. (*****)

(2.B) Nor is it clear that SHA, or other experts, have conducted *recent and comprehensive* studies of traffic flows (known – I believe – as “origin and destination” studies) to determine precisely what the current problems are (other than the obvious ones: more and more cars on the road, and the American Legion bridge as a choke-point). Perhaps such studies would show, say, that accidents are the main cause of delays, mostly due to bad weather, or due to speeding, or due to a few poorly configured curves on the Beltway that could be readily adjusted without needing to add toll lanes. Until the Board and voters have updated and peer-reviewed data, the Board should, at best, only fund new and comprehensive transportation studies.

3. Dubious Goals of the Lexus-lane Project: It thus remains very unclear as to what the goal(s) of the project truly may be. My community was given to understand (at a community meeting, about a year ago, at which an expert on the project gave a presentation) that the original goal of the Beltway expansion project was to ensure that drivers can get from point A to point B on the Beltway within a set amount of time. Of course, if the project’s goal is truly to move people within a knowable timeframe, then one would expect the project would include buses and/or trains that – by their nature – are designed to move according to a set schedule.

Recently, backers of the toll-lane project have started talking more about “reducing congestion” – claiming that adding toll-lanes will somehow improve driving for people who will continue to use general-purpose lanes. Yet several observers have pointed out that for toll-lanes to be profitable, there must be a certain, perhaps increasing, volume of cars and trucks, to push some drivers into paying the steep tolls that could be charged – hence the nickname “Lexus lanes.”

If the objective of toll-lanes were truly to reduce congestion, then it would be logical for the project to focus on getting cars off the road. Several ideas for doing this are being floated, including: repainting lines on I-270, establishing (or, building) bus-rapid-transit lanes (BRT), expanding MARC-train service,

encouraging more use of the Inter-County Connector (MD200), and/or constructing a light rail / metro line all around the Beltway – as the Sierra Club apparently has long advocated. Currently, however, such ideas are stymied by the circular logic of the SHA: The project’s “requirements” apparently focus on “roadway” alternatives, and so no public transportation infrastructure or options are left to consider.

In short, claims that toll-lanes will ensure on-time travel and reduce congestion seem disingenuous when the “requirements” developed for this project essentially mandate a mid-20th C. car-centric approach to the problems we all wish to solve on the Beltway and on I-270. Although the choice of not building public transportation – to facilitate moving many people around the Beltway in a timely or schedule-based manner – may have been a partisan one, the need for clarity about whether MD taxpayers and children will be burdened by financial obligations and/or environmental damage for years to come is a question of good governance that should transcend short-term political interests.

4. Other Concerns to Note: Although I have raised public policy issues here (including doubts about the very logic of the toll-lane concept), others in my community might put the accent on other concerns, such as the potential loss of houses, the loss of green spaces, and/or the loss of recreational facilities (e.g., the YMCA north of Silver Spring and just south of the Beltway’s current footprint). Such concerns have only been heightened by contradictory pre- and post- election claims about whether four extra toll lanes could ever stay within the existing right of way (ROW). I would, as regards such additional concerns, just underscore two things – to tie back into my themes of fiscal and environmental stewardship: (A) the taking of houses or other property may require Maryland to provide just compensation to land-owners, and thus become another way in which the toll-lane project cannot be a “free lunch” for MD taxpayers, and (B) the costs of losing green spaces and/or damaging essential or unique water courses, e.g., Sligo Creek, must be expressly and fully factored into any environmental impact analyses.

Conclusion – Action Items: Given the above, I respectfully urge the Board of Public Works to agree, and publicly commit, to the following – if within the Board’s remit:

- (1) To not allocate any public funds for the project, but rather to allocate public funds for full and proper studies of the current causes of congestion on the Beltway – including how to improve the American Legion bridge;
- (2) To require that all environmental studies (NEPA, *etc.*) be completed and made public well BEFORE any toll-lane contracts are let, or construction begins;
- (3) To prohibit or restrict SHA or the State of Maryland from subsidizing or reimbursing private firms involved in building or operating toll / managed lanes on I-495 (the Beltway) or I-270;
- (4) To put in writing that any toll-lane project must stay within the existing ROW;

- (5) To ask for the consent of Montgomery and Prince George's Counties before any toll-road construction begins (notwithstanding that a bill to empower both counties has not yet passed the Maryland Assembly); and
- (6) To adjust the scope-of-work or "requirements" of the project so as to ensure that public / mass transportation options are included, thus helping Maryland meet its own goals regarding the reduction of greenhouse gases.

My letter is long, but I greatly appreciate your taking the time to read it and to consider the points made in it. And, although I have candidly shared the skepticism that permeates my community about this project, know that I do so because I trust your ability, as leaders, to do the right thing when presented with facts and questions by your fellow citizens about such an important matter. Indeed, I feel confident that you will be able to "think globally and act locally" by ensuring that better solutions are designed to meet Maryland's environmental, fiscal, and transportation needs well into the 21st century.

Thank you again.

Sincerely,



Silver Spring, MD 20910

[Letter sent electronically]

CC:

J. Raskin, U.S. House of Representatives
M. Elrich, Montgomery County Executive
T. Hucker, Montgomery County Councilmember
B. Kramer, Maryland Senate
J. Solomon, Maryland House of Delegates
J. Wilkins, Maryland House of Delegates
C. Rubin, Maryland-National Parks & Planning Commission
C. Hart, former President, Woodside Park Civic Association
D. Hattis, President, Woodside Forest Civic Association
M. Desiderio, Friends of Forest Glen and Montgomery Hills
B. German, Citizens Against Beltway Expansion
D. Wolverton, Sligo Creek Golf Club

AppC_Attachment_060419_AN_Online

Notes:

*At two of the public workshops held in Montgomery County that I attended, it was not clear whether the interlocutors presenting the Beltway / 270 expansion plan were employees of SHA, or people affiliated with interested private firms or consultants. This lack of clarity, or lack of transparency, is disturbing for those who believe in governmental accountability.

** The article cited is: "Hogan pushes for Md. Toll lanes vote while state treasurer with 'serious questions' is away" by K. Shaver, *Washington Post* (online), May 1, 2019.

***Also, approval by the Board of some \$90 million of Maryland taxpayers' money for a consulting contract would apparently fly in the face of claims by promoters of toll-lanes that the project will cost MD taxpayers nothing. It has also been said that initial outlays will, eventually, be repaid by future toll-road builders or operators, but it seems impossible to guarantee that will happen.

**** Although the idea of building "*autobahns*" might have impressed Gen. Eisenhower after he saw what Nazi Germany had successfully done before World War II, such a mid-20th century approach to transportation is an increasingly poor choice in 21st century (sub)urban areas, given current concerns about climate-altering greenhouse gases, public dislike of noise or other forms of pollution from cars, and social trends indicating that 21st century youth are less and less enamored with cars.

***** As you also probably know, Maryland is already experiencing the impacts of climate change: Summers have become hotter and wetter over the last 30 years, and sea-level rise has contributed (at least 50%) to the loss of about 12 islands in the Chesapeake Bay over the last century. One hopes Maryland's current leaders wish to avoid policies that will make things worse for MD voters in future years.

AppC_Attachment_060419_KP_Email

March 29, 2018

Delegate Alonzo T. Washington, District 22
House Office Building, Room 205
6 Bladen St., Annapolis, MD 21401
e-mail: alonzo.washington@house.state.md.us
fax: (301) 858-3699

Delegate Erik L. Barron, District 24
House Office Building, Room 216
6 Bladen St., Annapolis, MD 21401
e-mail: erek.barron@house.state.md.us

Delegate Jazz M. Lewis, District 24
House Office Building, Room 206
6 Bladen St., Annapolis, MD 21401
e-mail: jazz.lewis@house.state.md.us
fax: (301) 858-3699

Dear Honorable Delegates,

There are numerous problems with the lack of adequate MARC service and station maintenance at the Seabrook MARC station. This letter highlights just one of these issues: the lack of weekend service on the MARC Penn line to this Prince George's County community.

Talking points:

1. There is a need for public transit in the Seabrook community.
 2. Thirty Penn Line MARC trains pass by the station every weekend. None stop.
 3. MARC recently demonstrated the ability to quickly implement weekend schedule adjustments.
 4. Negligible costs will be incurred by the state to include Seabrook station for every scheduled train. Alternative transportation costs for constituents is unsustainable.
 5. MARC and PG county are losing revenue by not having this service.
-
1. There is a need for public transit in the Seabrook community.
 - The MARC Penn line provides access to the transportation hubs at New Carrollton, MD and the Thurgood Marshall airport, as well as Washington, DC; Baltimore, MD, and other local communities.
 - The Seabrook community recently saved the Metrobus B27, which services this station via Lanham-Severn Road, from total elimination. Regretfully, this service is very limited during the weekday, and non-existent on the weekend.
 - The pedestrian path is dangerous.
 - It is 3 miles to the next closest station in New Carrollton. (Only 2.6 miles by train).
 - The terrain includes significant hills.
 - Much of Lanham-Severn Rd. has no sidewalks.
 - The speed limit on Lanham-Severn Rd. is up to 40 mph.
 - In inclement weather – precipitation, extreme temperatures, and darkness - Lanham-Severn Rd. is total impassable by pedestrian

AppC_Attachment_060419_KP_Email

- Lanham-Severn Rd. is impossible by persons with disabilities under all weather conditions.
- There are seven on=off ramps to 495/95 that pedestrians must cross to get from Seabrook to New Carrollton. Some of them are very dangerous without lights.

2. Thirty Penn Line MARC trains pass by the station every weekend. None stop.

- The [weekend Penn line MARC](#) service has been very popular. Seabrook was on the original proposed schedule. Before implantation, Seabrook was removed. As I did not anticipate that this station would be taken off the schedule, I lobbied for access to Martin St. Airport stop, which ultimately was added to the schedule. However, I cannot access it without access to Seabrook. See above point on how dangerous and impossible it is for pedestrian on Lanham-Severn. Each and every MARC Penn line weekend trains should include Seabrook MARC Station on the schedule.
- Travel time between Seabrook and New Carrollton, by train: 4 minutes

Travel time between Seabrook and New Carrollton, by foot: 60 minutes

3. MARC recently demonstrated the ability to quickly implement weekend schedule adjustments.

- Less than a month of the announcement of the event in Washington DC on March 24, MARC had announced it was operating additional Penn line service.
- This service included 4 additional trains. This service was advertised.
- An unknown number (but estimated to be 4 – 6) of unannounced additional “sweeper” trains were also added. It is unclear why these trains could not be advertised. There were conflicting statements on whether these sweeper trains would stop at Seabrook.
- MARC was also advertising that parking may be limited. There is free parking at Seabrook. Why was this station not included?
- MARC has indicated that it would 1) consider putting Seabrook on the weekend schedule on the “next” schedule change – this was several schedule updates ago and 2) had “informally” asked AMTRAK to add Seabrook. Updates on the situation have been driven by inquiries from Del. Washington’s office.

4. Negligible costs will be incurred by the state to include Seabrook station for every scheduled train.

- In contrast, it would cost much more to extend the B27 bus service to the weekends for access to New Carrollton, and it takes longer too.
- Lanham-Severn was one of the routes proposed for the MAGLEV. If the state is willing to spend millions of dollars on a third, and in my opinion very unnecessary, high speed train system, why can’t it serve a this station and the Seabrook community?
- Cost of round trip transit from Seabrook to New Carrollton: by MARC \$8.00

Cost of round trip transit from Seabrook to New Carrollton: by cab \$26.00

5. PG county is losing revenue by not having this service.

- I routinely leave the county on Fridays to run errands and shop, as I cannot get to the stores I need on foot from Seabrook. MARC access would allow me to access ALL of the transit options available at New Carrollton.
- I would have far more visitors if Seabrook MARC was an option. Most recently, visitors’ itinerary for the March 24 events evolved from staying in Seabrook, to staying in DC, to not visiting at all,

AppC_Attachment_060419_KP_Email

as the station was not open. Ultimately, I too left the state for the weekend, as the station was not in operational.

- MARC could gain ridership, and therefore revenue, by using this station that they must pass anyway.

I would be happy to answer questions you may have about these points and the need for service in this area. Indeed, I would very much like to meet you at the Seabrook Station on a weekday morning to discuss.

I further note my gratitude to Marty, in Delegate Washington's office, for his continued advocacy on this needed public service.

Sincerely,



Lanham, MD 20706

Convergence of dangers – Lanham-Severn & Rt 450 merge: on curves, no sidewalk, crossing major access road

<https://www.google.com/maps/@38.9614464,-76.8631212,3a,23.8y,229.85h,84.02t/data=!3m9!1e1!3m7!1sDEUTXpLIR1HW2H0Oylws8A!2e0!7i13312!8i6656!9m2!1b1!2i19>





Did you see the person approaching the crossing in the prior picture?
Did you look for a pedestrian?



THIS IS DANGEROUS FOR PEDESTRIANS:
Source: personal photograph



Reminder of dangerous conditions

Lack of Sidewalk on Lanham Severn; poor condition

AppC_Attachment_060419_KP_Email

February 29, 2019

Dear Delegates and Senator,

I bring to your attention the changes to the MARC Penn line schedule, that go into **effect on Monday, March 4:**

- **AM Southbound Train # 401 will no longer service the Seabrook station, daily, weekdays.**
- **AM Southbound Train # 505 will no longer service the Seabrook station daily, weekdays.**
- **PM Northbound Train #440 will no longer service the Seabrook station daily, weekdays.**
- **PM Northbound Train #536 will no longer service the Seabrook station on the R schedule.**

This is in addition to the number other skip stops at Seabrook Station:

Southbound: Trains 404, 408, 612, 430, and 438 skips Seabrook station.

Northbound: Train 409, 517, 423, 433, 537, 641, 447, 449, and 451 skips Seabrook station.

Please note the additional change:

PM Northbound, 9 trains will be serviced by the southbound platforms.

PM Southbound, 8 trains will be serviced by the northbound platform.

On Saturdays, the following trains skip Seabrook Station:

Southbound Trains 675, 677, 481, 487, 689, 491, 495, 497, and 499 skips Seabrook Station

Northbound Trains 476, 478, 482, 488, 490, 492, 494, 696, and 698 skips Seabrook Station

On Sunday, the following trains skip Seabrook Station:

Southbound Trains 675, 677, 481, 487, 689, 491, 495, 497, and 499 skips Seabrook Station

Northbound Trains 476, 478, 482, 488, 490, 492, 494, 696, and 698 skips Seabrook Station

Indeed not a single trains stops at the Seabrook station, despite that it was listed on the proposed schedule. Additionally, MARC often runs the Saturday schedule on holidays, which excludes Seabrook. Indeed, they have already announced that on Thursday, July 4th, there will be no Seabrook service, but service will be available at all 6 other stations between Washington, DC and Baltimore, MD, and Martin State Airport.

MORE service at Seabrook is necessary. Not less. Specifically, there should be no skip stops during the AM hours. Currently there are 4 AM Southbound trains that skip Seabrook weekdays. As of Monday, it will be 6 ! The afternoon and evening hours should be improved too. Southbound there are 4 PM trains that pass by Seabrook, leaving a service gap of 4 hours! Northbound, there are 3 trains that skip Seabrook. Beginning Monday, it will be 4 trains.

Lastly, I note that there is major construction at the intersection of Rt450, Rt 704, and Lottsford Vista Road – merely 1.5 miles from the Seabrook MARC station (Image 1). This construction is both commercial and townhomes. **The expectation is that this will add even more demand for MARC Seabrook station service.**

Even more forest area has been cleared that what is shown (Image 2). Please note that this will put even more strain on the parking situation at Seabrook, notably the persistent, illegal (months in the same space!) parking of commercial (construction) vehicles, and repossessed/damaged cars, usually with out of state plates, or no plates at all.

You will also see that the trailhead of the WB&A path is at this location. Given that MARC allows bikes on train on the weekend, such access could bring in a lot of MARC passengers into this area (Image 3).

This easy access should be a benefit to local residents. However, on the weekend one must cross 7 on/off ramps of 495/95 in the 2.6 mile hike to New Carrollton (Image 4). There are no weekend buses. The walk is impossible for persons with motor and visual disabilities to make. Cost for a taxi costs more than the cost of the entire trip between Washington DC and Baltimore, MD.

I am hopeful that, with your support, we can improve service at this beloved station.

Sincerely,

██████████

██████████ Lanham, MD 20706

Cc: Angela Alsoborok, PG County Executive
Danielle Glaros, PG County Council, Chair

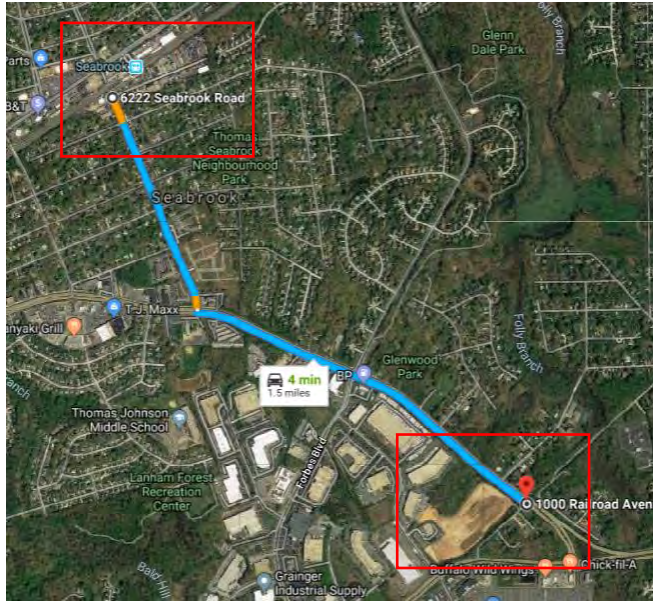


Image 1, Above: Site of major new development, intersection of Rt 450, Rt 704, and Lottsford Vista Road - 1.5 miles from Seabrook Metro station. Commercial and Residential. Image 2, Below: close-up of new development. Please note further significant forest removal has taken place, since this photo was taken.

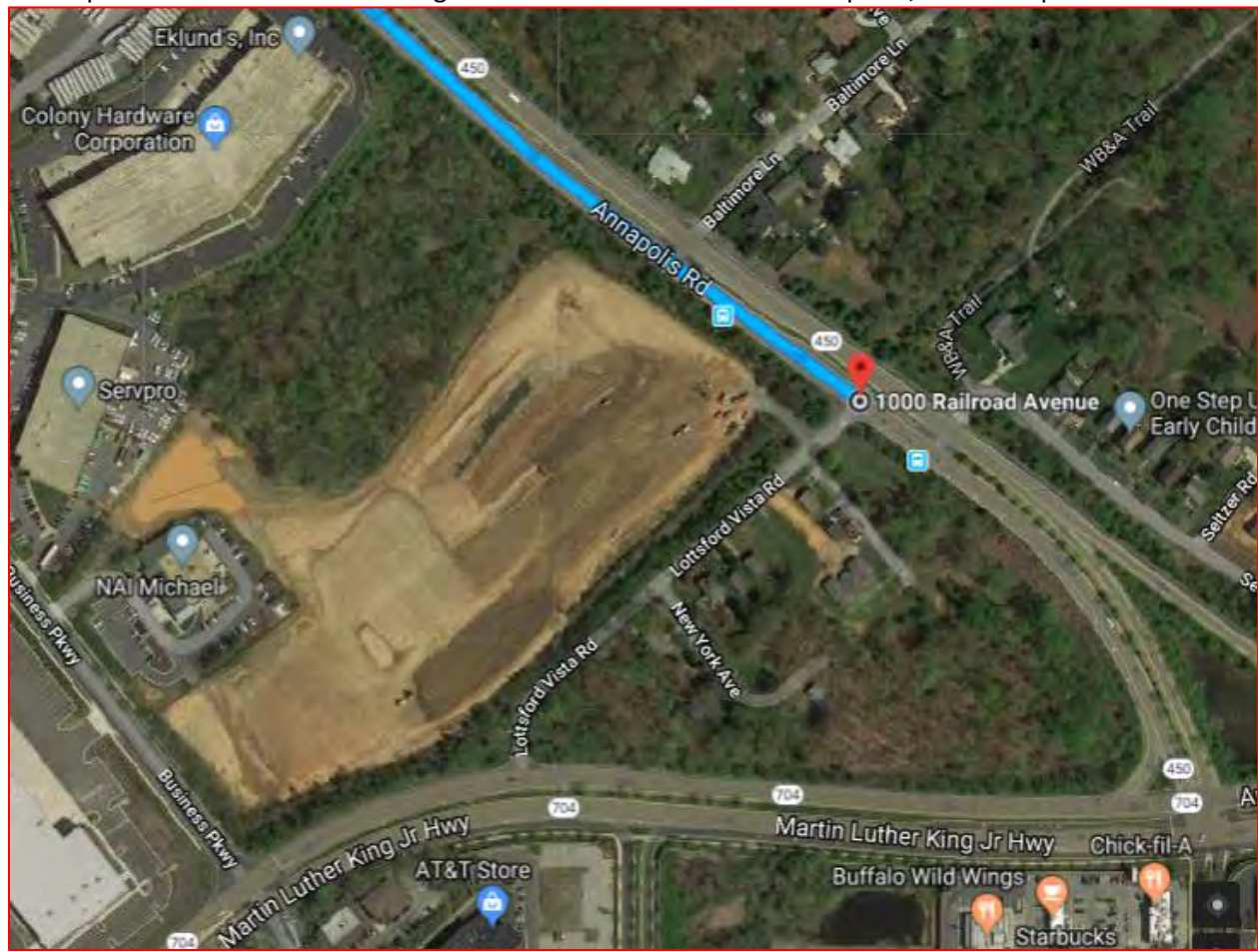


Image 3, WB&A trailhead at site of construction



Image 4 – Seabrook – New Carrollton



Dangerous route:
no sidewalks narrow shoulders



Train travel:
less than 5
minutes

New development:
Rts 450/704/Lottsford Vista Rd.
Path has sidewalks the entire
length of the journey,
and terrain is flat

Step hill

7 on/off ramps to 495/95
(notice sidewalk disappears)



AppC_Attachment_060419_KP_Email

April 12, 2018

Mr. Ronald Crites
Chief, Transit Systems Development
Office of Transportation
9400 Peppercorn Place, Suite 320
Largo, MD 20774
RLCrites@co.pg.md.us
Fax: (301) 925-1224

Dear Mr. Crites,

Thank you for speaking with me at the April 11, 2018 town hall, hosted by Council Chair, Ms. Danielle Glaros at the William Wirt Middle School.

I love my community. I moved to the Seabrook neighborhood because of the MARC Penn Line Seabrook Station, specifically its walkability, and disability access, and access to Washington, New Carrollton, Halethorpe, BWI, and Martin Airport predominately, but also Penn station, Bowie, Odenton, Aberdeen and Perryville. Similarly, these are the stations most frequently used by my friends and family to get to Seabrook. (Edgewood and West Baltimore are the only stations on the Penn line that we have not yet used.) Many of the fellow commuters are now friends. The Seabrook MARC station is also the closest station to the southernmost train head of the WBA bike rain.

But these amenities are useless if one cannot board or disembark from the train.

There are numerous problems with the lack of adequate MARC service and station maintenance at the Seabrook MARC station. Specific to the train schedule, Seabrook is frequently not used by the Penn Line trains:

- Each of the 30 weekend trains should stop at Seabrook. None do.
- Weekday evenings, trains 447, 449, 579, and 451 skip Seabrook, with access southbound at 6:09 PM and 10:06 PM only.
- One northbound and 4 of the 5 southbound trains that begin north of Baltimore skip Seabrook. Therefore, transfers are required, which increase difficulty for passengers with disabilities.
- Fewer R trains use the Seabrook station than in past years.
- Public bus service during the week is infrequent and it is nonexistent on the weekend. Pedestrian travel on Lanham-Severn Rd is dangerous, and in inclement weather or for those with disabilities, impossible. (Please see attached letter for photos)
- The train skips Seabrook on occasion. Last week, train 413 was cancelled, not everyone could board the next train, 415. Train 517 which typically skips Seabrook should have stopped to accommodate those due to the earlier cancellation. Instead persons had to wait for the 419. That is, some person who wanted to board at 7:31 AM had to wait until 8:31 AM (too late to get to work on time) although two other trains passed by the Seabrook station.

The remedies are obvious:

- All weekend trains should use Seabrook MARC Station.

AppC_Attachment_060419_KP_Email

- Southbound Trains 517, 525, 537, 641, 449 and 451 (to continue travel on train 579) should stop at Seabrook.
- Northbound train 532 and 536, should include Seabrook for access to stations beyond Baltimore during the rush hours.
- The R schedule should be reconsidered to include more Seabrook stops.
- Use of Seabrook MARC station opens all of the transportation options at New Carrollton - safely, efficiently, and cost-effectively.
- Allow Seabrook passengers to board during all rush hours trains.

In addition to the lack of service, please raise the issue of the parking problems with your MARC colleagues. Specifically, the local businesses routinely park in the designated commuter lots:

Daily parkers (primarily the construction serveries who arrive earliest)

Cars that are not moved for weeks (primarily the car repair and/or repossession businesses)

Please not that there are few legitimate MARC commuters who work overnight and therefore should be allowed to park overnight.

Furthermore, I note the lack of weekend access to Martin State Airport. For me to take the earliest train from Washington on Saturday (Train 688) and the latest train back on Sunday (Train 683) I can only spend less than 17 hours of my weekend with family.

The attached letter to Delegates Washington, Barron and Lewis, highlights the lack of weekend service on the MARC Penn line to this Prince George's County community.

The Seabrook MARC station is included as a transportation hub in the Prince George's County master plan. It is hard to see this vision fulfilled with a station that is not in use.

Thank you.

Sincerely,



Lanham, MD 20706

cc:

Delegate Alonzo T. Washington, District 22

Delegate Ereik L. Barron, District 24

Delegate Jazz M. Lewis, District 24

Malcome Augstine, Metro Board member

Council Chair Danielle Glaros, Prince George's County, District 3,

AppC_Attachment_060419_KP_Email

May 24, 2019

Dannielle M. Glaros, Member, County Council
Fax: (301) 952-3060
E-mail: dmglaros@co.pg.md.us

Dear Councilwoman Glaros,

Thank you for your participation at Rep. Anthony Brown's townhall, focusing on transportation issues, specifically the 270 - 495/95 corridor. I note that my opinion extends to the MagLev and Hyperloop. I contend that there are far more efficient and effective measure that can be taken, rather than the Hogan administration proposals. I opposed the widen the lanes, adding toll, construction of the MagLev and Hyperloop, and no cash toll on 695/Key Bridge and the ICC.

I support expansion of public transportation, especially the MARC system, better coordination with other local transportation systems, and improved access for persons with disabilities and our senior citizens. **Immediate action can be taken at negligible costs to the state to make full use of the MARC Penn Line.** Requests for additional service have not been met. **Presently, 120 trains skip Seabrook**, an increase of 24 trains over the prior schedule. The proposed June-August 2019 schedule (which may now be delayed) further increases the number of skip stops, to 135. This is an alarming trend. Below is the tally of number of skipped stops from six schedule changes, March 2018 – Proposed June 2019.

Number of Penn Line trains that skip the Seabrook MARC station, by schedule active date						
	March 2018	April 2018	August 2018	November 2018	March 2019	June 2019
Sunday - North	6	6	6	6	6	6
Sunday - South	6	6	6	7	6	6
Saturday - North	9	9	9	9	9	9
Saturday - South	9	9	9	9	9	9
Monday-Friday - North	25	25	25	30	35	50
Monday-Friday - South	40	40	35	35	55	55
Total of the number trains that skip Seabrook weekly	95	95	90	96	120	135

- No weekend service stops at Seabrook, despite 30 trains operating through the station. Seabrook was on the original proposed weekend schedule, in October 2013. By the time the service was implemented that December, it was removed from service. Please note that bus service is also suspended on the weekend in this area, too.
- Five morning rush hour southbound trains skip Seabrook every weekday.
- None of the weekday southbound trains stop at Seabrook between 6:04 - 10:04 PM.
- Use of the Saturday scheduled on holidays and special events, particularly on July 4, means no Seabrook service.

Also, please look into potential American With Disabilities (ADA) violations, such as:

- Lack of either track bridges (as is typical for such circumstances) or train car ramps (such as those installed at Odenton). Several south bound trains use the north tracks, and vice versa, to use a platform, but this is insufficient. Several mid-day and late-night trains use the center track for boarding/departure, meaning that passengers must walk down the rail car stairs, cross the tracks, and walk up the platform stairs. This is impossible for some persons with disabilities.
- MARC prohibits use of three wheeled bicycles on all weekend trains. Given that wheelchairs can be accommodated, the trikes that persons with disabilities and elderly use can be accommodated also.

The Penn Line skips other stops, and service has been lacking in a number of other stations and lines. My fellow riders have complained about the lack of access at Bowie State, Halethorpe, West Baltimore, Martin Airport, and Edgewood stations.

I love my Seabrook community. The lack of transportation is unnecessarily, defies logic, and burdens its constituents.

Sincerely,

██████████
██████████
Lanham, MD 20706



THE REAL TRAFFIC RELIEF PLAN

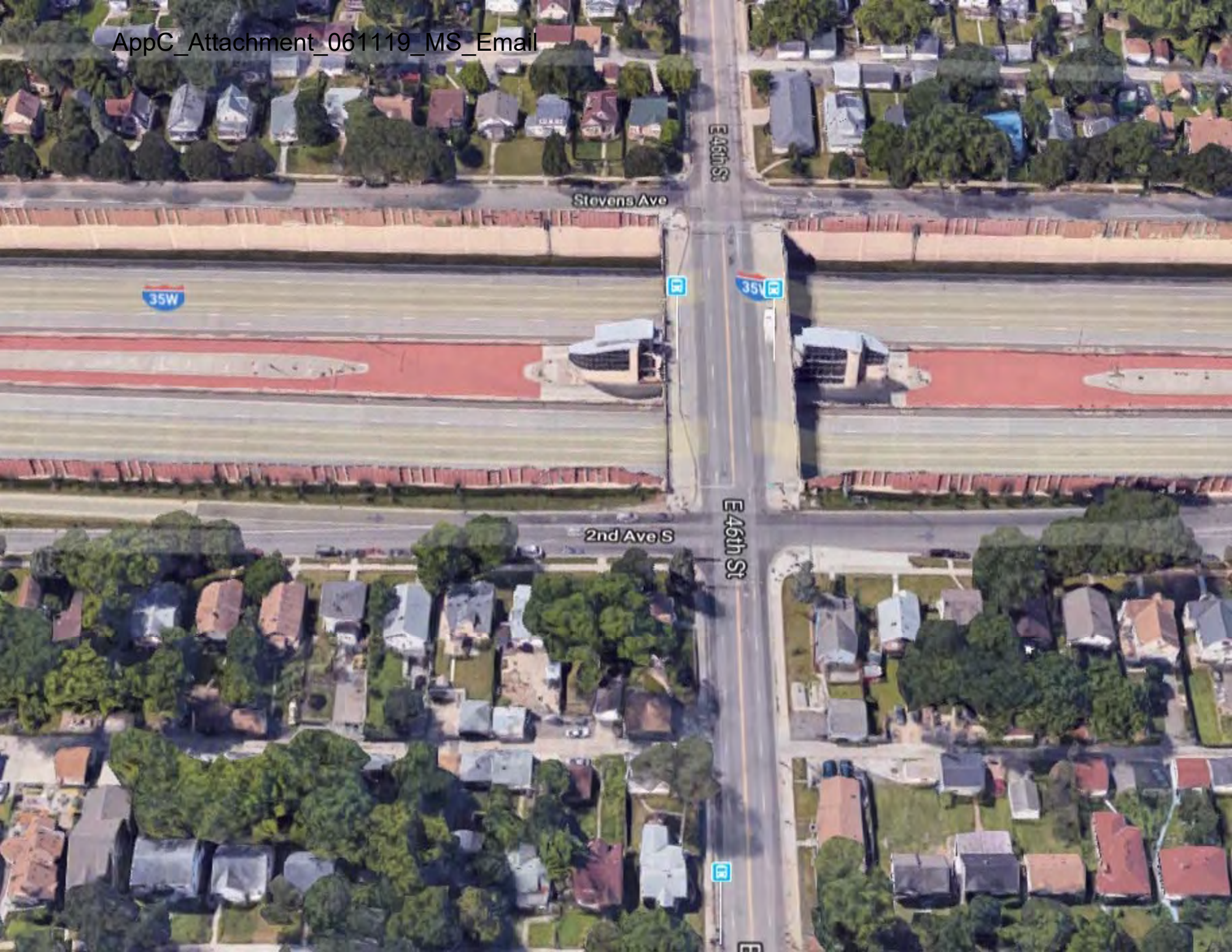
**BUT THE HIGHWAY MEN WEAR BLINDERS AND GAS MASKS
ALWAYS BELIEVING PAVEMENT IS THE SILVER BULLET**



HIGHWAYS FOREVER



**CHUMP BILLIONS
YOURS - NOT HIS**



About the Project

The Transform 66 Outside the Beltway project will transform Northern Virginia's Interstate 66 into a multimodal corridor that moves more people, provides reliable trips and offers new travel options. The project is a public-private partnership between the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), and private partner, I-66 Express Mobility Partners, delivering \$3.7 billion of transportation improvements in the I-66 corridor. The project is scheduled for completion in December 2022.

Improvements include:

- 22.5 miles of new Express Lanes alongside three regular lanes on I-66 from I-495 to University Boulevard in Gainesville
- More reliable and faster trips on I-66 due to dynamically-tolled Express Lanes – available to solo drivers choosing to pay a toll and free to vehicles with three or more people
- New and improved bus service and transit routes
- New and expanded park and ride lots providing convenient access to the Express Lanes and more than 4,000 new park and ride spaces
- Interchange improvements to enhance safety and reduce congestion, including auxiliary lanes between interchanges, where needed
- 11 miles of new [bike and pedestrian trails](#), including shared-use trails along I-66 that integrate with local trails, and new crossings of I-66 to improve and expand bicycle and pedestrian routes

AppC_Attachment_061119_MS_Email

Please consider the following comments regarding the I-495 & I-270 Managed Lanes Project:

Recommend scaling back the project to the segments below:

I-495 between from George Washington Parkway in Virginia to I-270 Spur

- Recommended Lane Configuration (2 Express Lanes, 4 General Purpose Lanes, and 1 Auxiliary Lane between access points in each direction, 14' Shoulders). Similar to current I-495 configuration in Fairfax County.

I-270 from I-495 Spur to I-370

- Recommended Lane Configuration (2 Express Lanes, 4 General Purpose Lanes, and 1 Auxiliary Lane between access points in each direction, 14' Shoulders). **Remove Local C/D Lanes.** Similar to Future I-66 OTB configuration in Fairfax County.
- Do not recommend Reversible lanes on I-270 in Montgomery County due to long term population growth. I-270 should be compared to the future I-66 express lanes in Virginia and not the current I-95 express lanes in Virginia.
- Construct Median Highway Bus Rapid Transit Station (Similar to I-35W & 46th Street Station in Minneapolis , MN – Attached) to add additional transit infrastructure along the corridor with
 - At Montgomery Mall
 - At/Near Wootton Pkwy or Montrose Road (Near Preserve Parkway)
 - At Planned Corridor Cities Transitway crossing of I-270/Shade Grove Rd
- Considerations should be made for future improvements to I-270 between I-370 and Frederick. (especially in the Northbound direction)
 - I-370 Spur to Clarksburg (2 Express Lanes, 3 General Purpose Lanes, and 1 Auxiliary Lane in each direction). Remove Local C/D Lanes. - 216' ROW
 - Median Highway Bus Rapid Transit Station near Metropolitan Grove MARC Station (Shift MARC Station closer to I-270)
 - Clarksburg to Frederick (2 Reversible Express Lanes; 3 GP in each direction). - 144' ROW

Additional Comments:

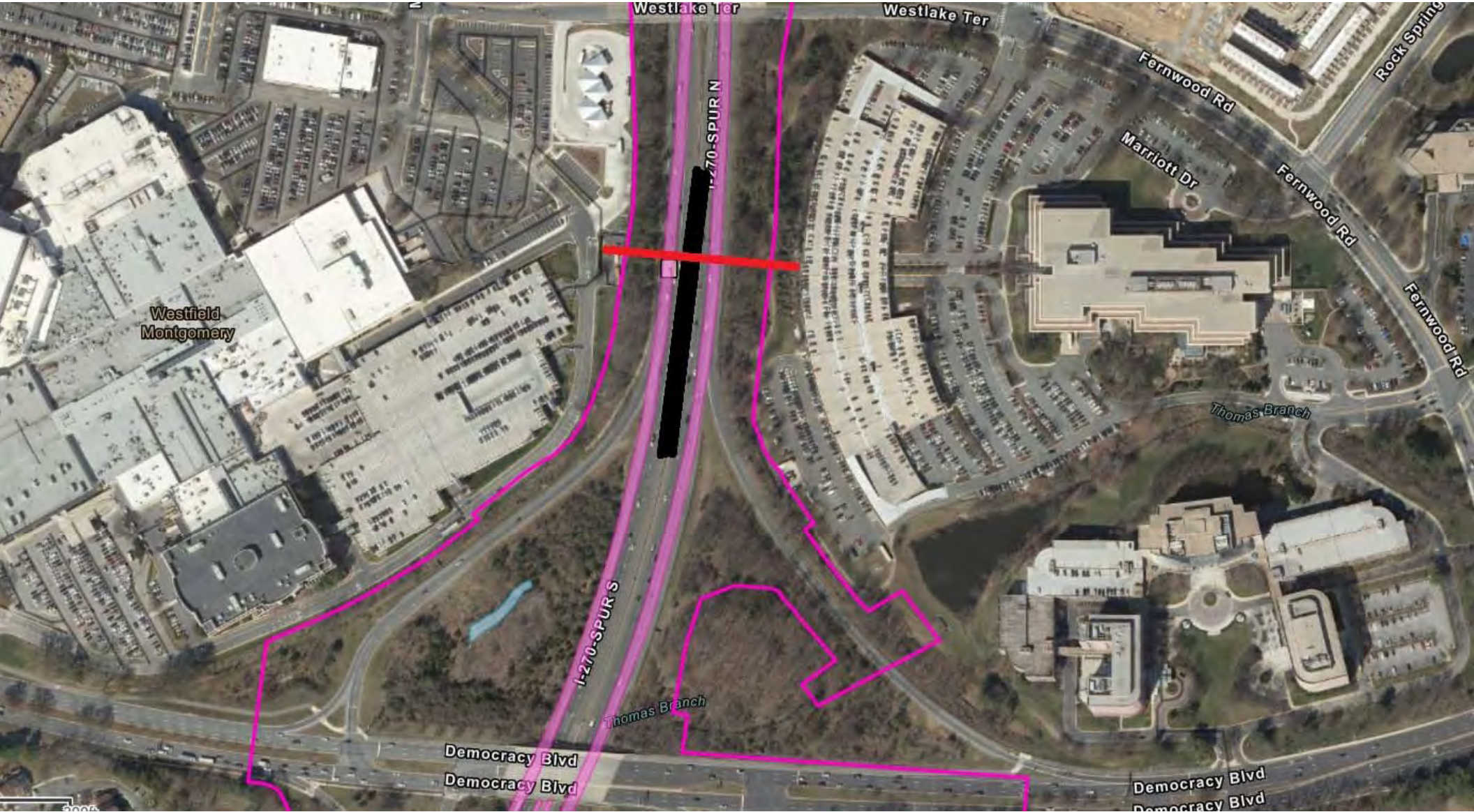
- Project messaging should be similar to the I-66 Outside the Beltway multi-modal express lane project (Attached)
- Develop Transit Service Plan between Virginia and Maryland (Attached)
- All Manage lanes should be free to HOV users with three people.
- Additional Park and Ride Lots need to be developed/expanded along I-270 corridor
- Brunswick MARC service improvements need to aligned with upgrades to I-270

AppC_Attachment_061119_MS_Email

- HOV-3 use the Intercounty Connector (ICC) for free with an E-ZPass Flex set to HOV mode.
- Develop strategies to shift traffic from I-495 between I-270 and I-95 to the ICC.
- Considerations should be made for a ped/bicycle crossing of the American Legion Bridge.

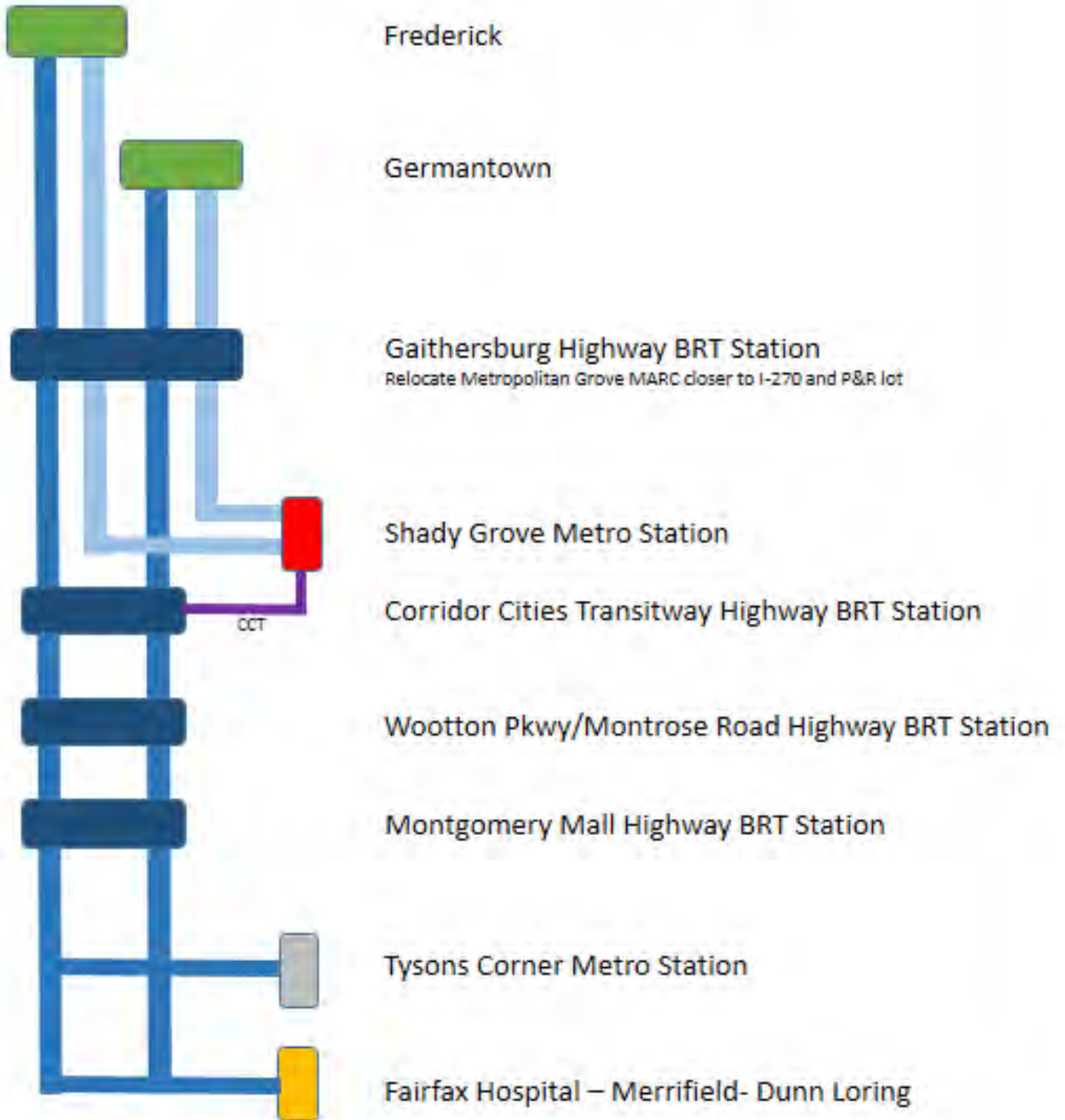
Interactive Map of Recommendations: goo.gl/hdtCt4


Mark Scheufler
Virginia Resident
scheufler@gmail.com
202-210-1404




Recommended I-270/I-495

Bus Transit Service



 Peak Period Service (10 Min Headways)

 All Day Service (15 Min Headways)

AppC_Attachment_061219_HSF_Email

Comments to MDOT - BELTWAY EXPANSION – 495/270 Managed Lanes Study (June 11, 2019)

by Helen Santiago Fink, Resident of North Chevy Chase, helensantiagofink@verizon.net

1. **More roads lead to more traffic congestion because Traffic expands to meet the available road space.** Landmark Paper - Downs, A. (1962) “The Law of Peak-Hour Expressway Congestion”. Increasing road capacity leads to 1) Drivers substituting alternative routes to highways with expanded capacity, 2) Off peak drivers decided to drive during peak times 3) Transit is undermined by riders shifting to driving. - (1992 theory of "triple convergence"). (2013 – Study by Univ. of Richmond, Kent State Univ. Virginia Commonwealth Univ. Traffic congestion: an experimental study of the Downs-Thomson paradox) *According to the Downs-Thomson paradox, improved road capacity increases travel times along both routes (expanded and alternative) because it attracts more users to the road and away from the metro, thereby worsening both services.*

So it begs the question, if experience (and the science has shown) that more roads induce more traffic – why are roads being proposed as a solution (to congestion)??

2. **The aim should be to move People not Cars!** ‘No region in the world can build enough roads to permit rush-hour traffic to move without congestion delays.’ - (Brookings Institution, A. Down 2004, Still Stuck in Traffic) - Yet, it is imperative that we address the demand for transport in sustainable and low-carbon ways. In the United States, from 1980 to 2000, we added 1.2 more cars, trucks and buses to the vehicle population for every one person added to the human population. At this rate and exacerbated by income levels/car ownership in this region we will continue to build roads but NOT address the congestion problems and our mobility needs. Therefore, it behooves the Feds, State, County and municipalities to adapt existing road infrastructure and invest in non-vehicular modes of transportation to provide the public with multiple choices/modes of mobility. The Managed Lanes Study 495/270 should choose the NO BUILD ALTERNATIVE. The State should also prioritize low-hanging, cost efficient public transit alternatives such as BRT with dedicated lanes - as underway of Rockville Pike, Rt. 22, and expand system to Connecticut Ave., HOV lanes also used by buses, increase Park/Ride capacities, increase bus lines and existing service (Metro and Ride ON) beyond peak periods. Public funds should be earmarked for such projects to align with demographic trends, millennial interests, climate challenges and technological advancements that will make automobile ownership in metro/urban areas decline in the very near future. Moreover, given the lack of national climate action, sub-national governments and communities now have the responsibility and opportunity to optimize public funds for low-carbon alternatives and fiscal incentives that should include transit subsidies to encourage/nudge more sustainable societal behavior.
3. Lastly, please note, the NEGATIVE Effects of more lanes in addition to more cars and more congestion - is more air pollution - more particulate matter - more respiratory ailments/disease – more greenhouse gases (GHGs), including carbon dioxide, nitrous oxide, methane - more urban sprawl - and more unsustainable public behavior. Respiratory health in the USA has been comprised by air pollution, the result of carbon emissions generated by fossil fuel sourced power plants, automobile use and industrial production, fueled by increasing demands of consumer consumption. Chronic Obstructive Pulmonary Disease (COPD) is the fourth leading cause of death worldwide and yet a preventable public health threat. In the U.S., air pollution affects four out of every 10 people or 39% of the population live in counties with excess particulate matter and ozone levels that do not meet clean air standards. Maryland a state that prides itself as being Green – the costly and intrusive beltway expansion is a step in the wrong direction!!!

References:

1. C.P. Muneera, K, Karuppanagounder (2018), *Economic impact of traffic congestion- estimation and challenges*, Institute for Transport Studies in the European Economic Integration

AppC_Attachment_061219_HSF_Email

2. J. Wang et al (2004), *Urban Traffic Congestion Pricing Model with the Consideration of Carbon Emissions Cost*, *Sustainability* 2014, 6(2), 676-691; <https://doi.org/10.3390/su6020676>
3. Todd Litman (1995), *Land Use Impact Costs of Transportation*, *World Transport Policy & Practice*, Vol. 1, No. 4, 1995, pp. 9-16.
4. *A simple solution for terrible traffic*, <http://news.mit.edu/2017/simple-solution-terrible-traffic-0706>

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To Whom It May Concern:

At this point the only reasonable choice is for the Recommended Alternatives Retained for Detailed Study (ARDS) need to be reevaluated. The current ARDS ignore the impacts of air pollution and climate change causing emissions, among other flaws. In this letter I will focus on the negative impacts on air pollution and the climate that were ignored when limiting the scope of the recommended alternatives to those involving highway expansion.

There is ample evidence that the primary users of highways are not the people that live near the highways and have to breath the pollution that is created from highway use. Air pollution leads to premature death, asthma attacks. In fact, the Massachusetts Institute of Technology completed a report several years ago and found that Marylanders have the highest death rate from air pollution in the nation.¹ The Center for Disease Control has also found that Marylanders face above average rates of asthma.² Adding more lanes to 495 and 270 will just make this worst for the communities of Hollywood, Lanham, Ardmore, and Largo among many others.

The case has been made in the media that speeding up travel on the highways will actually decrease pollution because it will decrease congestion. While that might be true in theory if no additional cars are added to system, there is ample evidence that more cars will use the road after an expansion and congestion will increase following construction of more lanes. An expansion of the I-405 near Los Angeles that was completed five years ago has now lead to slower times due to the increased congestion.³ In Northern Virginia only those that can afford a nearly \$50 dollar toll on some days aren't stuck in congested traffic after hot lanes were recently implemented.⁴ And lets not forget Maryland's expansion of I-270 that was projected to relieve congestion for 20 years, but after seven years was yet again congested.

Given that in all of these examples of road capacity increases led to the same or worst congestion that means there will be more cars stuck in traffic polluting the residents along those roads, exacerbating their asthma, and adding to the health cost of Marylanders than there are now.

Additionally, there are concerns about the climate impacts of this decision. The Intergovernmental Panel on Climate Change (IPCC) recently released a report that gives the world until 2030 to cut our carbon dioxide emissions in half.⁵ Maryland is moving

¹ <http://marylandreporter.com/2013/09/13/maryland-emissions-related-deaths-highest-in-u-s/>

² https://www.cdc.gov/asthma/stateprofiles/asthma_in_md.pdf

³ <https://la.curbed.com/2019/5/6/18531505/405-widening-traffic-los-angeles-carpool-lane>

⁴ https://www.washingtonpost.com/local/trafficandcommuting/year-old-66-express-lanes-have-caused-shifts-in-commuter-behavior-but-not-necessarily-in-ways-officials-hoped/2018/12/08/6e78d944-e832-11e8-a939-9469f1166f9d_story.html

⁵ <https://www.ipcc.ch/sr15/>

the right direction with electricity, but not with transportation. The transportation sector makes up nearly 30% of Maryland's greenhouse gas emissions, making it the second largest emitter.⁶ Given that we would expect level or increased levels of congestion from expansion of I-495 and I-270, this project would send those emissions in the wrong direction. At \$50/ton, Maryland's greenhouse gas emissions from the transportation sector are already expected to be causing \$1.9 billion in damages, and making that number larger through this project is not fiscally responsible.

In comments to MDOT, the public expressed strong support for transit solutions to relieve congestion. Yet transit is not a part of the consideration. Transit requires less road space per user, and setting up bus only lanes and pre-boarding fare taking, aka bus rapid transit, is an inexpensive option that has been demonstrated to get drivers out of their cars around the world. It also is a cleaner option in terms of air pollution and greenhouse gases.

Furthermore, Transportation Secretary Rahn has cited the need to smooth freight transportation around Washington. Creating alternatives that actually reduce congestion, such as bus rapid transit, will take single occupancy vehicles off of the road easing the way for freight travel get around Washington, DC. Adding lanes will just lead to more driving keeping all of that freight travel stuck with it.

Maryland has some of the greatest minds in the country and has always been a leader. We need to put that to use and come up with 21st solutions to congestion. My 4- and 1-year olds cannot wait any longer for experts at MDOT to stop ignoring the impact of highway expansion on their health and future planet with plans that, if implemented, will increase pollution burdens and climate change impacts for decades to come.

It is premature to move forward with the current ARDS that are too focused on expansion of I-495 and I-270 until more options are analyzed and the environmental impact statements are complete.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph Jakuta". The signature is written in a cursive style with a long, sweeping underline.

Joseph Jakuta
Mount Rainier, MD

⁶ https://climatechange.maryland.gov/wp-content/uploads/sites/16/2014/11/GGRA_Report_Final_11-2-15.pdf

**SAVE OUR
SEMINARY**



AT FOREST GLEN

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Executive Director

Bonnie Rosenthal

June 11, 2019

The Honorable Pete K. Rahn, Secretary
Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202

Re: I-495 and I-270 P3 Program

Dear Mr. Rahn:

We are writing to express our position on the I-495 and I-270 P3 Program, especially the seven currently recommended Alternatives Retained for Detailed Study (ARDS).

Many of the proposed I-495 expansion routes would harm a woodland area with a tributary of Rock Creek flowing through it. This area, known as "the Glen," is deemed a critical natural resource by the Maryland-National Capital Park and Planning Commission and is protected by a Category I Conservation Easement that prohibits altering the natural landscape.

The Glen borders the southern edge (the "inner loop") of I-495 for over 800 linear feet. Close to that edge are historic and possibly archaeological features that include a bridge abutment and stone retaining wall that were once part of the network of paths, bridges, and trails used by students of the former National Park Seminary (NPS) in Silver Spring, Maryland. We are concerned that expansion of the highway likely will adversely affect these features as well as the landscape into which they were deliberately designed, and which currently provides green space to both residents and the public.

NPS, once an elite girls' school (from the late 1800s until the 1940s), was transferred to the United States Army for a military convalescence hospital in 1942. Today, the historic campus is a residential community providing single- and multi-family housing for all income levels and includes the offices of a charitable organization supporting homeless adults. NPS is designated as a Historic District in the National Register of Historic Places and is listed on the Maryland Inventory of Historic Properties. The Maryland Historic Trust finds NPS's historic assets so valuable and significant that it has placed the property within a Preservation Easement.

Our organization, Save Our Seminary (SOS), knows this landscape well. SOS is a nonprofit organization incorporated in 1989 to combat the neglect of the unique and historic buildings and landscape of NPS. SOS's ongoing mission is to communicate the history of the National Park Seminary and promote preservation of its buildings, artifacts, and landscape.

At this time, we do not know where the proposed expansion, if it occurs, will be located, but NPS's location makes it highly vulnerable. We ask that the MDOT take the time to study fully the potential effects of this action and explore every feasible avenue other than road expansion into this historic greenspace. We strongly urge you to avoid claiming historic and natural features to reduce traffic congestion.

Sincerely,



Bonnie Rosenthal
Executive Director

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June 12, 2019

Lisa B. Choplin, DBIA
Director, I-495 and I-270 P3 Office
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street, Mail Stop P-601
Baltimore, MD 21202

Dear Ms. Choplin:

My home abuts I-495 near Exit 39 (River Road). My neighbors and I have a few concerns regarding the overall design which I would ask you to consider and, since this will inevitably become a legal issue, to respond. Since the Public Works Commission has delayed work on the portion of the project abutting our neighborhood, there would appear to be plenty of time to make appropriate and desirable adjustments.

Our concerns fall into two broad categories: noise pollution and visual pollution.

Noise Pollution: I attended the workshop at Pyle Middle School, at which there was a separate section on Noise. On display (but not available on your website) was a map depicting SHA's modeling of what areas would be adversely impacted and considered for "reasonable" remediation. The impact line seemed to be carefully drawn to avoid almost every house in our neighborhood, although several yards are included. Unfortunately, this map is contradicted by SHA's own studies in 2002 and 2007 showing noise levels exceeding 67db for at least 18 houses. Increased traffic flow since 2007, and widening by two lanes as envisaged under the project, would surely increase the number of impacted houses significantly. At present, our neighborhood has the unique "privilege" of being one of the few along the Beltway not to have sound barriers already installed. SHA officials have long promised that sound barriers would be part of any further widening of the Beltway; I hope you will review the data and confirm that long-expressed obligation.

Visual Pollution: I understand that one design parameter for the project is that every entry/exit point will have direct access to the toll/express lanes through the use of "flyovers". Application of that parameter to the area immediately surrounding our neighborhood is unwarranted, dangerous, and will irreparably harm both our families and our property values. This is a clear case where specific application of a general principle is unsound. A total of four flyovers are envisaged for our area, less than a half mile apart – two for River Road traffic, and two for the Clara Barton Parkway (CBP). There should be plenty of room to implement entry and exit from the express lanes to normal traffic lanes between the American Legion Bridge and the CBP.

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- The Clara Barton flyovers are unwarranted (even at rush hour, volume on the CBP is not heavy) and needlessly complicate traffic flow. Since the I-495/CBP interchange is already two-level, these flyovers would have to be constructed on a third level, 30 or more feet above the existing roadbed. This would put them at or above the roof level of many houses in our neighborhood, with obvious implications for both aesthetics and additional noise pollution.
- The proposed design for River Road creates significant delays for non-toll traffic to enter and exit the Outer Loop, eliminating the smooth-flowing cloverleaf design and substituting a signalized intersection for both entry and exit. In addition, the exit flyover from the Inner Loop dumps traffic into an already complex and hazardous merge of exiting Inner Loop traffic and the CBP. Again, these flyovers would undoubtedly be taller than many existing homes.

I hope you will carefully consider these points and look forward to your reply. I would happily accompany you if you would like to see these problems for yourself.

Sincerely,

cc:

Senator Susan Lee

Delegate Susan Love

Delegate Ariana Kelly

Delegate Marc Korman

Councilman Andrew Frieson



Calvary Lutheran Church

9545 Georgia Avenue; Silver Spring, Maryland 20910
Ph: 301-589-4001 Fax: 301-589-4012

Reverend Michael S. Middaugh, Pastor www.calvarysilverspring.org

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

Dear Mr. Slater,

The purpose of this letter is to make you aware of the concerns of Calvary Evangelical Lutheran Church (Calvary) of Silver Spring concerning the State Highway Administration plans to expand the Capital Beltway through the Silver Spring area.

Calvary is located on the southeast corner of Georgia Avenue (Maryland Route 97) and the Capital Beltway (I-495). The church has been at this location since 1948 when the congregation moved into a stone chapel capable of seating 45 constructed on the site. Phillip H. Frohman, an architect widely known for his work on the Washington National Cathedral, designed this chapel. It is built in the same style as the Cathedral and has been in continuous use since that time. This facility was later expanded to accommodate growing activities supported by the Church.

A large sanctuary capable of seating over 250 was constructed in 1962, designed in the mid-20th century modern style by well-known architect Stanley Arthur. The Montgomery County Planning Commission's update of the Sector Plan for the Forest Glen and Montgomery Hills neighborhoods recommends that this facility be evaluated to verify its historical significance.

Over the decades, Calvary's property already has been impacted by roadway expansion. A portion of its northwest corner was taken for the Capital Beltway construction in the early 1960's, partially offset by some unneeded SHA property being transferred to Calvary. Georgia Avenue is no longer a two-lane roadway along which our members could once park. Further losses of land threaten our already precarious parking capacity. As a related matter, we encourage SHA to continue assessing the potential for the development of the property to Calvary's south that abuts Flora Lane for parking.

While the constant and continually increasing level of traffic and its associated congestion, noise and pollution are of public concern, Calvary is deeply concerned about the impact of more roadway development on Georgia Avenue. We believe these impacts are having and will continue to have negative consequences on structural integrity our chapel. The Georgia Avenue pavement has grown wider and now traffic passes within close proximity to the stone chapel. The constant vibrations of passing traffic, especially heavy vehicles, for which a planned curbside lane

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is being designed, can be felt within the chapel and adjoining church offices. We believe these vibrations already have contributed to damage within the chapel. Traffic in closer proximity to the chapel can only aggravate existing damage and could cause additional damage.

Therefore, Calvary requests that SHA avoid the selection of any options which impinge on the Calvary facility's structural integrity. This must include both the short term effects of highway construction and long term effects of vehicular traffic. The good intentions of improving traffic flow are likely to have the unintended consequences of irreparable damage to irreplaceable structures.

Some planning alternatives indicate that a portion of Calvary's property bordering Georgia Avenue may be lost, and with it some of our extremely limited parking area. However further losses of land threaten the viability of our church—our ability to support our members and serve the community.

In 2016, Calvary celebrated its 75th year. We plan to continue to serve our congregation and the surrounding community for many more years. Toward that end we are currently engaged in a major modernization project which will make our facility accessible in 21st century terms and even more user-friendly to other organizations. However the consequences of the current highway planning raises grave concerns that Calvary will be able to continue serving its members and its community.

Thank you for being mindful of our concerns. If you wish to discuss any of these issues and Calvary's life in our community, I and members of Calvary's Board of Directors would be pleased to meet with you.

On behalf of Calvary Evangelical Lutheran Church,

Daniel L. Michels
President

Cc: Maryland Governor Larry Hogan
Montgomery County Executive Marc Elrich



CARDEROCK SPRINGS
National Register of Historic Places

June 12, 2019

Governor Larry Hogan
100 State Circle
Annapolis, Maryland 21401-1925

Administrator Gregory Slater
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202-36-01

Subject: Comments about alternatives retained for detailed study & concerns about planned Beltway expansion

I am the President of Carderock Springs Citizens' Association (CSCA) and write on behalf of the Carderock Springs community, a historic community located adjacent to the west side of Interstate 495 (the Beltway) and Carderock Springs South, a community located adjacent to the east side of the Beltway.

Our community was very disappointed to learn at the SHA public workshop on April 13, 2019 that despite our previous comments submitted to SHA on April 30, 2018 and October 1, 2018, SHA selected Alternatives that would add two lanes in each direction. As we have previously stated, adding 2 lanes in each direction would reduce the distance between the lanes of the Beltway where vehicles will travel and school and residences, resulting in increased noise and dangerous air pollution. That means, contrary to Governor Hogan's earlier promises to keep the Beltway expansion within the right-of-way (ROW), our community was shocked to learn on April 13 that:

1. Many homeowners might be losing parts of their yards (at least temporarily) should the alternatives that will be adding two lanes each direction be chosen. As previously noted in our comments, Carderock Springs has been designated a National Historic District that is listed in the National Register of Historic Places. A greater level of analysis and limitations on decision-making under Section 106 of the National Historic Preservation Act and Section 4 (f) of the Department of Transportation Act is warranted. Taking away these properties is not acceptable.
2. Traffic will be much closer to the Carderock Springs Elementary School (CSES), with a large area of the school and field exposed to noise of more than 66 dB and harmful pollution. In addition to previously cited research confirming the harmful effect of highway pollution on children's lung development, we also note that CSES has three classrooms for children with autism. Children on the autism spectrum are extremely sensitive to noise and we believe that their needs should be part of the on-going analysis of the ARDS and possible remediation if I-495 is expanded. Thus, not only will the effects of a beltway expansion be felt within a

Carderock Springs Citizens' Association
P.O. Box 237, Cabin John, MD 20818-0237

www.carderocksprings.net

AppC_Attachment_061319_CSCA_Email

Governor Larry Hogan
Administrator Gregory Slater
June 12, 2019
Page 2

sensitive population, but such effects will be felt by a sensitive population *within a sensitive population*. Action must be taken to mitigate noise impacts at this location.

3. Elevated ramps over the Beltway linking managed lanes and River Road are also included as part of the ARDS, which will expand significantly the area negatively affected by noise and air pollution. Placing such elevated ramps in a residential area is, to our knowledge, an approach that has been rejected in all other jurisdictions as its negative effect is multiplied.

While our concerns are closely linked to the adverse effects that expanding the Beltway would have on our community, we share the views expressed by Montgomery County and others requesting the environmental, fiscal, and traffic impacts of proposed plans. Alternatives 8, 9, 10, 13B and 13C will, according to the very preliminary analysis provided in the Managed Lanes Study, have unacceptable impacts. We request that SHA assesses more carefully and comprehensively traffic patterns than it has up to now as it plans road expansion.

CSCA therefore requests that the SHA's environmental review and EIS specifically include the following:

- Conduct a new noise impact study to serve as the current baseline to measure the current level of Beltway noise in the vicinity of Carderock Springs given increased traffic over the last 17 years. If this study shows that current noise levels require a noise wall as abatement, any project alternative selected, even if limited only to traffic control measures, should include the building of a noise wall to specifications designed to ensure significant noise reduction.
- The traffic data used for the noise study to project future conditions should be conservative and be based on worst-case-scenarios in order to obtain true and correct traffic projections, both to determine the need for managed lanes, and to project actual traffic noise and emissions.
- In conducting the air pollution impact study to measure the current and projected levels of Beltway air pollutants in the vicinity of Carderock Springs, the health impacts of those current levels of pollutants, and the need for mitigation, the study must recognize and take into account the proximity of CSES and its athletic fields to the Beltway, and the potential for traffic to be even closer to these sensitive receptors if the ROW is expanded or if travel lanes are brought closer to the outside boundaries of the existing ROW.
- Evaluation of eligibility of Carderock Springs for Type I abatement under both existing conditions and future conditions.
- Include as a component of the alternatives (not as potential mitigation) a solid noise barrier along both sides of the Beltway in the vicinity of Carderock Springs
- Establish an I-495 & I-270 Community Working Group for community members, including Carderock Springs representation to actively participate in the development of the Draft Environmental Impact on I-495 & I-270 Managed Lanes Study and in any Section 106 Programmatic Agreement or

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AppC_Attachment_061319_CSCA_Email

Governor Larry Hogan
Administrator Gregory Slater
June 12, 2019
Page 3

Memorandum of Agreement, so the input and comments of these important stakeholders can shape SHA's further planning, review, design, and mitigation, rather than having these uniquely-situated stakeholders being relegated to participating only in the post-Draft Environmental Impact Statement public comment period.

We trust that you will seriously consider these comments.



John Orrick
President, Carderock Springs Citizens' Association

cc: Marc Korman, Delegate, District 16
Sara Love, Delegate, District 16
Susan Lee, Senator, District 16
Andrew Friedson, Councilmember, Montgomery County
Jack R. Smith, Superintendent, Montgomery County Public Schools

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AppC_Attachment_061419_AK_Online

Arthur M. Katz, Ph.D.
2 Stevenage Circle, Rockville, MD 20850

I am deeply disappointed with the process for evaluating the proposed I-495 & I-270 Public-Private Partnership (P3) Program. I do not believe the remaining highway only alternatives and the process used to select them represent a legitimate range of transportation alternatives as required by NEPA/Environmental Impact Statement (EIS) regulations. I do not believe these limited alternatives of highway expansion will work and address the real underlying transportation needs.

I think it was unnecessary to move forward with \Requests for Qualifications within the public-private partnership (P3) process before an EIS is complete. Under the P3 process large corporations will make significant commitments of resources, creating momentum to build a project, even if the formal process allows modification or cancellation.

Equally disturbing is the Governor's vilification of citizens and public officials who raise legitimate questions about the current MDOT alternatives and the planning process. His actions delegitimize the credibility of the SHA/MDOT process as fair and unbiased. It reinforced the concern that the selection of only highway alternatives for this phase of study was predetermined. This approach does not conform with the requirements of a legally defensible EIS.

Most Important, MDOT and the Governor have constructed a planning process that has had many public meetings, without any true participation by local governments or the public. The meetings were a window dressing process – a fig leaf created for legal purposes, but a violation of the spirit of the NEPA law. No consensus building here.

The County and City public officials and their staff have been excluded from providing real input into the process as well as community and environmental groups. This was underscored by the fact that while public comments in the previous phase strongly supported transit options, every single transit option was eliminated from further consideration for the remainder of the study process.

To get a sense about how a real participatory process and an effective planning process works please read my note at the end of this letter about the Boston Transportation Planning Review.

Most disturbing, MDOT made claims of substantial time savings for commuters at the public meetings it held in May 2019, but it could not or would not show the underlying analysis. MDOT claimed the analyses were not complete. On what legitimate basis do you make claims in public meetings about the results of traffic studies without the analysis being complete and transparent and ready for public review?

The decision of the Maryland Board of Public Works to put I-270 expansion first, will cause the biggest continuous morning traffic jam the Beltway and I-270 will ever see (as noted in a Washington Post article of June 6th). Under your new plan to add lanes to I-270 first without expanding the Beltway, there will be a significant increase in the number of cars (much more than the current level) arriving simultaneously at the unexpanded Beltway. The clearest analogy is the afternoon traffic nightmare of a 6 lane I-270 going North turning into a 2 lane I-270. If the SHA runs the traffic models honestly you will see the scale of the traffic mess.

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Moreover, I-270 already has 12 lanes in the residential area where proposed first phase expansion will happen. The current configuration on I-270 area of expansion is comparable to the number of lanes (12) the New Jersey Turnpike has near New York City (truck plus car lanes) and more than the 10 lanes of the heavily traveled Garden State Parkway in NJ. Adding more lanes is completely unreasonable for a dense residential area.

Essentially this process is in disarray and biased because it is so easy to say, "Toll Road", "someone else will build it and you won't have to pay for it!" What a political bonanza that phrase seems to contain. In reality, one way or the other there will be no free lunch - in terms of disruption to peoples' lives and the environment and economic development. None of this is accounted for in the current studies or the previous choices eliminating the transit alternatives.

We have not even talked about the transportation disaster on the Virginia side in the afternoon, if the Virginia toll lanes are brought to the Maryland line without some planning. Virginia/Maryland coordination is desperately required here and should be included in the studies for the EIS.

MDOT also insists you have to build toll roads on I-270 below 370 before you can work on I-270 north of I-370. The justification for the MDOT's position is its belief the tolls are the only means to pay for actions on I-270 north of 370.

The decisions by the Board of Public Works (BPW) to use 10% of the tolls for transit now complicates the situation further. I fully support the commitment to transit, but in taking that action the BPW created a potentially irreconcilable conflict between funds for transit and widening I-270 above 370. The reason for the conflict is the almost certain limitation on toll money available after the private contractor receives its share.

The transportation problem is also driven by a much deeper reality. The Virginia-Maryland traffic problem is a creature of the fact that Maryland has implicitly ceded in this transportation plan that an overwhelming number of all the future jobs, particularly high-tech high-paying ones, will be located in Northern Virginia. If that wasn't the case, you might not have the current I-270/Beltway transportation mess in the first place.

Regional economic role differentiation is not unrealistic, but it indicates how poorly the current highway studies have been conceptualized. There needed to be and still needs to be a much broader and earlier coordination in the process between regional planning and real transportation planning.

Quite frankly, this study should be part of a planning study not simply of transportation but of long-term County development. Transportation choices should be placed in the context of where Montgomery County, Prince Georges County want to go in the future. That clearly is not happening with this narrowly defined study. Moreover, the study should avoid what used to be called a salami planning process, i.e., where the agency breaks up a project into pieces to minimize political awareness and opposition - re: in this case, excluding studies above Gaithersburg.

In addition, the underlying assumptions of this plan does not comport with future reality out to 2040. The younger worker demographic does not want to use a car, would prefer to live in an urban environment, and use public transportation, bikes, ride hailing services like Uber, etc. While this might have been outlandish a decade or two ago, the reality of the availability of the silver line to Dulles makes living in downtown DC or urbanized northern Virginia and commuting (back

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commuting) to the Virginia high tech corridor near Dulles by public transportation a very real and sensible alternative. While not reflected in the current travel projections that reality can serious reduce the size of the future Maryland-Virginia commute. We could be easily building an expansion that is outdated before it is completed. None of these issues and analyses have been incorporated in the current EIS. Nor has current concerns about environmental issues such as greenhouse gases shaped the choices or analyses of the current study.

The rise of ride hailing apps, driverless automobiles, the expansion of MARC schedules and access, and other public transit alternatives are not serious considered in this study. Nor is the fact that jobs are themselves moving into a public transit environment - Marriott Corporation moves into Bethesda. We are moving into a different world and this plan is sleep walking into the past.

I would request some further key actions are needed to reestablish credibility.

1. Make the MDOT effort into a transportation study instead of a highway study if you are serious about addressing regional needs.
2. Require the reinstatement of one or two of the most credible public transportation alternatives that were inappropriately removed from the study by the MDOT and State Highway Administration (SHA). MDOT eliminated transit options based on their view of potential available funds, but this is not MDOT legitimate function. Financial decisions about where money is spent is the province of elected officials not technocrats. We need to produce a credible set of alternatives to provide the decision makers all the information they need to choose wisely.
3. Address the shortcomings of the current study process, by having not just Montgomery and Prince George's, Frederick Counties, and local governments like the City of Rockville (that have planning staffs), but also environment and citizen groups represented on a broader newly established steering committee.

This steering committee should be ongoing with responsibilities to: (1) review in detail and advise on the development of the EIS study plans, (2) review and advise on the acceptable contractors to carry out the studies and designs alternatives, and (3) continuously review and advise during the EIS process evaluating the implications of the new results emerging from the ongoing EIS and their implications for changes in study design and transportation alternatives. The scope of its responsibilities would include advising on the proposed transportation alternatives as well as examining the results of studies of traffic, land use, environmental and economic impacts, etc. The meetings of this committee should not be months apart.

4. Take a serious look at the opportunities in the rail system. The Greater Washington Partnership, Capital Region Blueprint for Regional Mobility, had as one primary alternative a focus on intercity and commuter rail, particularly integrating MARC and VRE, something that has been neglected as an alternative to some car-oriented commutes. While monorail is worth looking out, you have a potential intra-and interstate rail system that exists already and is worth looking at as part of the planning package, especially if you can transport people between Maryland and Virginia jobs.

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In sum, the current study process and the outcome of the P3 decisions of the Maryland Board of Public Works that intersect with it, have planted the seeds of a giant mess for everyone. The MDOT/SHA needs to step back and reformulate a planning process that includes legitimate alternatives and impact studies, and meaningful and effective public/governmental participation.

Thank you for your attention and consideration.

Sincerely,

Arthur Katz

Arthur M. Katz, Ph.D.
2 Stevenage Circle, Rockville, MD 20850

The Boston Transportation Review as a Model for Maryland

Fifty years ago, the U.S. Department of Transportation (DOT) wanted a model for the new Environmental Impact Statement (EIS) process (EPA was created in 1970). A study called the Boston Transportation Planning Review (BTPR), became that DOT's prototype and many of the lesson of the BTPR were enshrined in DOT's EIS regulation for the entire nation.

As noted in a Wikipedia article on the BTPR, "Comprehensive re-evaluation of areawide transportation plans was a major theme in the last quarter of the twentieth century for large US cities. The US Department of Transportation has said "the prototype for these reevaluations was the Boston Transportation Planning Review."
(<https://web.archive.org/web/20060922235855/http://tmip.fhwa.dot.gov/clearinghouse/docs/utp/ch6.stm>)

Among the BTPR's major innovations was having local governments, and citizen and environmental groups participate in developing the study's alternatives and evaluating their impacts.

I was the Chief negotiator for a large coalition of community, environmental and private groups called the Greater Boston Committee on the Transportation Crisis. My wife (before we were married) was staff to the BTPR and had the role of ensuring that there was wide of participation in the study by variety of cities, community and interest groups in the what was called the Northwest Corridor.

She was instrumental in bringing together a variety of participants from the cities of Cambridge and Somerville, with north west suburban communities to reach consensus on extending what was called the red Line (similar to the metro red line) from Harvard Square to suburban locations - a challenging task that was not guaranteed to be successful.

This planning approach built a consensus that helped the Massachusetts Governor, Frank Sargent, a moderate Republican, to choose a public transportation solution over highways, at a time when public transit funds were limited. The consensus also enabled the selected transit projects to get built.

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Sargent worked across the aisle with the Majority leader of the U.S. House of Representative, Democrat Tip O'Neill, to open the highway trust fund for transit project across the nation - something that was not permitted previously. The Governor's decisions required real imagination and political courage. If Frank Sargent had followed the MDOT's narrow criteria, no public transit would have been selected and built in Boston - that would have been a true tragedy.



Dannielle M. Glaros
Council Member
Council District 3
(301) 952-3060

Together Strengthening Our Community

June 13, 2019

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

Dear Maryland Department of Transportation,

I am writing to express my position on the Alternatives Retained for Detailed Study describing the seven possible alignments for the I-495/I-270 Managed Lanes Project. I write in support of the No-Build alternative referenced in the Environmental Assessment given the flaws in the existing assessment as outlined below as well as the Board of Public Works decision on June 5, 2019, which changed the scope, phasing and analysis of the project and hence the environmental review.

The fast-tracking of this project, including lack of early agreement with elected officials on the scope/phasing, has created major problems with this project which will harm the public and especially homeowners along the proposed route. I recommend that this phase of review be ended with a recommendation to begin the environmental assessment process anew. Due to the nature of a P3 funded project, lack of consensus and agreement on design impacts will only jeopardize the public interest and increase the risk to all parties involved in this project if this project proceeds.

In particular, let me state some specific concerns with this project, the alternatives proposed, and the overall process.

Lack of Communication and Meaningful Engagement with Local Jurisdictions

- From the first announcement of this project, Prince George's County staff, elected officials as well as municipalities have not been seen as a partner in this effort.
- Prince George's County Council requested a briefing on this project in early fall 2018; the state declined that request.
- M-NCPPC, our local planning agency, has recommended non-concurrence
- Prince George's residents continue to oppose tolls and yet no mass transit option was included as part of the environmental assessment.



Dannielle M. Glaros
Council Member
Council District 3
(301) 952-3060

Together Strengthening Our Community

I am intimately familiar with the need to move our residents to jobs, education, and more in our state. I am proud to be the Council Member who represents 9 of the 22 Purple Line Stations, two Metro Stations, and MARC stations on the Penn and Camden lines. Interstate 495 crosses my district as does the Baltimore Washington Parkway. My residents want to address congestion challenges and ensure they have access to jobs, to education, and to economic opportunity. But my residents and I know that widening and adding tolls to 495 as designed with the alternatives and phasing now included in this environmental assessment will not accomplish these goals and instead we need to look at a variety of multimodal solutions to move people and commerce.

Build Alternatives Will have a Negative Effect on Environment, Neighborhoods, Quality of Life

- Partial taking of property not yet fully defined will decrease individual home values and will likely result in additional properties needing to be fully purchased.
- Impacts of parkland property still lack clarity and different information provided implies more than 80 acres and upwards of 300 could be affected
- There will be increased noise and pollution to residents.
- Wooded parcels, stream valleys, green space, and parks & playgrounds will be disturbed.
- We will see increased traffic on local roads creating further neighborhood impacts, especially where exit ramps and on ramps for managed tolls are recommended.

Proposed Managed Lane access decisions appear to be based entirely on geographic impact without consideration of the relationship to existing and future origin-destination patterns, planned lane use, economic development consideration, social equity, or safe and efficient access to transit facilities.

Lack of Consideration of Prince George's County's Needs

- No planned access to the Managed Lanes near the new UMMS Regional Medical Center.
- A full interchange proposed at US 1 when community and university goals call for routing traffic from 495 to Kenilworth Avenue.
- Proposal leaves VDOT to solve issue of the weaving of lanes from MD 5 to the Managed Lanes near National Harbor to Wilson Bridge. This section has not been included at all in the assessment.

Rather than beginning with the problem – growing congestion and commute times – and finding the most viable solution, this project began by presuming that managed lanes were the solution and then attempted to shape the data to support that solution. Transportation study after transportation study has concluded that adding capacity to roadways only creates induced demand. Widening I-270 in the 1990s only warded off traffic for eight years before congestion returned in full force.



Dannielle M. Glaros
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Council District 3
(301) 952-3060

Together Strengthening Our Community

To adapt to a rapidly urbanizing world, we need to be willing to reject what is comfortable when it no longer works. Expanding highways alone has not been shown to work and yet this project and its P3 proposal would lock the state into this approach and state taxpayers well beyond my lifespan. Creating new transit options, which will reduce greenhouse gas emissions, increase opportunities for low-income residents *and* reduce congestion on existing roadways, does work and should be included in an option.

Lack of Consideration of Public Transportation and Alternatives

- Public transportation must be considered as an integral element in the design of the Preferred Alternatives.
- No statement of justification was provided in the ARDS for the termination of the Managed Lanes west of MD5 and assisting VDOT to determine the appropriate weaving pattern from the end of the Managed Lanes to the Woodrow Wilson Bridge.
- There is no consideration of WMATA's study of heavy rail crossing the Woodrow Wilson Bridge to National Harbor as part of 2018 law which provided dedicated funding to WMATA.

Rather than adding more cars onto the road, we need to encourage alternative transit. Developed countries around the world are ahead of us. They are building sustainable, connected and affordable transit that people are willing to use. Urban sprawl has transformed much of Maryland into a metropolitan area. With Washington D.C. and Baltimore on the North and South ends of the state, we can no longer ignore the fact that our communities are rapidly urbanizing. To prepare for the future, we need to ditch the outdated, car-centric infrastructure and focus on making our state a global example of regional transit. By adding these lanes, all we are doing is temporarily delaying our congestion problem. The new lanes will create induced demand, additional choke points at connections to I-50 and I-295 and in a matter of years, we will be worse off than before.

I urge project partners to seriously consider the No-Build alternative as the best option for the State of Maryland until a more thorough approach is considered to address congestion. Let's work together and collaborate to find a long-term solution for, and not just a temporary relief from, our congestion problem.

Together Strengthening Our Community,

Dannielle Glaros

June 14, 2019

10603 Muirfield Dr.
Potomac, Md. 20854

Dear Maryland State Highway Administration,

I am writing to comment on the I-495 and I-270 Managed Lanes Study.

1. Reducing Travel Demand – In order to improve transportation and the environment for people in a sustainable way, transportation policies must include strategies to reduce travel demand. What is the State Highway Administration (SHA) doing to reduce demand in this study? Will you provide more park-and-ride locations to reduce the number of vehicles on the highway? The governor should be working with county governments and employers to create solutions to reduce traffic – solutions such as telecommuting, co-working centers near where employees live (or outside of traffic-congestion choke points), and flexible hours.

2. Transit – In terms of moving more people efficiently and reducing the environmental impact of travel, transit is the way to go. I support an elevated monorail along I-270 up to Frederick (it should begin at Shady Grove Metro Station). I also support allowing buses to use toll lanes for free. I also recommend you allow electric vehicles to use the toll lanes for free. I support giving 10 percent or more of toll revenue to transit projects in Montgomery and Prince George’s Counties.

3. Sustainability – In the Workshop Handout brochure given to me at your public workshop April 25, 2019, at Wootton High School, you say the “necessary improvements must be large-scale and sustainable, or we will be stuck in never-ending traffic.” How will this project be sustainable in terms of handling traffic volume and preventing or reducing congestion up to the year 2040 and beyond?

a. How have other highway expansion projects in Maryland performed over time, both short-term and long-term? Wasn’t I-270 expanded in 1991 and didn’t it become severely congested long before the state predicted it would?

4. Generated Traffic and Induced Travel - How much new traffic will be generated by the additional lanes? After the lanes are added, what will congestion levels be? How long will it take to reach congestion levels equal to today’s? Would this project lead to a temporary improvement, but eventually settle into the situation we see today, with similar congestion in certain directions at specific times of specific days?

5. Types of Lanes – I support HOV lanes and, if toll lanes must be part of a highway solution, I support the High-Occupancy Toll Lanes. You should incentivize zero-emission vehicles by allowing electric vehicles to use HOV and use HOT lanes for free.

6. Vehicle Miles Traveled - How will this project affect vehicle miles traveled each year in the region?

7. Air Pollution – Both Montgomery County and Prince George’s County fail to meet the national ambient air quality standard for ozone for a significant number of days each year – seven for Montgomery and 22 for Prince George’s. This results in “Code Orange” days – air unhealthy for sensitive

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groups – and “Code Red” days – air unhealthy for everyone. How will this project affect ground-level ozone levels? Specifically:

- a. How much additional nitrogen oxide pollution, especially NO₂, will the additional traffic create?
- b. How will the nitrogen oxide pollution affect the number of high ground-level ozone days in the region? How will the nitrogen oxide levels affect the number of poor air quality days in the region – Code Orange, Red, and Purple days as labeled on the Air Quality Index?
- c. What will the impact to local waterways and the Chesapeake Bay be when this additional NO_x comes out of the atmosphere when it rains? How much NO_x created by the additional traffic will be rained into the Bay?

8. Greenhouse Gas Emissions – Transportation is the largest source of greenhouse gas emissions in both Maryland and the United States. How much additional CO₂ will the additional traffic create? Will the state or the vendor do anything to offset this additional CO₂? How will the additional CO₂ affect the ability of the state to attain its goals under Maryland’s Greenhouse Gas Reduction Plan?

9. Chesapeake Bay - How will the pollution and other impacts from this project impact the Chesapeake Bay cleanup effort? How much additional NO_x will rain into the Bay? How much CO₂ will be created and how will that affect the climate change impacts on the Bay and the state? How much additional stormwater pollution will wash off the new highway lanes into our waterways and eventually into the Potomac River and Chesapeake Bay?

Maryland did not meet its interim targets in 2017 for nitrogen and sediment pollution loads in urban runoff. It is thus imperative the proposed highway project not add to these loads. If not, the state and county will not meet their required Chesapeake Total Maximum Daily Load limits under the 2025 Watershed Implementation Plan. It does not make sense for the state to work against itself in this way.

10. Stormwater - How much additional stormwater runoff will be created by the extra lane(s)? How much of this will you be required to treat, by law? How much sediment will be eroded by this extra runoff and affect the Cabin John Creek, Potomac River, and Chesapeake Bay?

- a. Will you treat stormwater runoff for the existing highway, to bring treatment up to current standards?
- b. What is the maximum rain event your new stormwater facilities will treat? Will it be able to handle the more frequent storms that drop large levels of precipitation we’ve seen in recent years?
- c. How much additional pollution will be in the stormwater runoff – the additional oil and other vehicle fluids, litter, and more caused by the extra traffic?
- d. Will the construction of additional lane(s) impact the land? What measures will be taken to prevent polluted stormwater runoff from the construction sites? How much stormwater pollution will get into our creeks anyhow?

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11. Forests and Trees – How many acres of forest will be removed by this project? How much parkland will be taken by this project? Will the SHA or vendor be replanting any of the affected areas? Will they be offsetting tree loss by planting trees elsewhere in the county or state?

12. Heat Island - How will the addition of extra lane(s) of asphalt affect the air temperature at ground level?

Please respond to my questions. Thank you for addressing them.

Sincerely,

Dan Kulpinski

Dan Kulpinski
Potomac, Md.
301-758-9874
dan.kulpinski@gmail.com

Friends of the Cabin John Creek

P.O. Box 267, Cabin John, MD 20818

Incorporated 2013

Burr Gray - President
Sandy Laden - Vice President

Dan Kulpinski - Treasurer
Jon Putnam - Secretary

Comments by the Friends of Cabin John Creek regarding the Environmental Impact Statement (EIS) for Possible I-495/I-270 Expansion

Introduction

The Friends of Cabin John Creek (FOCJC) works to protect the Cabin John Creek (CJ Creek) watershed. FOCJC strongly advocates for mitigating impacts of any 495/270 expansion on the watershed. Many of the alternatives have the potential to have both short-term and long-term negative impacts on the watershed. It is our position that the chosen alternative must avoid or mitigate all short- and long-term negative impacts to the health of the watershed. We strongly support (1) the retrofitting of the existing highway system with current best management practices for stormwater management, (2) close adherence to current stormwater management regulations for new public construction, as well as (3) minimizing the destruction of parkland for highway expansion.

Background

- The Beltway was constructed between 1961-1964 and I-270 between 1962-1975, a time when there were no stormwater regulations.
- The state of Maryland is initiating a I-495 & I-270 Public-Private Partnership (P3) Program that will likely include actions along all of the 70+ miles of interstate in Maryland including the portions of I-495 and I-270 in the CJ Creek watershed.
- Roughly 10 miles of this highway falls within our watershed and all of the work falls within someone's watershed.

Issues

- Increased runoff from increased impervious surfaces. In many alternatives there would be a dramatic increase in the width of the roadway. Adding one foot of roadway along the 70 miles of the project adds up to 8.5 acres of asphalt.
- Destruction of park land. In our watershed there are private yards, private homes, and park land within or adjacent to the project area.

Comments

- Comment #1 - To give the reader of the EIS a feel for the impact of any highway expansion on the stormwater runoff into CJ Creek, the section dealing with stormwater impacts should provide (1) a calculation of the amount of current impervious surface the two highways have in the CJ Creek watershed, (2) the percentage of impervious surface in the CJ Creek watershed that this represents, and (3) the additional amount of impervious surface that each alternative will add to the existing roadway. Our back-of-the-napkin calculations are as follow:

(1) **Impervious Surface from I-495 and I-270 in the CJ Creek Watershed** - I-270 is 211 feet wide., I-495 is 131 feet wide., and there is approximately 4.5 miles of I-495 and 5.5 miles of I-270 in the CJ Creek Watershed. These numbers convert to 71.45 acres of impervious surface tied to I-495 and 140.67 acres of impervious surface tied to I-270. Thus, there is approximately 212.12 acres of impervious surface from those two highways in the CJ Creek watershed. Since the watershed has 16,022 total acres, these two highways currently cover approximately 1.32% of our watershed. The U.S. interstate highways have standard lanes 12 feet wide, so each additional lane will add that much width to the existing impervious surface.

(2) **Percentage of Impervious Cover** - According to Montgomery County's 2012 Cabin John Creek Implementation Plan, there were 3,402 acres of impervious cover in the CJ Creek watershed at that time. The current 212 acres of I-495/I-270 highway equals 6.23% of the impervious cover.

Comment #2 - the EIS needs to clearly state the major requirements affecting stormwater runoff, which we understand to be the following: (1) there can't be any increase in "total" stormwater coming off of I-495/I-270 as a result of adding new lanes, and (2) since this is a "re-development" project, there must be a 50% treatment/improvement in the quality of stormwater coming off existing impervious surfaces. If our understanding of the requirements is incorrect, the relevant section in the EIS needs to clarify why that is the case.

- Comment #3 - the EIS needs to reflect the threat to three specific parts of the CJ Creek watershed. Two sections of the watershed have been identified as "priority catchments" by Montgomery County and border I-270 and the I-495 spur. The streams here are already in need of restoration. One section of the watershed has been identified as a "priority conservation catchment" by the County and it is adjacent to I-495 in Cabin John. This area contains critically significant, extremely significant, and highly significant conservation areas.
- Comment #4 - the EIS needs to state how the 495/270 proposal relates to the state's commitments under the EPA's MS4 permit and the Chesapeake Bay cleanup plan. The document needs to illustrate how to accomplish less stormwater runoff and less roadway pollution going into the streams in CJ Creek watershed.
- Comment #5 - there did not seem to be anything presented in the workshops about expanding the American Legion Bridge. If the natural consequence of an expansion of I-495/I-270 is an expansion of American Legion Bridge, the EIS should analyze that possibility.
- Comment #6 - any RFP that goes out for bids needs to have specific stormwater-related requirements so that the contractor has guidance/requirements to follow.

FOCJC Positions

- Opposed to the taking of public open space that protects creeks
- We want the state to retrofit the existing roadway with stormwater management facilities to slow the water down, settle out the sediment, and increase the amount of water that goes into the

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ground rather than rushing into the stream. We would like the existing roadway to meet current stormwater runoff control standards.

- Any new construction must adhere to the most current stormwater regulations and be continuously monitored and updated in order to minimize impact to the surrounding natural landscape.
- We are especially concerned about the threat to three parts of our watershed as mentioned in Comment #3 above.

Thank you for considering our comments.

Sincerely,

/S/

Burton Gray
FoCJC - President



YES

A Super Smooth Smart Clean Quiet Fast Economical Way to Travel Between Frederick and Montgomery Counties

DON'T Add More Expensive Congestion Pollution Producing Dangerous Traffic Lanes to I-270
Proven to be Ineffective Time After Time

SHA / FHWA I-270 BEST METHOD

14B LIGHT RAIL

ALWAYS HIGHLY EFFECTIVE

COMFORTABLE - CONVENIENT - SAFE



YES

Super Smooth Smart Clean Quiet Fast Economical Way to Travel Between Frederick and Montgomery Counties

DON'T Add More Expensive Congestion Pollution Producing Dangerous Traffic Lanes to I-270
Proven to be Ineffective Time After Time

SHA / FHWA I-270 BEST METHOD

14B LIGHT RAIL

**THE FUTURE DEPENDS ON IT
COMFORTABLE - CONVENIENT - SAFE**

June 14, 2019

TO: State Highway Administration

FROM: Jean Cavanaugh, Silver Spring, MD

- For 495 between the I-270 spur and I-95, **I support the No Build option.** Implement Montgomery and Prince George's County [seven recommendations to alleviate traffic](#).
- For I-270, I support a variation of 13B, two reversible HOT lanes on I-270.
- For 495 from I-270 spur across American Legion Bridge, I support two HOT lanes on each side, existing ROW permitting.

I have several specific recommendations.

1. NO DIRECT ACCESS FROM ROUTE 29/COLESVILLE ROAD

Secretary Rahn promises a reduction in cut through traffic due to Waze type applications if the beltway was widened. I asked SHA specifically about Rt. 29 in Silver Spring where SHA is planning one of three interchange access points to the express lanes. Rt. 29, SHA told me, would see an increase in traffic. That means the horrible cut through traffic on our neighborhood streets will continue and get worse with drivers getting on an off the rare interchange access to the express lanes.

Recommendation: If SHA ends up adding HOT lanes to 495, do not place an interchange on Rt 29/Colesville Rd. Instead, place interchanges at 95 and 270, with auxillary lane access available where space is available. Drivers heading to FDA or downtown Silver Spring can exit onto regular Beltway lanes at 95, then to New Hampshire Ave and over to Colesville Rd.

2. SAVE MATURE TREES AND PLANT MORE FOREST ALONG 495 AND 270

Up to 1,500 acres of forest could be lost from the expansion of I-495 and I-270. In spite of state law prescribing mitigation in the watershed where forest was lost, we know from Purple Line construction forest mitigation that there are almost no more areas to mitigate that much lost forest in our local watersheds, or even in the county. Land is constrained, we are just about fully built out here in Montgomery County.

Recommendation: Incentivize preservation of mature trees and planting of additional trees along highway ROWs. Preserve what little forest we have remaining for the benefits it provides to fight global warming, house vital fauna including insects and birds, and provide a buffer to thousands of homes near the beltway. Do not widen current footprint of Beltway. Plant more trees where possible included in new stormwater ponds. Continue to work to manage

stormwater runoff on beltway using funds collected from increased gas tax or additional state run tolls.

3. INCREASE GAS TAX AND IMPLEMENT TOLLS ON SOVs USING STATE OF THE ART ELECTRONIC TOLLING SYSTEMS

In this era of increasing climate change due to the increase of carbon emissions, every state government must reprioritize its transportation policy to focus on getting individuals out of their SOV. The county and state has not made a serious effort to either incentivize or penalize SOV travel. Now is the time. We must reduce the number of cars on the roads.

Recommendation: Using electronic tolls and required EZPass, implement and enforce toll payments on all Single Occupancy Vehicles on all state roads or raise gas tax to provide road repairs.

4. REROUTE COMMERCIAL AND THROUGH TRAFFIC AWAY FROM BELTWAY

SHA does not yet have statistics for through commercial truck traffic. They should not proceed until they have this data. I thought that Maryland once had a plan to send through commercial truck traffic to alternate highways and across the Nice Bridge. There is no reason for these through trucks to be on the beltway.

Recommendation: Re-route all through 95 traffic to 301 and Nice Bridge to avoid Beltway.

5. MARYLANDERS SHOULD BORROW MONEY THEMSELVES AND TAX THEMSELVES TO KEEP INFRASTRUCTURE PUBLIC, NOT PRIVATIZE IT

Reading [Steven Pearlstein's column](#) in the Washington Post recently, I was reminded of the risky finances surrounding the proposed P3 structure for the proposed expansions. Much of the funding may come from unregulated private equity sources which charge higher interest rates because they are taking on higher risk. We all need to understand better what happens when travel technology changes, and tolls are no longer a viable way to collect the money to repay the debt. I am also concerned about money borrowed through a TIFIA loan. Although SHA claims this loan is non recourse to the state of Maryland if the P3/borrower defaults on the TIFIA loan, there is an impact on taxpayers. The federal DOT will become an equity holder in what may be a non-profitable operation, so yes, we taxpayers do pay.

Recommendation: I understand SHA is not in charge of financing decisions, but I strongly urge the state to reject funding this project through a P3. Instead, raise gas tax, install more tolls for all SOV to execute improvements put forward by Montgomery County at key spots on the beltway to ease congestion.



6. Allow transit buses to use toll lanes for free.
7. Find a way to separate heavy truck traffic from the rest of the traffic.
8. Require contractor to use state-of-the-art sound barriers.
9. Require use of all native plantings for any landscaping that has to be done, whether around stormwater management facilities, on any ROW land left, or on sound walls.



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

To: The Commission

Date: April 29, 2019

From: Carol S. Rubin, Special Project Manager I-495 & I-270 Managed Lanes Study 
Debra Borden, Principal Counsel I-495 & I-270 Managed Lanes Study 
Office of the General Counsel

Subject: Briefing and Discussion for May 1, 2019, Full Commission Meeting
I-495 & I-270 Managed Lanes Study

The Maryland Department of Transportation and State Highway Administration (MDOT SHA) have described the I-495 & I-270 Managed Lanes Study as the largest initiative in the Traffic Relief Plan [introduced by the Governor] to evaluate improvements in the I-495 and I-270 corridors. The Federal Highway Administration (FHWA) and MDOT SHA have initiated the I-495 & I-270 Managed Lanes Study to evaluate a range of travel demand management alternatives on I-495 from south of the American Legion Bridge in Fairfax County, Virginia to east of the Woodrow Wilson Bridge at MD 5, and on I-270 from I-495 to I-370. The next phase to be studied will, according to MDOT SHA, begin this Spring and will include the northern portion of I-270 and I-495 west of MD 5 to the Woodrow Wilson Bridge.

At the October Commission meeting, the next stage in the basic project schedule required M-NCPPC as a Cooperating Agency to concur/concur with comment to the Alternatives Retained for Detailed Study (ARDS) by January 2019, before MDOT SHA was proposing to release the ARDS to the public. Therefore, in order to retain the confidentiality of the information provided to the Inter-Agency Working Group (IAWG), you authorized us to concur with comments on behalf of the Commission based upon the discussion of the Preliminary Alternatives held at the October meeting.

After the October meeting, MDOT SHA revised the Study Process by adding an interim step before recommending the ARDS to the IAWG. In February 2019, MDOT SHA released recommended Screened Alternatives to the IAWG and requested comments in March, which deadline staff was able to meet based on the October discussion with the Commissioners. On April 10, 2019, MDOT SHA released its recommended ARDS to the IAWG and followed through with a confidential "ARDS Paper." Although the ARDS and some background information has since been released to the public through a series of Public Workshops, some of the materials included in the ARDS Paper is not available to the public and must remain confidential.

The purpose of this briefing is to discuss staff's comments to the recommended ARDS in advance of our releasing our response to the ARDS Paper (due May 1, 2019) and assist as we prepare to concur with comment to the ARDS (due June 5, 2019) in accordance with the authority you granted to us at the October Commission meeting.

Many of our comments to the Screened Alternatives were not reflected in the ARDS Paper, and in fact, MDOT SHA made almost no change from the Screened Alternatives to the ARDS. Therefore, we will

explicitly incorporate those comments into our comments to the ARDS Paper. We have included a summary of the comments to the Screened Alternatives at the end of this memorandum. Our additional comments and concerns with regard to the draft ARDS Paper are as follows in summary for reference. Because there are so many, and many of them quite technical in nature, we have highlighted in bold those comments that staff believes are the most critical for discussion.

- 1. Proposed Managed Lane access decisions appear to be based entirely on geographic impact without consideration of the relationship to existing and future origin-destination patterns, planned land use, economic development considerations, social equity or safe and efficient access to transit facilities.**
- 2. Impacts to parkland along I-495 and I-270 have likely been underestimated due to discrepancies in ownership/control along and including portions of the highway.**
- 3. Public transportation must be considered as an integral element in design of the Preferred Alternative.**
- 4. Relocations on I-495 and property impacts should include evaluation of whether partial takings result in nonconforming properties under current environmental and zoning laws.**
- 5. The benefits and impacts from any of the Alternatives will be incomplete without a local road system/interchange analyses, particularly given the selection of limited access to the Managed Lanes.**
- 6. Commitment to Corridor Cities Transitway**
- 7. Interactive ArcGIS Mapping Tool (SHA Map) needs enhancements and improvements.**
- 8. Travel demand assumptions and methodology are necessary to properly evaluate the ARDS selections.**
- 9. More detail is needed on the noise impact evaluation process, including noise barrier or other proposed mitigation detail to address project impact.**
- 10. Removal of C/D Lane System on I-270 was added to reduce impacts, but a bias has been created in any Build Alternative evaluation without the proper transportation analysis of this Alternative as a stand-alone alternative.**
- 11. Traffic Operations Evaluation in ARDS paper provided no detail as to how the existing traffic congestion was calibrated on connecting roads and on I-495 and I-270.**
- 12. Since financial viability is one of the criteria for selection of the ARDS, the preliminary capital cost estimates and detailed breakdowns by construction items must be included.**
- 13. Design of the American Legion Bridge improvements should provide designated space for transit and walking and cycling.**
- 14. Tie-in from the eastern terminus south of MD 5 across the Woodrow Wilson Bridge should accommodate future transit and bicycle/pedestrian connections.**
- 15. Need for bicycle and pedestrian connections crossing the two corridors.**
- 16. Four-Hour analysis periods are inadequate given the seven to ten hours of congestion identified in the Purpose and Need Statement.**
- 17. Evaluation of the metrics that M-NCPPC provided on February 6, 2019, with our comments to the Purpose and Need Statement is needed.**
- 18. Parks has requested the Stormwater Management Report from MDOT SHA and will provide comments regarding the stormwater management approach once we have the opportunity to review the report.**

Summary List of Comments to Screened Alternatives

1. Lack of any significant transit elements in the selected screened alternatives is unacceptable.
2. Segmentation of the Corridors as follows:
 - a. I-495 between the American Legion Bridge and the I-270 western spur and I-270 between the I-270 western spur and I-370,
 - b. The I-495/I-270 triangle which is a unique configuration of interstate facilities where segmentation alternatives may need to transition,
 - c. I-495 between the I-270 eastern spur and I-95, and
 - d. I-495 between I-95 and MD 5.
3. American Legion Bridge must be designed and constructed to include future heavy rail.
4. The draft ARDS Paper specifically omits any discussion of transition between the existing I-495 local and through lanes from the Woodrow Wilson Bridge and the terminus of the managed lanes south of MD 5. According to Secretary Rahn, the Virginia Department of Transportation (VDOT) will determine the design of this transition at some point in the future. As a result, the state apparently intends to rely upon Virginia to design and implement a segment of I-495 that provides access to the most significant economic assets in Prince George's County.
5. Conversion of Existing HOV Lanes on I-270 to HOT Lanes eliminates general-purpose lanes.
6. Need specific commitment for HOV - whether free versus reduced rate in HOT Lanes.
7. Modification of I-270 Alternatives to eliminate collector/distributor road system deserves further study.
8. Environmental Screening Criteria was insufficient.
9. Alternative 2 - TSM/TDM should be retained.
10. Alternative 5 – 1-Lane HOT Managed Lane Network need not be retained for the I-270 corridor but must be advanced for the I-495 corridor
11. Alternative 8 – 2-Lane, Price-Managed Lane Network on I-495, 1-Lane Priced and 1-Lane HOV Managed Lane Network on I-270 Only should not be advanced as it is inconsistent with sound highway design and operations.
12. Alternative 9 – 2-Lane, HOT Managed Lane Network should not be advanced without repurposing the HOV Lane as a General Purpose Lane.
13. Alternative 10 – 2-Lane Express Toll Managed Lane Network Plus 1-Lane HOV Managed Lane Network on I-270 should not be advanced without repurposing the HOV Lane as a General Purpose Lane.
14. Alternative 13A – Price Managed Reversible Lanes on I-495 should be advanced for further study at certain designated segments.
15. Alternative 13B – HOT Managed Reversible Lane on I-270 is confusing in its presentation.
16. Alternative 13B – HOT Managed Reversible Lane on I-270 should advanced but revised to adequately accommodate the shoulder hour traffic demands by adding a general-purpose lane in each direction to replace the general-purpose function lost for 21 hours a day in the existing HOV lanes.
17. Alternative 13C – ETL Managed Lanes and one HOV Managed Lane Network on I-270 should be advanced and expanded onto I-495 between the American Legion Bridge and the I-270 western spur; however, we recommend that the reversible lane network concept be included for the segment of I-495 between the American Legion Bridge and the I-270 western spur.
18. All Transit Alternatives (Alternatives 14A-Heavy Rail, 14B-Light Rail and 14C-Off Alignment BRT) should be advanced as an integral component or supporting element of other Alternatives for further study.



THE MARYLAND GENERAL ASSEMBLY

June 3, 2019

Members of the Maryland Board of Public Works
Louis L. Goldstein Treasury Building
Calvert St, Annapolis, MD 21401

Governor Hogan, Treasurer Kopp, and Comptroller Franchot:

We, the undersigned Maryland lawmakers, respectfully request that you do not:

1. Designate the I-495 & I-270 P3 Program (Program) as a public-private partnership (P3), or
2. Approve the proposed competitive solicitation for selecting a private party developer for the Program.

Instead, we urge the Board of Public Works to:

1. Instruct the Maryland Department of Transportation (MDOT) to split the Program up into its various phases and segments for purposes of obtaining a P3 designation, so that each segment MDOT has previously identified should be approved or disapproved separately as a P3.
2. Delay approval or disapproval until an Environmental Impact Statement (EIS) is completed, so that you can understand what it is you're being asked to approve, with respect to the cost of tolls to drivers, time, land need, environmental mitigation, and other important factors. Moreover, MDOT should undertake a serious analysis of the potential greenhouse gas emissions of construction and operation of the project and its impact on climate change.
3. Work collaboratively with county stakeholders to consider the range of options to address traffic, beyond those being considered in the current P3 analysis, and
4. Take all efforts to enforce promises the Governor made not to seize any homes or businesses along the path of the project.

For further discussion of our request, please see the attached letter from May 3, 2019 sent by some of us to you. It will be attached and can be found here -

<https://www.scribd.com/document/408510306/Letter-from-Maryland-Legislators-to-Board-of-Public-Works-re-I-495-I-270>

Your decision at this meeting will have lasting consequences for our constituents and our state.

Thank you for your consideration.

AppC_Attachment_061419_JH_Online

Senator Malcolm Augustine, District 47
Senator Joanne Benson, District 24
Senator Cheryl Kagan, District 17
Senator Clarence Lam, District 12
Senator Susan Lee, District 16
Senator Shirley Nathan-Pulliam, District 44
Senator Paul Pinsky, District 22
Senator Jim Rosapepe, District 21
Senator Will Smith, District 20
Senator Jeff Waldstreicher, District 18

Delegate Gabriel Acevero, District 39
Delegate Vanessa Atterbeary, District 13
Delegate Heather Bagnall, District 33
Delegate Ben Barnes, District 21
Delegate Ereik Barron, District 24
Delegate Kumar Barve, District 17
Delegate Regina T. Boyce, District 43
Delegate Tony Bridges, District 41
Delegate Al Carr, District 18
Delegate Lorig Charkoudian, District 20
Delegate Charlotte Crutchfield, District 19
Delegate Bonnie Cullison, District 19
Delegate Kathleen Dumais, District 15
Delegate Eric Ebersole, District 12
Delegate Jessica Feldmark, District 12
Delegate Diana Fennell, District 47A
Delegate Wanika Fisher, District 47B
Delegate Tawanna Gaines, District 22
Delegate Jim Gilchrist, District 17

Delegate Anne Healey, District 22
Delegate Shelly Hettleman, District 11
Delegate Terri Hill, District 12
Delegate Julian Ivey, District 47A
Delegate Michael Jackson, District 27B
Delegate Anne Kaiser, District 14
Delegate Ariana Kelly, District 16
Delegate Marc Korman, District 16
Delegate Mary Lehman, District 21
Delegate Jazz Lewis, District 24
Delegate Robbyn Lewis, District 46
Delegate Brooke Lierman, District 46
Delegate Sara Love, District 16
Delegate Eric Luedtke, District 14
Delegate David Moon, District 20
Delegate Julie Palakovich Carr, District 17
Delegate Joseline Pena-Melnyk, District 21
Delegate Pamela Queen, District 14
Delegate Kirill Reznik, District 39
Delegate Emily Shetty, District 18
Delegate Stephanie Smith, District 45
Delegate Jared Solomon, District 18
Delegate Vaughn Stewart, District 19
Delegate Jen Terrasa, District 13
Delegate Veronica Turner, District 26
Delegate Kris Valderrama, District 26
Delegate Alonzo Washington, District 22
Delegate Courtney Watson, District 9B
Delegate Jheanelle Wilkins, District 20
Delegate Karen Young, District 3A



THE MARYLAND GENERAL ASSEMBLY

May 3, 2019

Maryland Board of Public Works:

We represent communities residing along I-495 & I-270 and respectfully request that you do not:

1. Designate the I-495 & I-270 P3 Program (Program) as a public-private partnership (P3), nor
2. Approve the proposed competitive solicitation for selecting a private party developer for the Program.

It is inappropriate to schedule a vote on such a significant project when one third of the BPW members will not be present for the meeting. We further request that the Board of Public Works instruct the Maryland Department of Transportation (MDOT) to split the Program up into its various phases and segments for purposes of obtaining a P3 designation from the Board. Each segment that MDOT has previously identified in documents and public meetings — including the I-270 portions and each I-495 segment of the project — should be approved or disapproved separately as a P3. That will ensure that each section of the Program is considered independently and adequately for its approval or disapproval.

In short, the designation of the P3 should not be done for the entire 70 miles of the project at once. Each segment of I-495 and I-270 faces unique conditions and challenges and should be considered on its own merits.

We also believe it is inappropriate to rush through such an approval before an Environmental Impact Statement (EIS) is completed or before we have any idea of the cost of tolls to drivers. The EIS will provide information about cost, time, land need, environmental mitigation, and other important factors, so that you can understand what it is you're being asked to approve. MDOT has itself represented at public meetings that it is not ready to share the support for its traffic model, and no detailed analyses of the costs and financial risks of the Program have been provided. There is great uncertainty involved for the state, taxpayers, and individual motorists in acting without full information on the choices for traffic relief in Maryland.

We share the broad concerns about traffic congestion and hope to work with MDOT and county officials to consider the range of options to address traffic, beyond those being considered in the current P3 analysis. As you know, both Montgomery and Prince George's County Councilmembers have raised concerns about the proposed approach, but both county councils welcome the opportunity to work collaboratively to address traffic congestion. The same holds true for the Maryland-National Capital Park and Planning Commission. We hope these local stakeholders will be a part of this discussion, and we ask that other options be considered, at least for some segments of the Program.

Lastly, we urge the Board of Public Works to take all efforts to enforce promises the Governor made not to seize any homes or businesses along the path of the project.

AppC_Attachment_061419_JH_Online

Thank you for your consideration,

Senator Malcolm Augustine

Senator Joanne Benson

Senator Susan Lee

Senator Obie Patterson

Senator Paul Pinsky

Senator Jim Rosapepe

Senator Will Smith

Senator Jeff Waldstreicher

Delegate Gabe Acevero

Delegate Ben Barnes

Delegate Ereik Barron

Delegate Kumar Barve

Delegate Al Carr

Delegate Lorig Charkoudian

Delegate Charlotte Crutchfield

Delegate Bonnie Cullison

Delegate Diana Fennell

Delegate Wanika Fisher

Delegate Tawanna Gaines

Delegate Anne Healey

Delegate Julian Ivey

Delegate Anne Kaiser

Delegate Ariana Kelly

Delegate Marc Korman

Delegate Mary Lehman

Delegate Jazz Lewis

Delegate Sara Love

Delegate Eric Luedtke

Delegate David Moon

Delegate Julie Palakovich Carr

Delegate Joseline Peña-Melnyk

Delegate Pam Queen

Delegate Kirill Reznik

Delegate Emily Shetty

Delegate Jared Solomon

Delegate Vaughn Stewart

Delegate Veronica Turner

Delegate Kris Valderrama

Delegate Alonzo Washington

Delegate Jheanelle Wilkins



May 29, 2019

Caryn J. G. Brookman
Environmental Program Manager
Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
601 North Calvert Street
Baltimore, MD 21202
By email: CBrookman@mdot.maryland.gov

Dear Caryn,

Pending Request

At the Interagency Working Group (IAWG) meeting to the I-495/I-270 Managed Lanes Study (Study) held on May 8, 2019, you asked to be notified by May 29th if there are substantive issues that would preclude any agency from concurring on the proposed list of alternatives retained for detailed study (ARDS). Specifically, you asked for informal input on whether the ARDS recommended by MDOT SHA would meet the Purpose and Need and are adequate to support moving ahead with detailed study required for the draft environmental impact statement (DEIS). We recognize that your request is in anticipation of MDOT SHA seeking cooperating agency concurrence to the list of ARDS by June 12, 2019.

In response to that request, the purpose of this letter is to inform you that the technical staff of The Maryland-National Capital Park and Planning Commission (M-NCPPC) will recommend that its governing body not concur with the ARDS selection as currently proposed. We have made clear throughout our interaction that M-NCPPC is the regional planning agency and the steward of the natural and built environment for both Montgomery and Prince George's Counties as established by state law. In that regard, M-NCPPC must be assured that a comprehensive analysis of the alternatives selected to move forward in the Study include not only environmental protection measures, but also reasonably reflect best practices in transportation and land use planning to responsibly assess potential project impacts. We anticipate presenting our staff recommendation during a meeting of the M-NCPPC that is being scheduled for next week, on June 6, 2019.

With that in mind, it is understood that our staff comments and observations are informational in nature and offered at this time for the convenience of MDOT SHA. More importantly, although we will continue to cooperate in MDOT SHA's effort to maintain an ambitious schedule, you have acknowledged that this response does not constitute the M-NCPPC's final comment and does not, in any way, preclude our governing body from providing substantive comments on the question of concurrence that may differ from those included below.

Background

As a cooperating agency, M-NCPPC has been very engaged with MDOT SHA and the IAWG team during every stage of review in the Study, and we take our role and our responsibilities very seriously. By memorandum dated May 1, 2019, we provided detailed comments to the draft ARDS Paper presented to the IAWG at the April meeting. We understand that many of those comments can be addressed as the Study progresses from the ARDS to the Preferred Alternative. However, there are several basic decisions in the selection of the ARDS that are critical before the required studies can reasonably begin.

Multi-Modal Scope for Both Counties

In addition to those needs as listed below, MDOT SHA's official response to Post-Concurrence Comment to the official statement of Purpose and Need¹ received from Cooperating and Participating Agencies included the following:

“Language has been added to the Purpose and Need regarding multimodal mobility and connectivity of regional roadway and transit system. Transit elements and alternatives are being considered as well as high-occupancy vehicle lanes and high-occupancy toll lanes.”

- Accommodate Existing Traffic and Long-Term Traffic Growth.
- Enhance Trip Reliability.
- Provide Additional Roadway Travel Choices.
- Accommodate Homeland Security.
- Improve Movement of Goods and Services.

The purpose of the Study, to develop a travel demand management solution that addresses congestion, trip reliability and enhances existing and planned multimodal mobility and connectivity requires solutions for both regional and local travel needs.²

The ARDS must include meaningful transit elements that serve both needs. Simply allowing buses to use the managed lanes is not enough to address a NEPA required multimodal solution or a publicly desired *local* serving transit alternative. Reducing the I-495 and I-270 congestion can and should be handled through a combination of added capacity where appropriate and providing the means to reduce the number of vehicles travelled. Accommodating existing traffic and long-term traffic growth is about moving people, not just moving vehicles.

Express buses on the managed lanes are limited in their service in the same way that other vehicles are limited by the managed lanes. Direct access on and off the managed lanes, and access between the managed and general-purpose lanes indicate that the managed lanes are driven more toward a regional traffic solution than a solution for local highway users. Therefore, in addition to addressing the

¹ Although M-NCPPC did not concur on the Purpose and Need document, we understand that the next step in the process is to consider whether the selected ARDS meet the Purpose and Need as concurred upon by FHWA.

² As we note again at the outset, based upon local transportation master plans approved in Montgomery County after many years of analysis by experienced transportation and land use planners, the I-270 corridor has been considered appropriate for expansion, while the very constrained I-495 corridor in that county never has.

deficiencies in appropriate access to and from the managed lanes, each of the selected ARDS must incorporate a local serving transit system, both as a critical element to the overall design and as a supplementary component for detailed study of the ARDS as the Study moves toward a Preferred Alternative. These elements could include planning and funding planned route service such as the Corridor City Transitway and the MD Route 355 bus rapid transit (BRT), and a meaningful commitment of a portion of the toll revenue to fund public transit investments³. To similar effect, Prince George's County has developed a series of Sector Plans and Master Plans to anticipate parallel roadways and accommodations for multimodal uses in an effort to help alleviate congestion.

Project Segmentation and Phasing

We have requested at each stage of the Study that MDOT SHA pursue a revised approach to the segmentation and phasing of the Study, and we continue to do so. The segmentation selected by MDOT SHA demonstrates a lack of understanding of the local transportation problems, travel demands and constraints on I-495 and I-270. When viewed from a long-range need, the I-270 section of this Study with the addition of the northern portion of I-270 from the Frederick County line and connection along I-495 between the I-270 Western Spur and over American Legion Bridge is the priority corridor in Montgomery County (Western Corridor).

In Prince George's County, the segmentation selected by MDOT SHA fails to account for significant land use and transportation plans that already exist within the development pipeline and, for example, how they will impact MDOT SHA's proposed selection of interchanges. One such development is the new University of Maryland Capital Region Medical Center, located in Largo Town Center with access from the Arena Drive exit off I-495. It will have 205 private rooms, a Level 2 Trauma unit with 45 treatment bays and include the Mount Washington Pediatric Hospital with an additional 15 beds. The ability to get to this new facility from any managed lane alternative is of paramount importance to and must be addressed directly in any alternative considered.

Undisclosed Data

Without sufficient background data that indicates otherwise, it would not be prudent or reasonable for M-NCPPC to concur on moving the ARDS forward as proposed. In this regard, without offering any explanation, MDOT SHA has declined to honor our request for basic underlying data, particularly its origin/destination studies.

Nevertheless, based on information pertaining to Montgomery County that we have gleaned from the public workshops and other sources, we understand that the projected traffic volumes for 2018, 2025 and 2040 are consistently higher on I-270 than on I-495. And according to the limited origin/destination data we have been able to find, almost 30% of the destination for southbound passenger vehicles travelling southbound on I-270 is bound for the American Legion Bridge, and almost 20% of the destination for passenger vehicles travelling southbound from I-95 via I-495 to the west is bound for the American Legion Bridge. Therefore, our staff would insist that MDOT SHA first focus on the Western

³ This is an industry-standard practice with managed lane facilities and is now being implemented on the I-66 (I-66 Transform project) in Virginia.

Corridor, transportation demand management (TDM) improvements to I-495, and diversion of regional traffic to the ICC between I-95 and I-270. The constrained section of I-495 between the I-270 west spur and I-95 should only be examined after the Western Corridor and TDM is addressed. Even more difficult, however, our agency staff has not been afforded the opportunity to review any comparable data for Prince George's County.

Scope of Project and (Study)

MDOT SHA has not afforded our agency a coherent explanation for terminating the project in Prince George's County in the vicinity of I-495 and Route 5 (Branch Avenue). According to statements made by the Secretary of the Maryland Department of Transportation, the Virginia Department of Transportation (VOOT) will determine the design of this segment at some unspecified point in the future.

The State of Maryland apparently intends to rely upon the Commonwealth of Virginia to design and implement a segment of I-495 that provides access to the most significant economic assets in Prince George's County – that also includes one of the most challenged north-south connections to the District. It is unclear what incentive the Commonwealth of Virginia has to ensure safe, accessible and reliable travel to the National Harbor community that includes MGM. It is also unclear what interim condition that segment of I-495 will experience between the completion of improvements terminating south of MD 5 and the implementation of a design alternative determined by VDOT.

Conclusion


In summary, the staff concludes that the following issues must be addressed in order to justify recommending anything other than a vote of non-concurrence by M-NCPPC on the ARDS:

- Realistic incorporation of local transit components for each of the ARDS;
- Adjustment to the segmentation and phasing of the Study to address roadway improvements in the pipeline;
- Further disclosure and explanation of the data used to support key baseline assumptions; and,
- Adequate accounting for the project terminus at MD 5 in Prince George's County.

As we have indicated by Carol Rubin's previous email, representatives of M-NCPPC will make ourselves available for further discussions, including a Principals + One meeting.

Sincerely 

Carol S. Rubin
Special Project Manager
Montgomery County Planning Department


Crystal S. Hancock
Acting Planning Supervisor
Prince George's County Planning Department

AppC_Attachment_061419_JS_Email

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

By email to 495-270-P3@mdot.maryland.gov

June 14, 2019

Ms. Lisa Choplin
Project Director
I-495 and I-270 Project Office

Dear Ms. Choplin;

Kindly record and respond to the comments below regarding the I-495/I-270 Managed Lanes Study and P3 proposal (together, “495/270 Project” or “Project”). These comments run both specifically to the limited number of alternatives being retained for detailed study (ARDS) as well as generally to the Project and the goals of improving transportation options in the area of the Project, namely, Prince Georges, Montgomery, and Frederick Counties.

The essence of a successful transportation project is to move people from where they are to where they want to be without unduly wasting their time. No one wants to be stuck in traffic. What people want is to move from their homes and communities to their schools, jobs, parks and recreation areas, local government offices, libraries, shopping, and personal appointments, and to return again to those homes and communities. There are many better ways to effect this than congested highways. But the objective must be to move the people, not to move their cars.

We need to get creative and innovative.

- Don't widen 495. It would waste millions of dollars, destroy communities, disrupt and delay car, train, commuter rail, Metro, pedestrian, and bicycle traffic during years of construction. It's not needed, based on directional traffic flow, especially if we can redirect regional traffic onto the underutilized ICC.
- Rethink the pieces of the Project. Drivers use the span from Virginia up 270 to Frederick as one single road. It's the western corridor. Follow their lead. That's one piece. Including the American Legion Bridge (“Bridge”).
- Our endangered environment is Maryland's budget. Determine what we can sustain in terms of traffic. Then control congestion by assuming we can have no more cars on the road than we can sustain.

We need to get creative and innovative.

We are facing an era of environmental uncertainty and climate change. The Project is looking at a 50-year time horizon. The best science tells us that our environment is looking at only a 30-year time horizon. If we do not put environmental concerns first, we are just rearranging the deck chairs on the Titanic.

We need to get creative and innovative.

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I strongly oppose any proposal to widen the footprint of 495 between 95 and 270 (the “top of the Beltway”. This stretch of road was intended – has always been intended – for local traffic, not through traffic. There is no room to increase the right of way without destroying homes, communities, and the small amount of parkland remaining in this heavily developed area of primarily older homes on small lots. Marylanders want transportation to move between their communities and their recreation areas; they do not want transportation to bulldoze and pave over their homes and recreation areas. I just returned from a family-friendly collegiate league baseball game at the stadium at Montgomery Blair High School. The Blair site is pretty much up against the Beltway, and every time someone hits it out of the park I’m grateful for the space between the 357 foot marker on the fence and the traffic on the road.

We need to get creative and innovative.

Only 2 of the original 15 preliminary alternatives offered a design that didn’t add lanes to the top of the Beltway. Alternative 1 was a no-build. Alternative 12A offered 1 contraflow lane, which meant no potential revenue so it was predestined to fail screening where self-financing was the primary criterion. Nothing proposed offered a real alternative, such as converting the center lanes to reversible tolled lanes. SHA’s own data show that there is no peak where both the inner loop (“IL”) and outer loop (“OL”) are both full. There no justification for additional lanes. SHA staff are advising residents at public meetings that it is not permitted to add tolls to an existing lane; if that were true, ARDS option 5 could not happen because it converts an existing untolled HOV lane to a HOT lane.

SHA’s own data show significant use of the top of the Beltway as a corridor for traffic moving between 95 north of 495 and Virginia. The top of the Beltway is for local use, not regional use. This regional traffic would be better served by moving it off the top of the Beltway onto a Bridge-495-270-ICC-95 path, efficiently using the underutilized ICC. Resolving issues at the Bridge and on 270 will allow that path to happen.

We need to get creative and innovative.

The ARDS do not achieve what the screening criteria demanded. There is no redundancy to the top of the Beltway, no second ring road other than the ICC. That means no Homeland Security improvements. One tanker spill will still close the whole highway. There is no multimodal connectivity.

We need to get creative and innovative.

ARDS 13C, 13B, 10, 9, and 8 are essentially the same on the top of the Beltway. We can do better. We need alternatives. We need third track all-day, 2-way MARC service. We need to reduce congestion by getting cars off the highway.

We need to get creative and innovative.

Sincerely,

Jennifer Sawin



Maryland Sierra Club
7338 Baltimore Ave #102,
College Park, MD 20740

June 14, 2019

Lisa B. Choplin, Director
Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Baltimore, MD 21202

Dear Director Choplin,

Re: I-495 and I-270 Managed Lanes Study: Recommended Alternatives Retained for Detailed Study for the Managed Lanes Project

We are submitting public comments on the Recommended Alternatives Retained for Detailed Study (ARDS) on the I-495 and I-270 Managed Lanes Study on behalf of the Maryland Chapter of the Sierra Club. The Maryland Sierra Club is a volunteer-led, community-based environmental organization with more than 72,000 members and supporters in the state.

Insufficient Criteria Used to Screen the Range of Alternatives

The environmental criteria used to screen the range of alternatives are insufficient. The criteria only include the consideration of “additional property, and impact parks, historic properties, and wetlands and waters.” Transportation is the number one source of climate-disrupting carbon pollution in Maryland and the largest contributor to premature deaths related to air pollution in the United States. The State Highway Administration must account for how projects used to address congestion would allow the State to meet its legally-mandated requirement to reduce carbon emissions 40% below 2006 levels by 2030 pursuant to the Greenhouse Gas Reduction Act of 2016.

The Recommended Alternatives Defies the Intention of NEPA

The six alternatives recommended compared to the no-build scenario for further study are inadequate and defy the intention of the National Environmental Protection Act. According to a

guide developed by the Council of Environmental Quality¹, “agencies are obligated to evaluate all reasonable alternatives or a range of reasonable alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives.” The alternatives should have distinctions with respect to the ecological, aesthetic, historic, cultural, economic, social, and health impacts of a project that meets the purpose and need of addressing congestion. Because the recommended retained alternatives all involve some form of adding lanes to I-495 and I-270, they fail to truly provide a range of impacts that can be understood, discussed, compared and contrasted.

Mass Transit Alternatives Must Be Considered

It is unacceptable that mass transit or other modes of transportation are not recommended for further study. Mass transit should be a complete and stand-alone alternative to expanding road capacity. The study fails to present any multimodal considerations. Connecting the proposed managed lane alternatives to transit is not multimodal.

The inclusion of multimodal mobility and connectivity in each of the six recommended “build” ARDS defies 40 CFR 1502.14². The regulation requires the inclusion of reasonable alternatives, such as mass transit, not within the jurisdiction of the lead agency. Federal Highway Administration (FHWA) Technical Advisory T 6640.8A³, “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.” I-495 and I-270 are located in the Washington, DC metropolitan area which contains a population well above 200,000 people.

The Self-Supporting Criterion Used to Select ARDS Is Contradictory

MDOT is not consistent with its criterion. It eliminated mass transit alternatives on the basis that it is not “financially self-sufficient” but also notes that the six “build” Alternatives Retained (ARDS) are not self-supporting and will require a taxpayer guarantee of the P3 concessionaire’s loans. MDOT indicated this contract term in the “Pre-Solicitation Report Supplement” submitted to the Board of Public Works⁴. There are four areas in the section “Key Terms of the proposed P3 Agreement” in the report supplement where taxpayer guarantees are required listed:

- Termination for Developer Default
 - If the Developer is in default under the Agreement and does not cure the default within the applicable cure period, MDOT will have the right to terminate the

¹ https://ceq.doe.gov/docs/get-involved/Citizens_Guide_Dec07.pdf

² <https://www.govinfo.gov/app/details/CFR-2012-title40-vol34/CFR-2012-title40-vol34-sec1502-14/summary>

³ https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_preparing_env_documents.aspx

⁴ <https://495-270-p3.com/wp-content/uploads/2019/04/PSR-Supplement.pdf>

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Agreement and will pay partial compensation to the Developer's lenders in an amount to be set forth in the Agreement.

- Termination for Extended Force Majeure
 - The Agreement may be terminated by either Party for extended force majeure, in which case the Developer will be entitled to compensation in an amount to be set forth in the Agreement.
- Termination for Uninsurability
 - The Agreement may be terminated by either Party if a risk is uninsurable and they cannot agree on how to manage it going forward. Upon termination, the Developer will be entitled to compensation in a amount to be set forth in the Agreement.
- Termination by Court Ruling
 - The Agreement may be terminated by either Party if a court issues a ruling that voids the Agreement or renders performance impossible. Upon termination the Developer will be entitled to compensation in an amount to be set forth in the Agreement.

“Evaluating potential construction costs compared to potential traffic in managed lanes” is the official final screening criteria listed in the ARDS workshop handout on page 5⁵ but “financially self sufficient” is not listed. MDOT should apply the screening criteria uniformly across all the preliminary alternatives. Failure to apply the screening criteria consistently undermines the NEPA process.

Sincerely,

Lindsey Mendelson
Transportation Representative
Maryland Sierra Club

Brian Ditzler
Executive Committee Chair
Maryland Sierra Club

⁵ <https://495-270-p3.com/wp-content/uploads/2019/04/PSR-Supplement.pdf>

**Comments on the
Recommended Alternatives Retained for Detailed Study
for the Managed Lane Additions Project (including the I-270 and I-495 Managed Lanes that
are the subject of the Environmental Impact Statement)**

We, the undersigned organizations, submit the following two comments in response to the Maryland State Highway Administration's (SHA) solicitation of public input at a workshop summarizing the scoping comments, purpose and need, and recommended alternatives retained for detailed study (ARDS) for the project.

1. Lack of Adequate Mass Transit Alternatives

The most egregious failure of the recommended ARDS is the lack of an alternative that makes mass transit a complete, self-contained alternative to expanding road capacity. The fact that each of the six recommended "build" ARDS will include multimodal mobility and connectivity is a superficial, token treatment of mass transit as an afterthought and is woefully inadequate, unreasonable, and unacceptable. Furthermore, the inclusion of multimodal mobility and connectivity in each of the six recommended "build" ARDS meets neither the letter nor spirit of 40 CFR 1502.14, which requires the inclusion of reasonable alternatives, such as mass transit, not within the jurisdiction of the lead agency. 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 I-495 and I-270 lie, is well over 200,000 population. MDOT is deviating from its acknowledged and precedent position by failing to include mass transit as a complete, self-contained alternative among the recommended ARDS.

2. MDOT Contradicts Itself on Self-Supporting Criterion Used to Select ARDS

The second most egregious failure of the recommended ARDS is that on the one hand, MDOT rules out mass transit alternatives on the basis that they are not self-supporting while on the other hand MDOT admits that all six "build" ARDS are not self-supporting and will require a taxpayer guarantee of the P3 concessionaire's loans. The contradictory contract term appears in the MDOT "Pre-Solicitation Report Supplement" submitted to the Board of Public Works. There are four places, all in Part 3 of Section A of the Proposed P3 Agreement, where taxpayer guarantees are required listed in the table below:

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Termination for Developer Default	If the Developer is in default under the Agreement and does not cure the default within the applicable cure period, MDOT will have the right to terminate the Agreement and will pay partial compensation to the Developer's lenders in an amount to be set forth in the Agreement.
Termination for Extended Force Majeure	The Agreement may be terminated by either Party for extended force majeure, in which case the Developer will be entitled compensation in an amount to be set forth in the Agreement.
Termination for Uninsurability	The Agreement may be terminated by either Party if a risk is uninsurable and they cannot agree on how to manage it going forward. Upon termination, the Developer will be entitled to compensation in an amount to be set forth in the Agreement.
Termination by Court Ruling	The Agreement may be terminated by either Party if a court issues a ruling that voids the Agreement or renders performance impossible. Upon termination the Developer will be entitled to compensation in an amount to be set forth in the Agreement.

Submitted by:

Maryland Transit Opportunities Coalition
8725 Warm Waves Way
Columbia, MD 21045

Action Committee for Transit
P.O. Box 7074
Silver Spring, MD 20907

Baltimore Transit Equity Coalition
P.O. Box 23141
Baltimore, MD 21203

Central Maryland Transportation Alliance
2 East Read Street
Baltimore, MD 21202

Chesapeake Bay Foundation
6 Herndon Avenue
Annapolis, MD 21403

Citizens Against Beltway Expansion
219 Indian Spring Drive
Silver Spring, Maryland 20901

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Coalition for Smarter Growth
316 F Street NE, Suite 200
Washington, DC 20002

Coalition for Transit Alternatives to Mid-County Highway Extended
11425 Neelsville Church Road
Germantown, MD 20876

DontWiden270.org
P.O. Box 10461
Rockville, MD 20849

Maryland Rail Passengers Association
7 Renmark Court
Gaithersburg, MD 20878

Preservation Maryland
3600 Clipper Mill Road, Suite 248
Baltimore, Maryland 21211

Prince George's Advocates for Community-Based Transit
4704 Calvert Road, Apt 2
College Park, MD 20740

Southern Maryland Alliance for Rapid Transit
P.O. Box 148
White Plains, Maryland 20695

Trains Not Tolls
1805 Cyril Court
Frederick, MD 21701



Angela D. Alsobrooks
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Terry L. Bellamy
Director

May 16, 2019

Ms. Lisa Choplin
Project Director
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street, Mail Stop P-601
Baltimore, Maryland 21202

Re: I-495 and I-270 Managed Lanes Study, Interagency Working Group Comments on the Alternatives Retained for Detailed Study

Dear Ms. Choplin:

Thank you for the opportunity to provide input as part of the Alternatives Retained for Detailed Study (ARDS) process to the I-495 and I-270 Managed Lanes Study through the Interagency Workgroup (IAWG). The Prince George's County Department of Public Works and Transportation (DPW&T) in review of the proposed ARDS poses the following questions pertaining to the ARDS for the MDOT-SHA team:

OVERARCHING QUESTIONS:

1. How and where will direct connections at interchanges to the managed lanes be provided?
2. How will bicycle and pedestrian access be provided and improved as part of the project, with emphasis on crossing I-95 / I-495 and to and from major activity centers (Largo, New Carrollton, Greenbelt, Branch Avenue)?
3. How will this project provide access at intersections to and from the managed lanes in Prince George's County to promote access and economic development?
4. How are M-NCPPC's approved long-range and master plans including Prince George's Plan 2035, the Master Plan of Transportation and relevant Area and Sector plans being coordinated and integrated into the project?
5. Similarly, how will local land-use decisions be integrated into the project to enable access to and from communities?
6. Other than Branch Avenue, which is shown in the plans, can you please elaborate as to the access and egress to and from the managed lanes, especially to local, non-freeway / interstate, roads?
7. How will the project address Equity Emphasis Areas as defined by the Metropolitan Washington Council of Governments' Transportation Planning Board; Federal Opportunity Zones; and other recognized programs to ensure access to economically disadvantaged areas and communities of diversity?

Lisa Choplin
May 16, 2019
Page 2

8. How will transit and connections to and from existing and future planned transit be provided?
9. How will Transportation System Management (TSM) / Transportation Demand Management (TDM) elements be integrated into the project?

LOCATION SPECIFIC QUESTIONS:

Arena Drive:

1. How will access to the University of Maryland Capital Region Medical Center and the future "Downtown Largo" area be provided and connect to the managed lanes?
2. Will there be direct access at the Arena Drive interchange to the managed lanes? If so, how will that work? Please elaborate with regards to all aspects of access and how the ramps will work their impacts beyond the project.
3. How will Bicycle and Pedestrian connectivity at the Arena Drive be provided?
4. How will the project tie-in and connect to bicycle and pedestrian facilities existing and in the process of implementation by the County?
5. How will the pinch point where pedestrians, cyclists, and drivers converge in the area between the Largo Metro Station and Lottsford Road be addressed?

MD 214:

1. How will access to the managed lanes from Central Avenue (MD 214) be provided?

MD 202:

1. How will access to and from the managed lanes be provided on MD 202?
2. How will the project connect to, help enable and not impede the impact of future economic development at the former Landover Mall site? Please share how the project will connect to both sides of the MD 202 intersection and how the addition of two to four lanes will not impact Right of Way or future development.

Greenbelt:

1. Please further detail how the connections to and from both managed lanes and general-purpose lanes will function at the Greenbelt Metro Station and Cherrywood Lane.

Lisa Choplin
May 16, 2019
Page 3

We appreciate your thorough consideration and look forward to your responses. Should you have any questions or need further clarification on any of the points we have raised, please feel free to contact myself or Victor Weissberg, Major Projects Manager, at (301) 883-5600.

Sincerely,



Martin L. Harris
Deputy Director

MLH/mkm

cc: Floyd E. Holt, Deputy Chief Administrative Officer, Prince George's County
Terry L. Bellamy, Director, DPW&T
Victor Weissberg, Major Projects Manager, DPW&T
Debra Bolden, Principal Counsel, M-NCPPC
Carol Rubin, Special Project Manager, M-NCPPC
Christopher Conklin, P.E., Deputy Director, MC-DOT

Public Comment for ARDS Phase

Patrick Husson
I-495 & I-270 Managed Lanes Study

June 14, 2019

Contents

1	Introduction	2
1.1	Assumed Alternative	2
2	Implementation Concerns	4
2.1	Impacts on Equity Emphasis Areas	5
2.1.1	Census Tract 8035.08	5
2.1.2	Census Tract 8035.25	6
2.1.3	Census Tract 8022.03	6
2.1.4	Census Tract 8019.04	7
2.1.5	Census Tract 8019.07	7
2.1.6	Distribution of Project Benefits	7
2.2	Financial Considerations	9
3	Organizational Concerns	10
3.1	MDOT SHA Performance	10
3.2	Public Antagonism	11
4	Personal Impacts	12
4.1	Commute Time	12
4.2	Local Access	12
4.3	Future Projects	13
5	Impact Mitigation Ideas	14
6	Conclusions	16
7	Bibliography	17

Chapter 1

Introduction

The Maryland Department of Transportation State Highway Administration (MDOT SHA) held several public workshops in Spring 2019 concerning a potential expansion of I-495 and I-270. These hearings correspond to the Alternatives Retained for Detailed Study (ARDS) phase prescribed by the National Environmental Policy Act (NEPA).

This comment focuses on the proposed I-95/I-495 “Managed Lanes” in Prince George’s County with a focus on areas south of US-50 (Exit 19). Meeting materials, interviews with MDOT SHA officials at the Landover and Oxon Hill meetings, and information from the Metropolitan Washington Council of Governments (MWCOCG) will be referenced.

1.1 Assumed Alternative

The September 2017 Request for Information (RFI) for “Congestion Relief Improvements” on I-270 and I-495 was very specific in how the project would be financed.

As noted in [8, p. 3]:

In lieu of an availability payment structure, MDOT is considering offering a toll concession to developers for added capacity the developers provide to I-495 or I-270. Under a toll concession for additional capacity, current capacity on I-495 and on I-270 shall remain free. Only users of the additional capacity would pay user fees. The desire of MDOT would be that any private agreement not require a financial contribution directly from the Maryland

Transportation Trust Fund and that the agreement would provide a concession payment to MDOT upon financial close.

While 15 alternatives were mentioned in the Preliminary Range of Alternatives and Screenings Meetings in the summer of 2018, it was clear that only the projects with a toll component would be retained for future study. Jeff Folden, in his May 2019 presentation in Oxon Hill[9], made this explicit: ‘Any alternatives retained for detailed study *must* meet the requirements set out in the initial RFI’. Furthermore, through comments like ‘Alternative 5 wouldn’t let vehicles pass each other...’ and ‘Reversible lanes require extra overhead to operate’ seemed to indicate that Alternatives 9, 13B, and 13C are the most likely to become the preferred alternative. This assumption will be used throughout this report.

Chapter 2

Implementation Concerns

MWCOG’s Visualize 2045 transportation study noted that the region has 141 “Activity Centers” which are projected to contain 35% of the region’s population and 67% of its jobs by 2045 [6, p. 10].

Tables listing several of these activity areas as well as large employment centers are provided. The phasing corresponds to the original ordering proposed before the June 5, 2019 Board of Public Works P3 vote. Direct access is defined as not needing to make any additional turns or exits before a direct entry point is reached.

Table 2.1: Regional activity centers (as defined by MWCOG[5]) within one mile of I-95/I-495 in Prince George’s County

ID	Name	Phase	Managed Lanes Access
41	New Carrollton	2B	Indirect
43	Landover Mall	2B	No
45	Largo Town Center	2B	No
49	Westphalia	2B	Indirect
48	Branch Avenue Metro station	2B	Indirect
50	Oxon Hill	3	Unknown
51	National Harbor	3	Unknown

The conclusion that can be made from these tables is that areas in which Prince George’s County has hoped to concentrate development are not well served by the proposed exit list¹. Fostering better connections between ac-

¹Well, the exits that can be gleaned from the Project Interactive Map[10]. A list of

Table 2.2: Sampling of large employment centers within three miles of I-95/I-495 in Prince George’s County

Employment Center	Location	Phase	Managed Lanes Access
Joint Base Andrews	Camp Springs	2B	Indirect
Suitland Federal Center	Suitland	2B	Indirect
County Government Offices	Largo	2B	Indirect
Greenbelt Metro Station	Greenbelt	2B	Direct
University of Maryland	College Park	2B	Direct

tivity areas has been a priority for the Prince George’s County Council as a way to focus growth. This lack of access to the proposed managed lanes limits the usefulness of any transit use of the lanes as well.

2.1 Impacts on Equity Emphasis Areas

MWCOG defines “Equity Emphasis Areas” as “. . . small geographic areas that have concentrations of low-income and/or minority populations” [6, p. 79]. A map of these areas[7] shows that many of them are located near I-95/I-495. Table 2.1 provides a sampling of these tracts directly adjacent to the roadway.

Table 2.3: Equity Impact Areas directly adjacent to I-495 in southern Prince George’s County

Census Tract	Location
8035.08	Glenarden
8035.25	Landover
8022.03	Forestville
8019.04	Camp Springs
8019.07	Temple Hills

2.1.1 Census Tract 8035.08

Census Tract 8035.08 is located directly west of I-95/I-495 and north of MD-202. It contains twice as many low-income households as the regional exits was not found on the project website as of June 14, 2019.

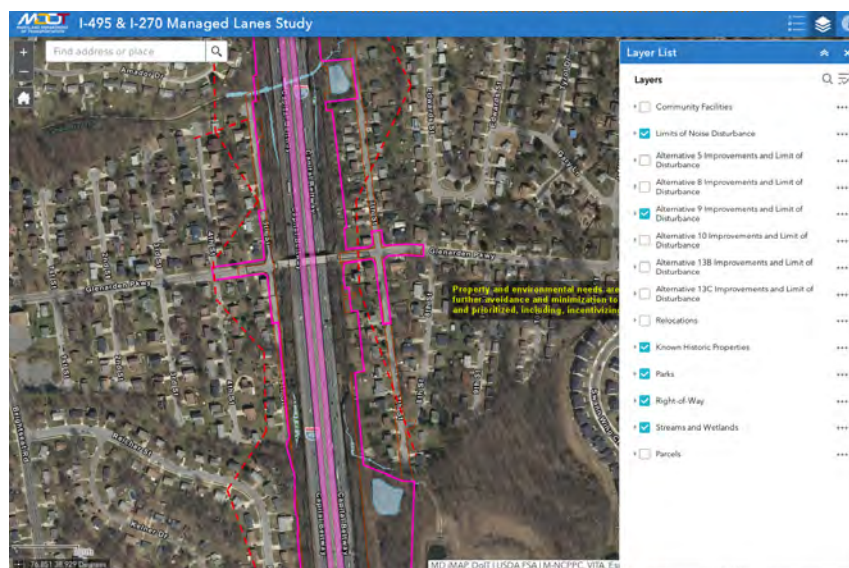


Figure 2.1: Project impacts on Census Tract 8035.08 using the assumed preferred alternative from Section 1.1 [3]

average. The project map[10] shows increased noise in the neighborhood near Glenarden Parkway. Figure 2.1 also shows the tree cover buffering the neighborhood from I-95/I-495 being removed.

The lack of access to the managed lanes also limits the future development potential of the former Landover Mall site.

2.1.2 Census Tract 8035.25

Census Tract 8035.25 is located directly west of I-95/I-495 and south of MD-202. It is notable for containing FedEx Field. This stadium may lose its main tenant in 2027 and thus is another large parcel that may be redeveloped in the future. The Landover Mall site is also nearby.

2.1.3 Census Tract 8022.03

Census Tract 8022.03 is located directly west of I-95/I-495 and is bordered by D'Arcy Road to the north and MD-4 to the south. Most property close to I-95/I-495 is industrial in nature.

2.1.4 Census Tract 8019.04

Census Tract 8019.04 is located directly south of I-95/I-495. It straddles MD-5 and shares a border with Joint Base Andrews. It has better access to the managed lanes than other census tracts mentioned due to the nearby interchange with MD-5.

Accessibility issues related to the existing I-95/I-495 and MD-5 interchange are discussed in Section 4.2.

Visual impact relating to the large flyover ramps required may be an issue. The proposed ramp from MD-5 northbound to the I-95/I-495 managed lanes eastbound would cross over the existing Manchester Drive overpass. Thus, this ramp may tower up to 40 feet above MD-5 and, with the addition of lighting structures, may have a large visual impact.

It should also be noted that the commenter lives in this census tract.

2.1.5 Census Tract 8019.07

Census Tract 8019.07 is located directly north of I-95/I-495 and is delineated by Temple Hill Road to the west and Henson Creek to the east. The managed lanes project ends and merges into the general purpose lanes here.

Property closest to I-95/I-495 is industrial in nature here. However, directly across the beltway is a residential neighborhood (in a non-EEA census tract) that will experience property impacts.

2.1.6 Distribution of Project Benefits

Figure 2.2 shows a map of the southern project limits. The orange areas are EEA census tracts. I-95/I-495 is highlighted in green while major regional highways are highlighted in cyan. Red dots indicate MWCOG activity areas while blue rectangles are managed lanes access points.

It appears that large regional freeways are main access points in the southern section of the project. US-50 provides freeway access to both Washington and the Eastern Shore while MD-5 and MD-4 connect southern Maryland to Washington.

The choice of Ritchie Marlboro Road as an additional access point is surprising in that it doesn't connect to any noteworthy destinations². An expert at the Oxon Hill meeting explained that it was chosen for spacing reasons.

²I use it to access the county landfill.

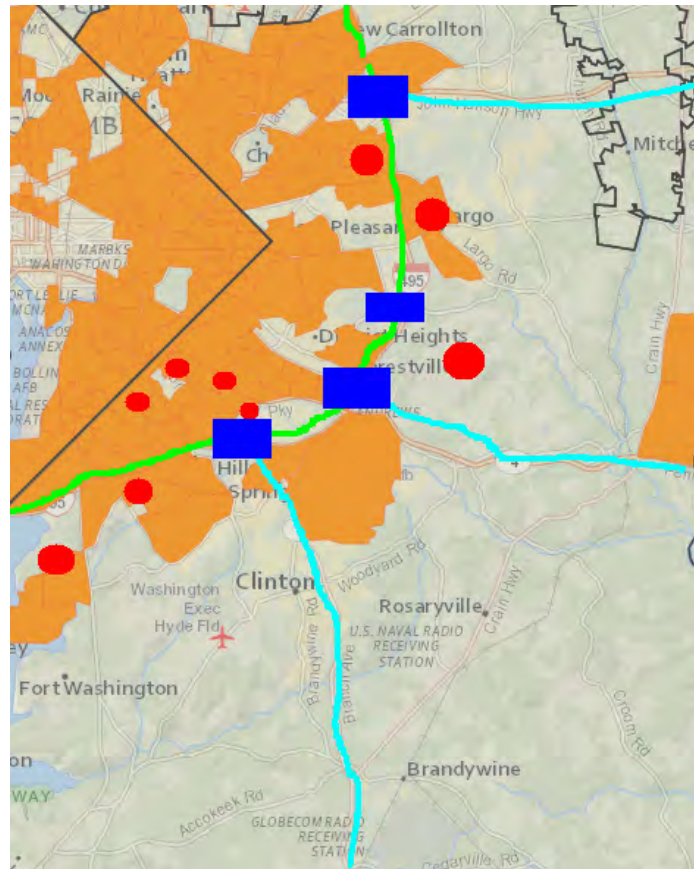


Figure 2.2: Central Prince George’s County EEA census tracts with MWCOG activity areas and projected exits. [10] [7]

Would it make sense to move it closer to the Landover or Largo areas? It is unclear whether an interchange at MD-214 would be accommodated by the bridge replacement project underway there. However, an access point at Arena Drive would provide access to Largo Town Center while an exit at MD-202 would provide access to FedEx Field and the former Landover Mall site.

Access point decisions can also have legal ramifications. Title VI of the Civil Rights Act of 1964 can restrict federal spending if a project has disproportionate impacts on disadvantaged communities regardless of willful intent. In this case, MDOT SHA might have to contend with critics who argue the

project is meant to help wealthy Bethesda residents get to the beach faster as opposed to increasing access to jobs. A large highway project in Milwaukee was delayed by such legal arguments several years ago.

2.2 Financial Considerations

The P3 expert at the Oxon Hill meeting answered many questions about the bidding process. One notable point is that a concessionaire will bid based on the condition of the existing roadway. One reason to rush this project has been to replace infrastructure that is at the end of its useful life already. The incentive to hurry is reduced if MDOT SHA has its money for rebuilding refunded by a concessionaire in the form of an upfront payment for receiving the contract.

Compensation events were also discussed. A common scourge in southern Prince George's County is groups of dirt bike and ATV riders swarming area roadways to perform tricks and to enact mayhem. Should these individuals enter the managed lanes, presumably without paying, and slow traffic down below the mandated 45 MPH, would MDOT SHA be on the hook to the concessionaire for lost revenue? The answer was 'no' but it highlighted the fact that any final contract would have many contingencies and details to consider. It inspire confidence if a contract would devised in a public manner.

Finally, the scoring mechanism used by MDOT SHA for judging projects is suspicious. As noted in a recent Baltimore Sun article[1], the managed lanes project received a perfect score³ since the cost to the state was assumed to be zero⁴.

Furthermore, this project has been described as being completely free. While it may not require any upfront payments, this project has an opportunity cost in terms of linking right-of-way to a particular use for 50 years. Furthermore, the state of Maryland would be limited in projects it may like to complete lest they interfere with the concessionaire's toll revenue and trigger a compensation event. Finally, calling this project free ignores any costs associated with accommodating additional traffic. I have seen firsthand how oversubscribed MD-5 is already at I-95/I-495.

³In reality, an infinite score.

⁴This zero cost ignores the money spent on consultants to prepare the P3 solicitation as well as on MDOT SHA staff to prepare plans

Chapter 3

Organizational Concerns

MDOT SHA has faced criticism in the past few months over the handling of small contracts. High-level government officials have also antagonized the public on multiple occasions concerning the project.

3.1 MDOT SHA Performance

A January report by the Maryland General Assembly's Office of Legislative Audits noted that MDOT SHA showed deficiencies its oversight of snow plowing and in the operation of speed cameras. As noted in a WTOP story[4], MDOT SHA did not always review inspection documents provided by a speed camera operator and was did not obtain documentation showing that speed camera and snow plow plot operations were performed as billed. While the contract sizes were fairly small¹, the episode demonstrates possible deficiencies in MDOT SHA's oversight procedures.

One MDOT SHA official at the Oxon Hill meeting noted that consultants were hired to help guide the P3 solicitation in order to maintain the workload of existing employees at a reasonable level. Another official at the same meeting assured me that SHA would have its own inspectors on job sites to make sure appropriate materials are used and proper procedures followed. My concern is that poor oversight shown in small contracts could appear in this much larger project and manifest itself in poor-quality construction or higher than necessary environmental impacts.

¹\$28 million in the case of the speed cameras.

3.2 Public Antagonism

I would like to emphasize how courteous and attentive the MDOT staff have been to me at the public workshops. They were happy to answer questions.

The courtesy of MDOT SHA employees provides a stark contrast to the tartness of higher-level officials. Both Governor Larry Hogan and Transportation Secretary Pete Rahn have lashed out at critics of the project in the past few months.

Local news coverage gives the impression of the project being oversold. While the Washington Post editorial board may support it, recent newspaper articles have cast doubt on the project's purported effectiveness. For instance, the Baltimore Sun noted that air quality improvements associated with the managed lanes may stem from an oversimplification of a research paper[2].

Chapter 4

Personal Impacts

The project as proposed has several impacts on me personally.

4.1 Commute Time

The April 2019 workshop in Landover, Maryland included a station where you could "test-drive" your commute. Unfortunately, a commute that begins at MD-5 (Exit 7) and goes to I-295 (Exit 2) would receive a negative impact from this project¹.

4.2 Local Access

I live about a mile (straight-line distance) from the Branch Avenue Metro station. However, station access requires the use of MD-5 since there is no nearby crossing of I-95/I-495. Using a car is required since MD-5 is a freeway at this location.

Two large flyover ramps would be constructed at MD-5 if the project is approved². The ramp from northbound MD-5 to the I-495 managed lanes north would begin from the on-ramp from Deer Pond Lane. Currently, this ramp from Deer Pond Lane becomes the exit lane for I-495. This ramp can be unpleasant to use because of the conflicts between needing to speed up to enter MD-5 and sudden slow-downs in the lane from cars merging into the

¹Due to the managed lanes merging back into the main lanes west of MD-5

²These ramps would provide access to I-495 north/east only.

exit. There is no shoulder for fender-benders at this time³. My concern is that the addition of this northbound ramp would require additional weaving for local access to MD-5. I go out of my way to avoid this ramp during rush hour.

The other proposed flyover ramp would connect southbound MD-5 to the northbound I-495 managed lanes. This ramp appears to use an existing ramp connecting Woods Way to MD-5. Driving from the Branch Avenue Metro station to any location near Linda Lane can be nerve-wracking since that requires cutting across four lanes of traffic, including two lanes of merging vehicles from I-95/I-495, in the span of a mile. My concern is that merging traffic accessing this new ramp would make it difficult for me to return home from the Branch Avenue Metro station, an MWCOC activity area.

4.3 Future Projects

Another concern is that ceding operation and maintenance of the entire roadway to a private concessionaire would impede the construction of additional crossings of I-95/I-495. For instance, a proposed transit line would connect Charles County with the Branch Avenue Metro station. One of most costly aspects of the project would be the beltway crossing. A 2010 study proposed a tunnel near the MD-5 interchange while a 2017 study proposed a bridge near Auth Road. While it would be unreasonable to build an entire structure for an unfunded project, pouring foundations while an area is already a construction zone is not unprecedented. For instance, when Metro's Orange Line was being built, a bridge pier was installed in anticipation of constructing a line to Dulles Airport. That bridge pier, near the West Falls Church Metro station, was put to use by the Silver Line.

³There are several houses directly adjacent to the ROW with Deer Pond Lane addresses

Chapter 5

Impact Mitigation Ideas

One way to reduce the project's impact on local residents would be to invest in design and landscaping. The P3 expert at the Oxon Hill meeting noted that adding imprints to concrete to resemble stone or brick is very inexpensive. Good landscaping can also make a highway interchange attractive to all of its users. One example I've seen firsthand is I-85 Exit 111 in North Carolina. Wildflowers grow in a median while shrubs and trees act as a visual barrier between the highway and its surroundings. While I-495 may lack the same expansive right-of-way, adding quality landscaping at interchanges and restoring trees after project completion could produce a more attractive roadway.

Another way to reduce project impact is to maintain right-of-way for future projects. For instance, maintaining or expanding a culvert that could support a planned trail might be appropriate. For instance, the proposed Henson Creek Trail extension connecting the Branch Avenue Metro station to surrounding communities would need to use infrastructure that might be modified during construction of the managed lanes.

Finally, MDOT SHA should continue with other projects that would reduce demand on I-95/I-495. For instance, the 2045 Master Plan included widening plans for US-301.



Figure 5.1: Example of landscaping enhancing an interchange in North Carolina on I-85 at Exit 111[3]

Chapter 6

Conclusions

The governor and state transportation secretary are ardent supporters of the managed lanes project while local citizens who would experience construction impacts are less enthusiastic. In Prince George's County, only 48% of residents are supportive of the project[11]. MDOT SHA officials need to do a better job of explaining the benefits of this project if they want local support for it.

Chapter 7

Bibliography

- [1] Luke Broadwater. In scoring transit projects, hogan administration ranks road-widening plan first, baltimore red line last. *The Baltimore Sun*, May 16, 2019.
- [2] Scott Dance. Researcher says hogan administration wrongly cites study to suggest highway expansion will cut air pollution. *The Baltimore Sun*, June 4, 2019.
- [3] Google Maps. [aerial and street views of prince george's county, maryland].
- [4] Mike Murillo. Auditor's report critical of maryland's state highway administration. *WTOP Radio*, February 14, 2019.
- [5] MWCOG. Activity centers maps. January 13, 2013.
- [6] MWCOG. Visualize 2045: A long-range transportation plan for the national capital region, October 2018.
- [7] MWCOG. Equity emphasis areas. June 14, 2019.
- [8] MDOT SHA. Request for information, September 2017.
- [9] MDOT SHA. Public workshop for the i-495 & i-270 managed lanes study. Oxon Hill, Maryland, May 2019.
- [10] MDOT SHA. Spring 2019 public workshops interactive map, June 2019.

- [11] Katherine Shaver. Why is hogan pursuing toll lanes project despite objections? it's good politics. *The Washington Post*, June 1, 2019.



Carderock Springs Elementary School PTA

Thomas W. Pyle Middle School PTSA

Walt Whitman High School PTSA

Governor Larry Hogan
100 State Circle
Annapolis, Maryland 21401

June 13, 2019

Administrator Gregory Slater
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Statement in Support of Beltway Noise and Air Pollution Mitigation

WHEREAS, the **Walt Whitman High School PTSA Cluster** (comprised of the Carderock Springs Elementary School PTA, the Thomas W. Pyle Middle School PTSA, and the Walt Whitman High School PTSA) is committed to fostering positive, healthy, and effective teaching and learning environments for every student and teacher; and

WHEREAS, the Whitman PTSA Cluster works collaboratively with the administrations of our three schools to enhance the wellbeing and education of our ~4,500 students and teachers; and

WHEREAS, Carderock Springs Elementary School's (CSES) playgrounds, athletic fields, and air supply vents are all situated within 500 feet of Interstate 495 (the "Beltway"); and

WHEREAS, CSES enrolls ~380 general education students and ~12 autism program students; and

WHEREAS, hundreds of Whitman PTSA Cluster students and their families live within 1,000 feet of both sides of the Beltway; and

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; and

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

WHEREAS, traffic volume on the Beltway has increased in the eighteen years since the 2001 Noise Impact Study such that Beltway noise in the vicinity of CSES now likely exceeds 80 decibels; and

WHEREAS, scientific studies have shown that downwind air pollutant concentrations within approximately 500 feet of a highway can be reduced by up to 60% through the combined use of vegetation and roadside barriers; and

WHEREAS, the U.S. Environmental Protection Agency ("EPA") recommends in its "Best Practices for Reducing Near-Road Pollution Exposure at Schools" using a solid roadside barrier and vegetation along highways to block traffic-related pollutants from degrading air quality near schools and homes; and

WHEREAS, in situations where school authorities do not have jurisdiction or ownership over the immediate roadside environment, the EPA suggests pursuing the use of roadside barriers with relevant governmental authorities; and

WHEREAS, the Whitman PTSA Cluster desires the students and teachers of CSES and our families who live near the Beltway to have a quiet environment and clean air to breathe.

THEREFORE, BE IT RESOLVED that the Whitman PTSA Cluster calls upon the relevant agencies of the State of Maryland and Montgomery County, including the Maryland Department of Transportation, the Maryland State Highway Administration, and the Maryland Department of Environmental Protection, to take action to mitigate the Beltway noise and air pollution harming our students, teachers, and families.

BE IT FURTHER RESOLVED that the Whitman PTSA Cluster supports the efforts of the Carderock Springs Citizens Association ("CSCA") in seeking Beltway noise and air pollution abatement measures from the State of Maryland and Montgomery County, including:

- Requesting a new noise impact study be conducted to measure the current level of Beltway noise in the vicinity of CSES,
- Requesting solid noise and pollutant barriers be erected along both sides of the Beltway in the vicinity of Carderock Springs,
- Requesting the Maryland EPA or other relevant agency to replant the area between the Beltway and CSES that was cleared of invasive plant species during the summer of 2016, and
- Requesting funding from the State, County or other sources in furtherance of the foregoing.

Katie Gilbert

Katie Gilbert
President, Carderock Springs Elementary School PTA

6/14/19

Date

Karen Roman

Karen Roman
President, Thomas W. Pyle Middle School PTSA

6/14/19

Date

Mercedita Roxas-Murray

Mercedita Roxas-Murray
President, Walt Whitman High School PTSA

6/13/19

Date

cc: Marc Korman, Delegate, District 16
Sara Love, Delegate, District 16
Susan Lee, Senator, District 16
Andrew Friedson, Councilmember, Montgomery County
Jack R. Smith, Superintendent, Montgomery County Public Schools

AppC_Attachment_061419_Regional_Businesses_Email

March 29, 2019

Secretary Pete Rahn
Maryland Department of Transportation
707 N. Calvert Street
Baltimore, MD 21202

RE: MDOT/SHA P3 for Maryland Traffic Relief Plan along the I-495 & I-270 corridors

Dear Secretary Rahn:

As representatives of the vast majority of employers in the Greater Washington region, we are writing to express our support for the Maryland Department of Transportation's efforts to move forward with Phase 1 of the Governor's Traffic Relief Plan.

This project represents a once-in-a-lifetime opportunity and longstanding need to address one of our region's worst bottlenecks – the American Legion Bridge – while implementing a I-495/I-270 managed lane network that will produce tremendous regional benefits while minimizing risk to taxpayers through an innovative P3 approach.

Of the Maryland Department of Transportation's recently released screened alternatives, we believe that Option 9 adding two managed lanes in each direction on the American Legion Bridge, I-495, and I-270, combined with improved regional transit and HOV connectivity on the managed lanes represents Maryland's and the region's smartest investment.

By creating choices and relieving congestion on existing lanes, managed lanes are clearly the best way to provide a reliable trip for Maryland, Virginia, and Washington D.C. travelers during rush hour and throughout the day.

In addition, allowing high occupancy vehicles - including transit vehicles - free use of the managed lanes, creates a seamless managed lane network between Maryland and Virginia.

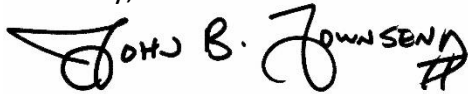
We also applaud your efforts to improve regional transit service by ensuring managed lane access, where practicable, to current transit routes and your commitment to other corridor transit enhancements such as the Purple Line and Corridor City Transitway.

The need for and benefits of the American Legion Bridge, I-270 and I-495 improvements have been extensively studied and documented. Further delay only increases the cost and jeopardizes Maryland's ability to provide long-overdue, cost-effective congestion relief.

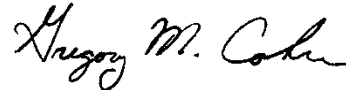
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Thank you for undertaking pivotal regional transportation improvements that will significantly improve travel, quality of life and economic opportunities for Maryland residents and the region as a whole.

Sincerely,



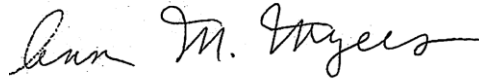
John B. Townsend II, Public & Government Affairs
AAA Mid-Atlantic



Greg M. Cohen, Executive Director
American Highway Users Alliance



Brian M. Gordon, MPA, VP of Government Affairs
Apartment and Office Building Association



Ann Myers, President
Clarksburg Chamber of Commerce



Dennis Drinkard, President
Committee for Dulles



Doug Pickford, Executive Director/CEO
Dulles Area Transportation Association



John Boylan, President & CEO
Dulles Regional Chamber of Commerce



Rick Weldon, President & CEO
Frederick County Chamber of Commerce




Marilyn Balcombe, President & CEO
Gaithersburg-Germantown Chamber of Commerce



Ginanne M. Italiano, IOM, President & CEO
Greater Bethesda Chamber of Commerce



Mark S. Ingrao, President & CEO
Greater Reston Chamber of Commerce



Jane Redicker, IOM, President & CEO
Greater Silver Spring Chamber of Commerce



Kimberly Clarke, President & CEO
Greater Springfield Chamber of Commerce



Ken Garrison, Executive Director
Heavy Construction Contractors Association

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Anthony Howard, President & CEO
Loudoun County Chamber of Commerce



Paul Kohlenberger, President
Greater McLean Chamber of Commerce



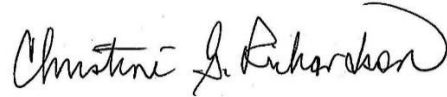
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Real Estate Development Assoc.



Holly Hicks Dougherty, Executive Director
Mount Vernon Lee Chamber of Commerce



Steven Marku, Director Government Relations
Northern Virginia Building Industry Assoc.



Christine Richardson, Chairman of the Board
Northern Virginia Association of Realtors®



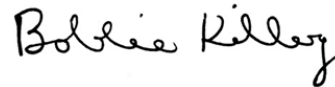
Deborah Jones, President & CEO
Prince William Chamber of Commerce



Julie Coons, President & CEO
Northern Virginia Chamber of Commerce



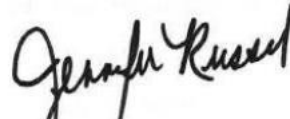
Susana Marino, President
Northern Virginia Hispanic Chamber of Commerce



Bobbie Kilberg, President & CEO
Northern Virginia Technology Council



G. Evan Pritchard, Chairman of the Board
Northern Virginia Transportation Alliance



Jennifer Russel, Chair of the Board
Suburban Maryland Transportation Alliance




Tucker R. Gladhill, Chairman of the Board
Tysons Regional Chamber of Commerce



Lori Graf, CEO
Maryland Building Industry Association



Keith Meurlin, President
Washington Airports Task Force



Michael Sakata, Executive Director
MD Transportation Builders & Materials Assn

Comments on the seven recommended Alternatives Retained for Detailed Study (ARDS) I-495/I-270 P3 Program

Nontransparent evaluation and rejection of alternatives

The initial listing of TSM/TDM and transit alternatives is disingenuous because the Purpose & Need and the Screening Criteria that you established automatically eliminate anything that does not add more highway lanes or attracts highway toll concessionaires. For example, one criterion favors *self-financing alternatives* because the state budget cannot fund the long-term transportation needs. Why did Governor Hogan reduce toll revenues across the board if the budget gap was so dire? Another criterion favors alternatives that provide *additional roadway travel choices* when, to really think outside the box, you need to examine alternatives that provide *additional travel choices besides roadway travel*.

The P3 Program approach ignores the findings reported in the Assessment of Regional Initiatives for the National Capital Region¹. In this report, the National Capital Region Transportation Planning Board found that scenarios focused on transit measures, travel demand and land-use balance actually performed better than the express travel network (which focused on managed lanes like the P3 Program) by improving congestion in critical measures. These improvements included reducing auto and transit travel times, reducing total vehicle miles travelled (VMT), and increasing accessible jobs by both auto and transit.

The findings of the National Capital Region Transportation Planning Board resonate with the findings of the 2001 Montgomery County Transportation Policy Task Force, in which I labored pro bono for over a year. The Task Force modeled a Balanced Land Use (BLU) alternative to the Inter County Connector (ICC). The BLU combined a truly multimodal transportation network with strategic balances in the projected growth of jobs and housing along the I-270 and I-95 Corridors. The BLU combination outperformed the ICC scenario on a number of measures: reducing transit travel times, increasing jobs accessibility by transit and reducing the total VMT driven by single occupancy autos.

The P3 Program's review of "Transit-only" alternatives is cursory and rigged for failure because you do not model transit "on its own" but with complementary land use distributions and road networks targeted to intermodal connectivity. The P3 Program, in spite of its 2040 horizon, considered neither the benefits of

¹ An Assessment of Regional Initiatives for the National Capital Region, Executive Summary, December 2017, Table E3 "Summary of Quantitative Measures of Effectiveness Relative to the 2040 CLPR"

improving the MARC service along the I-270 corridor² nor the Corridor Cities Transitway³ (CCT). The CCT, albeit not parallel to the corridor, could ease congestion on its ancillary roads thereby facilitating peak hour access to those drivers en route to I-270.

The transportation planners from Montgomery and Prince George Counties Planning Departments wrote to Maryland Department of Transportation (MDOT) in April 29, 2019 and again May 29, 2019, detailing a list of technical concerns about the P3 Program, which in my opinion, are consistent with good engineering practice and well informed on the transportation, economic and environmental realities of their counties. The technical concerns of the county planners demand careful attention and transparent resolution as well as the concerns from other citizens affected by this project.

Questionable transportation benefits

MDOT asserts that widening the Beltway and I-270 by adding four express toll lanes would speed up travel on both the toll and the free lanes but few drivers might want to pay the high tolls necessary to make this venture profitable. For example, according to MDOT once the project is built, the 10 miles from College Park to Bethesda during the morning rush hour would be cut down to 10 minutes in the new toll lanes and to 13 minutes in the free lanes. Currently, the rush hour tolls on the Virginia Beltway HOT lanes cost between \$1.50 and \$1.80 per mile⁴. If these rates were applied to the proposed tolls in Maryland, drivers would pay up to \$18 to save 3 minutes during rush hour and I wonder if the drivers traveling the 25 miles from Frederick to Shady Grove would be willing to pay up to \$45 during the rush hour.

Financial risks

The MDOT is seeking fast-track approval of the I-495/I-270 P3 Program to ostensibly save the taxpayers the burden of funding upfront the \$11 billion project and shift that burden to a concessionaire in exchange for future toll revenues. However, the last page of the Pre-Solicitation Report that MDOT issued to the P3

² All-day MARC service involves adding a 3rd track along CSX line to increase room for passenger trains, was estimated at \$560 million in 2007. The congestion mitigation potential of a robust MARC service fleet along the I-270 was not examined.

³ The CCT preferred alternative was selected in 2017 and its design and construction albeit deferred to 2023, still fall within the 2040 horizon of the P3 Study.

⁴ Data reported by Dr. Donna Chen, civil engineering professor at University of Virginia.

bidders indicates that, if a contract is cancelled for various reasons, the state must pay an undetermined compensation to the concessionaire's lenders thereby shifting the risks *back* to the taxpayers. In my experience, P3 solicitations might include compensation clauses for non-recoverable costs (like complex geologic investigations) and for protecting a concessionaire from competing facilities but the risk warranties that MDOT offers the bidders seem contrarian to the P3 rationale that MDOT used to pursue this program.

Rushed approval inconsistent with P3 procurement

The Purple Line Project, delivered as a \$5.6 billion P3, was thoroughly reviewed under the National Environmental Policy Act (NEPA) process for selection of the optimal alternative for design and construction before the P3 bids were solicited. In contrast, the I-495/I-270 P3 Program is estimated at \$11 billion with contracts spanning five decades and is being rushed through approval in two years. The complexity and cost of this program demand a complete NEPA review and rigorous scrutiny of financial risks.

I respectfully submit these comments informed by my experiences as engineer advisor, for over two decades, at the Office of the Inspector General, US Department of Transportation, and my pro bono service in the task force that produced the 2001 Montgomery County Transportation Policy Report.

Rodolfo Pérez, P.E.
6 Manor Spring Court
Silver Spring, MD 20906
Ropelo75@gmail.com



June 14, 2019

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

RE: I-495/ I-270 Managed Lanes Alternatives Retained for Detailed Study (ARDS)

The Woodmoor-Pinecrest Citizens' Association (WPCA) is a civic association serving a community of more than 1,100 families in eastern Silver Spring for 77 years. The borders of our neighborhood are I-495, the Northwest Branch of the Anacostia River, Colesville Road (US 29) and University Boulevard (MD-193).

As a neighborhood bordered by three state highways, we have worked collaboratively for decades with the Maryland Department of Transportation (MDOT) State Highway Administration (SHA) on many projects that provided solutions to various issues. We are very familiar with and share concerns regarding Beltway rush hour traffic as well as traffic and safety on the state highways adjacent to the Beltway. We hope to again work collaboratively with MD SHA to address the concerns.

Each segment of I-495 and I-270 has unique conditions and challenges and should be considered on its own merits. Due to the many significant questions that were raised during the SHA presentation at the May 22, 2019 WPCA meeting, the WPCA voted unanimously to send a letter expressing the concerns of residents.

We share concerns about traffic congestion and request that the State work collaboratively with our neighborhoods on addressing these concerns. Residents have a very high level of concern since the project potentially has much more significant impacts to the neighborhoods, schools, businesses, parks, amenities and environment in our immediate area than originally presented. Currently the interactive map shows over two dozen homes within the WPCA's boundaries directly affected by the project with some property taken. There are dozens of others affected in other adjacent Four Corners neighborhoods including homes and businesses completely removed. We had understood previously that the project would remain within the existing right of way which would not require taking property. The map also shows the loss of much of the longtime community YMCA with day care center, and other significant impacts to: Montgomery Blair High School, the Northwest Branch, Indian Spring, Blair Local, South

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June 14, 2019

Four Corners, Argyle and Sligo Creek parks and loss of many acres of adjacent mature forest canopy that reduces air pollution, helps mitigate stormwater and provides an essential buffer from the highway noise.

We are also very concerned about the impact to connecting roads such as Colesville Road (US 29) and the adjacent homes and businesses since Colesville Road is currently designated as the only access point to and from the toll lanes in Silver Spring and additional congestion and safety impacts would be added to these local segments. There would be no other toll lane access points between I-95 and Connecticut Avenue, which would force thousands of more cars to Colesville Road to access the Beltway. Despite requests, the State has not provided their analyses of traffic impacts.

Furthermore, MDOT is proposing up to 6 additional lanes (not 4) be added to the Beltway between Brunett Avenue and University Boulevard, 2 of which would be elevated to Colesville Road, causing even more property and noise impacts to the adjacent areas. This appears to be the only area in the project with such a configuration. This configuration would include adding 3 additional traffic signals at the ramps with Colesville Road which would cause additional backups resulting in cut through traffic through our neighborhood.

The preliminary noise pollution analysis map indicates noise levels above 66 dB into the Montgomery Blair High School building area. In addition to traffic noise levels beyond the acceptable standards propagating to the school building with perhaps the inability to mitigate due to the proposed height of the new lanes, the school would be subjected to years of very significant construction noise from 3 adjacent sides because in addition to the Beltway reconstruction, the adjacent bridges over the Beltway on Colesville Road and University Boulevard would have to be reconstructed. There could very likely be additional impacts but neither the Environmental Impact Study nor the traffic study has been made available.

Due to the many concerns and unanswered questions, we support the No Build option for I-495 east of I-270. We also suggest restoring Alternative 2, Transportation Demand Management as an alternative to be studied for the I-495 segment.

Until April 2019, there were no public meetings held on this complex project in the area of Silver Spring which is the most impacted area in the entire project. Previously, MD SHA always provided the appropriate studies, impact and cost-benefit analyses of alternatives and subsequent feedback loop prior to moving forward with a project. These important studies are not currently available. We look forward to receiving essential items such as the Environmental Impact Statement (EIS) and traffic study so that we have an idea of the real costs and benefits. The EIS will provide information about cost,

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June 14, 2019

time and property to be acquired, environmental mitigation, and other important factors, so that residents can understand what is being proposed for approval. MDOT has represented at public meetings that it is not ready to share the traffic study analyses and no detailed analyses of the costs and financial risks of the Program have been provided. There is great uncertainty involved for the state and for residents.

Respectfully submitted,

Harriet Quinn, Vice-President
Woodmoor-Pinecrest Citizens' Association
Silver Spring, Maryland 20901

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6/14/19

William Walmsley
5915 Justina Drive
Lanham, MD 20706
bwalmsley@gosps.com

Re: Additional Comments on Managed Lanes Study

Having attended all the “workshops” and previously providing comments I felt it imperative to yet again waste my time and providing further comment that the state has no interest in considering given that it had decided what was going to be done before us public was given a chance to be involved. My objections to this project as it has been presented are:

The entire process has been a shame from the start as it has been obvious that the decision as to what approach will be taken was made before any public involvement was attempted, e.g. the name of the website including – surprise - the selected solution before any analysis was undertaken. A solution which will be provided by private companies which by definition have as their objective making a profit not the public welfare. Further exemplified by from the get-go by starting with those sections of 270 that will not provide the most relief to congestion (the claimed purpose) but rather will be most profitable for the companies doing the work. Who is this project to benefit?

The state and its elected officials are supposed to be acting in the best interests of all its citizens – not just those who are privileged enough to afford. The right of ways being sold are right of **all** to say nothing of those whose property will be taken for the profit of private concerns and the convenience of those who can afford it.

Since there has been such a rush to move ahead, I guess SHA analysts didn’t have time to research the time after time proven experience of so many road expansions – adding more lanes does not alleviate traffic congestion it only creates more. How quickly it seems to have been conveniently forgotten that the supposed two-decade solution to congestion on 270 hasn’t provided relief for even the eight years. So what is the plan when you find that you again underestimated the rate at which your actions are encouraging additional congestion.

The only comfort I can find is that it now appears that enough people are finally starting to wake up to what the state is attempting to do at their expense. Unfortunately, this awaking can easily result in such a negative backlash that it will prevent any of the truly meaningful/productive dialogue that should have been taking place though the entire process. The state would be well and best served to take a breath and reconsider what it is trying to do and possibly more importantly how it is trying to do it. There is no denying that this is very complex problem with long term consequences it is one that calls for very thoughtful consideration from all impacted that to date has not been given – WAKE UP.

Sincerely,

William Walmsley



**A Super Smooth Smart Clean Quiet Fast Economical Way to Travel Between Frederick and Montgomery Counties
or
Just Add More Expensive Congestion Pollution Producing Dangerous Traffic Lanes to I-270
Proven to be Ineffective Time After Time**



SWIFT - SAFE - COMFORTABLE - CONVENIENT - RELAXING - EFFICIENT - ECONOMICAL - TRANSPORT



NOT SWIFT - SAFE - COMFORTABLE - CONVENIENT - RELAXING - EFFICIENT - ECONOMICAL - TRANSPORT



CALLING IT WHAT YOU LIKE DOESN'T MAKE IT SO



BUDAPEST, HUNGARY LINE 1 OCTOBER 2017

MORE RAPID, CLEANER AND QUIETER THAN THE CONGESTION WITHIN MONTGOMERY COUNTY



THE REAL TRAFFIC RELIEF PLAN

BUT THE HIGHWAY MEN WEAR BLINDERS AND GAS MASKS
ALWAYS BELIEVING PAVEMENT IS THE SILVER BULLET



HIGHWAYS FOREVER



CHUMP BILLIONS
YOURS - NOT HIS



YES

A Super Smooth Smart Clean Quiet Fast Economical Way to Travel Between Frederick and Montgomery Counties

DON'T Add More Expensive Congestion Pollution Producing Dangerous Traffic Lanes to I-270
Proven to be Ineffective Time After Time

SHA / FHWA I-270 BEST METHOD

14B LIGHT RAIL



YES

Super Smooth Smart Clean Quiet Fast Economical Way to Travel Between Frederick and Montgomery Counties

DON'T Add More Expensive Congestion Pollution Producing Dangerous Traffic Lanes to I-270
Proven to be Ineffective Time After Time

SHA / FHWA I-270 BEST METHOD

14B LIGHT RAIL

THE FUTURE DEPENDS ON IT
COMFORTABLE - CONVENIENT - SAFE



APPENDIX D: Supporting Socioeconomic Data

Subject: Potential Locations for Targeted Public Outreach Based on Socioeconomic/Environmental Justice Data

Per recommendations in NCHRP Report 710, *Practical Approaches for Involving Traditionally Underserved Populations in Transportation Decisionmaking*, socioeconomic data for the CEA Analysis Area population has been collected to identify potential locations for targeted outreach. The schools, affordable housing complexes, and places of worship listed in the following tables are located in Census block groups and communities where traditionally underserved populations have been identified.

Schools with Over 45% Free and Reduced Lunch Program Participation

Among the public schools in the CEA Analysis Area, an average of 45 percent of students use free and reduced-price lunch programs per school. This list includes schools with a student population greater than 45 percent that utilizes free and reduced-price lunch programs.

SCHOOL	ADDRESS	PHONE
Annapolis Road Academy Alternative High	2112 Church Rd., Bowie 20716	(301) 209-3580
Ardmore Elementary School	9301 Ardwick-Ardmore Rd., Springdale 20774	(301) 925-1311
Arrowhead Elementary School	2300 Sansbury Rd., Upper Marlboro, 20772	(301) 499-7071
Barnaby Manor Elementary School	2411 Owens Rd., Oxon Hill, 20745	(301) 702-7560
Buck Lodge Middle School	2611 Buck Lodge Rd., Adelphi 20783	(301) 431-6290
Carrollton Elementary School	8300 Quintana St., New Carrollton 20784	(301) 918-8708
Cherokee Lane Elementary School	9000 25th Ave., Adelphi 20783	(301) 445-8415
Cresthaven Elementary School	1234 Cresthaven Dr., Silver Spring 20903	(240) 740-0580
Eastern Middle School	300 University Blvd. East, Silver Spring 20901	(301) 650-6650
Frances Fuchs Early Childhood Center	11011 Cherry Hill Rd., Beltsville 20705	(301) 572-0600
Francis Scott Key Middle School	910 Schindler Dr., Silver Spring 20903	(301) 422-5600
Glenarden Woods Elementary School	7801 Glenarden Pkwy., Glenarden 20706	(301) 925-1300
Greenbelt Middle School	6301 Breezewood Dr., Greenbelt 20770	(301) 513-5040
H. Winship Wheatley Early Childhood Center	8801 Ritchie Dr., Capitol Heights 20743	(301) 808-8100
High Point High School	3601 Powder Mill Rd., Beltsville 20705	(301) 572-6400
Hollywood Elementary School	9811 49th Ave., College Park 20740	(301) 513-5900
James E. Duckworth Regional School	11201 Evans Trail, Beltsville 20705	(301) 572-0620
James Mchenry Elementary School	8909 McHenry Ln., Lanham 20706	(301) 918-8760
Joann Leleck Elementary School at Broad Acres	710 Beacon Rd., Silver Spring 20903	(240) 740-1900
Longfields Elementary School	3300 Newkirk Ave., Forestville 20747	(301) 817-0455
Margaret Brent Regional Center	5816 Lamont Terr., New Carrollton 20784	(301) 918-8780
North Forestville Elementary School	2311 Ritchie Rd., Forestville 20747	(301) 499-7098
Oak View Elementary School	400 East Wayne Ave., Silver Spring 20901	(301) 650-6434
Pine Crest Elementary School	201 Woodmoor Dr., Silver Spring 20901	(240) 740-1970
Princeton Elementary School	6101 Baxter Dr., Suitland 20746	(301) 702-7650
Robert Frost Elementary School	6419 85th Ave., New Carrollton 20784	(301) 918-8792
Roscoe R. Nix Elementary School	1100 Corliss St., Silver Spring 20903	(301) 422-5070
Rosemont Elementary School	16400 Alden Ave., Gaithersburg 20877	(301) 840-7123
Saint Francis International School	1500 St. Camillus Dr., Silver Spring, MD 20903	(301) 434-2344
Samuel Chase Elementary School	5700 Fisher Rd., Temple Hills 20748	(301) 702-7660
Springhill Lake Elementary School	6060 Springhill Dr., Greenbelt 20770	(301) 513-5996
The Foundation School	1330 McCormick Dr., Largo 20774	(301) 772-1200
Thomas Johnson Middle School	5401 Barker Pl., Lanham 20706	(301) 918-8680
Turning Point Academy	7800 Good Luck Rd., Lanham 20706	(301) 552-0164

Affordable Housing Complexes Located within CEA Analysis Area

This list includes all affordable housing complexes, or market-rate housing complexes with affordable units, within the CEA Analysis Area.

HOUSING COMPLEX	ADDRESS	PHONE
Burnt Mills Crossing	10701 Venetia Mill Cir., Silver Spring, 20901	(301) 681-9001
Chelsea Towers	7401 Westlake Terr., Bethesda 20817	(301) 469-9092
Council House	3940 Bexley Pl., Marlow Heights 20748	(301) 423-0228
Diamond Square	80 Bureau Dr. B, Gaithersburg 20878	(301) 590-0068
Friendly Gardens Apartments	2423 Lyttonsville Rd., Silver Spring 20910	(301) 589-4916
Green Ridge House Apartments	22 Ridge Rd., Greenbelt 20770	(301) 474-7595
Guide Nashville Homes	6829 Nashville Rd., Lanham 20706	(443) 863-5271 ext. 75758
Guide Trexler House	6812 Trexler Rd., Lanham 20706	(301) 549-3602
Lakeview House Apartments	10250 Westlake Dr., Bethesda 20817	(301) 469-6927
Londonderry Towers	17060 King James Way, Gaithersburg 20877	(301) 258-0553
Magruder's Discovery Apartments	10508 Westlake Dr., Bethesda 20817	(301) 365-7251
Montgomery Club VI	204 Water St., Gaithersburg 20877	(301) 921-9040
Montgomery Housing, Inc.	678 West Side Dr., Gaithersburg 20878	(301) 840-2000
Paddington Square Apartments	8800 Lanier Dr., Silver Spring 20910	(301) 804-2034
Pooks Hill Tower & Court	3 Pooks Hill Rd., Bethesda 20814	(240) 752-7602
Second Step II	9901 Braddock Rd., Silver Spring 20910	(301) 754-1102
St. Luke's Homes, Inc.	6040 Southport Dr., Bethesda 20818	(301) 493-4200
The Crossings at Washingtonian Center	9806 Mahogany Dr., Gaithersburg 20878	(240) 252-3533
The Willows	429 West Diamond Ave., Gaithersburg 20877	(301) 948-1858
Thomas Street Housing	102 Thomas St., Rockville 20850	unknown
Timberlawn Crescent	5707 Luxemburg St., North Bethesda 20852	(301) 859-4501
Trinity Terrace	6001 Fisher Rd., Temple Hills 20748	(301) 630-7717
University Gardens	440 University Blvd. East, Silver Spring 20901	(301) 445-5540
University Gardens II	440 University Blvd. East, Silver Spring 20901	(301) 445-5540
Vesta 2000	5813 Old Temple Hills Rd., Temple Hills 20748	(301) 445-5775
Vesta Enteka	9125 Alcona St., Lanham 20706	unknown
Vesta Housing, Inc.	9006 Fourth St., Glenarden 20774	(301) 593-3578
Vesta Riverdale	4703 Alcon Dr., Temple Hills 20748	(240) 296-6099
Vesta Thirteen	7514 Dover Ln., Lanham 20706	(301) 552-2428
Victory Forest	10000 Brunswick Ave., Silver Spring 20910	(301) 589-4030
Victory Oaks at Saint Camillus	721 Beacon Rd., Silver Spring 20901	(301) 445-1445
VOA Lanham	6509 Greenfield Ct., Lanham-Seabrook 20706	(301) 276-1550

Places of Worship Located within CEA Analysis Area Communities Containing Potential Environmental Justice Populations

This list includes all places of worship in CEA Analysis Area Communities that contain potential Environmental Justice populations due to low-income household and/or minority race/ethnicity persons characteristics.

PLACE OF WORSHIP	ADDRESS	PHONE
Adelphi Presbyterian Church	9401 Riggs Rd., Adelphi 20783	(301) 434-6337
Ascension Lutheran Church	7415 Buchanan St., Landover Hills 20784	(301) 577-0500
Berwyn Baptist Church	4720 Cherokee St., College Park 20740	(301) 474-7117
Beth Sholom Congregation and Talmud Torah Synagogue	11825 Seven Locks Rd., Potomac 20854	(301) 279-7010
Bethel Baptist Church	11416 Cedar Ln., Beltsville 20705	(301) 937-4673
Bonner Wardell Church	9601 Burgess Ln., Silver Spring 20901	(301) 588-8473
Burnt Mills Seventh Day Adventist Church	10915 Lockwood Dr., Silver Spring 20901	(301) 593-8496
Calvary Apostolic Church	18919 Earhart Ct., Gaithersburg 20879	(301) 528-4063
Calvary Lutheran Church	9545 Georgia Ave., Silver Spring 20910	(301) 589-4001
Chinese Bible Church	9618 Autoville Dr., College Park 20740	(240) 387-7088
Christ Apostolic Church	6408 Princess Garden Pkwy., Lanham 20706	(301) 577-8680
Christ Apostolic Church	2320 Parallel Ln., Silver Spring 20904	(301) 384-3787
Christ Congregational Church	9525 Colesville Rd., Silver Spring 20901	(301) 585-8010
Christ Destiny International Church	5012 Cook Rd., Beltsville 20705	(301) 595-3710
Christadelphian Chapel	9240 Riggs Rd., Adelphi 20783	(301) 439-0063
Chua Quan Am Pho Chieu Ni Vien	7605 Good Luck Rd., New Carrollton 20784	(301) 552-4676
Church of God of Silver Spring	2106 Linden Ln., Silver Spring 20910	(301) 608-9597
Church of Our Saviour	1700 Powder Mill Rd., Hillandale 20903	(301) 439-5900
City of David Tabernacle	5010 Sunnyside Ave., Beltsville 20705	(240) 965-7558
College Park Church of The Nazarene	9704 Rhode Island Ave., College Park 20740	(301) 345-4616
College Park United Methodist Church	9601 Rhode Island Ave., College Park 20740	(301) 345-1010
College Park Wesleyan Church	4915 Edgewood Rd., College Park 20740	(301) 441-2388
Congressional Heights Baptist Church	9604 Hall Rd., Potomac 20854	(301) 801-2101
Covenant of Faith Church	2600 Metzert Rd., Adelphi 20783	(301) 445-7419
Crossover Christian Church	11331 Maryland Ave. East, Beltsville 20705	(240) 421-7482
D.C. Center of Self Realization Fellowship	4911 Niagara Rd., College Park 20740	(301) 345-4172
Deliverance Tabernacle Church	10739 Tucker St # 239, Beltsville, MD 20705	(301) 595-0055
Eglise Baptiste Du Calvaire	10002 Riggs Rd., Adelphi 20783	(301) 431-0030
Emmanuel Lutheran Church	7730 Bradley Blvd., Bethesda 20817	(301) 365-5733
Episcopal Church of The Ascension	205 S. Summit Ave., Gaithersburg 20877	(301) 948-0122
Epworth United Methodist Church	9008 Rosemont Dr., Gaithersburg 20877	(301) 926-0424
Faith Ministries	131 Rosewood Dr, Greenbelt, MD 20770	(301) 441-4935
First Assembly of God Church	313 Cedar Ave, Gaithersburg, MD 20877	(240) 751-4870
First Baptist Church of Glenarden	3600 Brightseat Rd, Glenarden, MD 20706	(301) 773-3600
First Baptist Church of Rockville	55 Adclare Road, Rockville, MD 20850	(301) 279-2400
Gaithersburg Mennonite Church	27 Mills Rd., Gaithersburg 20877	(301) 977-9626
Gaithersburg Presbyterian Church	610 S Frederick Ave, Gaithersburg, MD 20877	(301) 948-9418
Geneva United Presbyterian Church	11931 Seven Locks Rd, Rockville, MD 20854	(301) 424-4346
Good Shepherd Lutheran Church	16420 S Westland Dr, Gaithersburg, MD 20877	(301) 869-1780
Good Shepherd United Methodist Church	9701 New Hampshire Ave, Silver Spring, MD 20903	(301) 434-3331

Good Tidings Tabernacle	4911 Powder Mill Rd, Beltsville, MD 20705	(301) 937-6503
Grace Church	1607 Grace Church Road, Silver Spring, MD	301-585-3515
Grace Presbyterian Church	5924 Princess Garden Pkwy, Lanham, MD 20706	(301) 577-1092
Greek Orthodox Church of Saint George	7701 Bradley Blvd, Bethesda, MD 20817	(301) 469-7990
Greenbelt Baptist Church	101 Greenhill Rd, Greenbelt, MD 20770	(301) 474-4212
Greenbelt Community Church	1 Hillside Rd, Greenbelt, MD 20770	(301) 474-6171
Healing Temple Church of The Nazarene	11002 Cherry Hill Rd, Beltsville, MD 20705	(301) 422-0882
Heart of God Baptist Church	7100 Chesapeake Rd, Hyattsville, MD 20784	(301) 577-7373
Hermon Church	7801 Persimmon Tree Ln, Bethesda, MD 20817	(301) 859-0784
Hillandale Baptist Church	2601 Powder Mill Rd, Adelphi, MD 20783	(301) 434-6033
Holy Apostle Orthodox Church	10760 Baltimore Ave, Beltsville, MD 20705	(301) 931-3400
Holy Cross Lutheran Church	6905 Greenbelt Rd, Greenbelt, MD 20770	(301) 345-5111
Holy Family Seminary Church	401 Randolph Rd, Silver Spring, MD 20904	(301) 622-1184
Holy Redeemer Metropolitan Community Church	4907 Niagara Rd, College Park, MD 20740	(301) 982-5775
Horeb Haitian Adventist Church	3310 Powder Mill Rd, Hyattsville, Maryland 20783	(301) 931-3890
Iglesia De Dios Septimo Dia	9033 Howser Ln, Lanham, MD 20706	(301) 429-5100
Iglesia Pentecostes Sinai	5517 Whitfield Chapel Rd, Lanham, MD 20706	(301) 918-3949
Jehovah's Witness Kingdom Hall	6110 Princess Garden Pkwy, Lanham, MD 20706	(301) 577-4488
Kingdom Hall of Jehovah's Witnesses	8009 D'Arcy Rd, Forestville, MD 20747	(301) 499-1422
Kingdom Hall of Jehovah's Witnesses	624 Great Falls Rd, Rockville, MD 20850	(301) 340-0217
Knox Orthodox Presbyterian Church	410 Granville Dr, Silver Spring, MD 20901	(301) 587-6637
Lanham Church of God	9030 2nd St, Lanham, MD 20706	(301) 552-3199
Lanham United Methodist Church	5512 Whitfield Chapel Rd, Lanham, MD 20706	301-577-1500
Latvian Lutheran Church	400 Hurley Ave, Rockville, MD 20850	(301) 251-4151
Lighthouse Ministries International	9207 Tuckahoe Ln., Adelphi 20783	(301) 445-1382
Lutheran Church of The Abiding Presence	10774 Rhode Island Ave, Beltsville, MD 20705	(301) 937-7646
Lutheran Church of The Cross	12801 Falls Rd, Rockville, MD 20854	(301) 762-7565
Memorial United Methodist Church	8900 Georgia Ave., Silver Spring, MD 20910	(301) 587-1215
Mishkan Torah Synagogue	10 Ridge Rd, Greenbelt, MD 20770	(301) 474-4223
Montgomery Hills Baptist Church	9727 Georgia Ave, Forest Glen, MD 20910	(301) 681-7990
Mount Calvary Baptist Church	5120 Whitfield Chapel Rd, Lanham, MD 20706	(301) 577-4882
Mount Calvary Baptist Church	5000 St Barnabas Rd, Temple Hills, MD 20748	(301) 894-4798
Mowatt Memorial United Methodist Church	40 Ridge Rd, Greenbelt, MD 20770	(301) 474-9410
Murugan Temple Of North America	6300 Princess Garden Pkwy, Lanham, MD 20706	(301) 552-4889
New Beginnings Church of God of Prophecy	6017 Cipriano Rd, Lanham, MD 20706	(301) 459-7325
New Carrollton Bible Church	7600 Good Luck Rd, Lanham, MD 20706	(301) 552-6785
New Creations Christian Church	5649 Whitfield Chapel Rd, Lanham, MD 20706	(301) 577-7995
Our Lady Queen of Poland Church	[remaining addresses in separate Excel Spreadsheet]	
Point of Grace Community Church		
Prince George's Muslim Association		
Reaching the Nations Ministries International		
Rock Salvation Ministries		
Rockville Christian Church		
Rockville Church of Christ		

Rockville Presbyterian Church	
Rockville Seventh Day Adventist Church	
Saint Andrew Lutheran Church	
Saint Christopher's Episcopal Church	
Saint Cosmas Of Aitolia Orthodox Church	
Saint Hugh Catholic Church	
Saint James Episcopal Church	
Saint John the Evangelist Church	
Saint John's Episcopal Church	
Saint Luke's Church	
Saint Martin's Catholic Church	
Saint Matthias Catholic Church	
Saint Raphael's Catholic Church	
Silver Spring Christian Church of Christ	
Silver Spring United Presbyterian Church	
Silver Spring Zendo	
Sitka Church	
Sligo Baptist Church	
Southeast Hebrew Congregation	
Temple Israel	
The Hindu Temple of Metropolitan Washington	
Trinity Assembly of God	
Tumaini Baptist Church	
Unitarian Of Rockville Church	
Unitarian Universalist Church of Silver Spring	
Washington D.C. Temple of The Church of Jesus Christ of Latter-Day Saints	

Table 1: Summary of Potential EJ Populations in CEA Analysis Area

CEA Analysis Area Community	Potential EJ Population—BG	Percent Minority Race and Ethnicity	Median HH Income	BG with 8% + (over 7%) HH using FS/SNAP—Percent	Affordable Housing Complexes	Above-med (4%+) Ltd English-Speaking HH	Schools with 46% + (over 45%) F&R Lunch
Potomac	7060.12 - 1	51%	\$69,142	12%	Chelsea Towers Magruder’s Discovery Apartments	14%	—
	7060.12 - 2	54%	\$72,750	—	—	5%	—
	7060.12 - 3	46%	\$33,977	27%	Lakeview House Apartments	32%	—
Gaithersburg	7007.06 - 1	72%	\$77,330	9%	Diamond Square	9%	Summit Hall Elementary (77%) Washington Grove Elementary (73%) Rosemont Elementary (59%)
	7007.17 - 1	84%	\$60,971	11%	—	10%	
	7007.17 - 2	79%	\$79,167	—	—	28%	
	7007.17 - 3	87%	\$52,037	16%	—	20%	
	7007.17 - 4	31%	\$60,625	—	—	16%	
	7007.24 - 1	91%	\$47,913	25%	Londonderry Towers Montgomery Club VI The Willows	40%	
	7008.16 - 1	94%	\$85,335	—	Montgomery Housing, Inc.	10%	
	7008.16 - 2	59%	\$80,500	8%	—	11%	
	7008.16 - 4	88%	\$66,364	14%	—	32%	
	7008.17 - 1	75%	\$95,357	15%	—	14%	
7008.17 - 2	62%	\$95,461	—	The Crossings at Washingtonian Center	8%		
7008.29 - 1	50%	\$157,679	—	—	8%		
Rockville	7010.05 - 1	51%	\$131,944	—	Thomas Street Housing	—	—
	7012.10 - 1	51%	\$214,815	—	—	—	
Forest Glen	7039.01 - 1	52%	\$106,932	—	—	—	—
	7040.00 - 3	79%	\$80,833	13%	20%	20%	
Silver Spring	7016.01 - 1	96%	\$57,324	9%	—	6%	JoAnn Leleck Elementary School at Broad Acres (90%)
	7016.02 - 1	98%	\$65,595	30%	Victory Oaks at Saint Camillus	22%	
	7016.02 - 3	70%	\$91,136	9%	Second Step II	—	
	7016.02 - 4	87%	\$107,159	8%	—	—	

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	7021.01 - 2	77%	\$111,818	—	University Gardens University Gardens II	29%	Saint Francis International School (54%) Roscoe R. Nix Elementary (73%)
	7021.01 - 3	81%	\$95,114	—	—	9%	
	7022.00 - 1	72%	\$108,950	12%	—	7%	
	7027.00 - 4	71%	\$43,438	10%	Friendly Gardens Apartments Paddington Square Apartments	7%	Oak View Elementary (71%) Eastern Middle (50%)
	7028.00 - 4	52%	\$158,531	—	—	—	
	7029.00 - 2	50%	\$136,099	—	—	—	
Four Corners	7031.00 - 4	54%	*	21%	—	10%	Pine Crest Elementary (48%)
Hillandale	7015.05 - 3	64%	\$82,989	12%	Burnt Mills Crossing	7%	Cresthaven Elementary (70%)
	8073.04 - 1	79%	\$86,346	—	—	5%	Francis Scott Key Middle (63%)
Adelphi	8073.05 - 1	78%	\$93,707	—	—	13%	Buck Lodge Middle (85%)
	8073.05 - 2	59%	\$86,146	10%	—	8%	Cherokee Lane Elementary (81%)
Beltsville	8074.04 - 2	76%	\$83,071	10%	—	6%	High Point High (78%)
	8074.05 - 1	69%	\$100,432	—	—	9%	
	8074.05 - 3	74%	\$70,110	—	—	18%	
	8074.09 - 1	95%	\$61,774	12%	—	5%	James E. Duckworth Regional (62%)
	8074.09 - 2	75%	\$93,043	8%	—	5%	Frances Fuchs Early Childhood Center (60%)
College Park	8069.00 - 1	73%	\$92,663	—	—	—	

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CEA Analysis Area Community	Potential EJ Population—BG	Percent Minority Race and Ethnicity	Median HH Income	BG with 8% + (over 7%) HH using FS/SNAP—Percent	Affordable Housing Complexes	Above-med (4%+) Ltd English-Speaking HH	Schools with 46% + (over 45%) F&R Lunch
	8069.00 - 2	73%	\$100,958	—	—	—	Hollywood Elementary (72%)
	8070.00 - 2	51%	\$28,654	13%	—	17%	
	8073.01 - 1	78%	\$45,272	8%	—	24%	
	8073.01 - 2	59%	\$107,831	8%	—	8%	
Greenbelt	8067.06 - 1	47%	\$51,378	—	—	14%	Springhill Lake Elementary (86%) Turning Point Academy (69%) Greenbelt Middle School (66%)
	8067.06 - 2	91%	\$94,750	12%	—	—	
	8067.06 - 3	94%	\$87,896	8%	Guide Nashville Homes	8%	
					Guide Trexler House		
					Vesta Thirteen		
	8067.08 - 1	34%	\$41,892	—	Green Ridge House Apartments	—	
	8067.08 - 2	58%	\$46,500	—	—	8%	
	8067.08 - 3	52%	\$78,255	12%	—	9%	
	8067.10 - 2	88%	\$69,620	9%	—	9%	
	8067.10 - 3	80%	\$104,931	21%	—	7%	
	8067.12 - 1	96%	*	—	—	—	
	8067.12 - 2	92%	\$102,759	18%	—	4%	
	8067.13 - 1	99%	\$51,750	15%	—	6%	
	8067.13 - 2	93%	\$56,654	13%	—	14%	
8067.14 - 1	91%	\$60,579	31%	—	10%		
8067.14 - 2	92%	\$51,406	—	—	24%		
8074.08 - 1	54%	\$77,109	—	—	—		
Seabrook	8036.06 - 2	81%	\$78,594	11%	—	5%	—
	8036.06 - 3	90%	\$84,013	—	VOA Lanham	6%	
	8036.06 - 4	87%	\$64,575	10%	Vesta Housing, Inc.	7%	
New Carrollton	8036.05 - 1	92%	\$74,044	14%	—	—	Carrollton Elementary (86%)
	8036.05 - 4	86%	\$93,375	13%	—	4%	
	8036.10 - 1	91%	\$64,167	9%	—	—	
	8036.12 - 1	89%	\$60,625	21%	—	6%	Robert Frost Elementary (82%) Margaret Brent Regional Center (74%)
	8036.12 - 2	98%	\$46,985	18%	—	—	

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CEA Analysis Area Community	Potential EJ Population—BG	Percent Minority Race and Ethnicity	Median HH Income	BG with 8% + (over 7%) HH using FS/SNAP—Percent	Affordable Housing Complexes	Above-med (4%+) Ltd English-Speaking HH	Schools with 46% + (over 45%) F&R Lunch
Lanham	8036.08 - 1	85%	92,105	10%	—	4%	James McHenry Elementary (82%)
	8036.08 - 2	92%	\$63,679	—	Vesta Enteka	4%	
	8036.08 - 3	94%	\$55,799	—	—	14%	
	8036.08 - 4	97%	\$84,417	8%	—	—	Thomas Johnson Middle School (69%)
Springdale	8036.01 - 1	100%	\$87,083	8%	—	—	
Glenarden	8035.21 - 1	93%	\$104,525	—	—	—	Ardmore Elementary (62%)
	8036.01 - 2	97%	\$117,857	10%	—	—	
	8036.02 - 2	98%	\$72,115	20%	—	—	Glenarden Woods Elementary (46%)
Summerfield	8035.08 - 1	100%	\$96,219	8%	—	—	—
	8035.19 - 3	99%	\$70,094	29%	—	—	
	8035.25 - 1	100%	\$45,571	37%	—	—	
Landover	8034.02 - 3	100%	\$53,897	17%	—	—	—
	8035.08 - 3	98%	\$55,789	8%	—	4%	
	8035.09 - 1	99%	43,225	31%	—	15%	
Landover Hills	8037.00 - 1	91%	62,857	15%	—	10%	—
Lake Arbor	8035.14 - 1	99%	\$66,433	10%	—	—	The Foundation School (74%)
Largo	8035.12 - 1	98%	\$76,905	8%	—	—	—
	8035.12 - 3	98%	\$107,045	—	—	—	
	8035.13 - 2	98%	\$65,278	—	—	—	
Forestville	8019.06 - 1	94%	\$55,469	22%	—	6%	Annapolis Road Academy Alternative High (91%)
	8021.03 - 2	96%	\$72,101	8%	—	—	
	8021.04 - 1	98%	\$57,557	27%	—	—	
	8021.04 - 2	96%	\$65,417	16%	—	—	
	8022.03 - 2	97%	\$87,188	—	—	—	Longfields Elementary (72%)
	8022.03 - 3	95%	\$77,845	18%	—	—	
	8022.04 - 4	97%	\$98,173	—	—	—	North Forestville

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							Elementary (71%) H. Winship Wheatley Early Childhood Center (53%)
Westphalia	8007.01 - 2	95%	\$120,833	—	—	—	Arrowhead Elementary (76%)
	8022.01 - 1	78%	\$63,523	18%	—	5%	
	8022.01 - 2	99%	\$70,950	14%	—	—	
Morningside	8019.06 - 2	75%	\$64,688	14%	—	4%	—
Joint Base Andrews	8011.04 - 3	42%	\$55,000	—	—	—	—
Camp Springs	8019.01 - 2	92%	\$90,556	—	Vesta Riverdale	—	Princeton Elementary (75%)
	8019.04 - 1	95%	\$38,795	19%	—	11%	
	8019.04 - 2	83%	\$80,481	—	—	—	
	8019.05 - 1	98%	\$94,896	12%	—	4%	
	8019.05 - 2	85%	\$90,000	—	—	—	
Marlow Heights	8017.08 - 1	97%	\$69,545	19%	—	—	Barnaby Manor Elementary (74%)
	8019.07 - 1	96%	\$63,400	13%	Council House Apartments	—	
Temple Hills	8017.01 - 1	94%	\$58,322	16%	—	—	Samuel Chase Elementary (62%)
	8017.01 - 2	96%	\$80,959	8%	Vesta 2000	—	
	8017.02 - 1	92%	\$69,444	14%	Trinity Terrace	—	
	8019.01 - 1	94%	\$88,250	—	—	—	
Mitchellville	8035.16 - 1	100%	118,750	—	—	—	—
	8035.20 - 3	92%	134,063	9%	—	—	

Source(s): US Census Bureau, American Community Survey (ACS) Five-Year Estimates (2012-2016); HUD Multifamily Assistance & Section 8 Database, Montgomery County Housing Opportunities Commission, Prince George’s County Housing Authority, and Fairfax County Redevelopment and Housing Authority; Virginia Department of Education and Maryland State Department of Education. See the *Community Effects Assessment* for additional source details.

Table 2: Total Affordable Housing Complexes Located within CEAAA

(Need list of Fairfax County FCRP, RAD, Senior Housing and Assisted Living to check against. Not available online)

Name	Program	Number of Units	CEA Analysis Area Community	BG
Burnt Mills Crossing	Montgomery County Housing Opportunities Commission-Financed, Privately Owned	unknown	Hillandale	7015.05 BG 3
Chelsea Towers	HUD Multifamily Assistance & Section 8	238	Potomac	7060.12 BG 1
Council House	HUD Multifamily Assistance & Section 8	162	Marlow Heights	8019.07 BG 1
Diamond Square	Montgomery County Housing Opportunities Commission Opportunity Housing	400	Gaithersburg	7007.06 BG 1
Friendly Gardens Apartments	Montgomery County Housing Opportunities Commission Section 236	unknown	Silver Spring	7027.00 BG 4
Green Ridge House Apartments	HUD Multifamily Assistance & Section 8	101	Greenbelt	8067.08 BG 1
Guide Nashville Homes	HUD Multifamily Assistance & Section 8	12	Greenbelt	8067.06 BG 3
Guide Trexler House	HUD Multifamily Assistance & Section 8	6	Greenbelt	8067.06 BG 3
Lakeview House Apartments	HUD Multifamily Assistance & Section 8	151	Potomac	7060.12 BG 3
Londonderry Towers	HUD Multifamily Assistance & Section 8	150	Gaithersburg	7007.24 BG 1
Magruder's Discovery Apartments	HUD Multifamily Assistance & Section 8	134	Potomac	7060.12 BG 1
Montgomery Club VI	HUD Multifamily Assistance & Section 8	109	Gaithersburg	7007.24 BG 1
Montgomery Housing, Inc.	HUD Multifamily Assistance & Section 8	11	Gaithersburg	7008.16 BG 1
Paddington Square Apartments	Montgomery County Housing Opportunities Commission Opportunity Housing	unknown	Silver Spring	7027.00 BG 4
Pooks Hill Tower & Court	Montgomery County Housing Opportunities Commission Opportunity Housing	unknown	Bethesda	7044.04 BG 3
Second Step II	HUD Multifamily Assistance & Section 8	6	Silver Spring	7016.02 BG 3
St. Luke's Homes, Inc.	HUD Multifamily Assistance & Section 8	18	North Bethesda	7044.01 BG 1

The Crossings at Washingtonian Center	Montgomery County Housing Opportunities Commission-Financed, Privately Owned	unknown	Gaithersburg	7008.17 BG 2
The Willows	HUD Multifamily Assistance & Section 8	195	Gaithersburg	7007.24 BG 1
Thomas Street Housing	HUD Multifamily Assistance & Section 8	9	Rockville	7010.05 BG 1
Timberlawn Crescent	Montgomery County Housing Opportunities Commission Opportunity Housing	unknown	North Bethesda	7012.15 BG 3
Trinity Terrace	HUD Multifamily Assistance & Section 8	71	Temple Hills	8017.02 BG 1
University Gardens	HUD Multifamily Assistance & Section 8	65	Silver Spring	7021.01 BG 2
University Gardens II	HUD Multifamily Assistance & Section 8	27	Silver Spring	7021.01 BG 2
Vesta 2000	HUD Multifamily Assistance & Section 8	12	Temple Hills	8017.01 BG 2
Vesta Enteka	HUD Multifamily Assistance & Section 8	10	Lanham	8036.08 BG 2
Vesta Housing, Inc.	HUD Multifamily Assistance & Section 8	21	Seabrook	8036.06 BG 4
Vesta Riverdale	HUD Multifamily Assistance & Section 8	12	Camp Springs	8019.01 BG 2
Vesta Thirteen	HUD Multifamily Assistance & Section 8	10	Greenbelt	8067.06 BG 3
Victory Forest	Montgomery County Housing Opportunities Commission-Financed, Privately Owned	unknown	Forest Glen	7040.00 BG 4
Victory Oaks at Saint Camillus	HUD Multifamily Assistance & Section 8	48	Silver Spring	7016.02 BG 1
VOA Lanham	HUD Multifamily Assistance & Section 8	10	Seabrook	8036.06 BG 3