

T.4. BUSINESS COMMENTS AND RESPONSES

T.4.A Draft Environmental Impact Statement Business Comments and Responses

AAA MID-ATLANTIC – JOHN TOWNSEND

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From: Townsend, John <JTownsend@aaamidatlantic.com>
Sent: Monday, November 9, 2020 5:19 PM
To: MLS-NEPA-P3
Subject: Ms. Choplin: AAA Comments I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement Draft Section 4f Evaluation
Attachments: AAA Comments I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement Draft Section 4f Evaluation 11-09-2020.docx

Lisa B. Choplin, DBIA
Director, I-495 & I-270 P3 Office
Maryland Department of Transportation State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, Maryland 21201

Dear Ms. Choplin:

On behalf of the motoring public and AAA members, we submit the following and attached comments on the I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft Section 4(f) Evaluation to the Maryland Department of Transportation State Highway Administration.

AAA represents nearly one million members in the state of Maryland and 60 million members nationwide.

Please let me know if you have any comments or questions.

Take care, and thank you.

 **John B. Townsend II**
Manager
Public & Government Affairs
AAA Mid-Atlantic
AAA Club Alliance Inc.

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**AAA Mid-Atlantic's Comments on the
I-495 and I-270 Managed Lanes Study Draft Environmental Impact
Statement/Draft Section 4(f) Evaluation
Monday, November 9, 2020**

**John B. Townsend II
Public and Government Affairs Manager
AAA Mid-Atlantic**

- AAA represents nearly one million members in the state of Maryland and 60 million members nationwide.
- Contrary to what some may think or argue, the 2020 Draft Environmental Impact Statement (DEIS) is not a Rorschach Ink Blot, where different people see different things to match their preconceived notions and to validate their worldview by a systemic series of black or colored inkblots.
- The DEIS actually reveals how much more dire the traffic congestion crisis will become in the national capital area without the I-495 & I-270 P3 Program, and presents in great detail the clear and dramatic traffic relief that can be realized from all the Build Alternatives.
- By realistically presenting the best-case, mid-range, and worst-case scenarios and cost estimates, the DEIS also indicated that this P3 Program can be delivered with no public subsidy, at no net cost to taxpayers, and in all likelihood, a large public taxpayer surplus for the State of Maryland. Studies have shown that these improvements will dramatically reduce congestion and delays by 34% over the next 20 years, saving an average of 72 hours for commuters annually.
- The DEIS points us to what all of us can intuit and deduce that traffic congestion along these corridors will become progressively worse over the next 20 years, if we do nothing.
- This is the compelling reason, in our view, that the No-Build alternative should be rejected. It should be disregarded altogether.
- AAA concurs with the assessment that: "Doing nothing will lead to unacceptable levels of congestion that are not sustainable for our economy, environment, or quality-of-life." This is the likeminded assessment of the Northern Virginia Transportation Alliance (NVTa) and the Suburban Maryland Transportation Alliance (SMTA), as well as AAA Mid-Atlantic. That is our collective worldview.
- What more evidence do we need? "The 41 mile section of I-95 in Prince George's County, Maryland to I-95 and I-395 in Fairfax County, Virginia is consistently rated as one of the most congested highway corridors in the United States." That is according to a 2011 Congested Corridors Report from the Texas Transportation Institute, a study highlighted by both the NVTa and the SMTA.
- The road to hell is paved with peak-period traffic volumes and levels, travel delays, over-capacity conditions, and downstream bottlenecks. The Capital Beltway near both Potomac River crossings in Montgomery County and Prince George's county, and I-270, are chock-full of such.
- In November 2019, Virginia Governor Ralph Northam and Maryland Governor Larry Hogan announced the Capital Beltway Accord.
- If implemented, the Capital Beltway Accord would "replace the aging American Legion Bridge with a new modern bridge and add four new Express Lanes to deliver much needed relief."
- The Maryland I-495 & I-270 P3 Program will bring into reality a seamless Express Lane network in the national capital area. We say with one voice: "It's time to move forward with improvements to the American Legion Bridge, me-495, and me-270."
- AAA's nearly one million members in Maryland, along with a totality of 6.046 million residents of the state, suffer from some of the worst gridlock in the nation, especially AAA members and other residents in the national

MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.

- capital area. Before the coronavirus pandemic, motorists in the national capital area suffered from “the [slowest slogs](#) in the state.”
- While the debate continues to roil over adding Express Lanes to the Maryland section of the Capital Beltway and Interstate 270, traffic volume intensified in recent years by more than 25,000 vehicles per day from the [Virginia side](#) of the Potomac River via the American Legion Memorial Bridge to the Clara Barton Parkway along the Maryland side of the river.
 - In June 2019, the Maryland Board of Public Works voted by a 2 to 1 margin to green-light Governor Lawrence [Hogan’s](#) proposal to weigh bids from the private sector to build and operate Managed Lanes on the Capital Beltway inside Maryland and along Interstate 270. However, the board voted to prioritize improvements to I-270.
 - To the chagrin of daily freeway travelers, traffic relief for the American Legion Bridge and I-495 in Montgomery County and Prince George’s County, which are ranked among the “worst bottlenecks in the nation,” [shifted](#) to Phase Two and Phase Three of the proposed congestion relief project. Marylanders already endure the second-longest, tediously time-consuming, commute to work in America.
 - Interstate 495 and Interstate 270 rank among Maryland’s most heavily traveled commuter routes. The annual number of drivers passing some mile markers is 16 times larger than the state’s populace. Together, those corridors tend to “out-Herod Herod” among all other freeway segments across the Washington metro area, in terms of the cost of time and fuel lost to traffic congestion per commuter, many motorists in Maryland swear.
 - It is their view, and ours, that “The positive impacts of creating a seamless connection between Virginia and Maryland are significant and would result in more opportunities for jobs, travel, and business development in the entire Capital Region.”
 - This is consistent with the findings in reams of research and a Gibraltar of studies by the Maryland Department of Transportation (MDOT), the Texas A&M Transportation Institute, the largest transportation research agency in the United States, by INRIX, the Maryland Transportation Institute at the University of Maryland, the Metropolitan Washington Council of Governments, and TRIP.
 - For the most recent study by [TRIP](#) not only shows that the rate of congestion, travel volume and pavement deterioration on Maryland’s Interstate Highway System are among the highest in the nation.
 - It also reveals that in the period from 2000 to 2018, vehicle travel on Maryland’s Interstates has increased at a rate nine times faster than the rate at which new lane capacity has been added.
 - Thirdly, the study identifies the busiest portions of [Maryland’s Interstate system](#). Let’s round up the usual suspects. They include: two sections of I-270; two sections of I-495; and a portion of I-95/I-495.
 - Even now, traffic volumes in Maryland are now reaching 80-85 percent of pre-pandemic levels, reports the Maryland Transportation Institute at the University of Maryland.
 - All of this contradicts the prevailing mindset that now is not the time to forge ahead on the I-495/I-270 P3 projects.
 - “Roadway traffic volumes are increasing again in the region after bottoming out in late spring, likely due to stay-at-home measures taken to slow the spread of COVID-19.” That’s according to an analysis by the Metropolitan Washington Council of Governments (COG) and the National Capital Region Transportation Planning Board ([TPB](#)).
 - The Greater Washington Partnership recently conducted a survey of area employers. The survey revealed “surveyed employers expect 72 percent of employees will be back in the office by summer 2021 and many will continue to offer flexible work options.”
 - That compares to the expectation by area employers “that about one-third of the region’s workforce is expected to physically return to worksites this fall ([The Capital COVID-19 Snapshot: Return to Work](#) survey and transit tracker). The Capital COVID-19 Survey was conducted between August 10-28, 2020, with more than 430 unique employers participating from the Washington, Baltimore, and Richmond metro areas that employ 275,000 residents.
 - It is not so much a matter of if the region’s workforce will return to their worksites, but when. Of paramount importance, the DEIS actually reveals how much more dire the traffic congestion crisis will become in the national capital area without the I-495 & I-270 P3 Program.
 - All of the best data before us, as well as the DEIS, only reinforce the compelling need to move forward on improvements to the American Legion Bridge and I-270 now, while interest rates are at historic lows, to help get

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- us and our economy moving again, and to ensure that the P3 program delivers a positive return for all of us and bring a goodly measure of relief to gridlock-beset commuters.
- In conclusion, we concur with the findings by MDOT, “The P3 Program will transform these overloaded interstates to allow people to reach their destinations faster and to remove overflow traffic from the local roads.”

Contact:

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BETHESDA COUNTRY CLUB

Bethesda Country Club, 7601 Bradley Blvd.

Please see attached comments from Bethesda Country Club, 7601 Bradley Boulevard, Bethesda, Maryland 20817.

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By First Class Mail and Electronic Mail

November 6, 2020

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Baltimore, MD 21230-1708
MDE.SHAprojects@maryland.gov

**Re: I-495 & I-270 Managed Lanes Study – Draft Environmental Impact Statement and
Joint Federal/State Application; Comments from Bethesda Country Club, 7601
Bradley Boulevard, Bethesda, Maryland 20817**

Dear Ms. Lisa Choplin, Mr. Jack Dinne, and Mr. Steve Hurt:

Our firm represents Bethesda Country Club (the “Club”), the owner of property located at 7601 Bradley Boulevard, Bethesda, Maryland 20817 (“Property”). The Club’s Property is identified as Parcel A, Bethesda Country Club, Plats 23228 through 23230, and also identified as

Parcel N500 as shown on tax map GP 32. The Property is approximately 143 acres in size and located in Montgomery County's R-200 Zone.

On behalf of the Club, we submit these comments on the I-495 & I-270 Managed Lanes Study, Draft Environmental Impact Statement, and Joint Federal/State Application. The Club has approximately 3,300 feet of frontage (almost 2/3 of a mile) along I-495 and the I-270 Spur, so it will be directly impacted if the project moves forward. The eastern side of the Club Property that fronts I-495/I-270 includes portions of the golf course, the main parking facility serving the main clubhouse, and tennis facilities. The tennis facilities include the tennis clubhouse, outdoor tennis courts, and indoor tennis courts. Additionally, the Club has approvals and plans to construct three outdoor paddle tennis courts (also called "platform" tennis courts) on the Club property. The paddle tennis courts are proposed to be located adjacent to the existing outdoor tennis courts and near the existing tennis clubhouse in the southeast portion of the Club Property. This portion of the Club Property currently has considerable background noise given the proximity of the I-495/I-270 Spur nearby.

We want to make sure that if and when the I-495/I-270 project moves forward with further consideration of the various alternatives, planning, design, and eventual implementation, the project takes into consideration the following concerns: 1) minimization of impacts to the Club Property; 2) mitigation of noise impacts to the Property and installation of effective sound barriers; 3) limitation of the removal of mature trees; and 4) deployment of stormwater management best practices. These concerns are explained further, as follows:

1. Property Acquisition/Limit of Disturbance. As described above, the Club has a significant amount of frontage along the potential project. Club facilities are directly adjacent and in close proximity to I-495/I-270, and this portion of the Club Property currently has considerable background noise given the proximity of the I-495/I-270 Spur nearby. Any property acquisition in connection with the project or expansion of travel lanes closer to the Club could further exacerbate these existing conditions.

The Club supports the project alternative that results in the fewest adverse impacts to the Club Property. Our understanding is that out of the seven proposed alternatives (six build alternatives and a no build alternative, included for comparison only), the projected property acquisition impacts to the Club Property are generally consistent across all six of the build alternatives. Thus, out of the six proposed build alternatives, the Club does not have a specific recommended preferred alternative.

Regardless of the eventual alternative selected, the project should be designed and engineered in such a way as to reduce the amount of property acquisition and necessary easements as much as possible. Based on our review of the proposed alternatives, while some of the Club's

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Response to DEIS Comment #1

As the design of the Preferred Alternative progressed, property impacts have been minimized where feasible. Property impacts at Bethesda County Club under the Preferred Alternative based on the current design are: 0.68 acres of permanent and 0.15 acres of temporary impacts. These impacts are sliver impacts along the property line adjacent to I-495.

Throughout the NEPA process, MDOT SHA has worked diligently to reduce property needs and community impacts by attempting to stay within the land previously acquired and impacted by the existing highway. MDOT SHA performed more detailed analysis and engineering on all alternatives in order to avoid or minimize residential and business displacements. For all alternatives, these efforts included reducing grading areas next to the roadway, adding retaining walls, modifying interchange ramp designs, adjusting direct access locations, shifting the centerline alignment, and locating stormwater facilities underground.

Most important, MDOT SHA continued to engage with property owners, business owners, community organizations and the general public to address concerns over property displacements and impacts. As a result, the range of 25-34 full property displacements revealed in the DEIS have been completely avoided under the Preferred Alternative. In addition, no permanent impacts to the operation of existing community facilities would occur. As a result, although partial acquisitions will still be necessary to develop the Preferred Alternative (limited "strip takes" of parcels and undeveloped areas of trees or landscaping adjacent to I-495 and I-270), the existing sense of community cohesion of communities along the study corridors would not be impacted. See DEIS/SDEIS, Chapter 4, Sections 4.5, 4.6 and 4.9. The Preferred Alternative also would not eliminate access or provide new access to properties, nor would it impede access between residences, community facilities, and businesses as no properties are accessed directly from I-495 or I-270. MDOT SHA will continue to make minimizing impacts a priority through design and construction and is committed to further coordination with neighboring communities and individual property owners.

Construction would require the removal of vegetation to varying degrees from strips of land adjacent to the study corridors within the LOD for the Preferred Alternative. As a result of the vegetation removal, the wider interstates, added direct access, at-grade auxiliary lanes or ramps, retaining walls, and noise barriers would become more visible and prominent. The views from adjacent properties including residential properties, commercial enterprises, parkland/open space properties, and a number of community resources would experience a visual impact; however, impacts would generally be consistent with existing views of the study corridors as the surrounding area is adjacent to the existing interstate facilities and are visually consistent with the existing highway setting.

	<p>tree lined area next to the project will need to be taken, it does not appear that the projected Limit of Disturbance will require the physical taking or relocation of any Club facilities. If this changes at all, please notify us immediately.</p> <p>We note that there is some discrepancy in the projected Limit of Disturbance between the cross sections provided to the Club and the on-line Interactive Map found at the project page https://495-270-p3.com/. Bethesda Country Club Cross Section B (see Attachment A) reflects a Limit of Disturbance that is a certain distance removed from the “Site Fence” and then a further distance away from the Tennis Courts, whereas the Interactive Map (see Attachment B) reflects a Limit of Disturbance directly next to the outdoor tennis courts on the Club Property. For now, the Club will assume that the Interactive Map is accurate and that the Limit of Disturbance could reach a point directly adjacent to the outdoor tennis courts.</p> <p>The Club has not conducted any appraisals or established its position on what constitutes fair market value for any Club Property that may be necessary for acquisition in ownership or permanent or temporary easements. We understand that property acquisition is not underway and is only conceptual at this point. But preliminarily, if residential lots are determined to be the highest and best use, then based on the County’s zoning, the Club will need to be compensated at a minimum for the value of a residential lot for every 20,000 square feet of property acquisition. This compensation would not include any additional permanent or temporary easements or other direct or indirect impacts created by the project. The Club also asks for maximum advance notice of any property acquisition intentions.</p> <p>2. <u>Engineering/Construction Activity.</u> If it moves forward, the project should be designed and engineered in such a way as to reduce the Limit of Disturbance and reduce any adverse impacts on Club facilities. Roadway construction, grading, clearing, landscaping, stormwater management, noise barrier replacement/construction, retaining walls, and the like should be designed and constructed to protect existing Club facilities and ensure no long term adverse impacts. Any construction activity should be completed as quickly and efficiently as possible to minimize disruption to property owners along the corridor. The stormwater management best practices should be employed to minimize runoff on to the Property. Additionally, the Club would strongly prefer that no unreasonable or extensive staging, materials storage, or anything of that nature be conducted next to the Club.</p> <p>3. <u>Noise impacts/mitigation/reduction.</u> It is imperative that the project reduce the noise impacts from the I-270 Spur/I-495 as much as possible. In order to minimize any noise impacts, the removal of mature trees and the removal of any existing sound barriers should be avoided. The proposed Limit of Disturbance appears to include a significant number of trees. Trees minimize not only the noise impacts, but also the visual impacts of the project. The taller</p>	<p>Response to DEIS Comment #2</p> <p>The 2019 typical sections provided to the Bethesda County Club during past coordination meetings have evolved as design has advanced on the Preferred Alternative. The online interactive mapping is the most up to date mapping available. The online mapping was updated with the publication of the DEIS in July 2020 and then again with the publication of the SDEIS in October 2021. The interactive mapping will also be updated with the Notice of Availability of the FEIS.</p> <p>All affected property owners would be compensated for the fair market value of the acquired portion of land needed for construction of the Preferred Alternative. MDOT SHA will coordinate with representatives of the Bethesda Country Club as the project progresses in final design. During final design, MDOT SHA will confirm and finalize the amount of property needed to construct the project. Should the Record of Decision result in a build decision, you will receive a formal notification letter. Then MDOT SHA will determine the property rights that may be needed for the new improvement and the impacts on your remaining property. A qualified real estate appraiser will appraise your property and MDOT SHA will set the just compensation to be offered. Accordingly, a real property specialist will contact you to set up an appointment to discuss the acquisition and the offer.</p> <p>Response to DEIS Comment #3</p> <p>The current LOD for the Preferred Alternative does not result in any impacts to facilities/structures on the Bethesda County Club property. There are no stormwater management facilities proposed as part of the Preferred Alternative on the Bethesda County Club property.</p> <p>Response to DEIS Comment #4</p> <p>As part of the noise analysis, MDOT SHA identified the Bethesda Country Club as NSA 5-37B. Although the Club Property may be zoned Residential, MDOT SHA does not consider a land use to be residential unless it has residences constructed on it, or has final permits issued for imminent construction of housing. MDOT SHA evaluated the Bethesda Overlook townhouse community as residential, and the remainder of the Bethesda Country Club Property as Activity Category C (see Table 2 of the MDOT SHA Highway Noise Abatement Planning and Engineering Guidelines). As such, the property was assigned an equivalent of one residence for every 125 linear feet of frontage along the highway. In response to your comment, MDOT SHA evaluated abatement options for the Bethesda Country Club; these options are described in the Supplemental DEIS (SDEIS) in Appendix E on page 62. MDOT SHA was unable to identify a barrier system that would protect the entire Club property while meeting the feasibility and reasonableness criteria (outlined in the Guidelines). A shorter option that protects the Bethesda Overlook community does meet feasibility and reasonableness criteria.</p>
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mature trees are particularly important along the Club Property because there are places in which the I-270 Spur/I-495 is elevated above the Property.

Installation of sound barriers is essential for noise abatement. The barriers should be designed to be as long and tall as possible with no gaps. Any sound barriers should be maintained by the State and not the Club. The project page Interactive Map reflects “Potential Noise Barrier Replacement or Construction (Approximate Location)” from the southeastern corner of the Club Property until a point next to the southern tennis bubble (*see Attachment B*). From that point extending north there does not appear to be any proposed noise barrier next to the Club Property. An effective noise barrier should be installed along the entire eastern side of the Club Property that adjoins the I-495/I-270 Spur. The project plans reflect a 66 Decibel Contour line that extends this entire length (*see Attachment C*), and the Club Property is zoned residential. Sound walls are especially important if grading and tree/vegetation removal are proposed within the Limit of Disturbance. Sound walls also would benefit adjacent residential communities located next to the Club.

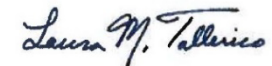
Thank you for including these comments in the public record for the project. We wish to be kept notified of any updated plans or information. Thank you very much.

Respectfully Submitted,

LERCH, EARLY & BREWER, CHTD.



Stuart R. Barr



Laura M. Tallerico

Attachments:

- A. Bethesda Country Club Cross Sections A and B
- B. Excerpts from Interactive Map - <https://495-270-p3.com/>
- C. Plans reflecting 66 Decibel Contour boundaries on Bethesda Country Club Property

cc (by e-mail): Caryn Brookman
Michelle Moir
Linda Strozyk DeVuono
Jeffrey Folden
Erron Ramsey
MLS-NEPA-P3@mdot.maryland.gov
managed.lanes@montgomerycountymd.gov

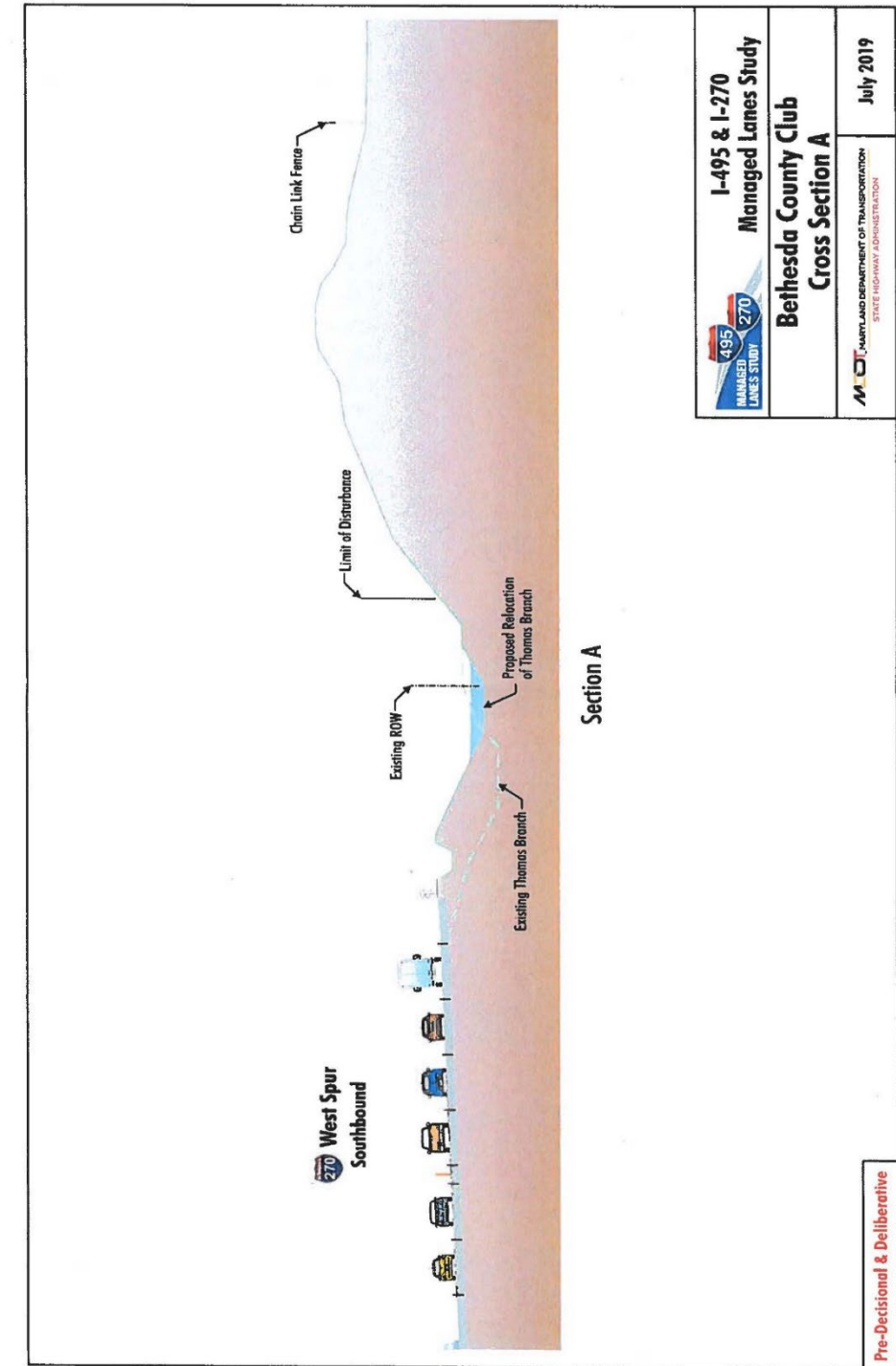
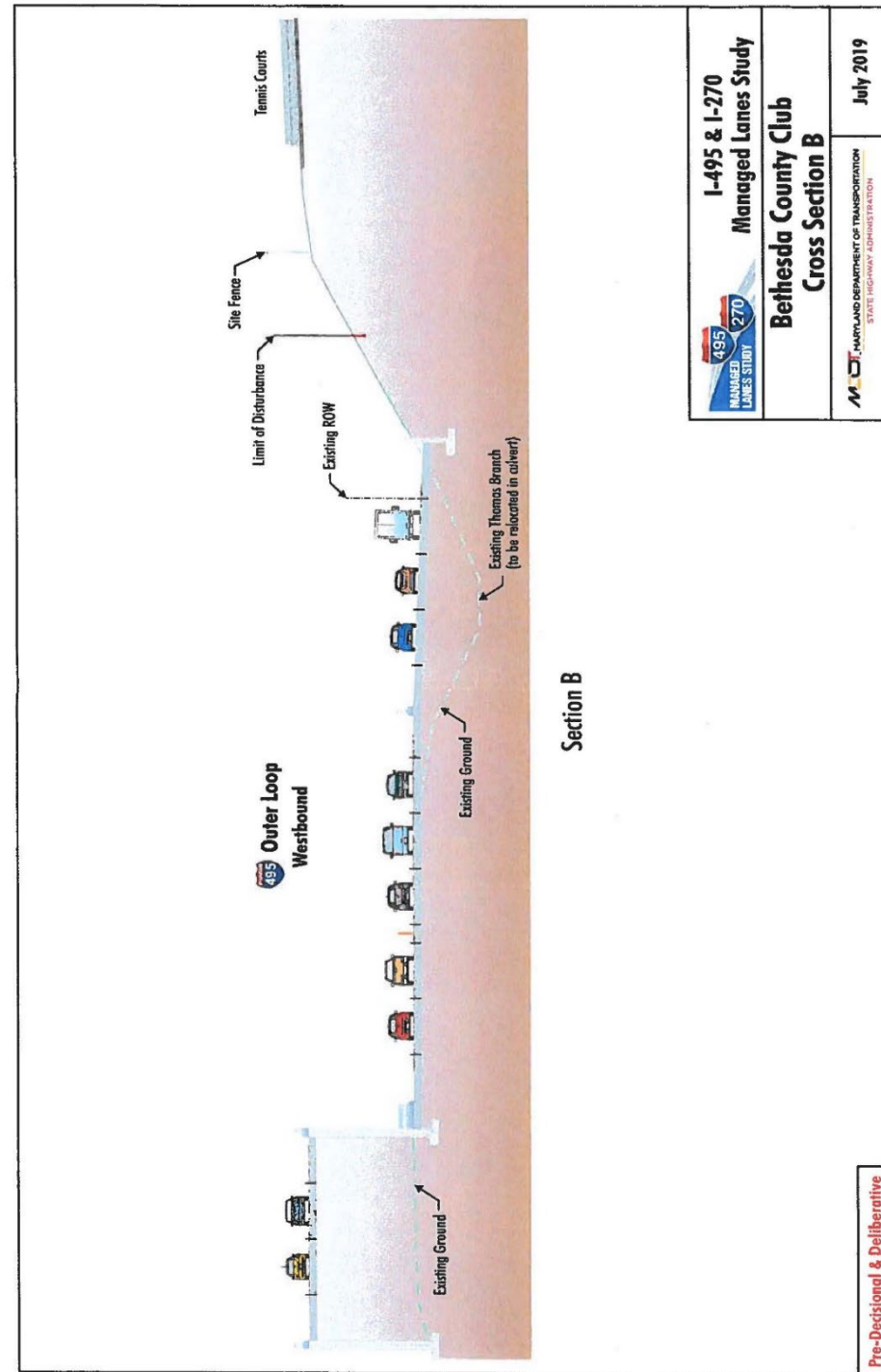
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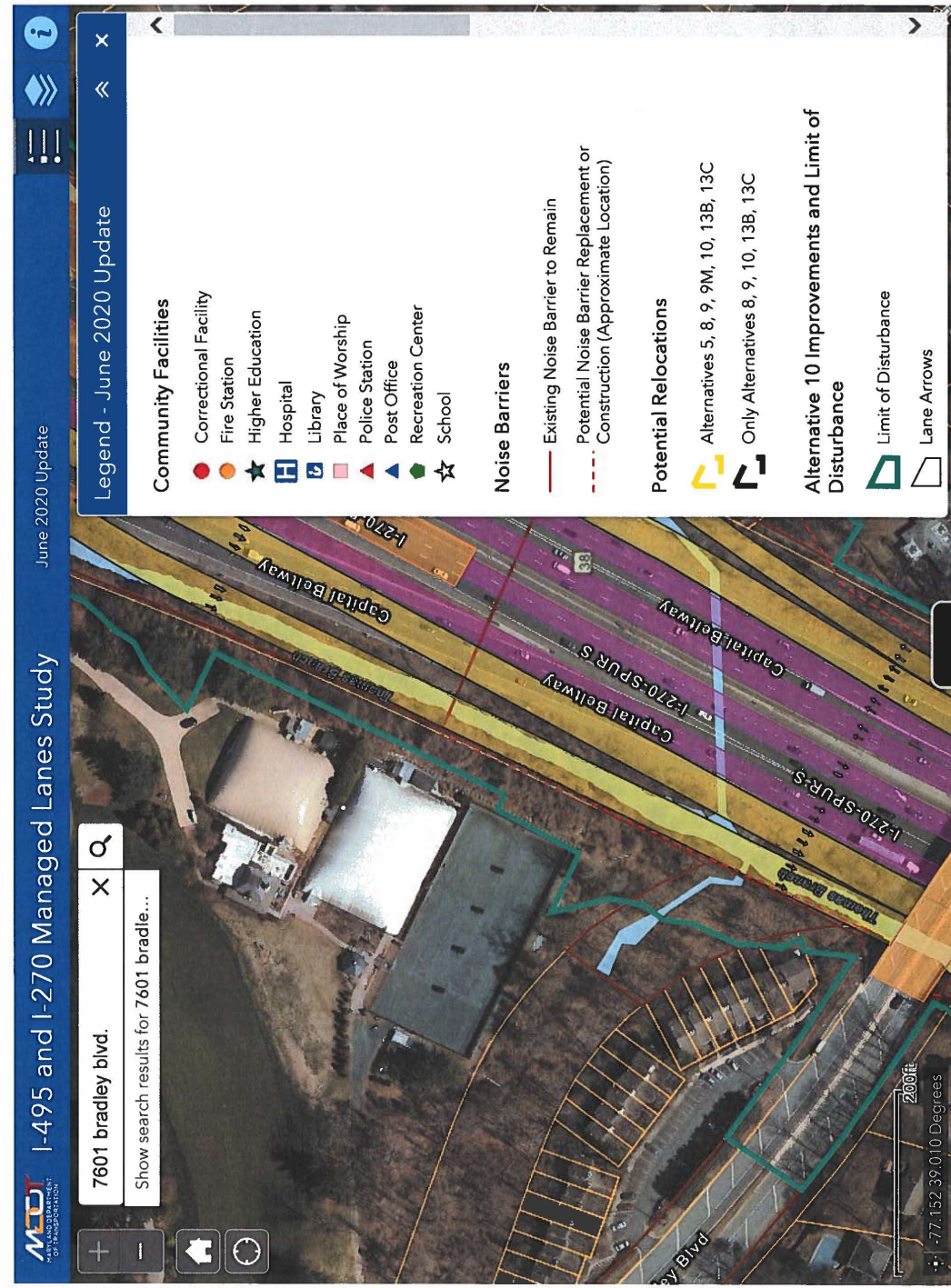
See response on previous page.

Attachment A



I-495 and I-270 Managed Lanes Study

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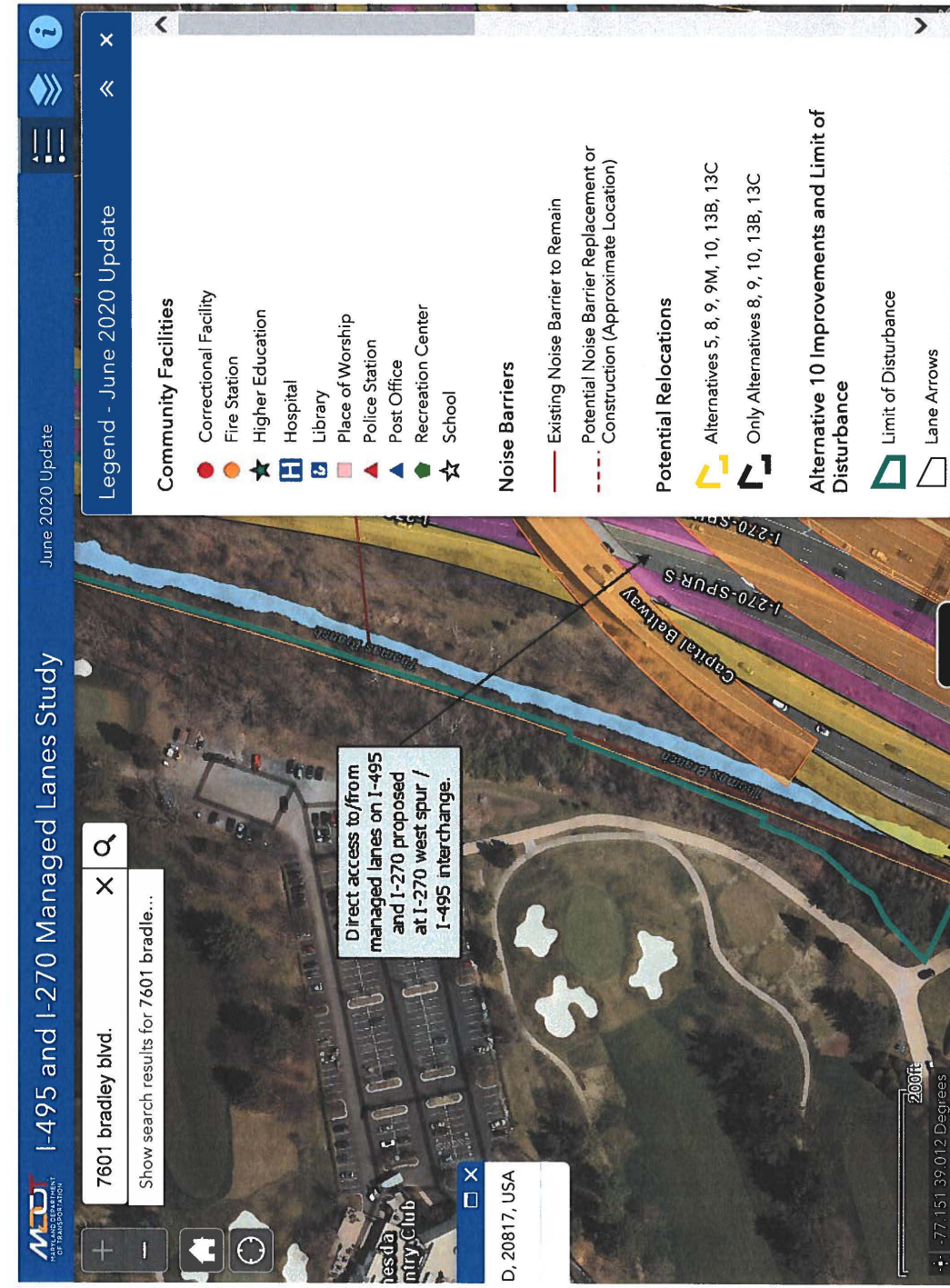
Attachment B

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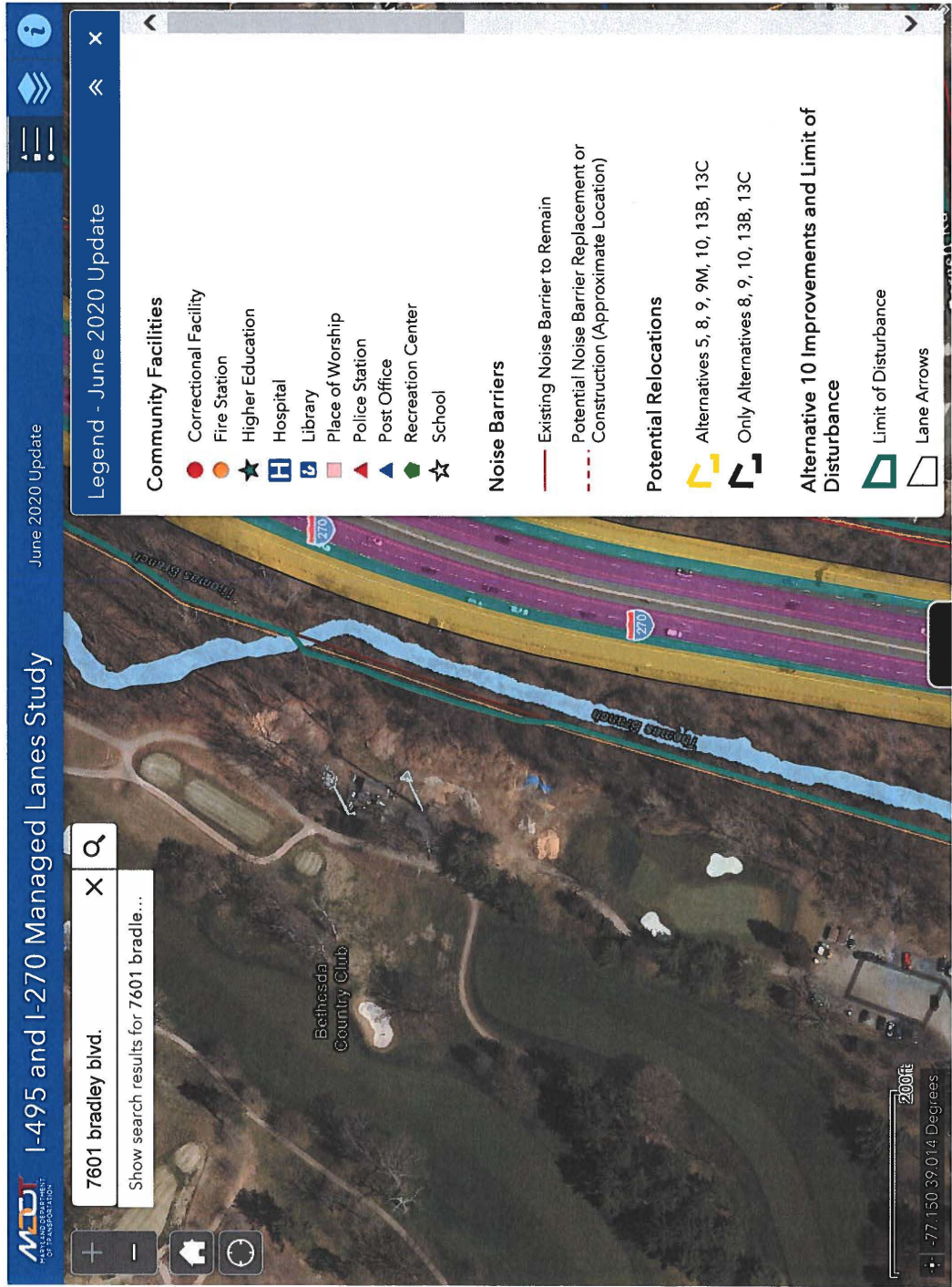
I-495 and I-270 Managed Lanes Study

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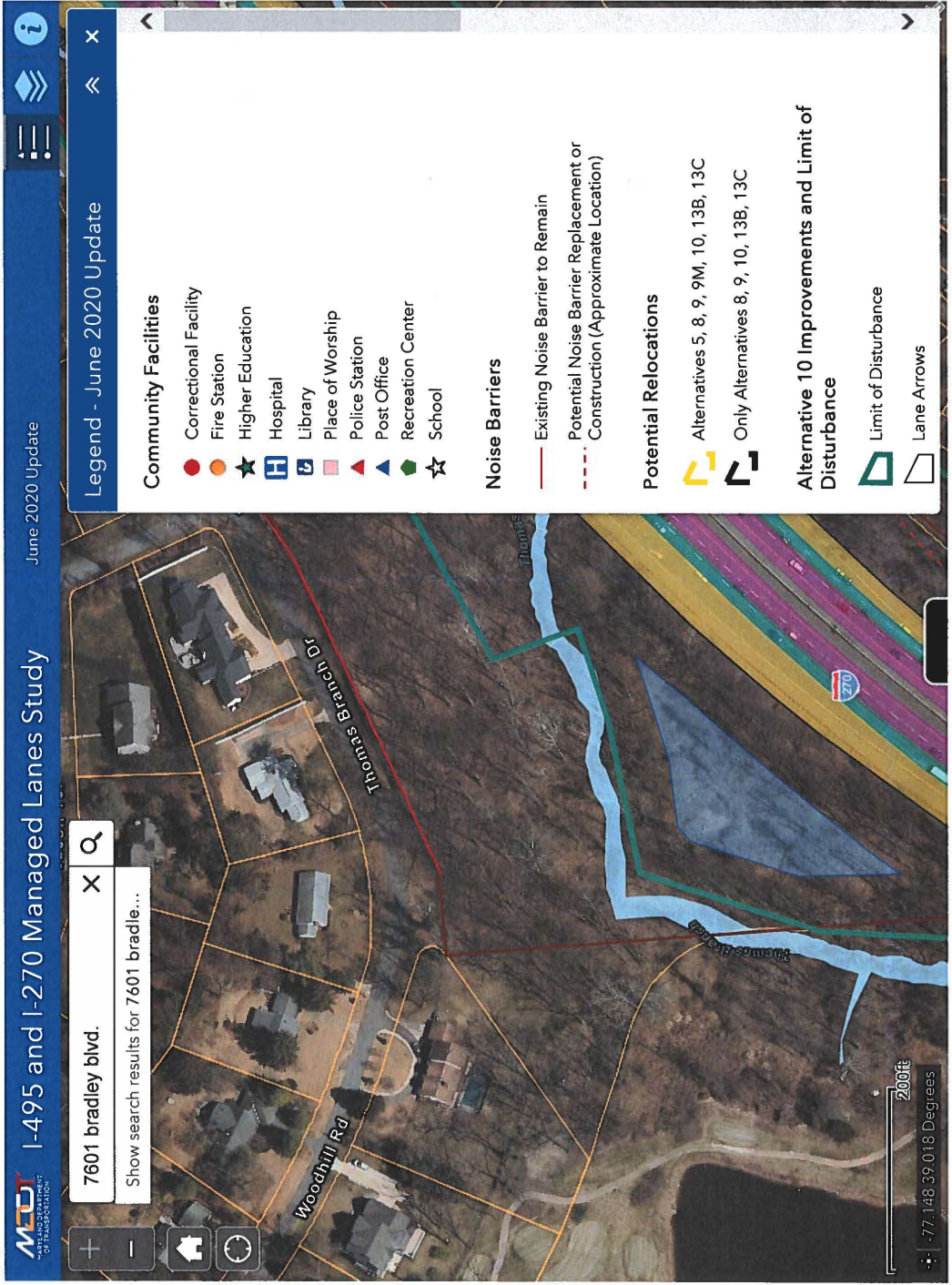


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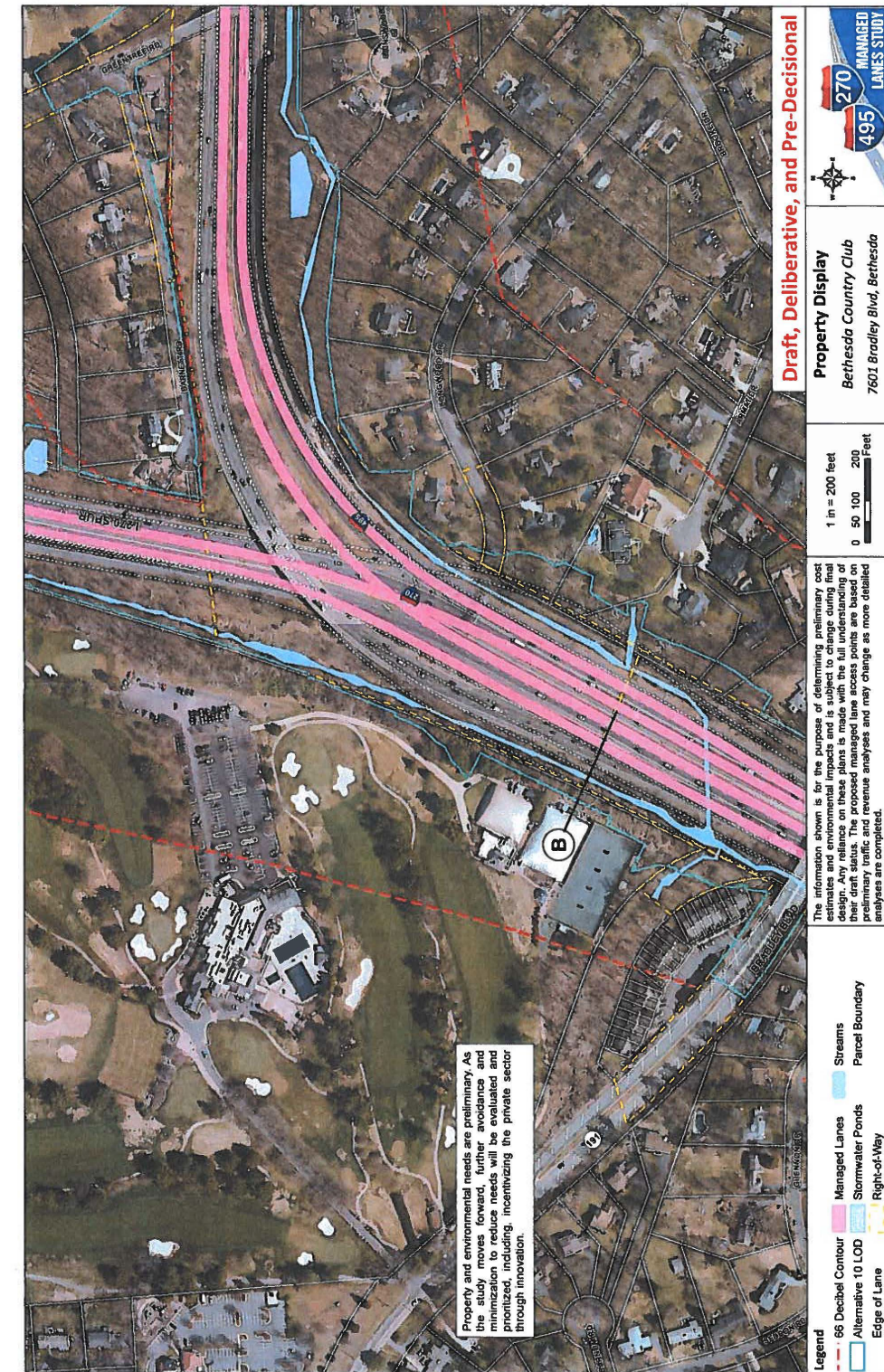
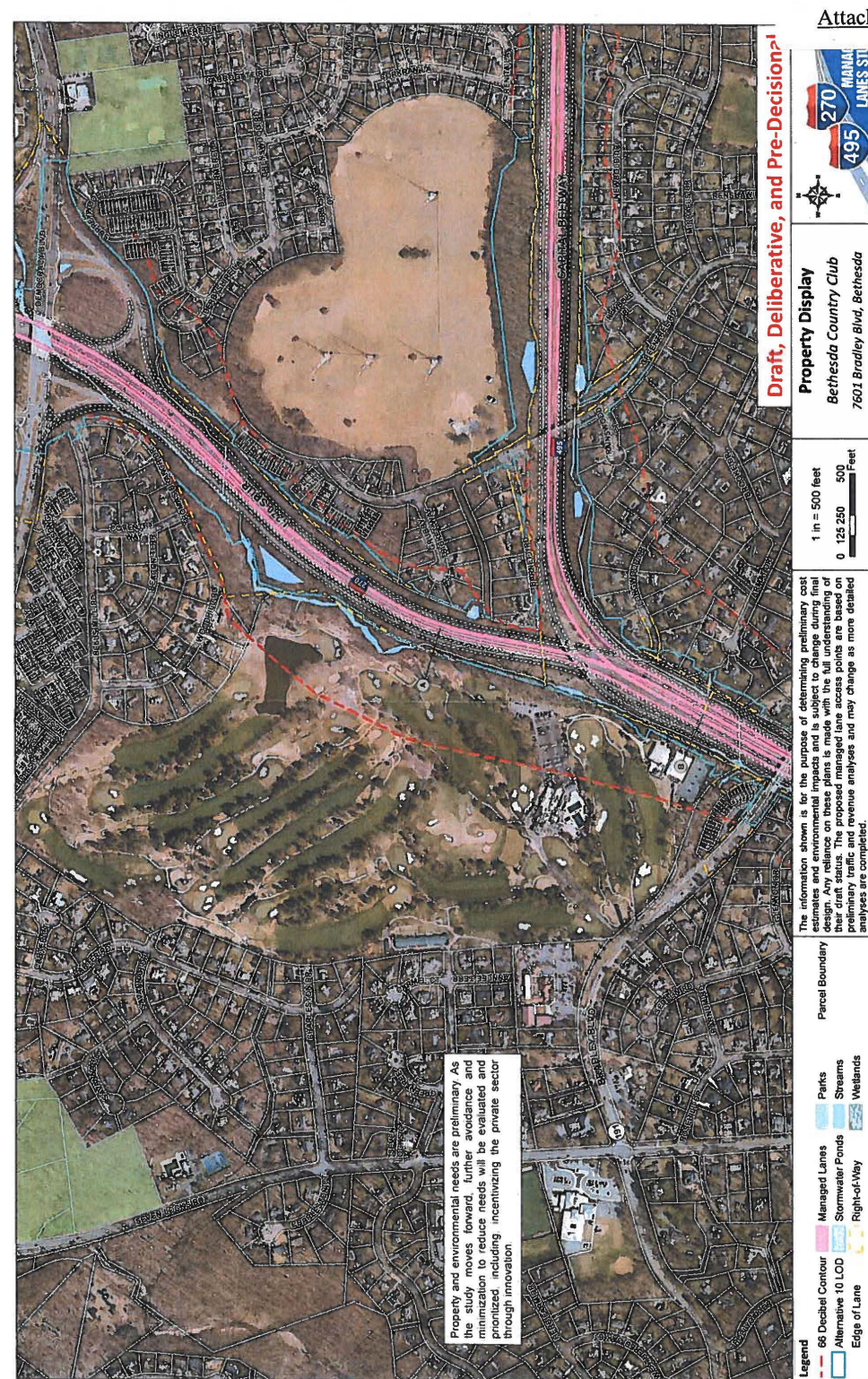
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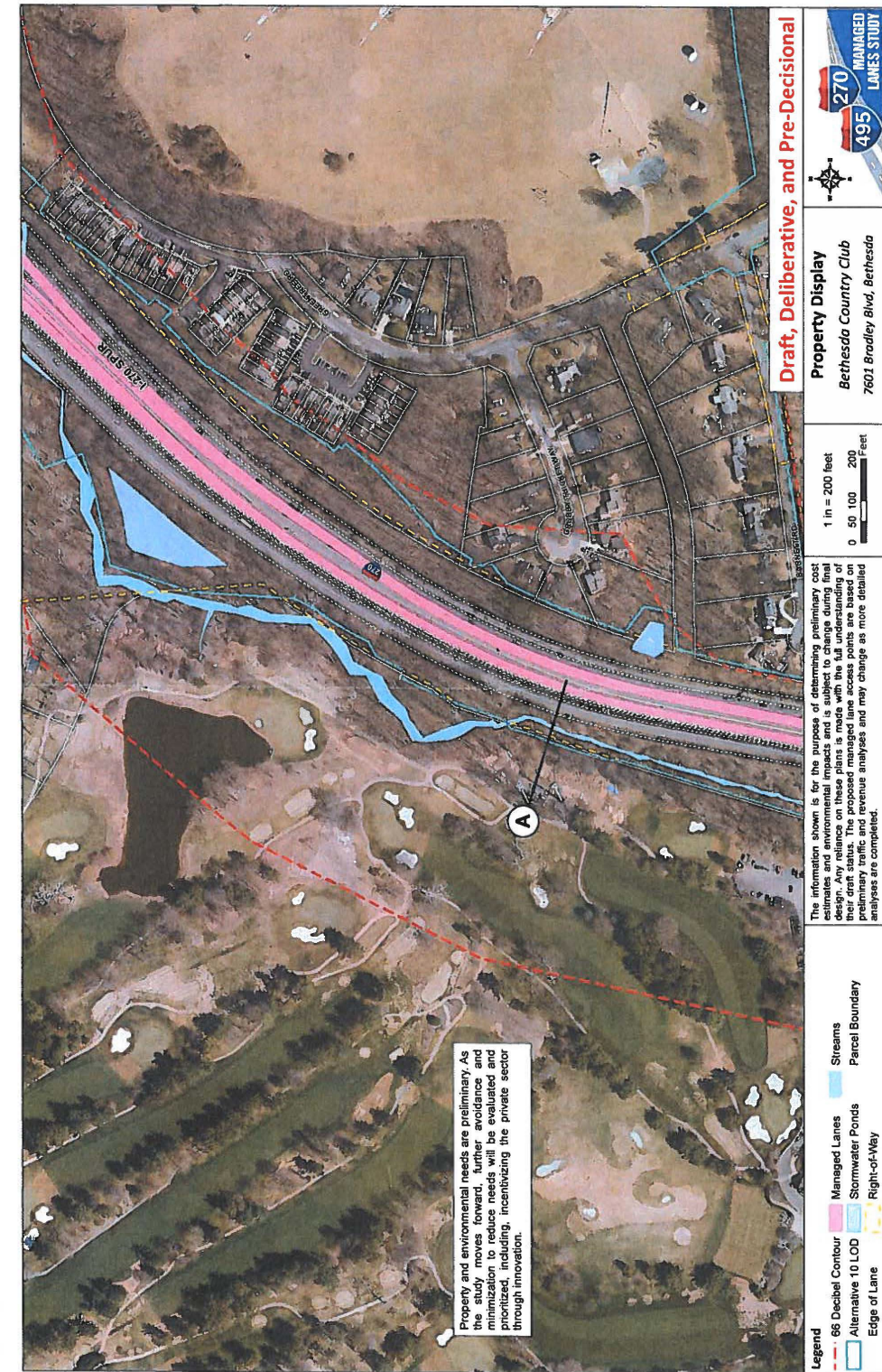
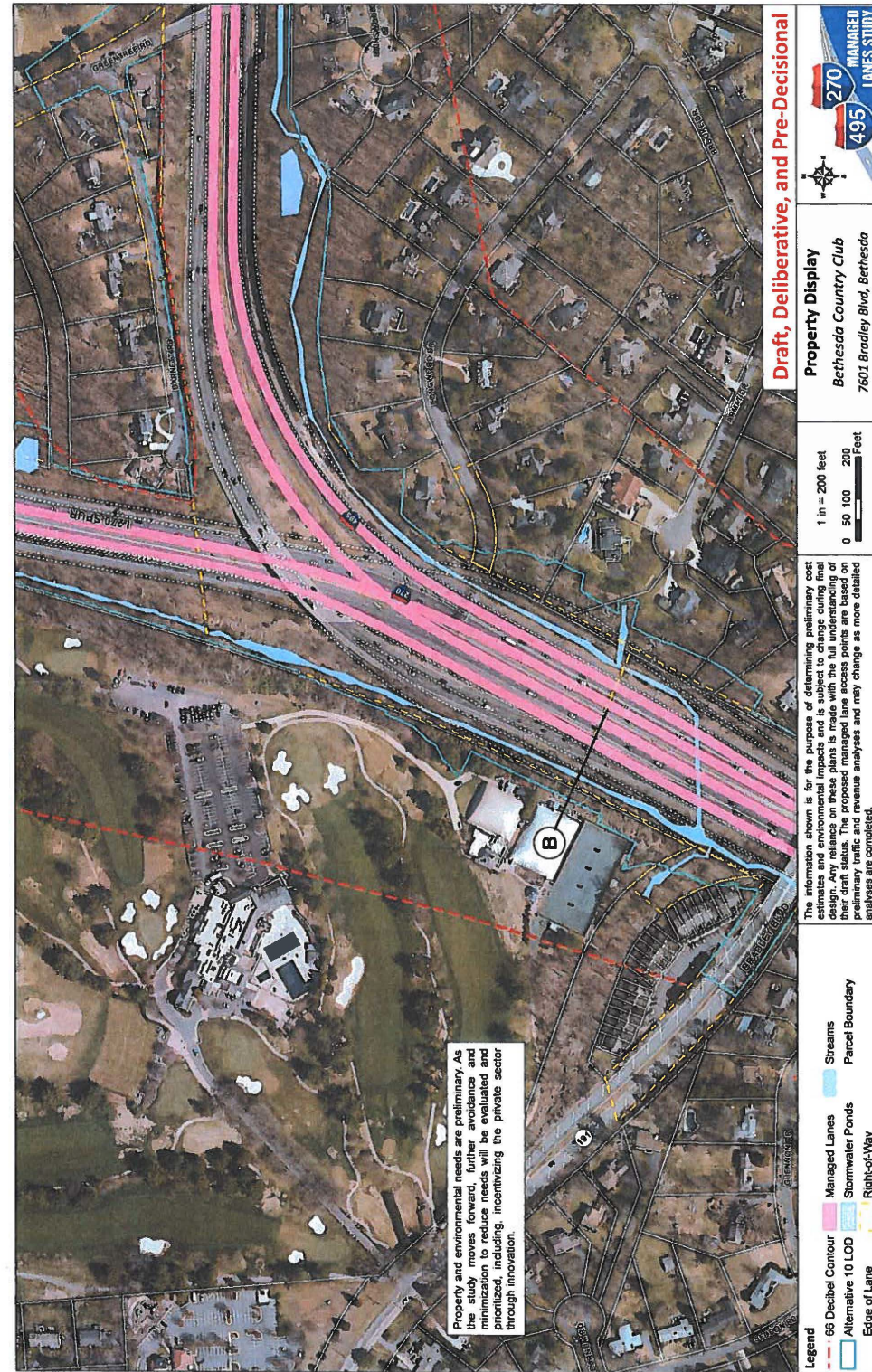


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CONCRETE GENERAL – MIKE HIGGINS**Concrete General, Inc.**

Hello, I'm Mike Higgins, General Manager for Concrete General, a Gaithersburg, MD-based highway contractor. We have over 300 employees performing work across the state of Maryland primarily for MDOT SHA and MTA. We are also members of the Maryland Transport Builders and Materials Association (MTBMA) which has been and continues to serve as the voice for Maryland's construction transportation industry.

MTBMA has over 150 member firms with over 25,000 employees who support the I-495/270 P3 Program and are ready to supply the workforce and materials needed for this critical project for the region.

I don't think anyone doubts the terrible traffic issues around I-270 and I-495 and the backups in commuting or the stress on drivers when they have to get on either interstate roadway. We need to fix these roads and the P3 Program is the fix!

I have read the recent TRIP Report and wasn't surprised to see that we have the 2nd worst congestion in the country for urban interstates. Our Interstate highway system is vital to our transportation network and our economy. I know that our primary revenue for the interstate system is the federal surface transportation program which expires the end of this month, September 30, 2020. The current program does not have a long-term, sustainable revenue source.

The I-495/270 P3 Program brings outside revenue sources to the table to fund this project. Not only will the program create over 100,000 new jobs, MDOT has planned a robust inclusion requirement which ensures that MD-residents like those working for Concrete General and other MTBMA member firms, will perform the work.

Congestion is costing our local economy \$1.3 billion in added costs per year which is reflected in our cost of doing business building roads and bridges causing MD-residents and taxpayers like our 300 employees to foot the bill.

Thank you for your time.

Mike Higgins

MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.

CONCRETE GENERAL – SARAH SHELTON**Concrete General, Inc.**

I am Sarah Shelton, Controller for Concrete General, Inc., a Gaithersburg, MD-based highway contractor. We have nearly 350 employees performing work in the State of Maryland, with a majority residing in Maryland. Our company is also a member of MTBMA (Maryland Transport Builders and Materials Association), which serves to voice concerns of the the builders in Maryland's transportation construction industry.

Over 150 member firms strong and serving more than 25,000 employees throughout those firms, MTBMA strongly supports the I-495/270 P3 Program. Our members are eager to get to work and secure the materials for this critical project.

Our employees, including myself, experience the frustration of commuting on I-270 and I-495. It's a barrier to getting to and from the areas we work in, instead of an efficient conduit. A P3 program would bring in the necessary funding to the State without further tapping the State's already depleted coffers.

Having read the recent TRIP report I doubt anyone is surprised about our area being 2nd in the nation for the worst congestion for urban interstates. It's not something any of the residents of Maryland should be proud of and our public officials should be keeping every avenue for improvement on the table. The FAST Act is quickly coming to an end with no replacement in sight. We need something long-term!

With a program of this magnitude we bring about more than 100,000 new jobs. This benefits my employer, and our employees, by also requiring that Maryland residents be utilized for this work.

The congestion caused by these current roadways costs the local economies \$1.3 billion each year. It's impacting our cost of doing business, my wages (and my co-workers) and further impacting me due to the taxes required to assist in improvement of these roadways. I urge you to give the taxpayers a way to improve the economy by bringing in outside funds through a P3 program!

Thank you.
Sarah Shelton

MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.

JEFF ANNIS REAL ESTATE – JEFF ANNIS

From: jeffannis@realtor.com <jeffannis@realtor.com>
Sent: Thursday, October 29, 2020 10:37 AM
To: 270-Study-P3 <270-Study-P3@mdot.maryland.gov>
Subject: Build the road

The human costs to the hundreds of thousands of people traveling on the road should be considered part of the environmental impact. We must consider how much time, money and human energy will be saved by building this road.

Given the failure of the Purple Line Partners, the state of Maryland should expand this road and keep it free to use. With a traffic count of 140,000 vehicles per day, if you value the human cost of each trip at only one dollar, that's \$51,000,000 a year, which would finance a \$12Billion project over 30 years.

Build the damn road. Soon.

Your friend in the real estate business,

Jeff Annis, Broker

Jeff Annis Real Estate LLC
<mailto:JeffAnnis@Realtor.com>
703-906-9869 Cell
www.RealEstateDCMetroArea.com
Headquarters in Gaithersburg, MD
Licensed in VA, MD, and DC
Equal Housing Opportunity

Response to DEIS Comment #1

MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.

Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.

#1

ONEKICK MARTIAL ARTS

Onekick Martial Arts

I know traffic is a lot on these highways but I don't think it's good idea to extend the road because we don't have rights to destroy the nature for our comfort. And I doubt traffic problem will be better. Also, I would not like to pay for that construction, I'm sure it has cost and coming from people who pay taxes and stuff.

NEPA's CEQ regulations require every environmental impact statement to include a No Build Alternative for detailed assessment. The No Build Alternative serves as a baseline alternative for comparison to all proposed action alternatives. For the Study, the No Build Alternative does not include any improvements to I-495 and I-270 but does reflect all other multimodal transportation initiatives and projects included in the "Visualize2045" plan adopted by the Metropolitan Washington Council of Governments (2018). See DEIS, Chapter 2, Section 2.3. Based on a comprehensive review of regional demographics and traffic data, the No-Build Alternative would not address any of the significant operational issues under existing conditions and fails to accommodate any of the congestion relief metrics established for evaluating all Build Alternatives. See DEIS, Chapter 3 and DEIS Appendix C. For a discussion of the basis for the Purpose and Need and for the Selection of the Preferred Alternative, please see related Common Theme Responses and the SDEIS and FEIS.

PIONEER CIVIL ENGINEERING SERVICES – SHEKHAR MURKUTE

I-495 and I-270 Managed Lanes Study
Joint Public Hearing Testimony

Name: Shekhar Murkute

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Afternoon

Transcription:

Hi, my first name is Shekhar, S-H-E-K-H-A-R, last name, M-U-R-K-U-T-E. My address is 4532 Chews C-H-E-W-S Vineyard, V-I-N-E-Y-A-R-D, Ellicott City, Maryland 21043.

Thanks for the opportunity to testify for I-495 & I-270 Managed Lanes Study Joint Public Hearing. I am the owner of Pioneer Civil Engineering Services, which is an MDOT certified MBE/ DBE/SBE/SBR Company. The services offered are mainly architectural and engineering services like construction management, inspection, pavement design, pavement asset management, highway design, surveying, partnering with the asphalt, concrete aggregate industry. We are a relatively new company, and one of the reasons for starting a company was to get involved in one of the largest Public Private Partnership, P3, which was announced by Governor Larry Hogan. And it has received a national and international attention. I have work for MDOT collectively for 18 plus years as a former division chief, former design team leader, former onsite consultant, along with working as a director for a private firm for a design and CMI before branching out and starting my own company. Most of my work for 18 plus years with MDOT was concentrated on state owned roadways in Montgomery and Prince George's County, including 495 and 270. I was part of the P3 Purple Line, numerous Design Build, Progressive Design Build, and a lot of major projects. All these projects have benefited not only public but also to a lot of MBE/DBE and smaller companies in Maryland. As these smaller companies have worked on this project, they have gained a valuable experience and are looking forward to bigger and better projects from MDOT and Maryland county. Also, there are a lot of new minority companies who are coming forward who are eager to learn and compete. As we all know, the competition brings not just a good quality but also innovation and which is what we are expecting in this P3. All these companies, whether they're minority or small companies or big brand companies, they have very well trained personnel and are willing to train the additional personnel, which will require more infrastructure projects, and that can lead to more competition and innovation. There is no better way to utilize all this talent to make them part of the biggest and historic P3 project. Currently, the infrastructure spending is kind of on the decline and the P3 will definitely help. Thanks for this opportunity and again, we testify in support of Public Private Partnership, P3, that will help relieving the traffic congestion for the Capital Region on 495 270. Thanks.

MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.

SPECIALIZED ENGINEERING – BARRY CATERTON

I-495 and I-270 Managed Lanes Study
Joint Public Hearing Testimony

Name: Barry Caterton

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Afternoon

Transcription:

Good afternoon, my name is Barry Caterton. It's B-A-R-R-Y, C-A-T-E-R-T-O-N. My address is 5909 Oak Twin Court in Linthicum. I'm a lifelong Maryland resident. I work for Specialized Engineering. A Maryland based firm that is based in Frederick, located at 4845 International Boulevard. We are local small business that provides construction inspection, geotechnical engineering design, and construction material lab testing to ensure materials perform long-term for the project owner. We employ a variety of Marylanders from diverse backgrounds with education backgrounds that vary from high school up to doctorate degrees. We perform our work on bridge, roadway, private developments, high rise buildings and other structures. We rely mostly on roadway and bridge projects such as the 495 270 projects. Like many businesses, we've been impacted greatly by the pandemic and the reduction in state and local government spending. This makes the 495 270 projects so crucial for Specialized Engineering and our industry as a whole. We feel it is in state's best interest to utilize the P3 approach, which has been successful in state closest to Virginia with great success to complete this desperately needed work without the cost impact of a typical funding approach.

As we all know, the work is desperately needed to reduce congestion and ensure that these bridges and roadways remain safe to drive on. As roadways deteriorate, they become less safe to drive on, particularly when wet. It's not just the seat of the pants, smooth ride issue, it's a safety issue. It's also an economic issue. How many more people would choose to live in the 495 270 corridor or Maryland as a whole if there were less congestion and safe and smooth roads and bridges to drive along in those areas? Thank you for this opportunity to express my personal and professional support of the 495 270 P3 project and the significant benefits the work will provide for Specialized Engineering and 95 employees and their families, many other small businesses and their families, the civil engineering and the construction [INAUDIBLE] and all Maryland citizens who utilize these roads and bridges, and who would benefit from the positive physical and economic impact that this work will definitely bring. We have excellent engineers, construction contractors, and inspectors in our state and throughout the region to help ensure that this work is carried out successfully. Thank you again for this opportunity.

MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.

THE SIENA SCHOOL

The Siena School

The Siena School is one of the significant institutions located adjacent to the northern stretch of 495 that would be impacted. We are adjacent to Sligo Creek and Holy Cross Hospital. We strongly oppose the project for several reasons.

First, we feel the additional noise generated by increased traffic will be disruptive to the learning of our students. Siena is a leader in the field of education for students with dyslexia and language-based learning differences. We are a highly unique program in the County and region. Our students are unusually sensitive to noise. Increased traffic and noise will be highly disruptive to education at our location, which we have invested millions of dollars to acquire and develop.

Second, we believe strongly in the benefits of public transportation. We are intentionally located close to the Forest Glen metro stop. We believe public policy should focus on encouraging more use of public transportation like the metro vs. further encouragement of private cars and roadways. Public transportation is more cost effective and environmentally beneficial.

Third, there is already a significant public transportation project underway in the very near vicinity - the Purple Line. This project was designed to solve the very same issue this project is. It does not make public policy or fiscal sense to have two separate projects with the same end game. It would make sense to see where the Purple Line winds up, and impacts on regional traffic, before beginning this very similar and expensive endeavor.

Fourth, previous environmental impact studies are now most likely out of date given the pandemic. The pandemic has dramatically altered traffic and commuting patterns, with perhaps permanent effects. We need to understand what the long-term changes will be before proceeding with this. What is traffic permanently falls off? Why build a hugely expensive project, if it is not needed?

Thank you.

Response to DEIS Comment #1

Thank you for your comment concerning impacts to the Siena School. As described in the Supplemental DEIS, the Preferred Alternative was identified after coordination with resource agencies, the public, and stakeholders to respond directly to feedback received on the DEIS to avoid displacements and impacts to significant environmental resources, and to align the NEPA approval with the planned project phased delivery and permitting approach which focused on Phase 1 South only. The Preferred Alternative includes two new, high-occupancy toll (HOT) managed lanes on I-495 in each direction from the George Washington Memorial Parkway to east of MD 187 and conversion of the one existing high-occupancy vehicle lane in each direction on I-270 to a HOT managed lane and adding one new HOT managed lane in each direction on I-270 from I-495 to north of I-370 and on the I-270 east and west spurs. The Preferred Alternative includes no action or no improvements at this time on I-495 east of the I-270 spur to MD 5 in Prince George's County. Refer to Figure 1-1 in the FEIS. The potential impacts raised regarding resources outside of Phase 1 South had been identified in the DEIS related to build alternatives that would have spanned the entire study area. Because the Sienna School is located outside the Preferred Alternative limits of build improvements, those impacts have now been completely avoided. Any future proposal for improvements to the remaining parts of I-495 within the study limits, outside of Phase 1 South, would advance separately and would be subject to additional environmental studies, analysis, and collaboration with the public, stakeholders, and agencies.

Response to DEIS Comment #2

Based on past regional studies and public comments, MDOT SHA considered four separate stand-alone Transit Alternatives: 14A (heavy rail), 14B (light rail), 14C (fixed guideway Bus Rapid Transit, off current alignment), and 15 (dedicated Bus Managed Lanes on existing alignment). None of these options considered independently would address the existing congestion or long-term traffic growth on I-495 & I-270. For additional information refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.

Response to DEIS Comment #3

Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.

WASHINGTON SUBURBAN SANITARY COMMISSION (WSSC) – JEFF LOHRMANN

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From: MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>
Sent: Friday, November 6, 2020 12:56 PM
To: Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>; Anthony Brown (Consultant) <ABrown.consultant@mdot.maryland.gov>; Brittany Rolf (Consultant) <BRolf.consultant@mdot.maryland.gov>
Subject: FW: WSSC Water's Comments DEIS I-495/I-270 Managed Lanes Study

From: Lohrmann, Jeff
Sent: Friday, November 6, 2020 5:56:34 PM (UTC+00:00) Monrovia, Reykjavik
To: MLS-NEPA-P3
Cc: Stanbury-Woolery, Caville
Subject: WSSC Water's Comments DEIS I-495/I-270 Managed Lanes Study

Good Afternoon Ms. Choplin,

On behalf of WSSC Water I am pleased to submit our comments (attached) pertaining to MDOT/SHA Draft Environmental Impact Statement (DEIS) for the I-495/I-270 Managed Lanes Study. WSSC Water appreciates the opportunity to express our concerns as it relates to the DEIS. WSSC Water looks forward to continuing our efforts with MDOT/SHA on this major project.

Please contact me directly with any questions related to WSSC Water's coordination on this project.

Best Regards,



Jeff Lohrmann
Project Manager
Pipeline Design Division
Relocation Section

301.206.8744 (O)

jeff.lohrmann@wsscwater.com
14501 Sweitzer Lane
Laurel, Maryland 20707

wsscwater.com

WSSC Water is the proud provider of safe, seamless and satisfying water services, making the essential possible every day.

#1



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Keith E. Bell, Vice Chair
Fausto R. Bayonet
T. Eloise Foster
Chris Lawson
Sandra L. Thompson

GENERAL MANAGER
Carla A. Reid

November 5, 2020

Lisa Choplin
DBIA Director
I-495 & I-270 P3 Office
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street, MS P-601
Baltimore, Maryland 21202

RE: WSSC Water's Comments
I-495 & I-270 P3 Project
DEIS/JPA Managed Lanes Study

Dear Ms. Choplin,

WSSC Water appreciates the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for the I-495 & I-270 Managed Lanes Study. Based on our review, WSSC Water submits the following comments:

Water Quality and Water Supply

- WSSC Water reviewed the DEIS for potential concerns related to our mission to provide safe, clean, and reliable water to Montgomery and Prince George's County residents. WSSC Water identified that the far limits of the I-270 segment of construction would drain into Muddy Branch, as well as cross Watts Branch (near the interchange of Veirs Mill Road and W. Montgomery Avenue (MD 28) in Montgomery County. The addition of impervious areas and construction runoff could result in influences on WSSC Water's Potomac Water Filtration Plant (WFP) from pollutants and sedimentation. The Potomac WFP currently produces 120 million gallons of safe, clean drinking water per day to 1.8 million customers. With MDOT/SHA being a Phase II National Pollutant Discharge Elimination System (NPDES) MS4 permitting agency, it is expected that all newly constructed impervious areas would be treated by Storm Water Management (SWM) and Erosion and Sediment Devices (ESD) to eliminate WSSC Water's concerns of potential pollutant and sediment influences on WSSC Water's Potomac WFP. Stringent erosion and sediment control practices should be strictly implemented, to protect surface water quality during construction of the I-495/I-270 P3 Project.

14501 Sweitzer Lane
Laurel, MD 20707
www.wsscwater.com

Main 301.206.WSSC (9772)
Toll Free 800.828.6439

Emergency 301.206.4002
TTY 301.206.8345

Response to DEIS Comment #1

The Developer will be required to adhere to MDE Erosion and Sediment Control (ESC) requirements as part of any work in the impacted watersheds. ESC standards are enforced by the MDOT SHA Quality Assurance Program. Stormwater Management and TMDL requirements will be met. As noted, all new impervious areas will be treated with appropriate stormwater management and Erosion and Sediment Control.

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#2	<ul style="list-style-type: none">Selection of the Alternatives Retained for Detail Study (ARDS) in the DEIS will greatly impact WSSC Water’s existing infrastructure, by requiring relocation of WSSC Water assets. It is imperative for early coordination of the proposed alignment and that MDOT/SHA work with WSSC Water to develop a water distribution plan to ensure adequate water supply is provided to both Prince George’s County and Montgomery County residents.	Response to DEIS Comment #2 MDOT SHA has reached out to WSSC Water and has been in regular contact for early coordination of the Program. MDOT SHA acknowledges the criticality of the infrastructure and the importance of early coordination.
#3	<ul style="list-style-type: none">The DEIS does not mention property acquisitions or easements for Utility relocations. WSSC Water maintains large diameter transmission mains within the project corridor, that are vital to WSSC Water’s mission of providing safe and reliable water and sewer services to our customers in Prince George’s and Montgomery Counties. Early acquisition of Easements and Rights-of-Way (ROW) agreements are essential in meeting WSSC Water’s needs to adequately and safely relocate our infrastructure for future maintenance and public safety.	Response to DEIS Comment #3 MDOT SHA acknowledges the importance of establishing and maintaining property rights including easements and rights-of-way and permitted uses. MDOT SHA is actively working currently coordinating with WSSC Water, including establishing approaches to property use.
#4	<p>Cost</p> <ul style="list-style-type: none">The proposed improvements will impact WSSC Water’s existing infrastructure throughout the I-495 & I-270 corridors. According to information released by the State of Maryland, the project is proposed to be at ‘no-cost’ to the taxpayers and the Developer Concessionaire will bear the full cost and risk of the project. WSSC Water’s expectation is that the cost to relocate our infrastructure should not be passed on to our customers but should be borne by the Developer Concessionaire. Should WSSC Water have to pay any of the proposed infrastructure relocation costs, it will result in an increase to WSSC Water’s budget and could require a substantial ‘rate increase’ on our customers.	Response to DEIS Comment #4 MDOT SHA continues to work with WSSC Water to better define the potential impacts to their utilities as we move through the NEPA process. Please also note that the study outlined in the DEIS includes multiple projects implemented over multiple years at different times, you have to account for the differences in market conditions that will determine the cost of construction and financing at the actual time of construction for each particular phase. In a NEPA document like this that includes multiple construction projects, you do that by showing the variances in those conditions with a range. As outlined early on, some sections will be profitable, and some will need gap funding. The state remains committed to delivering this critical infrastructure project at no net cost to the state. For additional information refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs.
#5	<p>Collaboration</p> <ul style="list-style-type: none">In the execution of this project, WSSC Water’s expectation is that the Developer Concessionaire will be required to strictly adhere to WSSC Water’s regulations, design standards, and specifications as granted through the Articles of the Maryland Code for Public Utilities.	Response to DEIS Comment #5 MDOT SHA is currently coordinating with WSSC Water to outline specific requirements pertaining to WSSC Water.
#6	<ul style="list-style-type: none">The Developer Concessionaire shall take all precautionary measures throughout the design and construction process, to notify and coordinate all encounters where WSSC Water’s assets may be located within the limits of the project to protect WSSC Water’s infrastructure.	Response to DEIS Comment #6 MDOT SHA will work with WSSC Water and the Developer to coordinate process for protecting WSSC assets.
#7	<ul style="list-style-type: none">WSSC Water encourages the MDOT/SHA Developer Concessionaire to hire local Architectural/Engineering firms and Contractors with local and jurisdictional experiences to be part of their Developer Concessionaire’s P3 team.	Response to DEIS Comment #7 MDOT SHA will work with WSSC Water and the Developer to hire firms with local experience.
#8	<ul style="list-style-type: none">The DEIS states “In Maryland, the entire corridor study boundary falls within the service area of the Washington Suburban Sanitary Commission (WSSC), which receives its water from the Potomac River and Patuxent River. WSSC provides all drinking water within the corridor study boundary.” The DEIS should also mention WSSC Water in the distribution list of the State of Maryland agencies or among the list of County and Local agencies as a regulatory authority.	Response to DEIS Comment #8 WSSC Water has been added to the FEIS Distribution List.
	<div>14501 Sweitzer Lane Laurel, MD 20707 www.wsscwater.com</div> <div>Main 301.206.WSSC (9772) Toll Free 800.828.6439</div> <div>Emergency 301.206.4002 TTY 301.206.8345</div>	

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Thank you again for allowing WSSC Water to provide comments. While WSSC Water takes no official position on the project, we are concerned about impacts to water quality and on our drinking water and wastewater collection systems. We also have serious concerns about the financial impact this project may have on our customers. I am optimistic that our concerns will be addressed, and that we will work collaboratively to achieve our shared goals. Should you have any questions or concerns related to our comments, please contact our Project Manager Jeff Lohrmann at 301-206-8744, or by email at Jeff.Lohrmann@wsscwater.com.

Sincerely,

DocuSigned by:

8DC2D14E73E54B5...
Michael Harmer P.E.
Chief Engineer/Director
Engineering and Construction

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T.4.B Supplemental Draft Environmental Impact Statement Business Comments and Responses

AAA MID-ATLANTIC – RAGINA COOPER ALI

I-495 and I-270 Managed Lanes Study
SDEIS Virtual Public Hearing: Oral Testimony

Name: Ragina Cooper Ali

Agency/Organization/Jurisdiction, if applicable: AAA Mid-Atlantic

Virtual Public Hearing Date: 11/1/2021

Type/Session: Testimony

Transcription:

Good afternoon. I'm Ragina Cooper Ali, and I'm the public and government affairs manager for AAA Mid-Atlantic in Maryland and Washington, DC. My business address is 3309 Emerton Road, Abingdon, Maryland. And the spelling of my name is R-A-G-I-N-A Cooper, C-O-O-P-E-R. Last name Ali. A- as in apple, L- as in Lincoln, I-, as in Ida. AAA represents the motoring public and more than 63 million members nationwide and regionally, including more than 1 million AAA members in Maryland, nearly 1 million members in Virginia, as well as nearly 90,000 members residing in Washington, DC. proper. AAA Mid-Atlantic supports the selection of Alternative 9 - Phase 1 South as the Preferred Alternative in the 2021 Supplemental Draft Environmental Impact Statement on the I-495 and I-270 Managed Lanes Study.

The SCEIS, the SDEIS excuse me, and previous studies reveal how dire the national capital region's traffic congestion crisis will become without the I-495 and I-270 P3 Program and presents additional information regarding a scaled-down version of the project with sharply reduced environmental and property impacts that still delivers dramatic traffic relief for most of the people traveling in these two highly congested corridors, whether they choose to pay a toll or not. Most importantly, system-wide delay is cut by up to 32 percent across the entire region. That is valuable time we can all use to spend with our families, fitting in an extra client service call, or traveling to an important family event or medical appointment. In addition to significant traffic relief, the program will deliver a way to rebuild the aging and obsolete American Legion Bridge now, not decades from now. There is no Plan B for this as Maryland lacks both the capital funding or the bonding capacity to fund these improvements outside of the P3 Project. It is also critical to the region that we move this project forward. A seamless network of managed lanes with dedicated transit service has long been a main feature of our adopted regional long-range plans.

In November 2019 Maryland Governor Larry Hogan with Virginia Governor Ralph Northam, announced the Capital Beltway Accord to replace the aging American Legion Bridge with a new modern bridge and added four new express lanes to deliver this much needed relief. Virginia is already due to start their construction next year, in 2022. Maryland cannot afford to fall behind, or there's a risk of extended disruptions to traffic if the construction work between the two states is not carefully coordinated. Delay on the Maryland side could endanger all of this. So we urge all parties to move forward without any further delays. Interstate 495 and 270 rank among Maryland, excuse me, most heavily traveled commuter routes, in addition to being important corridors for moving freight and interstate travelers up and down the Eastern Seaboard. Even now, traffic volumes in Maryland are now reaching 90 percent of pre-pandemic levels according to the Maryland Transportation Institute at the University of Maryland. And MDOT reports that traffic on the American Legion Bridge has exceeded pre-COVID levels in recent months. I know my time is up. I'll wrap it up just by saying the time to move forward on these needed improvements is now. In conclusion, we at AAA concur with the selection of this Preferred Alternative and urgent speedy approval. Thank you so much for your consideration and for the opportunity to testify before you today.

Response to SDEIS Comment #1

MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.

AQUAS, INCORPORATED – MAURICIO VASQUEZ

I-495 and I-270 Managed Lanes Study
SDEIS Virtual Public Hearing: Oral Testimony

Name: Mauricio Vasquez
Agency/Organization/Jurisdiction, if applicable: Aquas, Incorporated
Virtual Public Hearing Date: 11/1/2021
Type/Session: Testimony
Transcription:

My name is Mauricio Vasquez. I am the Chief Technology Officer at Aquas, Incorporated. And my work address is 10400 Connecticut Avenue in Kensington, Maryland, Zip Code 20895, and I really support and want to encourage. Yes. Yes. Okay. Name is Mauricio Vasquez, M-as in Mary, A-U-R-I-C-I-O. Last name is Vasquez, V as in Victor, A-S-Q-U-E-Z, as in zebra. Okay, thank you. Okay. So, as a frequent user of the American Legion Bridge, I really urge to proceed and complete the bridge of the American Legion Bridge and expand I-270 as is proposed in the Preferred Alternative for Phase 1 South. Traffic is unbearable. Myself and most of my employees use the bridge on a regular basis. And this project not only will improve our traffic and will create opportunities for public transportation between Maryland and Virginia, it will also create jobs for the community, for minorities, small business, women-owned business. And it's something that I strongly support, our employees, our companies, the Hispanic Chamber of Commerce supports in Maryland. And we would definitely like to see this project as it's been laid out. That will be my comment.

Response to SDEIS Comment #1
MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.

HEAVY CONSTRUCTION CONTRACTORS ASSOCIATION – DEBORA HARVEY

I-495 and I-270 Managed Lanes Study
SDEIS Virtual Public Hearing: Oral Testimony

Name: Debora Harvey

Agency/Organization/Jurisdiction, if applicable: Heavy Construction Contractors Association

Virtual Public Hearing Date: 11/1/2021

Type/Session: Testimony

Transcription:

Good evening. My name is Debora Harvey, spelled D-E-B-O-R-A H-A-R-V-E-Y. I represent the Heavy Construction Contractors Association located at 9251 Industrial Court, Suite 201, Manassas, Virginia 20109. HCCA is a Northern Virginia-based trade association representing 170 members comprised of infrastructure contractors and related firms that work collectively to make a positive impact in the construction industry, the economy, and the quality of life for the benefit of our region. Our member companies collectively employ over 40,000, Maryland, DC, and Virginia residents. Most of whom are directly affected by this project professionally and or personally. Our organization has been a long-time supporter of this project, as it is essential to the economic growth and strength of the area.

A primary focus of the immediate Washington, DC metropolitan region is to ease traffic congestion and increase people's mobility. We support the Preferred Alternative. It's the most comprehensive and cost-effective way to achieve the significant goals, including substantial traffic relief. As you've heard several times in previous testimony earlier today, the Preferred Alternative provides for 18 to 32 percent reduction of traffic-caused delays compared to No Build. This improvement is enabled by a 25 to 30 percent increase of vehicle throughput on the bridge. Most critically, this alternative provides for a full replacement of the bridge, which is a failing piece of critical transportation infrastructure. The American Legion Bridge is crucial, not just for local commuters, but to interstate commercial traffic as well. Using the bottleneck that this bridge currently presents at no expense to the Maryland taxpayers is a clear benefit to the region and to the taxpayers. The Preferred Alternative also will support substantial improvement in peak travel time speeds in both the HOT lanes and the general purpose lanes. Additionally, I am including major new transit bicycle and pedestrian improvements in access while minimizing environmental impacts the Preferred Alternative achieved its goal of alleviating traffic congestion and improving, improving regional quality of life. This project will be driving economic growth, providing strong regional employment, which is a critical piece of concern to our membership and replacing an aged and severely congested yet crucial piece of our transportation infrastructure. Thank you for your time and your consideration of my input.

Response to SDEIS Comment #1

MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.

TERMINATE VIRUS – FRANK ORTIZ

I-495 and I-270 Managed Lanes Study
SDEIS Virtual Public Hearing: Oral Testimony

Name: Frank Ortiz

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Testimony

Transcription:

Hello, this is a Frank Ortiz. My, the company name is Terminate Virus. My name is spelled F-R-A-N-K, last name Ortiz, O-R-T-I-Z. I am calling to also be for the proposal for the American Legion Bridge to expand. As of right now, we, our company is having lots of issues in traffic and it will be of great help if this moves forward. It's just something simple that we think that is very important for the community and for all the growing businesses like myself, like ourselves. That's all. Thank you.

Response to SDEIS Comment #1

MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.

T.5 FORM LETTER COMMENTS AND RESPONSES

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, have reviewed and considered all comments received on the Draft Environmental Impact Statement (DEIS) and Supplemental Draft Environmental Impact Statement (SDEIS). Many of the comments received included the same language or content; these comments have been categorized as form letter comments. The Study received 1,173 total form letter comments on the DEIS, identified as 11 individual form letters. The Study received 1,241 total form letter comments on the SDEIS, identified as 10 individual form letters. Form letter comments have been responded to below. Commentors have been listed once for each form letter despite multiple entries. For additional comment responses, refer to Chapter 9 of the FEIS.

T.5.A Draft Environmental Impact Statement Form Letter Comments and Responses

1. DEIS FORM LETTER COMMENT	RESPONSE
Please extend the comment period on the draft Environmental Impact Statement (DEIS) on the I-495 and I-270 plan for 90 to at least 120 days. I am a resident currently very concerned about the impact that this over \$11 billion project will have on our water, land, air quality, and pocketbooks in the midst of a global pandemic and economic downturn. The comment period is only 90 days for this massive 18,000 page, 90-pound document. The 90 day comment period would not be enough time for a person reading 40 hours a week to get through all the pages of the document. It is unreasonable to expect me or any other member of the public to comment on a plan that requires us to access large documents online or in public during a global pandemic in this amount of time. Please extend the comment period to at least 120 days so I can meaningfully participate in a project that could have and impact on me and my family for generations.	<p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter Names (DEIS Form Letter #1):

A, R	Bhatnagar, Shruti	Byrne, Glenn	Crosson, Margaret	Gelhard, Kate	Kelley, Doug	Lowe, John and Ms. Diane	Murray, Natalie
Aitken, Abigail	Bloedorn, Charlene	Canto, Maria Teresa	Davis, Patrice	Goffman, Ethan	Khanjari, Salahadine	Magazine, William	Nau, Carol
Aus, Doug	Boles, Margaret	Cantor, Stuart	Dewey, Amanda	Goodman, Rick	King, Dawn	Maloney, Thomas	Patti, Kevin
Ball Cerrato, Meghan	Bonney, Cory	Carroll, Emelia	DuSold, William	Greene, Judybeth	King, Rebekah	Marcin, Daniel	Penn, Joseph
Barfield, Ellen E	Borrer, Kristina	Cimino, Andrea	Favor, Vicky	Hart, Julia	Koltnow, Nina	Mass, Deborah	Pilon, Diane
Barnds, Cheryl	Boynton, Lisa	Clement, Joan	Feighner, Liz	Henry, Halley	Larsen, P	Mealy, Dawn	Plano, Chris
Barton, Cathy	Breedlove, Nicole	Cobaugh, Ashley	Field, Randi	Hinz, Andrew	Lavine, David	Merlo-Coyne, John	Prez, Rodolfo
Baxter, Pamela	Brown, Catherine	Conway, Celia	Finazzo, Laura	Ho, Ste	Law, Katharine	Meyer, Madison	Ratkowski, Pat
Bellflower, Shannon	Brown, Lauren	Cook, Daniel	France, Steve and Marie	Hungerford, Amanda	Lerebours, Karl-Eric	Mriemelmeyer, Mildred	Rogofsky, Shayna
Beman, Alison	Burner, Jane	Cook, Elaine	Frezza, Cate	Ivory, Jed	Levine, Susan	Mulligan, Timothy	Saundry, Andrew
Bennehoff, Yohannes	Butrymowicz, Daniel	Cowles, Anne	Gearheart, Patricia	Kapner, Julianne	Li, Eyal	Murphy, Linda	Schamess, Lisa

Schubert, Barbara
Sears, Shelby
Slater, Tina
Slaughter, Mary
Smith, Anna
Smyth, Patrick
Snow, Erin
Sobalvarro, Ana
Stavisky, Deborah
Sullivan, Eva
Vorce, Anne
Walsh, Catherine
Wang, Jasmine
Ward, Mary
Weatherby, Diana
Weinstein, Zachary
White, Katherine
Worden, Robert
Zeller, Thomas
Zwiebel, James

2. DEIS FORM LETTER COMMENT	RESPONSE
<p>Please include environmental and equity concerns in your policy recommendations. This is a huge amount of money.</p> <p>The Draft Environmental Impact Statement (DEIS) on the I - 495 and I - 270 plan failed to study the full range of impacts that the highway plan could have on our environment, health, and communities. Even this incomplete review shows that plans to widen I - 495 and I - 270 for private toll lanes would harm Maryland residents in many ways and require enormous state subsidies. Therefore, a ‘no - build’ option must be selected so that the project does not proceed.</p> <p>The DEIS does not properly analyze many impacts from the project such as:</p> <ul style="list-style-type: none"> - How the proposed expansion and expected high toll prices would disproportionately impact low - income or environmental justice communities. - How increased stormwater runoff from the proposed expansion would damage local waterways and increase flood risk in adjacent communities. - How harmful pollution such as particulate matter from construction activities and additional pollution from increased traffic would damage our climate and people’s health. <p>The DEIS also did not consider how increased telecommuting as a result of COVID - 19 will impact the traffic growth patterns on the Capital Beltway and I - 270, nor did it provide feasible and prudent alternatives to avoid impacts to parkland and historical and cultural resources. Instead, the DEIS only considered alternatives which involved adding managed highway lanes, when it should have considered public transit options and transportation demand management strategies like ridesharing.</p> <p>The comment period is not long enough for residents, political leaders, and impacted communities to fully review the over 18,000 page document, especially with limited - in person hours in library trailers during the COVID - 19 pandemic and should be extended to 120 days.</p>	<p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>

Commenter Names (DEIS Form Letter #2):

Aiken, Jennifer	Bernard, Julia	Christensen, Zach	Duggan, Stanley Michael	Graham, Busy	Kaftol, Alexander
Alberg, Wendy	Bevitt, Constance	Christoplos, Laura	Dwyer, Tony Cho	Grant, David	Kahn, Tracey
Alderson, George	Bick, Bonnie	Clark, Debra	Edmondson, Dominique	Grant, Julian	Kain, Kathleen
Allen, Annmarie	Bielaus, Edward	Clarkin, Deirdre	Fahlman, Cheryl	Green, Madeleine	Karitis, Paul
Altar, Kristin	Bingaman, Robert	Clement, Joan	Farrior, Hope	Gregory, MaryAnn	Keith, Ann
Alves, Shelly	Black-Knight, Linda	Clement, W	Feighner, Liz	Gugerty, Joan	Kelton, Rachel
Ambler, Anne	Blount, John	Cobaugh, Ashley	Feldman, Saige	Guterman, Stuart	Kerns, April
Amick, Lena	Boice, Peter	Cocciole, Claire	Feldman, Suzanne	Haber, Ariela	Khan, Manal
Anderson, Dave	Boles, Julia	Coelho, Shirley	Fernandes, Marquis	Halpin, Rebecca	Kiselewich, Kathleen
Andrea, Susan	Bonkosky, Laura	Coleman, Roger	Fetter, Vanessa	Hamboyan Harrison, Tatiana	Kline, Steven
Andrews, Linda	Bonner, Tara	Conboy, Ashley	Figg, Melanie	Hance, Rosa	Knight, Patrick
Anozie, Lynda	Borleis, Gerald	Conlon, Joyce	Fine, Michael	Hanrahan, Judith	Koons, Stephanie
Ansel, Marsha	Bozarth, Christine	Conroy, Georgia	Finnegan, Natasha	Harper, Kevin	Kotler, Jennifer
Antonio, Beverly	Bradley, Earl	Coogan, Aimee	Fitzgerald, James	Hartnett, Elizabeth	Krausz, Lisa
Ardike, MaryBeth	Brasted, Maggie	Cooke, Laurine	Fitzgerald, Margaret	Hayes, Angela	Krohn, Dana
Arlotti-Parish, Elizabeth	Breeann, Emily	Cooperstein, Ronda	Fleming, Daryl	Hegarty, Robert	Krug, Ilana
Arndt, David	Breslin, Kristen And Billy	Corsello, Robert	Fleming, Sam	Henderson, Danny	Kyriacou, Nick
Arroyo, Nena	Briskin-Limehouse, Laura	Countryman-Mills, Gayle	Flow, JK	Henderson, Paul	Landy, Gail
Augustine, Janet	Brown, Catherine	Courtney, Sue	Fountain, Lily	Herritt, Caroline	Langelan, M J
Awad, Susan	Brown, Renaud	Cowan, Donald	Fowler, Janet	High, David	Langer, Pamela
Bailey, Jane	Brown-Seay, Vanessa	Cresic, Kimberly	Fraber, Christina	Hilbert, Bryan	Lantner, Dan
Baker, Barbara	Buczkowski, Debra	Cross, Victoria	Freedlander, Jonathan	Hinz, Andrew	Leaf, Dawn
Balder, Wendy	Burch, Lilian	Crosson, Jane	Friebele, Elaine	Hodlin, Kim	Lemp, Matt
Ballard, William	Burin, Elizabeth	Cunningham, Deborah	Friedman, Bonnie	Hoffacker, Charles	Lemus, Maria
Barker, Lewellys	Burke, Mike	Czechowski, Alicia	Gaegler, Jennifer	Hollister, Laura	Leshner, Annabel
Barnds, Cheryl	Burton, Patricia	Daigon, Glenn	Gagne, Sally	Hopkins, Lisa	Leslie, Richard
Barnes, Christina	Butler, Faith	Davis, Randall	Gallagher, Donald	Horowitz, Alice	Levine, Lindsay
Barrett, Jane	Butowski, Nancy	Davlin, Sharon	Gallery, Rebecca	Hotz, Heidi	Lewin, Joan
Bartolomeo, Kathy	Bythrow, Pam	Deconge, Danielle	Gant, Mary	Houlahan, Kathryn	Lilly, Joy
Bashir, Khurram	C, Janet	Defrancisci, Corinne	Gerondale, Briana	Howard, Donald	Little, Sammy
Bastian, Anne	Calabresi, Miles	Demiray, Sonia	Gibson, Mary S.	Huber, Charles	Litwak, Taina
Bazley, Miya	Calzetta, Giancarla	Dempsey, Kelley	Gilbert, Carol	Huddy, Susan	Lorenzo-Chang, Alejandra
Beall, Paula	Carlson, Chrissy	Denison, Bill	Gilligan, Laurel	Hull, Elizabeth	Lucore, Robert
Beard, Stephanie	Carpenter, Nuala	Derry, P	Gillus, James	Hulme, Virginia	Lutz, Bonnie
Beeler, James	Carroll, Tracy	DeSantis Kurek, Angela	Ginsburg, Rochelle	Hummon, Charlotte	Lynch, Patricia
Beletsky, Agnieszka	Carter, Lucy	DeSousa, Erica	Goffman, Ethan	Jackson, Helen	Magruder, Christi
Bell, Mary	Chambers, Victor	Dewey, Amanda	Goldman, Diane	Jaranson, Renee	Mann, Mary
Bell, Shandra	Chan, Spencer	Doctrow, Brian	Goldman, George	Jenkins, Russell	Marks, Janeane
Bellflower, Shannon	Chapdelaine, Dawn	Donahue, David	Goldstein, Steven	Johnson, Michaela	Marsh, Irene
Benderly, Jordan	Cheadle, John	Drazen, Erika	Gordon, Rinda	Jones, Amy	Marsh, Karyn
Benion, DJ	Cherry, David	Ducey, John	Gouldstern, Catherine	Joyner, Stephanie	Martin, John
Beres, Kathleen	Chika, James	Duff, Lucy	Gousha, Debbie	Kacser, Linda	Maurer, Marget

Mayn, Catherine	Okrent, Deanna	Ratta-Shoshan, Lisa	Sebastian, Thomas	Stryker, Steven	Weiss, Kenneth
McCann, Jeanne	O'Leary, Theresa	Raviv, Sandra	Sedon, Douglas	Stumpf, Andrea	Welch, Laura
McClintock, Mary Alice	Oliva, John	Rettenmayer, Joshua	Sepp, Cecilia	Sucklal, Sirina	Wend, Anne
McCoy, Hailey	Olson, Sandra	Richards, Gail	Shangold, Natasha	Sullivan, Eva	Wendlandt, Norbert
Mcdonnell, Carol	Oresky, Alan	Robb, Aaeron	Sharp, Birgit	Sward, Douglas	West, Michelle
Mcfarlane, Shana	Ortuzar, Alyce	Robinson, Joyce	Shea, Shannon	Tchompalov, Vladimir	Wharton, Leslie
McKenzie, Eric	Otterstrom, Lisa	Rogers, Maxine	Shoer, Rebecca	Tehansky, Eugene	White, Robbie
Mcneirney, Ellen	Owens, Gary	Rogers, SallyAnn	Siddique, Omar	Templeton, Judith	Whitehead, Douglas
Mcvey, Lauren	Pamela and Pilecki	Rose, Jacqueline	Siddiqui, Anna	Tharakan, Ravi	Widmer, Cynthia
Mealy, Dawn	Parker, Robert	Ross, Kathy	Simmons, Kelly	Thomas, Anne	Wilder, Rochelle
Medina, Jenny	Parks, Anya	Rossmere, Jennifer	Simone, Catherine	Thompson, Melissa	Williams, Cynthia
Meeske, David	Parrish, Amy	Roth, Jeri	Sinnreich, Aram	Tillman, Pamela	Williams, Michelle
Meyerhardt, Lisa	Paskowitz, Jean	Ruckman, Diane	Skinner, Charles	Tomesch, Claire	Wilson, Maryrose
Meyers, Robert	Patti, Kevin	Rump, Amy	Skipper, Kara	Torchenot, Ferold	Winer, Robin
Micek, Christina	Pauley, Michael	Rupp, Nancy	Slaughter, Mary	Towbin, Rachel	Winner, Barbara
Michaud, Christin	Peclicier, Jeannie	Sachs-Kohen, Elissa	Smallwood, Tracey	True, Marina	Winston, Gail
Michels, Frank	Pedri, Melanie	Samawicz, Rebecca and Philip	Smithson, Teresa	Turnbull, Lindsey	Wise, Dana
Miller, Robert	Pelles, Donald	Sarnowiec, Imelda	Smyth, Patrick	Turner, Catherine	Wojtalik, Alan
Milstien, Julie	Pennington, Terry	Scalliet, Helene	Snow, Erin	Turner, Rita	Wolf, Akuada
Minnick, Christiane	Perry, Allison	Scaruffi, Ellen	Snyder, William	Ucko, Aaron	Wolfe, Claire
Minnick, Wally	Perry, Shawnnell	Scepaniak, Michael	Soffen, Patricia	Van Ryckeghem, Anouk	Wood, Stephen
Minter, Brian	Picard, Suzanne	Schanamann, Angelina	Solar, Aaron	Vickery, Mary Wells	Woodward, Ellis
Mitchell, Jennifer	Pinkstaff, Sally	Scharff, J	Sonoda, Jadine	Vint, Laleh	Yamaguchi, David
Mitchell, John	Pi-Sunyer, Joanna	Scharff, Karen	Sonoda, Paige	Vitek, Kathryn	Yost, Sally
Mohr, Meredith	Plante, Cecilia	Schiebel, Sherry	Spendelow, Jeffrey	Vogt, Matthew	Yungbluth, Peter
Moore, Elizabeth	Polan, A.	Schindler, Alice	Spicer, Vivi	Vosmek, John	Zambrano-Lee, Maya
Morris, Mary	Posner, Mark	Schmidt, Malgorzata	Stambaugh, Margaret	Waddell, Lorraine	Zavala, Julie
Moyer, Heather	Powell, Claude	Schmidt, Martin	Stasch, Kiley	Wandalowski, Zach	Zickert, Christina
Mulcahy, Erica	Priebe, John	Schmitz, Martha	Stellmacher, William	Wang, Judith	Zink, Wayne
Murphy, Ellen	Prince, Tamara	Schneider, Alan	Stephens, Alice	Warren, Barbara	Zuk, Dennis
Murphy, Linda	Pruneau, PauleAnne	Schneiderman, Mark	Stevens, Mary Jane	Warren, David	Zwiebel, James
Murtagh, Joan	Quinn, Tyler	Schrichte, P. Stefan	Stewart, Patricia	Watson, Donald	Zylberman, Sandra
Neal, Shannon	Quittman, Louisa	Schwarz, Kurt	Stewart, Susan	Weinstein, Ivan	
Nerlinger, Susan	Randall, Jane	Searcy, Dedra	Stickles, Mary	Weisman, Naomi	
Newhagen, Jane	Randolph, Cornelia	Sebastian, Jim	Stolz, Sally	Weiss, Erica	

3. DEIS FORM LETTER COMMENT	RESPONSE
<p>At this time, I do not support the project; instead, I support the no-build option. MDOT SHA must evaluate additional alternatives for study including public transit. MDOT SHA's mitigation measures were vague, insufficient, or altogether missing.</p> <p>As stated by the Maryland National Capital Park and Planning Commission, deficiencies in the DEIS include: (1) insufficient accounting for the Intercounty Connector (ICC) as an alternative to expanding I-495, (2) inadequate planning for stormwater management and protecting the environment in or near construction zones, (3) failing to address the requirement to keep parks whole as per the Capper-Cramton Act and Historic Preservation Act, (4) failure to leverage public transportation and carpooling, and (5) failing to meet requirements of the National Environmental Policy Act (NEPA) regarding social equity so project benefits flow to historically challenged populations.</p> <p>The Commission's chair raised doubts that the project would pay for itself or deliver other promised benefits, such as significant financial support for transit projects. He added, "that's without any accounting for the cost of water and sewer pipe relocations that are not included in the project budget."</p> <p>I am personally worried about the additional noise and air pollution resulting from an expanded.</p> <p>In addition, the 90-day public comment period is an insufficient amount of time for residents and others to voice their opinions and due to COVID, there need to be additional offerings for ways for the public to weigh in.</p>	<p>In addition to MDOT SHA, FHWA has considered the comments of MNCPPC throughout this Study and have appropriately addressed those concerns throughout the Study and in this FEIS.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>

Commenter Names (DEIS Form Letter #3):

Kornbluth, Aaron
Kushner, Laura

4. DEIS FORM LETTER COMMENT	RESPONSE
<p>The proposed I-495 and I-270 beltway expansion draft environmental impact statement ("DEIS") presents incomplete and inadequate analyses. However, even the inadequate information presented shows that the project will harm Maryland citizens and their environment and cannot be justified.</p> <p>Despite promises that the proposed expansion will pay for itself, the DEIS shows that the project may require a state subsidy ranging from \$482 million to more than \$1 billion. This subsidy does not include the billions of taxpayer dollars needed to fund the required relocation of water and sewer infrastructure, nor does it account for the cost of adequate environmental mitigation.</p> <p>The decision to proceed with the project as a "P3" hides the project's true monetary and environmental costs and prevents meaningful public engagement until after release of the DEIS and Final EIS. The DEIS repeatedly excuses cursory reviews by noting that many project details remain unknown. This is insufficient and contrary to the purpose of the National Environmental Policy Act. By failing to appropriately study the available information, the DEIS prevents the public from understanding and commenting on the consequences of the proposed expansion.</p>	<p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs.</p> <p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p> <p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>

Commenter Names (DEIS Form Letter #4):

Brandow, Lauren
Cotterill, Sarah
Cotterill, Neil
Hochman, Ellen
Sayed, Bisma

5. DEIS FORM LETTER COMMENT	RESPONSE
<p>As a supporter of Maryland and Virginia’s National Parks, I urge MDOT to not move forward with the proposed expansion of I-495 and I-270. This disastrous proposal would directly harm six National Park units, and indirectly impact a seventh, Rock Creek Park. 41 other local parks would be harmed. It would also destroy 1,500 acres of forest canopy, impact fifty acres of wetlands, and thirty miles of local streams. This level of environmental destruction is entirely unnecessary and wrong.</p> <p>The Draft Environmental Impact Statement does not fully examine numerous alternatives that would have minimal impacts on local parks, such as traffic demand management or public transit expansion. Nor does it fully examine the impacts the COVID-19 pandemic will have on long-term traffic patterns in the DMV region. This proposed highway expansion would cost at least \$11 billion with no assurance of addressing traffic congestion.</p> <p>I do not support any of the current proposed alternatives and ask MDOT to go back to the drawing board on this proposal and find a solution with no impacts to National Parks.</p>	<p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter Names (DEIS Form Letter #5):

Abreu, Michelle	Bentman, Steven	D, Danielle	Flashman, Irwin	Hafker, William	Imlay, Alice	Lee, Melissa
Adams, Mindy	Berlin, Leslie	Daiss, Becky	Follingstad, Marianne	Halbert, Bill	Jackson, Kristin	Leggett, Robert
Adkins, Jennifer	Bilyeu, George	Daversa, Fran	Fox, John	Haller, Olivia	Jacobsen, Claire	Leonard, Destiny
Aiken, Karen	Blatt, Gail	Davis, Elizabeth	Franco, Diana	Haller, Tammy	Joffe, Carol	Lervik, Tanya
Alderson, George	Borda, Gary	DeArteaga, Jose	Franz, Sonja	Halsey, Robert	Johnson, G.	Lett, Gary
Alexander, Charles	Bradshaw, Susan	DeRicco, Alicia	Fyfe, Glenn	Hamboyan, Harrison	Jourdenais, Richard	Levine, Beth
Amalphy, Madeline	Brisebois, Elisabeth	Do, Hanna	Gaiti, Phyllis	Hanley, Deborah	Juba, Anne	Levinson, Rhonda
Anderson, Manijeh	Britton, Rick	Dodrer, Nita	Garcia, Fernando	Hart, Julia	Kamosa, Glenda	Lippman, Richard
Arent, Raymond	Brombacher, Markus	Dorn, Scott	Gegner, Jack	Hart, Crystal	Kauffman, Maryann	Lokka, Duke
Ayer, Donald	Brooks, Kimberly	Dumler, Robin	Gentry, Jeannie	Hause, Lara	Kaye, Jacqueline	Lopez, Susan
Barackman, Heather	Bubczyk, Michael	Dwyer, Tony	Gifford, Barbara	Hegwood, Kristin	Kearns, Megan	Lowe, John
Barbo, Nathaniel	C, Janet	East, Gwendolyn	Glancy, Joann	Henderson, Michael	KING, CYNTHIA	Luce, Gale
Bashen, Melinda	Cain, Natalie	Ecker, Christopher	Goldberg, Seth	Herwig, Gary	Kite, Richard	Lundquist, John
Beall, Paula	Cattrell, Diane	Eichner, Michael	Goldman, Chuck	Hines, William	Knowles, Yvonne	Lynch, Tina
Beeler, James	Cecere, Susan	Elkins, Elizabeth	Gonzalez, Rose	Holzer, Rebecca	Krell, Elinore	Malecki, Maribeth
Bello, D	Christopher, Lucy	Englander, Tiffany	Goodney, Jana	Hopwood, Timothy	Krichevsky, Evan	Marsh, Irene
Belman, Dianna	Coffin, George	Epstein, Sarah	Gordy, Michael	Huddy, Susan	Kroeger-Mappes, Joy	Martin, Michael
Beman, Alison	Comings, Jane	Everett, Maria	Gracia, Edward	Hulme, Virginia	Landon, Diane	Mathieu, Gail
Benjamin, Jody	Coppersmith, Terri	Farmer, Bonnie	Gustafson, Jon	Humphrey, Mary	Larson, Jeanne	Maury, Elizabeth
Benson, Alicia	Courtney, Sue	Ferguson, Vicki	Guterman, Marilyn	HUMPHRIES, COLLEEN	Lassman, David	Maynard, William

McClean, Sue	Reynolds, Jessica	Spendelow, Jeffrey	Woodward, Ellis
Merrick, Claire	Reznew, Bee	Spicer, Vivi	Yoho, Brad
Miller, Jennifer	Reznew, Minivere	Staley, Bill	Yoos, Darla
Miranda, Semiramis	Rick, Margaret	STANTON, BEVERLEY	Yun, Allen
Molina, Leonor	Rick, Paul	Starkey, Madeleine	Zeinali, M
Moore, Marianne	Risacher, Barbara	Steele, Pat	
Morgan, Pat	Roberts, Sallie	Strattner, Mark	
Morganwalp, Jill	Robinson, Barbara	Straub, Elke	
Mulcahy, Olga	Robinson, Joyce	Sucklal, Sirina	
Murrow, Stacey	Rohn, Diane	Sukites, Kathryn	
Murtagh, Joan	Rose, Jay	Sullivan, Cindy	
Nareski, Jacqueline	Rosenbaum, Robert	Sutton, Barbara	
Naylor, Ginna	Sawyer, Donelle	Tate, Janet	
Neiman, E	Sayre, Peter	Thompson, Margaret	
Nisson, Grant	Schmitt, Tim	Thorpe, Laura	
Noto, Nonna	Schoenhofer, Robert	Togashi, James	
Null, Elisabeth	Schreiber, Cheryl	Topper, Diane	
Nylen, E	Schroeder, Lee	Torchenot, Ferold	
O'SHEA, Kristine	Schutt, Lynn	Travers, Mike	
Paskowitz, Jean	Schwarz, Diane	Turner, Thomas	
Peltzer, Alan	Schweyen, Veronica	Ucko, Aaron	
Pencek, Richard	Scoggins, Terry	Vactor, Alex	
Perry, Christine	Sedon, Douglas	Van Der Veken, Hannah	
Petro, Pat	Seymour, Chris	Walsh, Donald	
Pivaral, Omar	Shahan, E	Webb, Anne	
Prather, Claudia	Singleton, Greg	Weber, Nicole	
Prats, Dorothy	Skipton, Cornelia	Weisman, Naomi	
Purnell, Dan	SKRZYPCZAK, LIDA	Wheeler, Tara	
Ragan, Kathleen	Sloan, Cynthia	Whelan, John	
Ransom, Louise	Smallwood, Tracey	White, Kristel	
Ray, Laura	Smith, Ronald	Wojtalik, Alan	
Raynor, Phyllis	Smith-Cashman, Sharon	Wojtalik, Nikki	
REINKE, PAUL	Spaulding, Marie	Wolfe, Claire	

6. DEIS FORM LETTER COMMENT	RESPONSE
<p>As a DMV resident, I value the vast opportunities that the region has to offer. However, I have spent far too much time sitting in congestion along I-495 and I-270. The delays are most apparent when traveling across the American Legion Bridge, which is the only direct link between Montgomery to Fairfax County.</p> <p>Not only do people from our region’s two most populated counties rely on the American Legion Bridge, but it serves as the sole route for many others in surrounding communities. For instance, Loudoun and Frederick, the regions fastest growing counties, increasingly depend on the American Legion Bridge for work and transportation.</p> <p>Alternative 9 would best promote a reliable transportation network to surrounding communities in Maryland and across the American Legion Bridge to Virginia. Not only would the managed HOV toll lanes provide a more dependable commute for people who choose to carpool or take public transportation, but the non-toll lanes would be less congested as well. Alternative 9 is the most versatile course of action that provides the most benefits for our economy, environment, and quality-of-life.</p>	<p>MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.</p> <p>Refer to Chapter 9, Section 3.3.C for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter Names (DEIS Form Letter #6):

Alexander, Diana	Burke, Phillip	Groomes, Justin	Khalil, Mustafa	Perkins, Jack	Seltzer, Graig
Arnold, Shanel	Campbell, Tiffany	Hall, Lawson	Khanna, Rahul	Power, Mark	Singer, Hyam
Barnett, Destiny	Campfield, Andrew	Hall, Rosalina	Layfield, Jennifer	Rapier, Lawrence	St Thomas, Burrell
Barriere, April	Corvelli, Amanda	Harper, Elaina	Lewis, Michele	Rasuli, Sara	Taylor, Shane
Barriere, John	Dahdah, Joseph Peter	Harris, Jay	Lombardo, Peter	Richards, Ricky	Vankirk, Vanna
Barriere, Susan	Davis, Douglas	Hassan, Gul	McDaniel, Char	Rickenbach, Andrew	Vorburger, Joanne
Bentley, Steve	Davis, Sandy	Henderson, Douglas	McLeod, Bruce	Roshan, Nafisa	Walter, Wayne
Bissell, Daniel	Davis, Nastassia	Hill, Marty	McRory, Michelle	Rowland, Jonathon	Wardak, Sana
Bissell, Kristine	Dotson, Cierra	Hill, Montini	Miller, Valorie	Sadat, Alirah	Wattenberg, Russell
Brouillette, Craig	Evans, James	Howard, Tony	Moore, Kelly	Sadat, Assad	Wiggins, Eric
Brown, Quincy	Gardner, Melvin	Ibrahimi, Zalmi	Musicante, Rachel	Sadat, Hawa	Williams, Vershon
Burke, Jeanette	Govia, Pattris	Ibrahimi, Zmarai	Nano, Antine	Sadat, Jakob	
Burke, Omar	Gowing, Sarah	Johnson, Rashidatu	Oliver-Barnes, Denise	Sadat, Saadi	

7. DEIS FORM LETTER COMMENT	RESPONSE
<p>Over last 50 years, Montgomery County, MD and Fairfax County, VA have experienced significant growth, accounting for over a third of the DC metro area’s population and jobs. Despite this growth, the American Legion Bridge is still the only direct path from one side to the other.</p> <p>MDOT has reported that these delays have a bottleneck impact factor of 6.5, which is three times higher than any other section of the beltway in Maryland. This congestion discourages commuting between and around Maryland and Virginia, damaging the network of jobs and opportunities that these jurisdictions have to offer.</p> <p>The construction of this project alone would boost the economy, creating tens of thousands of new jobs in Maryland for the next several years. Doing nothing is not an option. The No-build Alternative leads to unacceptable levels of congestion that are not sustainable for our economy, environment, or quality-of-life. It’s time to move forward with improvements to the American Legion Bridge, I-495, and I-270.</p>	<p>MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.</p> <p>Refer to Chapter 9, Section 3.3.C for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter Names (DEIS Form Letter #7):

Allelign, Rahel	Donti, Anuradha	Marron, Meghan	Smith, Alex
Anderson, Jazmin	Dugger, William	Mcclorin, Derell	Sneider, Justin
Andreasik, Marcie	Egan, Matt	McDaniel, Char	Soto, Bryan
Asfaha, Wintana	Gebremeskel, Eyerusalem	Mills-Robertson, Kweku	Soto, Luisa
Asfaha, Hiyab	Giel, Christina	Nasios, Zoe	Stanford, Jason
Baker, David	Hakami, Saber	Nicholas, Caitlyn	Tanner, Erin
Barry, Michael	Hamilton, Selena	Olmedo, Nikolas	Taylor, Princess
Beitler, Marvin	Harring, Elizabeth	Paige, India	Thomas, Sara
Benson, Jennifer	Harris, Jerry	Patton, Mimique	Turner, Hilary
Bienert, Paris	Hickey, Elaine	Peterson, Matt	Usury, Aja
Brown, Tony	Hutson, Ashley	Phillips, Scott	Varzandeh, Spencer
Cadeaux, Arthur	Jennings, Jamie	Power, Mary	Varzandeh, Nicole
Dahdah, Joseph M	Johnson, Darice	Rohrer, Mary Jo	Wasno, Veronica
Davis, Tae	Khalil, Zarina	Russell, Joshua	West, Keith
Despeaux, Lauren	Killett, Luciana	Savage, Benjamin	White, Donna
Dewberry, Jeffrey	Lee, Vaness	Sharrocks, Charles	Zuccaro, Robert

8. DEIS FORM LETTER COMMENT	RESPONSE
<p>The most sustainable option to confront the congestion and extreme delays in our region is Alternative 9. Other alternatives have been implemented but they have yet to produce long-lasting results. For example, there used to be a direct transit service across the bridge, but it only lasted from 1998 to 2003. Due to a lack HOV/Managed lanes, there was no incentive for people to use public transportation. Riders still had to sit in the same brutal traffic as everyone else.</p> <p>Alternative 9 would allow transit services to use the HOV/Managed lanes for free, giving commuters who choose that option an advantage. The accessibility to more efficient modes of transportation would also encourage more people to take public transit or rideshare.</p> <p>I urge you to support this project because of its long-term positive results. Alternative 9 will reduce delays by 34% in both the AM and PM peak over the next 20 years, fostering a more accessible and reliable network with other communities, job opportunities, and everyday transportation.</p>	<p>MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.</p> <p>Refer to Chapter 9, Section 3.3.C for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter Names (DEIS Form Letter #8):

Abedi, Majid	Guzman, Fredy	Randall, Tyrec
Adams, Robert	Hamdzia, Idris	S, Sammie
Bixby, Peter	Hill, Montini	Sheldon, Diane
Bleinberger, Rebekka	Holmez, Jon	Smalls, Mike
Burgess, Lema	Hunt, Dominick	Soto, Hector
Carter, Tyneasha	Jackson, Mariah	Taylor, Sir Jai
Corey, Aurora	Kirksey, Michael	Ward, Houston
Dahdah, Andrew	March, Germaine	Westover, Alexander
Danson, Jena	Mcphaul, Ronald	White, Frank
Dickinson, Christian	Mentzell, Brooke	Williams, Aaron
Dugger, Josef	Mentzell, Jessyka	Williams, April
Dukes, Daniel	Miller, Kiva	Windle, Charles
Goodan, Richard	Minick, Christopher	Windle, Jane
Graham, Barry	Monroe, Aaliyah	

9. DEIS FORM LETTER COMMENT	RESPONSE
<p>I am emailing today to voice my support for Alternative 9. In a 2011 Congested Corridors Report from the Texas Transportation Institute, the 41-mile section of I-95 in Prince Georges County, MD to I-95 and I-395 in Fairfax County, VA is consistently rated as one of the most congested highway corridors in the United States. Allowing this issue to continue any longer is not tolerable or fair to the surrounding residents, businesses, and commuters who depend on this route for their livelihood.</p> <p>Improvements must be made and the addition of two new High Occupancy Toll lanes on I-495 and I-270 is the best option for decreasing the severity of congestion that our communities face. Congestion-managed lanes generate a faster, more reliable trip for all modes of transportation, including non-toll lanes, carpoolers, and transit riders.</p> <p>I urge you to support Alternative 9 because it is critical to easing the congestion of the entire region. Virginia’s HOT Lanes Network has already started making plans to extend their system across the American Legion Bridge, which is one of the worst traffic bottlenecks in our area. The positive impacts of creating a seamless connection between VA and MD are significant and would result in more opportunities for jobs, travel, and business development in the entire Capital Region.</p>	<p>MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.</p> <p>Refer to Chapter 9, Section 3.3.C for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter Names (DEIS Form Letter #9):

Arshavsky, Svetlana	Dahdah, Christine	Fitzgerald, Casey	Hopkins, Jeremiah	Olivia, Brian	Shraga, Nanette	Williamson, Richard
Bieller, Chloe	Davis, Debbie	Freishtat, David	Hopkins, Bobbie	Rawles, Joshua	Singh, Anu	Wingle, Darian
Birdsong, Emma	Davis, Nastassia	Friis, Mark	Jones, Keiara	Reed, Bob	Smyth, Francis	
Birtwistle, David	Decker, James	Gallagher, Samanha	Lakew, Abel	Rickenbach, Andrew	Spencer, Stephen	
Boice, Randy	DeLang, Herman	Grant, Terry	Lamb, Jim	Samuel, Peter	Swerdlin, Brett	
Bruch, Chris	Doherty, Chris	Griffiths, Tatum	Lane, Greg	Savage, Jerome	Taylor-Withers, Janine	
Buchanan, Robert	Edwards, Tana	Hamdzia, Haras	Looney, Mark	Scott, Parker	Toro, Susan	
Chalk, Jbbrielle	Elmore, Billy	Hamdzia, Idris	Mabe, Angela	Shearin, Kamari	Tuomey, Murphy	
Cocherell, Scott	Entsminger, Richard	Harris, Kevin	Miller, Jason	Shearin, Konyae	Watkins, Chree	
Cook, Glenn	Ficker, Robin	Hill, Montini	Mutafian, Tanya	Shedrick, Tamika	Wiercinski, Michael	

10. DEIS FORM LETTER COMMENT	RESPONSE
<p>Alternative 9 is the answer for dealing with the decades-long issue regarding severe traffic delays and congestion in the DC metropolitan area. The growth of our community along the beltway means these delays are not going anywhere and are only going to get worse.</p> <p>This is one of the most congested routes in the United States, which has cost our communities millions of dollars every year. According to the Texas Transportation Institute, the annual morning peak congestion cost is around \$95 million, the highest in the nation.</p> <p>The construction of two High Occupancy Toll Lanes (HOT) in either direction of I-495 and I-270 would reduce delays over the next 20 years, and by 2040 Maryland commuters would save an average of 72 hours every year. I urge you to support Alternative 9 and help provide our communities a more reliable and efficient route for traveling around the DMV.</p>	<p>MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.</p> <p>Refer to Chapter 9, Section 3.3.C for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter Names (DEIS Form Letter #10):

Battley, Devin	Cunningham, Donovan	Kearney, Audwin	Pearson, Brittany	Smat, Keith
Belt, Cherry	Dahdah, Lauren	Langhorn, Kevin	Philps, Judy	Sollenberger, Frank
Black, Kenneth	Dugger, Michal	Lee, Sharon	Rapier, Lawrence	Sollengerger, Frank
Browner, Janea	Garland, Joseph	Maskal, Nellie	Richiez, Samuel	Taylor, Contessa
Broyhill, Nancy	Gross, Lauren	Mccoy, Tichia	Root, Krissy	Thomas, Michael
Bryant, Tyrin	Hakami, Sekaba	Morris, Amy	Sampson, Daquan	Tolley, C
Cantus, Hollister	James, Jeanette	Nash, Katie	Savage, Elias	Twist, Holly
Coates, Kevin	Johnson, Zachary	Oxendine, Tina	Shale, Daniel	Williams, Demetrius
Cummings, Artis	Karr, Terri	Parker, Allen	Skinner, Katie	Yeates, Jim

11. DEIS FORM LETTER COMMENT	RESPONSE
<p>I oppose the I-495 and I-270 project. I support the no-build option.</p> <p>As a Maryland resident, I am writing with deep concern about the proposed public-private partnership (P3) to add toll lanes to I-495 and I-270. The potential dangers that come with the project are not worth the risk. I am worried about increased air and water pollution, the lack of transparency, the projected costly tolls, the disruption to communities, the unknowns due to the pandemic, and so much more.</p> <p>Instead, I support reversible lanes on I-270, more telecommuting, increased, transit, commuter bus lanes, and a dedicated funding source for highway and transit.</p>	<p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter Names (DEIS Form Letter #11):

Anonymous
Brown, Barbara
Eure, Chris
Levy, Betty
Lipp, Anne
Melo-Correea, Alvaro
Nyeck, Sybille
Rayman, Anne
Spillane, John
Tahi, Nacer

T.5.B Supplemental Draft Environmental Impact Statement (SDEIS) Form Letter Comments and Responses

12. SDEIS FORM LETTER COMMENT	RESPONSE
Alternative 9 - Phase 1 South brings economic growth and good-paying jobs to our region. Over \$3 billion in private infrastructure investment is planned, which will support economic development and job growth in the region. This includes an estimated 7,500 good-paying jobs each year during construction and countless opportunities for local businesses and Maryland workers. Not only will Phase 1 South provide good-paying jobs. But it will also support faster, more reliable movement of goods and services which will give Maryland a much-needed boost in economic competitiveness in the region. Please support this project.	MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.

Commenter Names (SDEIS Form Letter #12):

Abbsi, Lila	Dhulia, Anil	Hoffman, Jeremy	Moore, Berina	Rodriguez, Ginia	Williams, Dennis
Adams, Jashua	Dixon, Willie	Hunter, Branda	Morgan, Janet	Rojas, Manny	Yanagihara, Ann
Aguilar, Richard	Durham, Rodger	Ibrahimi, Zalmi	Moscso, Maria	Rose, Mark	Yaywood, Dave
Alvarez, Maria	Duvall, Linda	Ibrhimi, Azmari	Motoya, Alexis	Roshan, Yackob	Young, Mona
Anderson, Mike	Ferguson, Jennifer	Jones, Susan	Oliver, Jermaine	Schaefer, Fiona	Zakia, Asad
Atkins, Tracy	Flores, Wenday	Kelsey, Andrew	Olsen, Mark	Seltzer, Aaron	Zamani, Zinab
Bailey, Tim	Fritz, Scott	King, Roscoe	Owen, Walter	Senwary, Sahra	Zepeda, Briana
Barley, Ason	Garcia, Carlos	Lawson, Rose	Parker, Evelin	Shoecore, Neelab	Zhao, Jim
Barrier, April	Goodman, Richard	Lewis, Kenasha	Patel, Fatima	Smith, Joshua	Zota, Moronika
Baz, Frashta	Grant, Michael	Looney, Mark	Patterson, Mary	Tate, Gary	
Brewer, Elizabeth	Grant, Susan	Lopez, Ismael	Phillips, Kimberley	Taylor, Peter	
Bryant, Daniel	Gregory, Shawn	Lynn, Jamie	Ragers, Brian	Thomas, Mary	
Carlson, Daivie	Hakami, Mohammed	Mangel, Parie	Rahman, Malik	Thompson, Scraima	
Coleman, Brian	Hamidzai, Ilys	Martin, Chelsea	Ramirez, Victor	Valesquez, Danilel	
Conteras, Karen	Hamilton, Vicki	Masih, Amir	Rayfield, Matt	Walker, Mark	
Cortez, Rose	Harris, Carlton	Matters, Dan	Reese, April	Wallace, Tery	
Cruz, Diego	Harris, Danny	Meyer, Marvin	Reyes, Carlos	Wardak, Jamalalah	
Davis, Douglas	Hernandez, Ivan	Miller, Karen	Rodgers, Mandy	Wardak, Shafig	
Deer, Jerry	Hicks, Candace	Miller, Emily	Rodgers, Kyle	White, Lisa	

13. SDEIS FORM LETTER COMMENT	RESPONSE
<p>Alternative 9 - Phase 1 South is a true multi-modal transit infrastructure project that not only moves cars, cyclists, and pedestrians; but also provides never before available opportunities for mass transit. Phase 1 South will provide free bus usage for the HOT lanes that leads to reliable and on - time trips for bus systems. These HOT lanes can also help connect existing transit services on local arterials serving as activity and economic centers. Additionally, with the replacement of the American Legion Bridge and addition of HOT lanes, there is finally the opportunity for a reliable commuter bus line between Maryland and Northern Virginia. Please support Alternative 9 - Phase 1 South.</p>	<p>MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.</p>

Commenter Names (SDEIS Form Letter #13):

Abbasi, Zenaib	Cutler, Steve	Jefferson, Erin	Perkins, Jullio	Taylor, Cynthia
Alder, Stacy	Ddgger, Vanna	Jenkins, Leon	Perry, Courtney	Thompson, Syada
Alvarado, Calina	Devenport, Heidi	Juarez, Rudy	Phillios, Leeley	Thompson, Dominick
Alvarado, Marco	Ferguson, Tony	Kearney, Tiki	Philps, Judy	Torres, Fatima
Alvarez, Jassica	Fowler, Ashley	Khalil, Zarina	Power, Mark	Usmani, Ali
Alvarez, Sara	Gibson, Mike	Lane, Victoria	Raofi, Oama	Villa, Segrio
Bailey, Lisa	Hakami, Zora	Lee, Shawn	Reyes, Maria	Waheed, Wali
Barbier, Maxwell	Hakami, Mohammed	Levinsky, Adam	Rivera, Fernando	Walker, Kim
Barton, Amber	Hall, Linda	Lieher, Nikki	Rivera, Miguel	Walker, George
Bishop, Katrina	Hansen, Rechel	Lopez, Marvin	Romero, Jorge	Warner, Michael
Breese, Don	Harris, Kelly	Lopez, Karen	Sadat, Mhawa	Washington, Carrie
Browser, Tom	Harris, Rose	Lyftpa, Uberz	Sadat, Zalmie	Wiggins, Eric
Bryant, Karen	Hernandez, Karla	Mcrory, Michelle	Seltzer, Sara	Wong, Melaina
Byrd, David	Hicks, Kim	Miller, Karen	Seltzer, Mary	Yanagihara, Ann
Campbell, Dominic	Hodges, Tim	Molina, Anna	Shaffner, Michelle	Young, Renee
Carter, Adam	Hopkins, Malisa	Montoya, Sofia	Shuja, Patel	Young, Ethan
Clark, Wallow	Howard, Veronica	Nelson, Chris	Simmons, Robert	Zota, Monika
Coleman, Sabrina	Ibrahimi, Jamallah	Patel, Rajesh	Smith, Lisa	
Cook, Colin	Ibrhimi, Rona	Patel, Bhavan	Stringer, Tommy	
Cook, Nancy	Janson, Elen	Pellatrio, Katrina	Sullivan, Brook	

14. SDEIS FORM LETTER COMMENT	RESPONSE
<p>I'm supporting Alternative 9 - Phase 1 South because it supports all sorts of multi-modal improvements like establishing a new shared-use path across the American Legion Bridge for pedestrians and cyclists. In addition, Phase 1 South will help proved important missing bicycle and pedestrian connections across highways such as:</p> <ul style="list-style-type: none"> - Replacing and widening Bethesda Trolley Trail bridge crossings of I - 495 and I - 270 - Widening I - 270 bridge over Tuckerman Lane to accommodate future separated bikeway along Tuckerman Lane - Creating new buffer - separated side paths across MD 190 over I - 495 - Widening path along Seven Locks Road under I-495 Please support Alternative 9 - Phase 1 South so we can bring these exciting multi-modal improvements to our region for families and visitors to enjoy alike. 	<p>MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter Names (SDEIS Form Letter #14):

Abbsi, Noor	Carlson, Barbra	Hall, Jennifer	Lopez, Carlos	Rivera, Gloria	Valesquez, Mona
Adam, Lisa	Chandler, Mike	Hamidzai, Amanullah	Lopez, Janette	Robinson, April	Wallace, Tonya
Aguilar, Jennifer	Chandler, Sarah	Harris, Dalton	Mangel, Azaiz	Sadat, Jake	Wardak, Mahtab
Alder, Stacy	Contreras, Edwin	Harris, Brenda	Masih, Amir	Sawyer, Chuck	Waters, Michelle
Ali, Nasren	Cortez, Carlos	Herrera, Alejandro	Mendoza, Lorena	Scott, Brittany	Watkins, Joeys
Alvarez, Samuel	Crawford, Tery	Hughes, Jim	Miller, Diana	Seltzer, Sara	Webber, Jasmine
Anderson, Brian	Davis, Amanda	Hunt, Michelle	Miller, Chole	Senwary, Jamagul	Wons, Daet
Anderson, Niccile	Dodson, Tania	Hunt, Mary	Mohmand, Shallah	Sheldon, Daina	Woods, Angel
Anderson, Breeanna	Espinoza, Alejandra	Ibrhimi, Latefa	Moore, Deshaun	Sittig, Chris	Yanagihara, Ann
Barrier, Aprill	Fish, Kaitlin	Jackson, Tani	Nadre, Abdulgafor	Smith, Andre	Yosufzai, Khalid
Barton, Amber	Floyd, Ray	Johnson, Elizabeth	Najafi, Syed	Staffing rd, Bradley	Young, Nigel
Baz, Gasim	Foster, Lydia	Johnson, Dee	Olsen, Alison	Staton, Jennifer	Zamani, Karem
Baz, Omar	Foster, Tyrone	Jones, Jim	Palmer, Rebecca	Stewart, Cynthia	Zepeda, Manuel
Benson, Jennifer	Garcia, Diana	Jones, Kurt	Perry, Mark	Stout, Kevin	Zota, Heana
Bishop, London	Garcia, Jose	Kaintuck, Diane	Phillips, Robbie	Sundara, Luna	
Blak, Erik	Golding, Noreen	Keenan, Byron	Ramirez, Paula	Taylor, Darlene	
Boyle, Nick	Gomez, Abril	Khan, Parween	Ramsey, Nicole	Taylor, Henry	
Britton, Ira	Grant, Susan	King, Mooren	Rawlings, Alysha	Therrien, David	
Brown, Reginald	Gregory, Kendall	Knight, Shirley	Rayfield, Donna	Thomas, Joanna	
Cannonp, Tara	Gress, Kathy	Lewis, Brandon	Rivera, Angelia	Valdez, Bryan	

15. SDEIS FORM LETTER COMMENT	RESPONSE
I'm emailing you to voice my support of the Alternative 9 - Phase 1 South project and the critical infrastructure improvements this project brings to the American Legion Bridge crossing. The American Legion bridge is approaching 60 years of use on one of the nation's busiest roadways and it shows. Just recently, NBC-4 news reported on deteriorating conditions at the bridge, including concrete literally crumbling when touched by hand. That's unacceptable. We cannot afford to wait any longer. We need to replace the American Legion Bridge NOW. Not years down the road. Please support Alternative 9-Phase 1 South and the many improvements it brings to our transportation infrastructure.	MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.

Commenter Names (SDEIS Form Letter #15):

Ahamed, Fareed	Cladwell, Nathan	Gonzalez, Maria	Klein, Joshua	Morris, Clara	Rivera, Nancy	Watson, Christina
Ajuwon, Adewumi	Clark, Daniel	Goodman, Melinda	Klem, Josh	Myers, Shirley	Robert, Alexander	Watson, Dell
Allen, Debbie	Clark, Dewey	Graham, Barry	Klinefelter, Marshall	Nash, Katie	Rodriguez, Lowise	Weaver, Bryce
Anderson, Karen	Clark, Jeffrey	Grenier, Steve	Latefy, Zobear	Neagel, Sarah	Romero, Jorge	William, Dustin
Anthony, Mat	Clark, Natalie	Guzman, Raymond	Lautman, Mark	Nelson, Tammy	Ryan, Theresa	Williams, Chad
Apeksha, Patel	Connelly, Louise	Hackman, Robert	Lee, Pamela	Nguyen, Kevin	Sadat, Mary	Willson, Richard
Arshavsky, Svetlana	Cooley, Jared	Hamedzia, Harrs	Leonard, Dayon	Nomaan, Mostafiz	Salas, Javier	Wilson, David
Ashraf, Mohammed	Coya, Mary Beth	Hanzas, Agamemnon	Levitan, Laurence	Nulsen, Charles	Seltzer, Greg	Wweidman, Carris
Barbier, Tania	Crown, Jamie	Harris, Mark	Levy Liss, Roberta	Olivia, Brian	Shorb, Scott	Yanagihara, Ann
Barnes, Darrel	Cruz, Adrian	Hartley, Andrew	Lewis, Sierra	Olsen, Greg	Shulman, Andrew	Zota, Rita
Barnes, Kelly	Davis, Debbie	Hernandez, Victor	Lewis, Ted	Ortega, Jeremy	Simmons, Susan	
Battley, Devin	De Luca, Mary	Hernandez, Victoria	Linehan, Bob	Parker, Mandy	Smith, Bonnie	
Beales, Matt	Dger, Kylero	Hicks, Duwn	Looney, Mark	Patel, Banil	Smith, Breina	
Bell, Latonya	Doyle, Ruth	Hodges, Leslie	Lopez, Hector	Patel, Kashan	Smith, Clara	
Benson, Cedri	Doyle, Tiffany	Holt, Kathy	Lucas, Jim	Patel, Raj	Smith, James	
Bishop, Ray	Ffingham, Larry	Howard, Jessica	Lynn, Danielle	Pellatrio, Adam	Smith, Jocelyn	
Bledso, Juckie	Fisher, Shane	Hughes, Craig	Mahmed, Soltan	Perez, Maria	Snyder, Cheryl	
Boehm, Natalie	Foster, Erin	Hunter, Aubree	Malick, Ahmed	Perry, Mark	Soto, Luisa	
Bojang, Josephine	Freishtat, David	Jackson, Malik	Maner, Diane	Pham, Ngan	Stanford, Jason	
Bowman, Marcus	Gaines, Bredan	Jamie, Catherine	Martin, Casey	Pilelps, Judy	Stewart, Daniel	
Bruch, Chris	Gardner, Moddison	Jefferson, Moreen	Martin, Gabriel	Pisarski, Alan	Stillman, Mike	
Butler, Edwin	Gardner, Courtney	Jenkins, Kendra	Medardo, Aguiluz	Power, Mark	Summer, Kandra	
Butler, Calvin	Gardner, Debbie	Jones, Davidj	Melendez, Miguel	Quintanilla, Mario	Tomass, Betany	
Butler, Charles	Garret, Charles	Juarez, Ane	Miller, Sandra	Rabkin, Mike	Turner, Rick	
Byrd, Susan	Gianna, Love	Kelly, Sean	Miller, Reggie	Raofi, Kareem	Walker, Deion	
Carter, Mellisa	Gibson, Rose	Khalil, Mustafa	Mohammed, Asarf	Ratana, Arden	Wardak, Kareem	
Chase, Robert	Gomez, Sofia	King, Roscoe	Morgan, Kevin	Ricardo, Lura	Watkins, Joanne	

16. SDEIS FORM LETTER COMMENT	RESPONSE
Having a vibrant, nimble, and multi-modal transportation system is critical to the success of our region and Alternative 9 - Phase 1 South delivers. Phase 1 South truly give residents like me the opportunity and options to get where I need to go. Whether that's riding the HOV lanes for free while carpooling with my family, hopping on a bus to cross the American Legion Bridge, or biking with my family along improved trails; this project gives us options. Our region is growing fast and we need a forward-thinking multi-modal transportation system that can effectively move people, goods, and grow our economy. Please support Alternative 9 - Phase 1 South	MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS. Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.

Commenter Names (SDEIS Form Letter #16):

Abdullahsain, Hassan	Diaz, Marvin	Hsu, Marvin	Martinez, Juan	Qureshi, Imran	Spencer, Kyle
Adam, Susan	Douglas, Albert	Hughes, Sofia	Mastafa, Ali	Ramos, Tony	Stillman, Vicky
Ahamed, Zahrina	Edmonds, Kimberly	Hunter, Andrew	Maurice, Silva	Ricardo, Loura	Supler, Terri
Ahmed, Amir	Edwards, Barbara	Ianna, Laloya	McClain, Jason	Rishi, Abdullah	Thompson, Becky
Alder, Stacy	Ennis, Hannah	Ibrahimi, Jahwed	Miele, Cathy	Rivas, Vanessa	Trutt, Sabrina
Allen, Jean	Erickson, Ricky	Jackson, Sarena	Miles, Allison	Rodriguez, Ivan	Turner, Kathey
Allen, Adam	Farooqi, Abdullah	Jackson, Natasha	Miller, Adam	Rose, Mark	Walker, Jazman
Alvarez, Daniel	Figuroa, Linda	Johnson, Pamila	Miller, Jason	Roshan, Toryli	Walker, Marcus
Anderson, Martin	Fisher, Carol	Jones, Robin	Morales, Lisa	Ross, Patricia	Walker, Mark
Baker, Kyle	Fisher, Joyce	Juarez, Ane	Morgaan, Susan	Rossi, Isabella	Wardak, Nafesa
Balakrishnan, Abdul	Fisher, Mark	Khalil, Masood	Morgan, Dan	Russel, Damon	Washington, Terry
Barker, Morion	Floyd, Molly	Klein, Linda	Moscso, Lsidro	Sadat, Hawa	Watson, Susan
Barnes, Justin	Foster, Mike	Lambert, John	Nguyen, Carly	Santos, Amanda	Welsh, Charles
Brewer, Elizabeth	Gardner, Victoria	Lameh, Fawad	Nguyen, Gigi	Shark, Kyle	White, Jason
Browser, Brittney	Garret, Spphia	Lee, Stephanie	Oneal, Jim	Shaukat, Imran	William, Tasha
Buchanan, Felix	Gomez, Raul	Lewis, Terri	Ortiz, Javier	Skinner, Warrner	Williams, Jacki
Butler, Maggie	Gonzalez, Marco	Lopez, Maria	Ortiz, Sabrina	Smith, Alex	Willis, Barbara
Butler, Sharon	Gonzalez, Raymond	Lopez, Wendy	Parker, Dustin	Smith, Diane	Wilson, Ashley
Cannon, Pam	Guzman, Roman	Lucas, Melissa	Parker, Kyle	Smith, Shakers	Wilson, Laura
Clark, Jay	Hamedzia, Meana	Mahmed, Zahra	Patel, Bano	Smith, Todd	Wilson, Mary
Clark, Mary	Hamidzai, Idris	Manor, Alex	Phillips, Robbie	Snead, Mellisa	Yanagihara, Ann
Cook, Branda	Hartley, Gazal	Martin, Kathy	Pracopio, Rose	Snyder, Keith	Young, Smanta
Davis, Carly	Hernandez, Sabrina	Martin, Marco	Price, Jessica	Sokey, Lee	Zeigler, Carrle
Dawson, Vickey	Hernandez, Karen	Martin, Sandra	Price, Justin	Sokowski, Pete	
Dgger, Michael	Hlin, Yi	Martinez, Danilel	Quintanilla, Roseia	Soto, Hector	

17. SDEIS FORM LETTER COMMENT	RESPONSE
I'm supporting Alternative 9 - Phase 1 South because it's focused on replacing the aging American Legion Bridge and provides traffic congestion relief at one of the nation's biggest bottlenecks. This forward-thinking project provides new options and opportunities for carpoolers, transit riders, cyclists, and pedestrians to cross between Maryland and Virginia. These critical improvements will better move people, goods, and services throughout our region for the expected growth in people and jobs coming to Maryland. Please support Alternative 9 - Phase 1 South	MDOT SHA and FHWA appreciate your comment on the proposed action. As a result of the NEPA process, including consideration of all public, stakeholder and agency comments concerning the project, MDOT SHA and FHWA have identified Alternative 9 Phase I South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS.

Commenter Names (SDEIS Form Letter #17):

Abbasi, Hanifa	Conly, Mark	Green, Latrice	Jackson, Monique	Martinez, Suzan	Reed, Justin	Smith, Karen	Wright, Logan
Adam, Jerry	Cortez, Sam	Gress, Christapher	Johnson, Shemika	Marudas, Kyriakos	Reid, Ben	Smith, Susan	Yanagihara, Ann
Ahmed, Sekaba	Cross, David	Hall, Jenna	Jordan, Rodney	Matthews, Deonte	Reyes, Alejandro	Sokey, Sue	Young, Li
Alder, Mike	Cruz, Samuel	Hamidzai, Yesef	Kahan, Jabar	Maurice, Silva	Rishi, Sakena	Sokowski, Pete	Zamani, Abdullah
Ali, Nadine	Curry, Tyler	Haramis, Carrllyn	Karr, Terri	Maxwell, Desir	Rivera, Jasmine	Stevens, John	Zota, Shashi
Allen, Mark	Davis, Mark	Harris, Dalton	Khan, Romana	Miller, Sam	Rivera, Fernando	Stewart, Daniel	
Alvarez, Robey	Dawson, Sunny	Harrison, Chase	Khan, Mohammed	Mohmand, Faraz	Rivera, Karl	Stout, Angie	
Barros, Fernando	Dgger, Willem	Hernandez, Abigail	King, David	Morgan, Jennifer	Robinson, Bernard	Sullivan, Joyce	
Bishop, Katrina	Diaz, Jazmen	Hernandez, Ivan	Klem, Josef	Nadre, AJ	Roshan, Nafisa	Tate, William	
Bowen, Henry	Dodson, Anthony	Hood, Blake	Kwame, Ababio	Nicolas, Henry	Ross, Mike	Taylor, Samantha	
Boykins, Walter	Downs, Stephanie	Howard, Veronica	Lambert, Robert	Painis, Autom	Russel, Lasaiah	Usman, Amir	
Boyle, Ashley	Dyer, Christie	Howard, Veronnica	Lami, Shaista	Parker, Julia	Sadat, Assadullah	Wallace, Deandre	
Browser, Brittney	Elling, Bob	Hughes, Sandra	Levinsky, Cheyenne	Perez, Jorgen	Sanders, Jocelyn	Wardak, Rashid	
Cannon, Bean	Floyd, Wanda	Hunt, William	Lewis, Neona	Pham, Michelle	Scott, Aaron	Welsh, Kim	
Cannonp, Patrick	Garcia, Carlos	Hunter, Shirley	Lopez, Ivan	Portillo, Nelson	Shaukat, Zarlisht	Willis, John	
Carpenter, Matthew	Gardner, Michel	Huseen, Mohammed	Lyer, Dharanidhar	Powell, Tiffany	Sheldon, Hal	Wilson, Ashley	
Clark, Evan	Golding, Sean	Ibrihimi, Jahwed	Marshall, Jessica	Ramos, Maria	Shultz, Steve	Wood, Monica	
Collin, Christine	Gonzalez, Linda	Jackson, Jermain	Martin, Louse	Raymundo, Martha	Skinner, Linda	Wright, Joseph	

18. SDEIS FORM LETTER COMMENT	RESPONSE
Morningstar Tabernacle No. 88 Order of Moses Cemetery and Hall help tell the story of the formerly enslaved and free people of Gibson Grove, who created a community and a support network to care for each other amid systemic racial injustice. This significant place has already been impacted once, during the Capital Beltway’s construction in the 1960s. Don’t let history repeat itself-move the highway expansion and approaches from the Morningstar Moses Cemetery and Hall area so that this historic place is not impacted again. We urge the State of Maryland to complete necessary archeological survey work at the site to accurately identify the cemetery’s boundaries, and to comply with the mandates of Section 4(f) of the Department of Transportation Act, which prohibits the use of historic sites like the Morningstar Moses Cemetery and Hall for transportation projects, unless there is “no feasible and prudent alternative” to doing so, and the project includes “all possible planning to minimize harm.”	<p>Thank you for your comment on Morningstar Tabernacle No. 88, Moses Hall and Cemetery. Through the Section 106 review, MDOT SHA has completed extensive historical and archaeological research that thoroughly documents the property and its significant features, allowing the Preferred Alternative to avoid direct impacts to Morningstar Tabernacle No. 88 Moses Hall and Cemetery based on the current historic boundary. MDOT SHA will continue to work with the community through the project's Programmatic Agreement on further studies and context-sensitive design of new facilities.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>

Commenter Names (SDEIS Form Letter #18):

Adamson, Aimee
Bickford, Melissa
Brabham, Lorraine
Casella, Mary
Chambers, Melaine
Collins, Arvella
Corbin, Thomas
Gaines, Wanda
Grider, Sarah
Hopper, Teresa
Ingram, Wilma
Lucas, Jessica
Maness, Celia
Schwab, Deborah
Sebestyen, Kimberly
Stastney, Amelia
Strehlou, Sandy
Tilden, Jennifer

19. SDEIS FORM LETTER COMMENT	RESPONSE
<p>The proposed expansion of I-495 and I-270 in the proposed SDEIS is entirely unacceptable, and I urge you to select the No-Build alternative. While I experience the endless traffic, the continued destruction of our environment, cultural resources and parks is not the solution! This disastrous proposal would harm 17 acres at three national park sites, dramatically increase harmful stormwater runoff, and increase CO2 emissions. This project would clear cut over 1,200 trees on National Park Service Land. This is entirely unacceptable. Worse yet, the proposed expansion fails to accomplish its goal of reducing traffic. The northbound lanes on I - 495 for the evening commute in the non - toll lanes will creep at 7mph. This project has been a bad idea from the start - harming national parks and the environmental while doing little, if anything, to relieve the region's traffic. Instead of investing billions in this highway widening project, MDOT should invest in smart traffic management solutions, encourage continued telework, and expand transit opportunities. Combined, these tactics would not harm national parks and would meaningfully reduce regional traffic and greenhouse gas emissions.</p>	<p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter Names (SDEIS Form Letter #19):

Adornato, John	de Miranda, Paulo	Hepola, Angela	Lidoff, Margie	Reamy, William	Sucklal, Sirina
Aiken, Karen	Dempsey, Kelley	Hill, Sharon	Lunz, Jackie	Reichwein, Carl	Toker, Rachel
Alexander, Charles	Duff, Lucy	Hudae, Marianne	Lynne, Todd	Reisland, Melissa	Torchenot, Ferold
Allen, John	Ecker, Christopher	Huddy, Susan	Marshall, Senseney	Reiter, Hayden	Tower, David
Allen, Dan	Edmunds, Drew	Imlay, Marc	Mccutchen, Susan	Renwick, Beth	Travers, Mike
Arent, Raymond	Englander, Tiffany	Indyke, Linda	Meni, Elizabeth	Rogelio, Christina	Turner, Catherine
Ayres, Ken	Erb, Lori	Jacobson, Bob	Minnick, Wally	Rome, Abigail	Ucko, Aaron
Barlow, Collen	Farabaugh, Robin	Janet	Mulcahy, Erica	Rouse, Deborah	Van Epps, Zachary
Bello, D	Farmer, Bonnie	Johnson, G	Murray, John	Rowell, Patricia	Weissman, Naomi
Bielaus, Edward	Fells, Ina	Jourdenais, Richard	Murrow, Stacey	Ryan, Laurie	Whybrew, Michael
Bradshawar, Susan	Flashman, Irwin	Karimi, Ana	Myrick, Linda	Scott, Raine	Willard, Frank
C, Janet	Fleisig, Erica	Katsouros, Tracey	Napoleon, Kristi	Shannahan, Richard	Willey, Paula
Camilo, Janet	Franco, Diana	Kelley, Doug	O'Bryan, Casey	Singleton, Greg	Wind, Marilyn
Castelli, Erin	Franz, Sonja	Kevany, Kathryn	Padmanabhan, Urmila	Skrzypczak, Lida	Winkelmayer, Patricia
Christopher, Lucy	Frederick, Lisa	Kite, Richard	Parker, Jane	Smith, Jeff	Wittkopp, Serena
Connor, Barbara	Garcia, Kristie	Kroeger-Mappes, Joy	Parker, Robert	Somerville, David	Wolfe, Claire
Countryman-Mills, Gayle	Gentry, Jeannie	Krug, Ilana	Parks, Pam	Spendelow, Jeffrey	Woodward, Ellis
Cresic, Kimberly	Gustafson, Jeff	Kwon, Rosa	Paskowitz, Jean	Staley, William	Wuest, Barbara
Curley, James	Hajibrahim, Kristen	Landon, Diane	Pollock, Lucia	Stanton, Bev	Wyatt, Jack
Curry, Nathalie	Hause, Lara	Lett, Gary	Ray, Laura	Straehle, Thomas	Zywan, Katherine

20. SDEIS FORM LETTER COMMENT	RESPONSE
<p>I support the no-build option and oppose I-495 and I-270 expansion Dear Director, I’m writing to support the no-build option and oppose the Maryland Department of transportation’s proposal to add toll lanes on I-495 and I-270. I also have the following concerns with the Supplemental Draft Environmental Impact Statement (SDEIS) on Alternative 9 Phase 1 South: American Legion Bridge I-270 to I-370:</p> <ul style="list-style-type: none"> - The SDEIS shows that the project will hardly reduce rush hour congestion in the general lanes and reduce it only modestly in the toll lanes. - The SDEIS affirms extensive and irreversible impacts on adjacent communities, 15 parks, 3 historical sites, 500 acres of tree canopy, and nearly 50 rare, threatened, and endangered species. - The SDEIS has major errors in its traffic modeling which makes congestion, air quality, noise, and environmental justice impacts in the study also erroneous. - The SDEIS fails to adequately consider the cumulative impacts of climate changes and impacts on environmental justice communities. - The SDEIS fails to adequately address stormwater management because it uses mitigation credits to escape this responsibility. - The SDEIS suggests widening the Eastern portion of I - 495 with new private toll lanes is still in the overall plan, because the No - Build was not selected for that segment. - The SDEIS lacks major essential information on cost, analysis of alternatives, and mitigation of impacts. Many agencies have pointed out these and other major insufficiencies in the SDEIS. The public has not been afforded a full review opportunity due to the short comment period and missed, incomplete, and erroneous information in the SDEIS. For all these reasons the Federal Highway Administration and State Highway Administration must not accept this rushed, incomplete SDEIS and select the no - build option for this project. 	<p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter Names (SDEIS Form Letter #20):

Abrams, Jonathan	Campbell, James	Fisher, Shalom	Italiano, Michael	Matthews, Lisa	Peirce, Susan
Aden, Sandi	Cannon, Stacey	Foreman, R	Jacobus, Jolie	Maurer, Tracy	Perry, Sarah
Alskog, Laura	Casey, Eric	Forgan, Sandra	Janowitz-Price, Beverly	Mazo, Jeannine	Peterson, Karen
Altman, Allen	Chen, Alan	Franklin, L	Jessler, Darynne	Mcbeth, Kathe	Peterson, Shelly
Amburgey, Carol	Chessin, M	Gabriel, Maegen	Jimenez, Deborah	Mccann, Ellen	Plaxico, Nancy
Amsellem, Morley	Chinofsky, Laura	Gamble, Sandra	Johnson, Gregg	Mccauley, Brandi	Plough, John
Anderson, William	Citron, Alan	Gayer, Judy	Jones, Anna	McClure, James	Pond, Olivia
Andrews, Penelope	Clayton, Angela	Gayland, Taylor	Jones, Linda	Mccombs, Richard	Proctor, Chris
ANgel, JL	Clinton, Arthur	Gazzola, Linda	Kato, Ruka	McCullough, Julianne	Raper, Connie
Anikis, TIm	Cohrs, Ursula	Gentry, Carol	Keim, Steven	Mcghee, Donna	Reagan, Jeff
Aus, Doug	Combs, Christy	Gingold, Janet	Kelton, Rachel	Mcintyre, Dennis	Reagor, Randy
B, Edward	Cooper, Susan	Glasser, Mark and Susan	Kent, L	Mcmenamin, Sharon	Reback, Mark
Bailiff, Camel	Corr, F	Gleason, Debra	Kim, John	Meehan, Don	Renwick, beth
Balaban, Susan	Cote, Diane	Goell, William	King, Linda	Meier, Dan	Rhinehart, Keith
Ballard, Denise	Croom/Tate, Carolyn/John	Goffman, Ethan	Kingsbury, Douglas	Melton, Kathryn	Rhomberg, Mark
Banerjee, Lakshmi	Cuff, Kermit	Goldfuss, Sandra	Kirchner, John	Mennel-Bell, Mari	Richey, Sharon
Bango, Nikki	Davis, Kathy	Goodman, Mark	Kornreich, David	Meservey, Rose Marie	Rios, Elisa
Barcott, Nick	Davis, Geneva	Grace, Ashley	Kretmar, Gerald	Mesney, Barbara	Robin, Jacqueline
Barker, Richard	Derry, P	Green, Arden	Kutilek, Mike	Mohr, Meredith	Robin, Etta
Barnes, Walter	Devers, Vickie	Grenard, Mark	L, S	Molinero, Cynthia	Roeske, Peggy
Bartolomeo, Kathy	Dimeo, Rocco	Hall, Holly	Lam, Phuong	Montapert, Anthony	Rohn, Diane
Bathcelor, Sue	Donegan, Heather	Hall, Emily	Landfield, Kathleen	Murphy, Linda	Rosenblum, Robert
Bee, Brandon	Donn, Marjory	Hanks, Laura	Lassow, Dina	Neff, Rosemary	Rosendorf, Linda
Bellano, Barbara	Douglas, Dianne	Hanmer, Noah	Lebert, Mary	Neft, Darrell	Russell, Robin
Bleckinger, Dana	Douma, Barb	Hansell, Connor	Leech, Nancy	Neilson, Jorden	Russo, Fiorella
Boggio, Frank	Downey, Deidre	Hanson, Art	Leiseroff, Miriam	Nelson, L	Ryden, Janice
Boguske, Matthew	Druch, Jerry	Haroutian, Peter	Lemp, Matt	Nester, John	Sanders, Christie
Bohn, Diana	Eargle, Geoffrey	Heiman, Isaac	Leslie, Richard	Nicholas, Jill	Sawyer, Rebecca
Bonar, Diane	Eden, Jonathan	Henderson, Sherrie	Lewis, Susan	Nierenberg, Susan	Scheer, David
Bovingdon, Amelia	Edinger, Iris	Hernday, A	Lisa, Tricia	Nillo, Christina	Schlotte, Jack
Boyer, David	Edwards, Cynthia	Hinz, Andrew	Lovejoy, Barbara	Nuccio, Sue	Schmidt, Diana
Brains, Jeffrey	Eli, Elana	Hirth, Carol	Lowe, Kimberly	Oatsvall, Melonee	Schueth, Steve
Briggs, William	Ellis, Anna	Holland, Charles	Lunsford, Jimmie	Ocopnick, Susan	Schweiss, Kraig and Valerie
Brooks, Mike	Erhorn, Walter	Horwitz, Terry and Martin	Lunz, Jackie	Orrick, Nicholas	Scoggins, Terry
Bruce, Marney	Ericson, Eric	Hsiung, Wanda	Lytle, Denise	Ortiz, Robert	Searless, Dave
Brugalette, Phillip	Esquivel Sr, Roberto	Huang, Winston	Macarthur, June	Oswald, Tim	Seaton, Alisha
Buchanan, Jennifer	Estrada, Felisha	Humphrey, Matthew	Manuel, Anne	P, E	Sells, Greg
Buckler, Daniel	Faletti, Diane	Hyden, Jacob	Margulies, Laura	Page, Cindy	Senegal, Aaron
Burgan, Renee	Field, Randi	Iacob, Noa	Marnin, Bryer	Painter, Joanne	Shapiro, Leo
Burton, Barabara	Fischer, Elaine	Iszauk, Steven	Martinson, Julie	Paruchuri, Rama	Sharber, Stacy

Shaw, Annie	Stringer, Rebecca	Varley, Kevin
Sheck, Sally	Sunflower, Susan	Volck, Will
Shneyer, David	Surovik-Bohnert, Margo	Walker, Maria
Shore, Elizabeth	Swiglo, Holly	Waller, Paul
Simon, Philip	Swinnwy, Brandi	Ward, Sheila
Sketo, Steve	Sylan, Stephan	Watts, Andy
Slaughter, Mary	Tanzi, Nancy	Weber, Ted
Smith, Joe	Taylor, Frances	Webster-Whyte, Jeannette
Smith, Judith	Teevan, John	Weinberger, Daniel
Smith, Michele	Tevelow, Carla	Weisman, Naomi
Smith, Stephanie	Thompson, John	Wells, Kimber
Smith, William	Thompson, Mary Ann	Werda, Steve
Smoyer, Elizabeth	Thompson, Susan	Wess, Roger
Sneed, DC	Titone, Theresa	Whitehead, Douglas
Somerville, Nancy	Toops, Connie	Whiteside, Francis
Sprague, Jax	Tornatore, James	Willey, Paula
Starr, Anna	Torney, Fred	Wnuk, Izabela
Stein, Cindy	Tran, Dat	Wolf, Rob
Stein, Marc	Tsao, Janet	Woodbridge, Bill
Steininger, Bob	Tungate, Shawna	
Stolz, Sally	Turner, Catherine	
Stone, Lisa	Tuscher, Ralph	
Stoneman, Nicki	Vancura, Pamela	

21. SDEIS FORM LETTER COMMENT	RESPONSE
<p>I'm writing as a Montgomery County resident who will be directly affected by MDOT's current proposal and want to make clear that I support the no-build option and oppose the I-495/I-270 toll-lane project. Those continuing to support this project have failed to provide any compelling evidence that the solution they are recommending will have the intended consequences or will successfully address the many transportation challenges we face.</p> <p>The two most egregious features of this proposal are:</p> <p>1) MDOT claims that private financing will pay the cost of the construction and taxpayers will pay "virtually nothing" is misleading--those of us who use the roads will be the ones who pay for it, through exorbitant tolls that will serve as the profits for the private contractor. (For example, given the approved yearly escalation rate, tolls for passenger vehicles could be over \$4/mile when the toll lanes open--which translates into \$50 tolls to go from George Washington Parkway to Shady Grove.) Additionally, as more information has been released about the deal, it is clear that the state has not done what is necessary to protect Maryland taxpayers from assuming significant financial risk. Should something go awry as the construction proceeds, I am very concerned that I, as a taxpayer, will be left holding the bag while the private contractor is certain to get their money.</p> <p>2) The proposed construction will have no meaningful long-term impact on addressing the transportation issues afflicting our region. The current situation is not something we can "toll" our way out of. The state should have the foresight to be making future-looking investments in transportation and transit, not simply putting a band-aid on our current problems. The "solution" of building more roads to decrease traffic has been tried again and again, in multiple metropolitan areas, and, at best, it is a short-term fix. We expect more from MDOT, and we deserve a transportation agency that will build smarter, not just more of the same.</p> <p>In addition to these overarching concerns, I would also like to reiterate several specific concerns raised by Citizens Against Beltway Expansion:</p> <ul style="list-style-type: none">-500 acres of tree canopy would be cut down.-15 parks would be harmed, including 3 national parks.-MDOT would not treat most of the stormwater runoff, which would further degrade local waterways.-MDOT did not analyze the impact on climate change.-There is no assessment of whether low-income communities or communities of color would suffer more of the harmful impacts.-The proposed high tolls for multi-axle trucks will shift semi-trailer traffic onto the general lanes, causing more--and more serious--accidents, extra wear and tear on the roads, and more trucks on secondary roads. <p>Please consider the serious negative impacts this proposal will have on local residents and all Maryland taxpayers and put an end to this ridiculous boondoggle.</p>	<p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p> <p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4.O for a response to safety considerations.</p>

Commenter Names (SDEIS Form Letter #21):

Dalle Nogare, Damian	Hvitved, Angela	McBee, Joshua	McBee, Erika	Pickett, Chris
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