

T.6 INDIVIDUAL COMMENT 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). Comments that were submitted by the public and not associated with an agency, business, community organization, elected official, or classified as a form letter have been responded to below. Duplicate comments have only been listed once, and therefore comment numbers are not sequential. Refer to Appendix T Section T.1 for agency comment responses, T.2 for community organization comment responses, T.3 for elected official comment responses, T.4 for business comment responses, and T.5 for form letter comment responses. For additional comment responses, refer to Chapter 9 of the FEIS.

T.6.A Draft Environmental Impact Statement Individual Comments and Responses

T.6.A.1 Draft Environmental Impact Statement Individual Comment Response Table

Commenter	#	Reference to Comment	Response
Aabel, Devota	I-840	Refer to Appendix T Page DEIS C-1 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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>
Aaronson, Wendy	I-1145	Refer to Appendix T Page DEIS C-2 thru 3 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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 3.1 for a response on Purpose and Need and teleworking.</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.G for a response to climate change considerations.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
Abeles, Nancy	I-1136	Refer to Appendix T Page DEIS C-4 thru 7 for your exact comment.	<p>Thank you for your comment on P3 projects, air quality, effects of the pandemic, traffic concerns, and environmental impacts. Regarding your comment on our project conflicting with TPB's Air Quality Conformance Analysis recordation is incorrect, the Study is included in the Air Quality Conformity Analysis that accompanies the Visualize 2045 Plan. That analysis showed that the transportation program, <u>which includes the Study</u>, would not cause or contribute to a violation of the Ozone NAAQS. The National Capital Region Transportation Planning Board (TPB) is currently updating the Visualize 2045 plan, to be completed in 2022.</p> <p>Refer to Appendix A & B of the FEIS for additional information on Traffic and MDOT SHA's Application for Interstate Access Point Approval.</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 3.1 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> <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.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.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.I for a response to construction impacts.</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 3.5 for a response to the P3 Program and Project Cost.</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 for a response on the NEPA approach, analysis, and impacts.</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> <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 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Abell Blake, Linda	I-443	Refer to Appendix T Page DEIS C-8 for your exact comment.	<p>Thank you for your comment concerning impacts to your property. As described in the Supplemental DEIS, your property is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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>
Abramowitz, Georgette	I-660	Refer to Appendix T Page DEIS C-9 for your exact comment.	<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>
Abramson, Allison	I-379	Refer to Appendix T Page DEIS C-10 for your exact comment.	<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Adams, Linda	I-701	Refer to Appendix T Page DEIS C-11 for your exact comment.	<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 3.6.A for a response on opposition to managed lanes or tolling public roads.</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 3.4.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Adams, Lowell	I-1085	Refer to Appendix T Page DEIS C-12 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Appendix T for the Washington Biologist Field Club comment response for additional responses to your comments.</p>
Adams, Miranda	I-1162	Refer to Appendix T Page DEIS C-13 for your exact comment.	<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p>

Commenter	#	Reference to Comment	Response
			<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.K for a response to impacts to properties and communities, including community facilities.</p>
Adelson, Ross	I-1230	Refer to Appendix T Page DEIS C–14 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Adkins, Grey	I-146	Refer to Appendix T Page DEIS C–15 thru 16 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Aguilera, Ana	I-1002	Refer to Appendix T Page DEIS C–17 for your exact comment.	<p>Thank you for your comment concerning impacts to the Upper Watts Branch Park and Woodley Gardens Park. The Preferred Alternative limits of disturbance, as shown in Appendix D of the Supplemental DEIS, would not result in physical impacts to Upper Watts Branch Park or Woodley Gardens Park. Sliver impacts to properties along I-270 within the Woodley Gardens neighborhood are proposed for elements such as roadside grading, on-site drainage and stormwater management, and noise barrier replacement/construction. These partial property acquisitions are considered ones that do not cause a business or residential relocation and have been assumed where a principle building of a residence, business, or community facility is located more than 20 feet from the Preferred Alternative limits of disturbance.</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.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 3.4.L for a response to public health impacts.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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.B for a response to Alternatives Not Retained for Detailed Study.</p>
Ailanthus, Caroline	I-1530	Refer to Appendix T Page DEIS C–18 for your exact comment.	<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>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Alagash, John	I-9	Refer to Appendix T Page DEIS C–19 for your exact comment.	MDOT SHA and FHWA reviewed and approved the work performed by the consultants. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Alaskari, Husain	I-547	Refer to Appendix T Page DEIS C–20 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Alderman, Elliott	I-235	Refer to Appendix T Page DEIS C–21 for your exact comment.	Thank you for your comment concerning impacts to the Forest Glean area, Sligo Creek, and Rock Creek Park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.
Alexander, Lisa	I-57	Refer to Appendix T Page DEIS C–22 for your exact comment.	Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. quality. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.
Ali, Ryana	I-844	Refer to Appendix T Page DEIS C–23 for your exact comment.	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 3.4.D for a response to Environmental Justice and equity concerns.
Allagood, Kelsey	I-1326	Refer to Appendix T Page DEIS C–24 for your exact comment.	Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.

Commenter	#	Reference to Comment	Response
Allen, Jan	I-1283	Refer to Appendix T Page DEIS C–25 for your exact comment.	<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.C for a response to analyses of parklands and historic resources.</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.M for a response to impacts to utilities and associated costs.</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 3.1 for a response on Purpose and Need and teleworking.</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>
Allen, Nicholas	I-1189	Refer to Appendix T Page DEIS C–26 for your exact comment.	<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.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 3.5 for a response to the P3 Program and Project Cost.</p>
Alsaffar, Lauri	I-751	Refer to Appendix T Page DEIS C–27 for your exact comment.	<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.G for a response to climate change considerations.</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.D for a response to Environmental Justice and equity concerns.</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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Altman, Peter	I-1090	Refer to Appendix T Page DEIS C–28 for your exact comment.	<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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</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.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.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>
Amalphy, Madeline	I-580	Refer to Appendix T Page DEIS C–29 for your exact comment.	<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.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 3.2.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 teleworking.</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.M for a response to impacts to utilities and associated costs.</p>
Aman, Emmalee	I-1531	Refer to Appendix T Page DEIS C–30 for your exact comment.	<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.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 3.7 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> <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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>
Amann, Paula	I-1190	Refer to Appendix T Page DEIS C–31 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commenter	#	Reference to Comment	Response
			<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.F for a response to adverse impacts to air quality.</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.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>
Ambler, Anne	I-1327	Refer to Appendix T Page DEIS C–32 thru 35 for your exact comment.	<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 3.1 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> <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.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.M for a response to impacts to utilities and associated costs.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Ament, Anne	I-935	Refer to Appendix T Page DEIS C–36 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Amin, Ramin	I-1292	Refer to Appendix T Page DEIS C–37 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Anderson, David	I-779	Refer to Appendix T Page DEIS C-38 for your exact comment.	Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Andreev, Andrey	I-599	Refer to Appendix T Page DEIS C-39 for your exact comment.	Thank you for your comment concerning traffic noise. As described in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, support for the construction of noise barriers throughout the corridor is warranted. Noise analysis follows the noise policy and guidelines as set forth by MDOT SHA in their Highway Noise Abatement Planning and Engineering Guidelines. The noise policy and guidelines are based upon the provisions contained in Title 23 of the Code of Federal Regulations Part 772 (23 CFR 772), Procedures for Abatement of Highway Traffic Noise and Construction Noise and the Federal Highway Administration (FHWA) report FHWA-HEP-10-025, Highway Traffic Noise: Analysis and Abatement Guidance and subsequent revisions. MDOT SHA developed their Highway Noise Abatement Planning and Engineering Guidelines to provide detailed implementation guidance, critical background information, rationale, and other comprehensive criteria associated with a highway noise study for Federally funded projects in the state of Maryland. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.
Andreev, Andrey	I-661	Refer to Appendix T Page DEIS C-40 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Andriessens, Namrata	I-909	Refer to Appendix T Page DEIS C-41 for your exact comment.	Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.
Ankrapp, Sarah	I-957	Refer to Appendix T Page DEIS C-42 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.6A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.

Commenter	#	Reference to Comment	Response
Anonymous	I-918	Refer to Appendix T Page DEIS C-43 thru 44 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study.
Anonymous	I-1121	Refer to Appendix T Page DEIS C-45 thru 46 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.4.I for a response to construction impacts. 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.
Anonymous	I-1512	Refer to Appendix T Page DEIS C-47 thru 48 for your exact comment.	Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic. Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Applestein, Eliot	I-816	Refer to Appendix T Page DEIS C-49 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Arcieri, Bill	I-1034	Refer to Appendix T Page DEIS C-50 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.

Commenter	#	Reference to Comment	Response
Arcieri, Diane	I-780	Refer to Appendix T Page DEIS C–51 for your exact comment.	<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.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 3.4.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 3.5 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Arenas, Carmen	I-659	Refer to Appendix T Page DEIS C–52 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Arevalo, Ann	I-1517	Refer to Appendix T Page DEIS C–53 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p>
Aronson, Scott	I-1284	Refer to Appendix T Page DEIS C–54 for your exact comment.	<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 3.4.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>
Artemis, Diana	I-781	Refer to Appendix T Page DEIS C–55 for your exact comment.	<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.B for a response to Alternatives Not Retained for Detailed Study.</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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>

Commenter	#	Reference to Comment	Response
Artrip, Joseph	I-162	Refer to Appendix T Page DEIS C-56 for your exact comment.	<p>Thank you for your comment on the I-270 Pre NEPA study. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</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.B for a response to traffic modeling and analysis.</p>
Arveson, Paul	I-306	Refer to Appendix T Page DEIS C-57 for your exact comment.	<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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Ashford, Richard	I-508	Refer to Appendix T Page DEIS C-58 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Ashurst, Stephen	I-573	Refer to Appendix T Page DEIS C-59 for your exact comment.	<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.B for a response to Alternatives Not Retained for Detailed Study.</p>
Atchison, Giorgia	I-108	Refer to Appendix T Page DEIS C-60 for your exact comment.	<p>Thank you for your comment concerning impacts to your property in Silver Spring, Maryland. As described in the Supplemental DEIS, your property is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.4.G for a response to climate change considerations.</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.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>
Atlas, Michael	I-937	Refer to Appendix T Page DEIS C-61 for your exact comment.	<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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>

Commenter	#	Reference to Comment	Response
Atrakchi, Falah	I-381	Refer to Appendix T Page DEIS C–62 for your exact comment.	<p>Thank you for your comment concerning impacts to the Rockshire neighborhood. The Preferred Alternative, as described in the Supplemental DEIS, does not result in any full acquisitions or residential or business displacements; therefore, no homes would be taken due to the proposed roadway widening. Sliver impacts to properties along I-270 are proposed for elements such as roadside grading, retaining wall construction, on-site drainage and stormwater management, and noise barrier replacement/construction. These partial property acquisitions are considered ones that do not cause a business or residential relocation and have been assumed where a principle building of a residence, business, or community facility is located more than 20 feet from the Preferred Alternative limits of disturbance.</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, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Atwell, Charles	I-521	Refer to Appendix T Page DEIS C–63 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Ausema, John	I-662	Refer to Appendix T Page DEIS C–64 for your exact comment.	<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 3.3.D 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.K for a response to impacts to properties and communities, including community facilities.</p>
Ausura, Robert	I-237	Refer to Appendix T Page DEIS C–65 for your exact comment.	<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> <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>
Autrey, Tom	I-859	Refer to Appendix T Page DEIS C–66 for your exact comment.	<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Avagyan, Davit	I-782	Refer to Appendix T Page DEIS C–67 for your exact comment.	<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 3.4.P for a response to impacts on the regional economy.</p>

Commenter	#	Reference to Comment	Response
Avery, Carolyn	I-926	Refer to Appendix T Page DEIS C-68 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Avin, Uri	I-1057	Refer to Appendix T Page DEIS C-69 thru 97 for your exact comment.	Thank you for your comment and results of a study completed by the University of Maryland's National Center for Smart Growth. The project team has reviewed the study and has taken its recommendations into consideration. In general, the technical findings are similar to those developed by MDOT SHA for this project. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Azriel, Merryl	I-613	Refer to Appendix T Page DEIS C-98 for your exact comment.	Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.
Babar, Nirmal	I-451	Refer to Appendix T Page DEIS C-99 for your exact comment.	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 3.4.K for a response to impacts to properties and communities, including community facilities.
Babashan, Gloria	I-1114	Refer to Appendix T Page DEIS C-100 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Babashan, Gloria	I-1328	Refer to Appendix T Page DEIS C-101 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Bagin, Carolyn	I-1021	Refer to Appendix T Page DEIS C-102 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.

Commenter	#	Reference to Comment	Response
Bagin, Richard	I-1000	Refer to Appendix T Page DEIS C–103 for your exact comment.	Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Baker, Carol	I-783	Refer to Appendix T Page DEIS C–104 for your exact comment.	Refer to Chapter 9, Section 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.4.L for a response to public health impacts.
Baker, Chris	I-784	Refer to Appendix T Page DEIS C–105 for your exact comment.	Refer to Chapter 9, Section 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.4.L for a response to public health impacts.
Baldwin, June	I-1065	Refer to Appendix T Page DEIS C–106 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study.
Baldwin, June	I-1122	Refer to Appendix T Page DEIS C–107 for your exact comment.	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	#	Reference to Comment	Response
			<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Baldwin, Stephen	I-708	Refer to Appendix T Page DEIS C–108 thru 110 for your exact comment.	<p>Thank you for your comment concerning adverse impacts. Regarding your comment on Morningstar Tabernacle No.88 Moses Hall and Cemetery, MDOT SHA has been continuing investigation of the Morningstar Tabernacle No.88 Moses Hall and Cemetery, and consultation with community representatives since publication of the DEIS. Based on the current historic boundary, the Preferred Alternative will avoid direct impacts to the Morningstar Tabernacle No. 88 Moses Hall and Cemetery. Additionally, no atmospheric, audible, or visual effects to the property have been identified from the Preferred Alternative. No diminishment of location, design, setting, materials, workmanship, feeling or association has been found in these areas. The project will be governed by a programmatic agreement, including a treatment plan that specifies the methods, limits and consultation procedures for further investigation of areas with the potential for additional burials outside of the current historic boundary, no specific determination of effects to the Morningstar Tabernacle No. 88 Moses Hall and Cemetery will be made at this time, and will be made following completion of the additional investigations specified in the programmatic agreement and treatment plan (Refer to FEIS, Appendix J).</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.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.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.I for a response to construction impacts.</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> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Bannett, Melissa	I-1285	Refer to Appendix T Page DEIS C–111 for your exact comment.	<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.G for a response to climate change considerations.</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 3.3.D 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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>

Commenter	#	Reference to Comment	Response
Bannister, Tom	I-385	Refer to Appendix T Page DEIS C–112 thru 113 for your exact comment.	<p>Thank you for your comment concerning impacts to the Polish Club property and its surrounding areas. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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.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 3.4.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 3.4.K for a response to impacts to properties and communities, including community facilities.</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 3.1 for a response on Purpose and Need.</p>
Banta, William	I-1001	Refer to Appendix T Page DEIS C–114 for your exact comment.	<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 3.2.B for a response to Alternatives Not 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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Barbieri, Kristine	I-292	Refer to Appendix T Page DEIS C–115 for your exact comment.	<p>Thank you for your comment on impacts to North College Park and the Greenbelt Metro Station. As described in the Supplemental DEIS, this area and facility is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p>
Bargman, Yefim	I-386	Refer to Appendix T Page DEIS C–116 for your exact comment.	<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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Barham, Jeff	I-1337	Refer to Appendix T Page DEIS C–117 thru 118 for your exact comment.	<p>Thank you for your comment concerning impacts to the Indian Spring neighborhood. As described in the Supplemental DEIS, this neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<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.C for a response to analyses of parklands and historic resources.</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 3.4.L for a response to public health 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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Barman, Scott	I-23	Refer to Appendix T Page DEIS C–119 thru 120 for your exact comment.	<p>Thank you for your comment on the DEIS. When posted on the program website the I-495 & I-270 P3 Program Managed Lane Study Draft Environmental Impact Statement (DEIS) met the federal and state accessibility requirements. However, in response to your comment received, there were improvements made to enhance the 508 accessibility and were reposted on the program website. The same enhanced 508 accessible requirements were also applied to the Supplement DEIS files posted on the website. No formal complaints on accessibility of files have been received.</p> <p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p>
Barnette, Perish	I-96	Refer to Appendix T Page DEIS C–121 for your exact comment.	<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>
Barone, Gary	I-998	Refer to Appendix T Page DEIS C–122 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Barone, Steve	I-1006	Refer to Appendix T Page DEIS C–123 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>
Barone, Suzanne	I-1329	Refer to Appendix T Page DEIS C–124 thru 126 for your exact comment.	<p>Thank you for your comment concerning impacts to your property and the Locust Hill Estates neighborhood. As described in the Supplemental DEIS, this neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</p>

Commenter	#	Reference to Comment	Response
			<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.I for a response to construction 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.M for a response to impacts to utilities and associated costs.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Barrera-Oro, Julio	I-356	Refer to Appendix T Page DEIS C–127 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Barrera-Oro, Maria	I-400	Refer to Appendix T Page DEIS C–128 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</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.C for a response to analyses of parklands and historic resources.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Barrett, Linda	I-1123	Refer to Appendix T Page DEIS C–129 for your exact comment.	<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.D for a response to Environmental Justice and equity concerns.</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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>

Commenter	#	Reference to Comment	Response
			<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.M for a response to impacts to utilities and associated costs.</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.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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p>
Barrows, Edward	I-1200	Refer to Appendix T Page DEIS C–130 for your exact comment.	<p>We appreciate the ecological importance of Plummers Island and the greater Potomac Gorge, which include rare habitats and rare, threatened, and endangered (RTE) organisms. We acknowledge that the long-term biological studies conducted on and around the island have contributed to the understanding of these important habitats and the wildlife they support and impacts would not only impact these diverse habitats and wildlife, but would affect a place that is important to many people for recreation. MDOT SHA has limited impact to Plummers Island and the Potomac Gorge to the greatest extent practicable, while maintaining constructability of the project. MDOT SHA conducted a four-season RTE plant survey in 2020 to identify the RTE plant species located within the project area. MDOT SHA is coordinating closely with NPS to develop an ecosystem restoration plan to limit impacts as much as possible and mitigate for impacts that cannot be avoided and will continue to coordinate with the Washington Biologists Field Club to ensure your concerns are heard and responded to.</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.J for a response to impacts to greenspace and/or wildlife habitat.</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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Appendix T for the Washington Biologist Field Club comment response for additional responses to your comments.</p>
Barsky, George	I-285	Refer to Appendix T Page DEIS C–143 thru 150 for your exact comment.	<p>Thank you for your extensive comments. 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.A for a response to Analysis of Alternatives 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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
			<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.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4.A for a response to Limits of Disturbance.</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.M for a response to impacts to utilities and associated costs.</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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Barsky, George	I-147	Refer to Appendix T Page DEIS C–131 for your exact comment.	The Preferred Alternative will not impact the USPS as indicated in this comment.
Barsky, George	I-148	Refer to Appendix T Page DEIS C–132 thru 133 for your exact comment.	Refer to your comment above, number I-285, for a response to your comment.
Barsky, George	I-16	Refer to Appendix T Page DEIS C–134 for your exact comment.	Refer to your comment above, number I-285, for a response to your comment.
Barsky, George	I-230	Refer to Appendix T Page DEIS C–142 for your exact comment.	Refer to your comment above, number I-285, for a response to your comment.
Barsky, George	I-68	Refer to Appendix T Page DEIS C–141 for your exact comment.	Refer to your comment above, number I-285, for a response to your comment.
Barsky, George	I-69	Refer to Appendix T Page DEIS C–135 thru 136 for your exact comment.	Refer to your comment above, number I-285, for a response to your comment.
Barsky, George	I-785	Refer to Appendix T Page DEIS C–137 for your exact comment.	Refer to your comment above, number I-285, for a response to your comment.

Commenter	#	Reference to Comment	Response
Barsky, George	I-1035	Refer to Appendix T Page DEIS C–138 for your exact comment.	Refer to your comment above, number I-285, for a response to your comment.
Barsky, George	I-1330	Refer to Appendix T Page DEIS C–140 for your exact comment.	Refer to your comment above, number I-285, for a response to your comment.
Barsky, George	I-1286	Refer to Appendix T Page DEIS C–139 for your exact comment.	<p>Thank you for your comment. MDOT SHA considered four separate, standalone 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 alternatives would address existing traffic or long-term traffic growth on I-495 and I-270.</p> <p>With respect to either heavy or light rail alternatives, the 2002 Capital Beltway/Purple Line Study (2002 Study) analyzed circumferential rail corridors (approximately 42 miles) along the Capital Beltway Corridor. This analysis concluded: “Congestion on the Beltway itself as well as demand on the other transportation facilities is so great that no single highway or transit improvement will provide significant relief to the long-term demand,” (2002 Study, page S-17). It was also recommended that studies of the highway and transit alternatives be conducted separately because transit operates more efficiently if it serves areas where people live and work. Refer to DEIS, Appendix B. This analysis also stressed the basic fact that people do not live and work “on the Beltway” and that transit options generally service users by directly connecting activity (housing and work) locations.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Bartelt, Jeannette	I-86	Refer to Appendix T Page DEIS C–151 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Barthel, Nathan	I-760	Refer to Appendix T Page DEIS C–152 for your exact comment.	<p>Thank you for your comment on construction impacts, environmental impacts, autonomous vehicles, and costs. For your comment regarding autonomous vehicles, the expected influx of connected and autonomous vehicles (CAVs) will impact future traffic operations on all roads in Maryland, including I-495 and I-270. MDOT SHA participates in a statewide CAV working group (https://mva.maryland.gov/safety/Pages/MarylandCAV.aspx) to stay up to date on the latest research and industry projections. At this time, there are too many unknowns regarding how CAVs could affect demand and capacity to include CAVs directly in the traffic forecasts. Capacity will likely increase as vehicle spacing decreases, but the magnitude of the capacity increase is difficult to quantify based on the current research. Also, the benefits of more vehicles per lane may be offset by a potential increase in demand on the transportation network for some types of auto trips, including "mobility as a service" trips (people that can't afford their own car, but could call an autonomous vehicle for a solo trip) and "deadhead" trips (trips where the autonomous vehicle is empty, traveling to a parking lot or to the next pickup point). Therefore, the traffic projections for this Study apply traditional forecasting techniques, while being cognizant of the potential CAV impacts. However, it is anticipated that this project will be adaptable to accommodate CAVs because the proposed managed lanes will create a controlled environment with physical separation, new pavement, and clear delineations, features that are conducive to CAV use.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Barthel, Nathan	I-1159	Refer to Appendix T Page DEIS C–153 for your exact comment.	<p>Thank you for your comment on the traffic modeling. The modeling methodology is described in Section 3.1.1 of the DEIS and in more detail in Appendix C of the DEIS (Traffic Technical Report), specifically in Chapter 2. The organization that developed the regional forecasting model is the Metropolitan Washington Council of Governments (MWCOCG) and provided the latest version of the model to MDOT SHA to conduct project-specific forecasts for this study, as is standard practice.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
Bartlett, Olivia	I-1331	Refer to Appendix T Page DEIS C–154 thru 156 for your exact comment.	<p>Thank you for your comments. Maryland’s Traffic Relief Plan is statewide and includes I-95, I-695, I-495, I-270, MD 295, and the Smart Signals Program. Overall, this plan includes three elements: P3 Program, Baltimore Area Traffic Relief Plan, and Smart Traffic Signals. The Study focuses specifically on one element of that plan in one region of the state. The intent of the I-495 & I-270 P3 Program is to reduce congestion on I-495 and I-270 by seeking input from the private sector to design, build, finance, operate, and maintain improvements along the corridors. The plan is focused on transforming these overloaded interstates to allow people to reach their destinations faster and to remove overflow traffic from the local roads.</p> <p>The geographic scope of the Study, while large, is distinctly defined. It includes 37 miles of I-495 and 11 miles of I-270. Consistent with CEQ NEPA regulations 40 CFR 1502.4(a) and 1508.25(a), as well as FHWA NEPA regulations at 23 CFR 771.111(f), MDOT SHA and FHWA have identified the Study as an independent action that may proceed regardless of whether other actions of the Traffic Relief Plan or P3 Program are implemented.</p> <p>Furthermore, the identified scope of the Study has been sufficiently defined to be advanced with a project-level NEPA document. Consistent with FHWA regulations, other proposed actions, such as potential improvements to I-270 from I-370 to I-70, have been determined to possess independent utility from the Study (and other actions in the TRP and P3 Program) and thus will require separate project-level NEPA documents.</p> <p>Specifically, regarding your comment on the upper part of I-270. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge. While the Monocacy National Battlefield is an important resource, it is not the reason that MDOT SHA is completing separate studies.</p> <p>The Study termini are based on major traffic generation points. At the northern terminus, I-370 links MD 200 (the Intercounty Connector), a major east-west tolled highway and traffic generator, with I-270. The average annual daily traffic volume on I-270 north of I-370 and MD 117 is approximately 10 percent less than the volume south of I-370 in existing conditions, indicating that a significant portion of traffic on I-270 comes from and goes to I-370.</p> <p>This Preferred Alternative with the Phase 1 South limits was identified after coordination with partner agencies, the public and stakeholders to respond directly to feedback received on the DEIS, and to align the NEPA approval with the P3 Program planned project phased delivery and permitting approach. While the Preferred Alternative does not include improvements to the remaining parts of I-495 within the Study limits, improvements on the remainder of the interstate system may still be needed in the future. Any such improvements would advance separately and would be subject to additional environmental studies and analysis and collaboration with the public, stakeholders and agencies.</p> <p>As part of the Study, the indirect and cumulative effects analysis was completed with the FEIS. The indirect and cumulative effects analysis considers the northern part of Montgomery County and Frederick County. Refer to FEIS, Chapter 5, Section 5.22 for details.</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.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 3.4.H for a response to noise impacts and mitigation.</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.D for a response to Environmental Justice and equity concerns.</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.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	#	Reference to Comment	Response
			<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 3.5 for a response to the P3 Program and Project Cost.</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 for a response on the NEPA approach, analysis, and impacts.</p>
Bartolomeo, Kathleen	I-1356	Refer to Appendix T Page DEIS C–157 for your exact comment.	<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.F for a response to adverse impacts to air quality.</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.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.H for a response to noise impacts and mitigation.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p>
Bassich, Ashley	I-1176	Refer to Appendix T Page DEIS C–158 for your exact comment.	<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Basu, Rebecca	I-1361	Refer to Appendix T Page DEIS C–159 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Batt, Becky	I-399	Refer to Appendix T Page DEIS C–160 for your exact comment.	<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> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
			<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.M for a response to impacts to utilities and associated costs.</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.K for a response to impacts to properties and communities, including community facilities.</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.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 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Batt, Rebecca	I-740	Refer to Appendix T Page DEIS C–161 thru 163 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Batt, Rebecca	I-1019	Refer to Appendix T Page DEIS C–164 thru 165 for your exact comment.	<p>Refer to Chapter 9, Section 3.6A for a response on opposition to managed lanes or tolling public roads.</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.M for a response to impacts to utilities and associated costs.</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.B for a response to traffic modeling and analysis.</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.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>

Commenter	#	Reference to Comment	Response
			<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Batteli, Anthony	I-612	Refer to Appendix T Page DEIS C–166 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Bauer, Lauren	I-1013	Refer to Appendix T Page DEIS C–167 for your exact comment.	<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>
Baughman, James	I-614	Refer to Appendix T Page DEIS C–168 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Baughman, Karen	I-584	Refer to Appendix T Page DEIS C–169 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Bawer, Kenneth	I-151	Refer to Appendix T Page DEIS C–170 for your exact comment.	<p>Thank you for your comment concerning the Purpose and Need, public transit climate change, and stormwater runoff. Regarding your comment on stormwater runoff, impacts to local waterways will be minimized for any of the alternatives due to the strict permitting requirements in Maryland. Permitting requirements include: controlling stormwater runoff for the 10-year storm to match existing conditions, providing water quality treatment for all new impervious area and 50% of reconstructed existing impervious area to match the runoff characteristics of woods in good condition and managing the 2-year storm during construction so that sediment is not released to local waterways.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</p> <p>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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>

Commenter	#	Reference to Comment	Response
Beavers, Bonnie	I-1172	Refer to Appendix T Page DEIS C–171 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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>
Becker, Krisna	I-116	Refer to Appendix T Page DEIS C–172 for your exact comment.	<p>Thank you for your comment on climate change and air quality and project cost. The latest version of the EPA MOVES model (MOVES version 3.0.1, or MOVES3) was used to analyze GHG emissions for the preferred alternative.</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> <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>
Beecham, Megan	I-37	Refer to Appendix T Page DEIS C–173 for your exact comment.	<p>Refer to Chapter 9, Section 8 for a response to your comment.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Belanger, Brian	I-640	Refer to Appendix T Page DEIS C–174 for your exact comment.	<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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Belanger, Dian	I-654	Refer to Appendix T Page DEIS C–175 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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>

Commenter	#	Reference to Comment	Response
			<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 3.2.B for a response to Alternatives Not 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.B for a response to traffic modeling and analysis.</p>
Bell, Alana	I-1108	Refer to Appendix T Page DEIS C–176 thru 177 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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.G for a response to climate change considerations.</p>
Belles, Chris	I-372	Refer to Appendix T Page DEIS C–178 for your exact comment.	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.
Benderly, Jordan	I-938	Refer to Appendix T Page DEIS C–179 for your exact comment.	<p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Berk, Craig	I-896	Refer to Appendix T Page DEIS C–180 for your exact comment.	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.
Berry, Janet	I-1287	Refer to Appendix T Page DEIS C–181 for your exact comment.	<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.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 3.1 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> <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 teleworking.</p>
Berzon, Rick	I-549	Refer to Appendix T Page DEIS C–182 for your exact comment.	<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>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Bialek, Janna	I-401	Refer to Appendix T Page DEIS C–183 for your exact comment.	<p>Thank you for your comment concerning impacts to your property, neighborhood, and Rock Creek Park. As described in the Supplemental DEIS, your property, neighborhood and resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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.K for a response to impacts to properties and communities, including community facilities.</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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.A for a response to Limits of Disturbance.</p>
Bialek, Janna	I-786	Refer to Appendix T Page DEIS C–184 for your exact comment.	<p>Thank you for your comment concerning impacts to your property on Glenmoor Drive. As described in the Supplemental DEIS, your property, North Chevy Chase, and Rock Creek Park is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.A for a response to Limits of Disturbance.</p>
Bialek, Janna	I-1288	Refer to Appendix T Page DEIS C–185 thru 186 for your exact comment.	<p>Thank you for your comment concerning impacts to your neighborhood. As described in the Supplemental DEIS, your neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>MDOT and FHWA recognize that intermittent noise is an impact of the traffic conditions and appreciate your observations and concerns regarding the natural resources in your area. Please also note that MDOT and FHWA did not promote that the ICC was intended to address congestion on the beltway.</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.H for a response to noise impacts and mitigation.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Bialek, Ron	I-402	Refer to Appendix T Page DEIS C–187 for your exact comment.	<p>Thank you for your comments on impacts to public health, EJ populations, and air quality. Impacts to EJ populations (block groups) have been substantially reduced due to the selection of the Preferred Alternative/Phase 1 South limits in the SDEIS. Previously in the DEIS, 111 block groups were identified as EJ populations. In the SDEIS and FEIS under the 12-mile Preferred Alternative/Phase 1 South limits, 16 block groups were identified as EJ populations. This resulted in a reduction from 55 percent EJ populations to 24 percent EJ populations between the DEIS and the SDEIS/FEIS. Under the Preferred Alternative, impacts to 95 EJ block groups are avoided.</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.L for a response to public health impacts.</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.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.</p>
Bialek, Ron	I-1332	Refer to Appendix T Page DEIS C–188 thru 191 for your exact comment.	<p>Thank you for your comment on public health and hazardous waste. Regarding your comment on hazardous waste, since the publication of the DEIS, a detailed review of the potential for hazardous materials and contaminate mobilization during construction for the Preferred Alternative was conducted for the SDEIS. Prior to acquisition of right-of-way and construction, Preliminary Site Investigations (PSIs) would be conducted to further investigate properties within and in the vicinity of the Preferred Alternative LOD that have a high potential for mitigation contaminated materials exposed during construction activities (refer to Section 5.10 of the FEIS for additional details). Proposed investigation for the high concern sites should adequately characterize surficial and subsurface soils, as well as groundwater, if anticipated to be encountered. Example locations would consider locations of previous releases, former/current/abandoned storage tanks, and inferred groundwater flow, as well as proposed soil/groundwater disturbance during construction. The Developer would be required to use best management practices to minimize the release of any hazardous materials during construction.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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.D for a response to Environmental Justice and equity concerns.</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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.O for a response to safety considerations.</p>

Commenter	#	Reference to Comment	Response
Bick, Bonnie	I-1338	Refer to Appendix T Page DEIS C–192 for your exact comment.	<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>Maryland requires that water quality treatment and quantity management be provided for all new pavement, therefore minimizing the impacts that this project will have on downstream waters, including the Chesapeake Bay. Maryland also requires that a minimum of 50 percent of existing reconstructed pavement be treated for water quality, therefore reducing the cumulative effect of untreated runoff downstream and ultimately to the Chesapeake Bay.</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>
Biedscheid, Gail	I-709	Refer to Appendix T Page DEIS C–193 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Bielaus, Edward	I-1039	Refer to Appendix T Page DEIS C–194 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Billingsley, Peter	I-988	Refer to Appendix T Page DEIS C–195 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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.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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Bingham, Libby	I-1048	Refer to Appendix T Page DEIS C–196 for your exact comment.	<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 3.1 for a response on Purpose and Need and teleworking.</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>
Biscoe, Melanie	I-1245	Refer to Appendix T Page DEIS C–197 for your exact comment.	<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>

Commenter	#	Reference to Comment	Response
			<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.K for a response to impacts to properties and communities, including community facilities.</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 3.2.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, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Blais, Catherine	I-1333	Refer to Appendix T Page DEIS C–198 thru 199 for your exact comment.	<p>Thank you for your comment concerning impacts to Silver Spring neighborhoods, the Silver Spring YMCA, and Montgomery Blair High School. As described in the Supplemental DEIS, these neighborhoods and facilities are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.1 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.K for a response to impacts to properties and communities, including community facilities.</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.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.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 3.5 for a response to the P3 Program and Project Cost.</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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Blanchard, Simon	I-551	Refer to Appendix T Page DEIS C–200 for your exact comment.	<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 3.4.H for a response to noise impacts and mitigation.</p>
Bleck, Andrew	I-1334	Refer to Appendix T Page DEIS C–201 for your exact comment.	<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	#	Reference to Comment	Response
Bliss, Max	I-653	Refer to Appendix T Page DEIS C–202 for your exact comment.	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.
Bliss, Vanessa	I-1209	Refer to Appendix T Page DEIS C–203 for your exact comment.	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.
Blum, Phyllis	I-12	Refer to Appendix T Page DEIS C–204 for your exact comment.	Thank you for your comment from Markwood Citizens in Wheaton, Maryland. As described in the Supplemental DEIS, this community is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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. Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.
Bochicchio, Jill	I-1289	Refer to Appendix T Page DEIS C–205 thru 210 for your exact comment.	Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.
Boice, L	I-110	Refer to Appendix T Page DEIS C–211 for your exact comment.	Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.

Commenter	#	Reference to Comment	Response
Boles, Margaret	I-403	Refer to Appendix T Page DEIS C–212 for your exact comment.	<p>Thank you for your comment concerning impacts to the areas around Paint Branch Creek, Greenbelt, New Carrollton, Branch Avenue, and Route 50 interchanges. As described in the Supplemental DEIS, these resources and facilities are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on wetlands and waterways, the project team has worked with the regulatory agencies over a 4-year period to avoid and minimize impacts to wetlands and waterways to the greatest extent practicable during the planning phase of this project. The effort to minimize impacts will continue in final design and the Developer will be incentivized to limit impacts as much as possible.</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.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.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.J for a response to impacts to greenspace and/or wildlife habitat.</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.K for a response to impacts to properties and communities, including community facilities.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>
Boles, Margaret	I-1335	Refer to Appendix T Page DEIS C–213 thru 215 for your exact comment.	<p>Thank you for your comment concerning impacts to resources in Prince George’s County. As described in the Supplemental DEIS, Prince George’s County is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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. 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.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.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>

Commenter	#	Reference to Comment	Response
			<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.J for a response to impacts to greenspace and/or wildlife habitat.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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.L for a response to public health impacts.</p>
Bonnette, Olivia	I-513	Refer to Appendix T Page DEIS C–216 for your exact comment.	<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 3.4.H for a response to noise impacts and mitigation.</p>
Boros, Joan	I-537	Refer to Appendix T Page DEIS C–217 for your exact comment.	<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.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.B for a response to traffic modeling and analysis.</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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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.M for a response to impacts to utilities and associated costs.</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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>

Commenter	#	Reference to Comment	Response
Borovsky, Yuri	I-777	Refer to Appendix T Page DEIS C–218 for your exact comment.	<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 3.4 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p>
Borror, Kristina	I-298	Refer to Appendix T Page DEIS C–219 for your exact comment.	<p>Thank you for your comment on air impacts, project costs, and displacements. The Preferred Alternative, Alternative 9 – Phase 1 South, avoids all residential and commercial displacements.</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.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 3.5 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.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.L for a response to public health impacts.</p>
Bowen, Ethan	I-746	Refer to Appendix T Page DEIS C–220 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Bowie, Tanara	I-1339	Refer to Appendix T Page DEIS C–221 thru 222 for your exact comment.	<p>Thank you for your comment concerning impacts to communities and resources in Prince George’s County. As described in the Supplemental DEIS, Prince George’s County is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.L for a response to public health impacts.</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.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>

Commenter	#	Reference to Comment	Response
			<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.D for a response to Environmental Justice and equity concerns.</p>
Bowker, Ann	I-663	Refer to Appendix T Page DEIS C–223 thru 224 for your exact comment.	<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.D for a response to Environmental Justice and equity concerns.</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 for a response on the NEPA approach, analysis, and impacts.</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.H for a response to noise impacts and mitigation.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Boyer, Laura	I-1336	Refer to Appendix T Page DEIS C–225 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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.G for a response to climate change considerations.</p>
Boykin, William	I-787	Refer to Appendix T Page DEIS C–226 for your exact comment.	<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.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 3.4.I for a response to construction impacts.</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>

Commenter	#	Reference to Comment	Response
			<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Brach, Cecile	I-515	Refer to Appendix T Page DEIS C–227 for your exact comment.	<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 3.1 for a response on Purpose and Need and teleworking.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p>
Braden, Dennis and Lisa	I-741	Refer to Appendix T Page DEIS C–228 thru 229 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Braider, Jessica	I-1060	Refer to Appendix T Page DEIS C–230 for your exact comment.	<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> <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>
Brandt, Elizabeth	I-423	Refer to Appendix T Page DEIS C–231 for your exact comment.	<p>Thank you for your comment concerning safety impacts to Chevy Chase and Connecticut Avenue. As described in the Supplemental DEIS, these roadways are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.4.O for a response to impacts to safety 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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Breen, Nancy	I-1275	Refer to Appendix T Page DEIS C–232 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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.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>
Brenner, Linda	I-152	Refer to Appendix T Page DEIS C–233 for your exact comment.	<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 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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Bricmont, Patricia	I-1195	Refer to Appendix T Page DEIS C–234 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Briggs, Anton	I-554	Refer to Appendix T Page DEIS C–235 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Bright, Roselie	I-1340	Refer to Appendix T Page DEIS C–236 thru 237 for your exact comment.	<p>Thank you for your comment on climate change impacts, congestions, air quality, and other environmental impacts. Regarding your comment on traffic congestion on Route 28, MDOT SHA concurs that Route 28 is already heavily congested and therefore no new access is being proposed at the I-270/MD 28 interchange as part of this project. The ramp metering that was recently installed on the southbound ramp is part of a separate project, which includes queue detection to prevent traffic from backing into the cross streets.</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.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>

Commenter	#	Reference to Comment	Response
			<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.B for a response to traffic modeling and analysis.</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.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.K for a response to impacts to properties and communities, including community facilities.</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 3.1 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 for a response on the NEPA approach, analysis, and impacts.</p>
Briglia, David	I-730	Refer to Appendix T Page DEIS C–238 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</p>
Brindle, Cybrind	I-664	Refer to Appendix T Page DEIS C–239 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Broadwell, Lawrence and Marianne	I-967	Refer to Appendix T Page DEIS C–240 for your exact comment.	<p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>
Brochman, Mark	I-1341	Refer to Appendix T Page DEIS C–241 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Stream Valley Park and Greenbelt Park. As described in the Supplemental DEIS, these parks are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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	#	Reference to Comment	Response
Broder, Caroline	I-305	Refer to Appendix T Page DEIS C–243 for your exact comment.	<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 3.3.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>
Broder, Caroline	I-41	Refer to Appendix T Page DEIS C–242 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Brooks, Gayle	I-963	Refer to Appendix T Page DEIS C–244 for your exact comment.	<p>Refer to Chapter 9, Section 3.6A for a response on opposition to managed lanes or tolling public roads.</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.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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Brooks, Karen	I-18	Refer to Appendix T Page DEIS C–245 for your exact comment.	<p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p>
Brown, James	I-520	Refer to Appendix T Page DEIS C–246 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Brown, Lauren	I-404	Refer to Appendix T Page DEIS C–247 for your exact comment.	<p>Thank you for your comment on environmental impacts. Maryland and Virginia stormwater regulations will be met by this project and these regulations protect water quality of local waterways and wetlands. The project will maximize onsite stormwater management to the extent practicable and all stormwater quantity requirements will be met onsite. The portion of the stormwater quality requirements that cannot be met onsite will be met offsite as detailed in the Compensatory Stormwater Mitigation Plan that was appended to the SDEIS and a final draft will be appended to the FEIS. State regulations require that stormwater be met within affected watersheds and this project will adhere to these regulations. The Maryland Department of the Environment will not only review this project to ensure it adheres to stormwater regulations, it will also review water quality effects of the project as part of the Water Quality Certification process.</p> <p>A preliminary SWM analysis was completed for all alternatives and is documented in Chapter 2 of the DEIS and Section 2.3.2 of the SDEIS. Impacts to local waterways are not expected from any of the alternatives due to the strict permitting requirements in Maryland. Permitting requirements include: controlling stormwater runoff for the 10-year storm to match existing conditions, providing water quality treatment for all new impervious area and 50% of reconstructed impervious area to match the runoff characteristics of woods in good condition and managing the 2-year storm during construction so that sediment is not released to local waterways. Variances can be requested for minimal increases in stormwater runoff, however, detailed hydrologic calculations will be required to show that the minimal increases will not result in downstream flooding or erosion. Given the strict permitting requirements, impacts to local waterways and wetlands from stormwater runoff are not</p>

Commenter	#	Reference to Comment	Response
			<p>expected.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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.I for a response to construction 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 3.4.L for a response to public health impacts.</p>
Brown, Lauren	I-1235	Refer to Appendix T Page DEIS C–248 thru 249 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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 3.2.B for a response to Alternatives Not 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.D for a response to Environmental Justice and equity concerns.</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.J for a response to impacts to greenspace and/or wildlife habitat.</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> <p>Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs.</p>

Commenter	#	Reference to Comment	Response
Brown, Wendy	I-788	Refer to Appendix T Page DEIS C–250 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.H for a response to noise impacts and mitigation.</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 3.5 for a response to the P3 Program and Project.</p>
Bruch, Chris	I-907	Refer to Appendix T Page DEIS C–251 for your exact comment.	<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>
Bruening, Matt	I-440	Refer to Appendix T Page DEIS C–252 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Bryant, Francine	I-3	Refer to Appendix T Page DEIS C–253 for your exact comment.	<p>Thank you for your comment concerning impacts to the Rockshire and Regent Square communities. The Preferred Alternative, as described in the Supplemental DEIS, does not result in any full acquisitions or residential or business displacements; therefore, no homes, including those in the Rockville area, would be taken due to the proposed roadway widening.</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.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.K for a response to impacts to properties and communities, including community facilities.</p>
Bryant, Francine	I-519	Refer to Appendix T Page DEIS C–254 for your exact comment.	<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.F for a response to adverse impacts to air quality.</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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Bryniarski, Barbara	I-1290	Refer to Appendix T Page DEIS C–255 for your exact comment.	<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.F for a response to adverse impacts to air quality.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</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.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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Buchanan, Robert	I-789	Refer to Appendix T Page DEIS C–256 for your exact comment.	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.
Bumpers, Heidi and Bill	I-214	Refer to Appendix T Page DEIS C–257 for your exact comment.	<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.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 3.4.G for a response to climate change considerations.</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.B for a response to traffic modeling and analysis.</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.C for a response to analyses of parklands and historic resources.</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 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Bunten, Brad	I-639	Refer to Appendix T Page DEIS C–258 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p>

Commenter	#	Reference to Comment	Response
			<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>
Burbage, Susan M.	I-516	Refer to Appendix T Page DEIS C–259 for your exact comment.	<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.H for a response to noise impacts and mitigation.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Burke, Andrew	I-1214	Refer to Appendix T Page DEIS C–260 for your exact comment.	<p>Thank you for your comment concerning impacts to the West End and Woodley Gardens neighborhood. The Preferred Alternative limits of disturbance, as shown in Appendix D of the Supplemental DEIS, do not result in physical impacts to Nelson Street or Woodley Gardens Park. Sliver impacts to properties along I-270 within the Woodley Gardens neighborhood are proposed for elements such as roadside grading, on-site drainage and stormwater management, and noise barrier replacement/construction. These partial property acquisitions are considered ones that do not cause a business or residential relocation and have been assumed where a principle building of a residence, business, or community facility is located more than 20 feet from the Preferred Alternative limits of disturbance.</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 for a response on the NEPA approach, analysis, and impacts.</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 3.1 for a response on Purpose and Need and teleworking.</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>
Burke, Pamela	I-371	Refer to Appendix T Page DEIS C–261 for your exact comment.	<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.B for a response to Alternatives Not Retained for Detailed Study.</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.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> <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>
Burner, Jane	I-1211	Refer to Appendix T Page DEIS C–262 for your exact comment.	<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.C for a response to analyses of parklands and historic resources.</p>

Commenter	#	Reference to Comment	Response
			<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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Butler, Debra	I-1092	Refer to Appendix T Page DEIS C–263 for your exact comment.	<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</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.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 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Butterworth, Chaula	I-1088	Refer to Appendix T Page DEIS C–264 for your exact comment.	<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p>
Cabo, Bryant	I-15	Refer to Appendix T Page DEIS C–265 for your exact comment.	<p>Thank you for your comment concerning pedestrian and bicycle paths. The Preferred Alternative includes pedestrian/bicycle improvements as detailed in FEIS, Chapter 3, Section 3.1.5. However, a new shared use path parallel to I-495 and I-270 within the Phase 1 South limits is not being considered due to right-of-way constraints and the likelihood of additional environmental and property 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 3.5 for a response to the P3 Program and Project Cost.</p>
Callaghan, Clare	I-1087	Refer to Appendix T Page DEIS C–266 for your exact comment.	<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 3.1 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.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Cambier, Dylan	I-901	Refer to Appendix T Page DEIS C–267 for your exact comment.	<p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Camillo, Scott	I-1036	Refer to Appendix T Page DEIS C–268 thru 269 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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 for a response on the NEPA approach, analysis, and impacts.</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 3.4.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 3.5 for a response to the P3 Program and Project Cost.</p>
Campbell, Andrew	I-944	Refer to Appendix T Page DEIS C–270 for your exact comment.	<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>
Capon, Toby	I-119	Refer to Appendix T Page DEIS C–271 for your exact comment.	<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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Capon, Ross	I-1342	Refer to Appendix T Page DEIS C–272 thru 273 for your exact comment.	<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 3.1 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.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 3.4.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.H for a response to noise impacts and mitigation.</p>

Commenter	#	Reference to Comment	Response
			<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction 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 for a response on the NEPA approach, analysis, and impacts.</p>
Cardemil, Julianne	I-1154	Refer to Appendix T Page DEIS C–274 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</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.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>
Cardin, Nina	I-72	Refer to Appendix T Page DEIS C–275 for your exact comment.	<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 3.4.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic, including impacts of teleworking/remote working.</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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>

Commenter	#	Reference to Comment	Response
Carlin, Susan	I-511	Refer to Appendix T Page DEIS C–276 for your exact comment.	<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.H for a response to noise impacts and mitigation.</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 3.1 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.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Carlisle, George	I-346	Refer to Appendix T Page DEIS C–277 thru 279 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Carlisle, George	I-665	Refer to Appendix T Page DEIS C–280 for your exact comment.	<p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Carlisle, George	I-1280	Refer to Appendix T Page DEIS C–281 thru 285 for your exact comment.	<p>Thank you for your comment. Regarding your request for nationwide examples of congestion management solutions, the I-270 Innovative Congestion Management project includes Transportation System Management and Transportation Demand Management elements such as adaptive ramp metering, new auxiliary lanes, and enhancements to acceleration and deceleration lanes. These types of solutions have been employed by transportation agencies in other states in the country, including California, Utah, and Arizona. The approach to blend targeted roadway improvements with technology is an innovative practice in Maryland.</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.B for a response to traffic modeling and analysis.</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 3.5 for a response to the P3 Program and Project Cost.</p>
Carlson, Peter	I-1111	Refer to Appendix T Page DEIS C–286 for your exact comment.	<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.F for a response to adverse impacts to air quality.</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>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Carrese, Mariana	I-770	Refer to Appendix T Page DEIS C–287 for your exact comment.	<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 3.1 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.F for a response to adverse impacts to air quality.</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>
Case, Elizabeth	I-1343	Refer to Appendix T Page DEIS C–288 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Cavanaugh, Jean	I-1344	Refer to Appendix T Page DEIS C–289 for your exact comment.	<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 3.2.B for a response to Alternatives Not 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.B for a response to traffic modeling and analysis.</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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Cerrelli, Adele	I-1003	Refer to Appendix T Page DEIS C–290 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Chambers, Siobhan	I-1293	Refer to Appendix T Page DEIS C–291 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Stream Valley Park, Sligo Creek Parkway, and Greenbelt Park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p>

Commenter	#	Reference to Comment	Response
			<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.L for a response to public health impacts.</p>
Chambers, Victor	I-1294	Refer to Appendix T Page DEIS C–292 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Stream Valley Park, Sligo Creek Parkway, and Greenbelt Park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.B for a response to traffic modeling and analysis.</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 3.3.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.L for a response to public health impacts.</p>
Chan, Danielle	I-477	Refer to Appendix T Page DEIS C–293 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Chang, Ted	I-790	Refer to Appendix T Page DEIS C–294 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Chapin-Ridgely, Rebecca	I-630	Refer to Appendix T Page DEIS C–295 for your exact comment.	<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.B for a response to Alternatives Not 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 3.5 for a response to the P3 Program and Project Cost.</p>
Chasson, Margaret	I-666	Refer to Appendix T Page DEIS C–296 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Chazin, Howard	I-335	Refer to Appendix T Page DEIS C–297 for your exact comment.	<p>Thank you for your comment concerning noise and traffic. The results of the study show that providing a network of managed lanes on I-270 and the west side of I-495 across the American Legion Bridge and connecting to Virginia's HOT lanes will improve bottlenecks throughout the study area, including at the I-495 splits.</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 3.2.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 teleworking.</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.B for a response to traffic modeling and analysis.</p>
Chiu, Janet	I-607	Refer to Appendix T Page DEIS C–298 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.H for a response to noise impacts and mitigation.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Chmil, Triften	I-260	Refer to Appendix T Page DEIS C–299 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Cholwek, Suzanne	I-1133	Refer to Appendix T Page DEIS C–300 for your exact comment.	<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.M for a response to impacts to utilities and associated costs.</p>
Chowdhury, Ishani	I-982	Refer to Appendix T Page DEIS C–301 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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.K for a response to impacts to properties and communities, including community facilities.</p>
Christensen, Julie	I-424	Refer to Appendix T Page DEIS C–302 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
Ciconte, Anthony	I-185	Refer to Appendix T Page DEIS C– 303 for your exact comment.	<p>Thank you for your suggestion to build a North-South truck bypass around Washington. Such a bypass would not significantly diminish congestion and would have greater environmental impacts. Trucks will be permitted to use the HOT lanes in Maryland, and therefore the Preferred Alternative is anticipated to remove some truck traffic from the general purpose lanes.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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.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> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Cimino, Andrea	I-65	Refer to Appendix T Page DEIS C– 304 for your exact comment.	<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 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 3.4.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> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Clark, Debra	I-1016	Refer to Appendix T Page DEIS C– 305 for your exact comment.	<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 3.1 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 3.4.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Clarke, Jill	I-748	Refer to Appendix T Page DEIS C– 306 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Clasen, Robert	I-1231	Refer to Appendix T Page DEIS C– 307 for your exact comment.	<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 3.4.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
Clifford, Patricia	I-606	Refer to Appendix T Page DEIS C– 308 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Cline, Judith	I-137	Refer to Appendix T Page DEIS C– 309 for your exact comment.	<p>Thank you for your comments concerning the Gude Drive interchange and stormwater runoff. Regarding your comments about the Gude Drive interchange, the proposed interchange at Gude Drive would provide access to and from the high-occupancy toll (HOT) managed lanes only. Ramps connecting Gude Drive with the general purpose lanes would not be provided. The current design concept includes direct access ramps connecting the HOT managed lanes with Gude Drive at a new four-leg intersection on the bridge structure that crosses over I-270. The elevation of the proposed ramps would generally not exceed the elevation of the existing Gude Drive bridge. Flyover ramps are not proposed as part of the current design concept for the Preferred Alternative. Because the ramps will be incorporated into the reconstructed Gude Drive bridge over I-270, the visual impacts resulting from the new access ramps would be minor compared to the existing conditions.</p> <p>Regarding your comment on stormwater runoff, this project will be required to control stormwater runoff from MDOT ROW to match existing stormwater runoff for the 10-year storm. Therefore, the total runoff will not increase to Watts Branch. In addition, the project will be required to treat all new impervious area and 50% of reconstructed impervious area (i.e. existing impervious area that is being reconstructed) to mimic the runoff characteristics of woods in good condition. The SWM concept provides full water quality required treatment for the runoff to Watts Branch near Gude Drive. Therefore, the pollution should not increase to Watts Branch.</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.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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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.M for a response to impacts to utilities and associated costs.</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 for a response on the NEPA approach, analysis, and impacts.</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> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Cline, Judy	I-1295	Refer to Appendix T Page DEIS C– 310 thru 311 for your exact comment.	<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.I for a response to construction impacts.</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 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Cluskey, Ken	I-165	<p>Refer to Appendix T Page DEIS C– 312 for your exact comment.</p>	<p>Thank you for your comment concerning impacts to Rock Creek Park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on stormwater runoff, a conceptual identification of stormwater management (SWM) needs was considered in the DEIS, refer to Chapter 2, Section 2.7.2. The conceptual stormwater analysis was updated based on the Preferred Alternative in the SDEIS and FEIS. Refer to SDEIS, Chapter 2, Section 2.3.2 and SDEIS, Appendix C Draft Compensatory SWM Plan and FEIS, Chapter 3, Section 3.1.6 and FEIS, Appendix D Final Compensatory Stormwater Management Plan for details. The proposed SWM need was calculated based on the increase of impervious surface being added for each alternative. Maryland SWM law is very strict and requires that the stormwater runoff from the proposed work be controlled to match existing conditions for the 10-year storm.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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.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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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 for a response on the NEPA approach, analysis, and impacts.</p>
Cmarik, Robert	I-1151	<p>Refer to Appendix T Page DEIS C– 313 for your exact comment.</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.J for a response to impacts to greenspace and/or wildlife habitat.</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.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 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
Cocciole, Claire	I-196	Refer to Appendix T Page DEIS C– 314 thru 315 for your exact comment.	<p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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 3.7 for a response to comments related to public involvement and engagement.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not 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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Cocciole, Claire	I-1296	Refer to Appendix T Page DEIS C–316 thru 317 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</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.M for a response to impacts to utilities and associated costs.</p>
Cohen, Abigail	I-84	Refer to Appendix T Page DEIS C–318 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Cohen, Gregory	I-425	Refer to Appendix T Page DEIS C–319 for your exact comment.	<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 3.4.O for a response to impacts to safety considerations.</p>

Commenter	#	Reference to Comment	Response
Cohen, Moshe	I-656	Refer to Appendix T Page DEIS C–320 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Cohen, Rochelle	I-1345	Refer to Appendix T Page DEIS C–321 for your exact comment.	<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 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Cohn, Deborah	I-111	Refer to Appendix T Page DEIS C–322 for your exact comment.	<p>Thank you for your comments. The limits of the I-495 & I-270 P3 Program includes the full length of I-495 and I-270, a distance of approximately 70 miles. The Managed Lanes Study, which the DEIS was focused on, includes 48 miles of improvements along I-495 from south of the George Washington Memorial Parkway in Fairfax County, Virginia, including replacement of the American Legion Bridge over the Potomac River, to west of MD 5 and along I-270 from I-495 to north of I-370, including the east and west I-270 spurs.</p> <p>Because the DEIS was only focused on the 48 miles of the Managed Lanes Study, the costs in Chapter 2 included improvements for those same 48 miles. Costs for potential improvements outside of the Managed Lane Study limits would be included in future environmental documents when they are studied to a similar level of detail. Estimate costs for other potential improvements that are outside the limits studied in a particular environmental document may be found in MDOT’s Constrained Long Range Plan.</p> <p>In the SDEIS (October 2021) and the FEIS, the Preferred Alternative was identified as Alternative 9 - Phase 1 South, which has reduced limits from the George Washington Memorial Parkway to east of MD 187, on I-270 from I-495 to north of I-370, and the I-270 east and west spurs. There is no action (i.e., no improvements) included at this time on I-495 east of the I-270 east spur. Similar to the DEIS, only the costs for the improvements in Phase 1 South were included in these documents because FHWA and MDOT SHA are required to provide them for the Preferred Alternative.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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.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> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives 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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Cohn, Jacob	I-127	Refer to Appendix T Page DEIS C–323 for your exact comment.	<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>

Commenter	#	Reference to Comment	Response
			<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 for a response on the NEPA approach, analysis, and impacts.</p>
Cohn, Rhea	I-507	Refer to Appendix T Page DEIS C–324 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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.F for a response to adverse impacts to air quality.</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.L for a response to public health impacts.</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> <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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Cole, Gary	I-1256	Refer to Appendix T Page DEIS C–325 for your exact comment.	<p>Thank you for your comment concerning impacts to your property and the Woodley Gardens neighborhood. The Preferred Alternative, as described in the Supplemental DEIS, does not result in any full acquisitions or residential or business displacements; therefore, no homes would be taken due to the proposed roadway widening.</p> <p>Sliver impacts to properties along I-270 within the Woodley Gardens neighborhood are proposed for elements such as roadside grading, on-site drainage and stormwater management, and noise barrier replacement/construction. These partial property acquisitions are considered ones that do not cause a business or residential relocation and have been assumed where a principle building of a residence, business, or community facility is located more than 20 feet from the Preferred Alternative limits of disturbance.</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.K for a response to impacts to properties and communities, including community facilities.</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>

Commenter	#	Reference to Comment	Response
			<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.I for a response to construction 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.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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Coleman, Casey	I-1348	Refer to Appendix T Page DEIS C–326 for your exact comment.	<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.F for a response to adverse impacts to air quality.</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 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>
Coleman, Jacquelyn	I-263	Refer to Appendix T Page DEIS C–327 for your exact comment.	<p>Thank you for your comment on impacts to local network traffic. As noted in Section 3.3.6 of the DEIS, the net impact of the project will be an overall reduction in delay on the surrounding arterials such as Georgia Avenue and Colesville Road, despite some localized increases in arterial traffic near the managed lane access interchanges. The portions of the local road network with an anticipated increase in volumes are being evaluated in more detail as part of the FEIS, and mitigation will be proposed where needed to maintain acceptable operations per FHWA Interstate Access Point Approval guidelines. As described in the Supplemental DEIS, Georgia Avenue and Colesville Road are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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.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.P for a response to socioeconomic impacts and impacts to the regional economy.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.
Coleman, Patrick	I-791	Refer to Appendix T Page DEIS C–328 for your exact comment.	Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study.
Colen, James and Gail	I-928	Refer to Appendix T Page DEIS C–329 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study.
Combs, Darlene	I-1083	Refer to Appendix T Page DEIS C– 330 for your exact comment.	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 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Combs, Jennifer	I-509	Refer to Appendix T Page DEIS C–331 for your exact comment.	Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Comilang, Linda	I-506	Refer to Appendix T Page DEIS C–332 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study.
Conboy, Ashley	I-657	Refer to Appendix T Page DEIS C–333 for your exact comment.	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 3.4.J for a response to impacts to greenspace and/or wildlife habitat.
Conboy, Ashley	I-658	Refer to Appendix T Page DEIS C–334 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study.

Commenter	#	Reference to Comment	Response
Conboy, Ashley	I-1014	Refer to Appendix T Page DEIS C-335 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Conlon, Shannon	I-1141	Refer to Appendix T Page DEIS C-336 for your exact comment.	<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 teleworking.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Conroy, Elizabeth	I-1024	Refer to Appendix T Page DEIS C-337 for your exact comment.	<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 3.4.B for a response to traffic modeling and analysis.</p>
Conroy, Nate	I-930	Refer to Appendix T Page DEIS C-338 for your exact comment.	<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.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>
Conte, Matthew	I-426	Refer to Appendix T Page DEIS C-339 for your exact comment.	<p>Thank you for your comment on project cost and the Purple Line. The Purple Line is an important transit project for the region that is supported by MDOT and is moving forward. However, studies have shown that it will not have a significant impact on traffic demand on I-495. Therefore, roadway capacity improvements are also needed to help relieve congestion in the region.</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 3.1 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.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> <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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.P for a response to socioeconomic impacts and impacts to the regional economy.</p> <p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>

Commenter	#	Reference to Comment	Response
Cook, Kristin	I-931	Refer to Appendix T Page DEIS C–340 for your exact comment.	<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, effects of the Pandemic, and impacts of teleworking/remote working.</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 3.5 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>
Cooling, David	I-651	Refer to Appendix T Page DEIS C–341 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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 3.4.G for a response to climate change considerations.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Cooper, Ian	I-792	Refer to Appendix T Page DEIS C–342 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>
Corley, Grant	I-64	Refer to Appendix T Page DEIS C–343 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.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>

Commenter	#	Reference to Comment	Response
			<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Corrado, Denyse	I-960	Refer to Appendix T Page DEIS C–344 for your exact comment.	<p>Thank you for your comment concerning impacts to your property. As described in the Supplemental DEIS, your property and Chevy Chase are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.C for a response to analyses of parklands and historic resources.</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.M for a response to impacts to utilities and associated costs.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Cotterill, Philip	I-1528	Refer to Appendix T Page DEIS C–345 for your exact comment.	<p>Thank you for your comment concerning impacts to Silver Spring and the surrounding area. As described in the Supplemental DEIS, this area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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. 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 3.5 for a response to the P3 Program and Project Cost.</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.L for a response to public health impacts.</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.M for a response to impacts to utilities and associated costs.</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 3.7 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>
Coufal, Barbara	I-309	Refer to Appendix T Page DEIS C–346 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park. As described in the Supplemental DEIS, Rock Creek Park is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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 3.1 for a response on Purpose and Need.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</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 3.7 for a response to comments related to public involvement and engagement.</p> <p>Refer to Chapter 9, Section 3.4.A for a response to Limits of Disturbance.</p>
Coufal, Barbara	I-1349	Refer to Appendix T Page DEIS C–347 thru 348 for your exact comment.	<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.C for a response to analyses of parklands and historic resources.</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.D for a response to Environmental Justice and equity concerns.</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.A for a response to Limits of Disturbance.</p>
Covey, Joe	I-1208	Refer to Appendix T Page DEIS C–349 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Covich, Phil and Judy	I-710	Refer to Appendix T Page DEIS C–350 for your exact comment.	<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.I for a response to construction impacts.</p>

Commenter	#	Reference to Comment	Response
			<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.B for a response to traffic modeling and analysis.</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 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Cowles, David	I-633	Refer to Appendix T Page DEIS C–351 for your exact comment.	<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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Crager, Kenneth	I-545	Refer to Appendix T Page DEIS C–352 for your exact comment.	<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> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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.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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Crissman, Louise	I-24	Refer to Appendix T Page DEIS C–353 for your exact comment.	<p>Thank you for your comment supporting improvements to the American Legion Bridge. The Preferred Alternative includes the full replacement of ALB on I-495 spanning the Potomac River with a new, wider bridge on the existing alignment. On I-495 across the ALB, the Preferred Alternative consists of adding two new, high-occupancy toll managed lanes in each direction. The existing number of general purpose lanes in each direction would be maintained. For the managed lanes, consistent with your suggestion all tolls will be collected through electronic toll collection such as Easy Pass. As discussed further in reference below, the managed lanes will accommodate free passage for buses and additional bus routes and services are being evaluated by [transit study group]</p> <p>Options to double-deck the existing bridge or construct a new double-deck bridge to replace the ALB were considered in this Study during the evaluation of the Preliminary Range of Alternatives. A summary of the benefits and challenges associated with those options is provided below.</p> <p>Double-Deck Existing Bridge: The bridge superstructure width of one direction of travel in the proposed condition is approximately 124 feet. Because this is less than existing superstructure width, constructing a second deck over the existing bridge superstructure would provide sufficient width for the proposed lane configuration. Previous analysis of the existing</p>

Commenter	#	Reference to Comment	Response
			<p>substructure units indicate that the piers are currently loaded to the point that there is no additional capacity. The additional load from the second deck and the load from the vehicles cannot be accommodated by the existing substructure. In order to support the second deck, new substructure units independent from the existing would need to be constructed. These would consist of new pier caps spanning across the entire width of the existing bridge to newly constructed column elements supported on large, deep foundations. To minimize the impact of the foundation elements, they would likely consist of large diameter drilled shafts. The associated pier cap would span a minimum of 155 feet resulting in a significant concrete beam that would greatly increase the vertical profile of the top deck in order to provide sufficient vehicular under clearance to the lower deck. The approach roadway modifications necessary to transition from side-by-side to stacked roadways would extend well beyond the interchanges on each end of the ALB.</p> <p>New Double-Deck Bridge: Building on the discussion above, it is clear that the superstructure width of a completely new double-deck bridge would be 124 feet. To support both decks, the substructure would need to be wider than the superstructure. Again, assuming large drilled shaft foundations and columns, the width of the entire bridge would be approximately 144 feet which is wider than the existing bridge. Some minor additional impacts to the resources would be likely. To build an entirely new bridge, the construction phasing would ideally require the new bridge to be built off of the existing bridge alignment. This would allow conventional maintenance of traffic on the existing bridge while the new double-deck structure is completed. The approach roadway modifications required for the option to double-deck the existing bridge remain with this option.</p> <p>Regarding your comment on E-Z Pass, the managed lane alternatives would include tolling using an E-ZPass transponder along the entire length of the improvement – there would not be toll booths and vehicles would not need to slow down to pay a toll. The E-ZPass transponder would collect the tolls at highway speeds. Providing one tolling point only on the ALB would not accommodate the purpose and need for the project to address congestion along the entire length. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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.B for a response to traffic modeling and analysis.</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.C for a response to analyses of parklands and historic resources.</p>
Crocetta, Jacqueline	I-1086	Refer to Appendix T Page DEIS C–354 thru 355 for your exact comment.	<p>Thank you for your comment concerning traffic noise. As described in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, a new barrier is proposed to provide noise mitigation to the Rose Hill and Roxboro communities and surrounding area. The proposed barrier is anticipated to extend from the interchange with MD 189 (Falls Road) to MD 28 (W. Montgomery Road) providing noise reduction to 44 impacted residences as well as to 44.67 non-impacted benefited residence. The odd decimal number is due to how non-residential properties, such as the school, church, nursing home, are equated to residences for purposes of analysis. This barrier will be re-evaluated during the final design process by the construction team.</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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>

Commenter	#	Reference to Comment	Response
			<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.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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</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.D for a response to Environmental Justice and equity concerns.</p>
Crockett, David	I-19	Refer to Appendix T Page DEIS C–356 for your exact comment.	<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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.B for a response to traffic modeling and analysis.</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 3.2.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.</p>
Crowe, Sandra	I-481	Refer to Appendix T Page DEIS C–357 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>
Crowe, Sandra	I-864	Refer to Appendix T Page DEIS C–358 for your exact comment.	<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 3.1 for a response on Purpose and Need and teleworking.</p>
Cruz, Josepheen	I-1244	Refer to Appendix T Page DEIS C–359 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Cuczza, Laurette	I-932	Refer to Appendix T Page DEIS C-360 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</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, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Cuesta, Alfonso	I-1350	Refer to Appendix T Page DEIS C-361 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Culliton-Gonzalez, Katherine	I-1174	Refer to Appendix T Page DEIS C-362 for your exact comment.	<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.F for a response to adverse impacts to air quality.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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>
Cummings, Gary	I-892	Refer to Appendix T Page DEIS C-363 for your exact comment.	<p>Thank you for your comment on the I-270 Pre NEPA study. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</p>
Cunzeman, Kara	I-427	Refer to Appendix T Page DEIS C-364 for your exact comment.	<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.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, effects of the Pandemic, and impacts of teleworking/remote working.</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 3.5 for a response to the P3 Program and Project Cost.</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.H for a response to noise impacts and mitigation.</p>

Commenter	#	Reference to Comment	Response
			<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.I for a response to construction impacts.</p>
Curry, Denise	I-793	Refer to Appendix T Page DEIS C–365 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</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.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Curtis, William	I-1519	Refer to Appendix T Page DEIS C–366 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Cyr, Marguerite	I-839	Refer to Appendix T Page DEIS C–367 for your exact comment.	<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 3.4.G for a response to climate change considerations.</p>
Daisey, Paul	I-1351	Refer to Appendix T Page DEIS C–368 thru 369 for your exact comment.	<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.F for a response to adverse impacts to air quality.</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.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.J for a response to impacts to greenspace and/or wildlife habitat.</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.B for a response to traffic modeling and analysis.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Daniel, Helen	I-245	Refer to Appendix T Page DEIS C–370 thru 371 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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>
Daniel, Travers	I-667	Refer to Appendix T Page DEIS C–372 thru 373 for your exact comment.	<p>Thank you for your comment on noise impacts, the Cabin John area, emergency response vehicles, tolling, and parks. Regarding your comment on emergency response vehicles, they will be able to use the managed lanes, as needed. Shoulders will also be maintained in the general purpose lanes for emergency vehicles to use if there is an incident causing backups.</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 3.4.B for a response to traffic modeling and analysis.</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 3.5 for a response to the P3 Program and Project Cost.</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> <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.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 Appendix T for the Cabin John Citizens Association comment response for additional responses to your comments.</p>
Darby, Helen	I-1167	Refer to Appendix T Page DEIS C–374 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>
Darling, Miki	I-183	Refer to Appendix T Page DEIS C–375 for your exact comment.	<p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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.H for a response to noise impacts and mitigation.</p>

Commenter	#	Reference to Comment	Response
			<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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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 3.5 for a response to the P3 Program and Project Cost.</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.L for a response to public health impacts.</p>
Davenport, Liz	I-794	Refer to Appendix T Page DEIS C-376 thru 380 for your exact comment.	<p>Thank you for your comment concerning impacts to Sligo Creek and the Silver Spring area. As described in the Supplemental DEIS, these resources and Silver Spring are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.3.4 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.L for a response to public health 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 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Davidson, Wicca and David	I-139	Refer to Appendix T Page DEIS C-381 for your exact comment.	<p>Thank you for your comment concerning impacts to your property on Connecticut Avenue, Chevy Chase, Maryland. As described in the Supplemental DEIS, your property is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
Davis, Andrew	I-128	Refer to Appendix T Page DEIS C–382 for your exact comment.	<p>Thank you for your comment concerning construction costs. The construction costs estimated in the DEIS were adjusted to reflect complexities or assumed efficiencies that would result from large quantities of major items. For instance, structural costs were adjusted to account either for higher costs associated with more challenging bridge types or lower costs to account for the large number of bridges on the project. Similarly, low construction costs were used for paving materials due to the large quantities that would be needed for the long length of the improvements.</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 3.2.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>
Davis, Benjamin	I-1352	Refer to Appendix T Page DEIS C–383 thru 384 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Stream Valley Park, Sligo Creek Parkway, and Greenbelt Park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.B for a response to traffic modeling and analysis.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</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.L for a response to public health 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.C for a response to analyses of parklands and historic resources.</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 for a response on the NEPA approach, analysis, and impacts.</p>
Davis, James Bruce	I-1025	Refer to Appendix T Page DEIS C–385 thru 388 for your exact comment.	<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.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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Davis, Katelyn	I-267	Refer to Appendix T Page DEIS C–389 for your exact comment.	<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 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 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Davis, Patrice	I-310	Refer to Appendix T Page DEIS C–390 for your exact comment.	<p>Thank you for your comment on impacts to toll rates, low income communities and air quality. Studies based on actual user data shows that users of all income levels benefit from reduced travel times, including managed lane users and those who continue to use the general purpose or toll-free lanes. Managed lane usage is not closely correlated to income. The managed lanes would provide more options for people needing a reliable trip time. Nationwide research shows a majority of travelers choose to use managed lanes occasionally for critical or important trips, such as reaching an appointment or a school event. Relevant recent experience with similar facilities in Virginia on I-495 and I-95 further supports this conclusion. As reported in The Washington Post in 2018: “...most 495 and 95 express lane users are not affluent...”. According to another Post report, the average toll rates for Virginia’s managed lanes on I-495 and I-95 are \$5.40 and \$8.45 per trip, respectively. Experience in Virginia on I-495 shows that 82 percent of customers spend less than \$20 a month and 85 percent of trips were less than \$12. On the Virginia I-95 Express Lanes, 74 percent of customers spend less than \$20 a month.</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 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.D for a response to Environmental Justice and equity concerns.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</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.L for a response to public health 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 3.7 for a response to comments related to public involvement and engagement.</p>
Davis, Patrice	I-1248	Refer to Appendix T Page DEIS C–391 for your exact comment.	<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.D for a response to Environmental Justice and equity concerns.</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.L for a response to public health impacts.</p>

Commenter	#	Reference to Comment	Response
			<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 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Davis, Patrice	I-1250	Refer to Appendix T Page DEIS C–392 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Davis, Patrice	I-1251	Refer to Appendix T Page DEIS C–393 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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.I for a response to construction impacts.</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.L for a response to public health impacts.</p>
Davis, Regina	I-1037	Refer to Appendix T Page DEIS C–394 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Davis, Regina	I-1038	Refer to Appendix T Page DEIS C–395 for your exact comment.	<p>Thank you for your comment concerning impacts to Sligo Creek. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.I for a response to construction impacts.</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.F for a response to adverse impacts to air quality.</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.K for a response to impacts to properties and communities, including community facilities.</p>

Commenter	#	Reference to Comment	Response
			<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.M for a response to impacts to utilities and associated costs.</p>
Davis, Richard	I-1242	Refer to Appendix T Page DEIS C–396 for your exact comment.	<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.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>
Davis, Robert	I-77	Refer to Appendix T Page DEIS C–397 for your exact comment.	<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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Davis, Rory	I-311	Refer to Appendix T Page DEIS C–398 for your exact comment.	<p>Thank you for your comment on impacts to Air Quality at Julius West Middle School and the surrounding area. The air quality analysis for the I-495 and I-270 Managed Lanes Study (MLS) was performed in consultation with the Federal Highway Administration (FHWA) using approved models, methodologies, and guidance to analyze required pollutants. Because the Managed Lanes Study is located in an Environmental Protection Agency (EPA) attainment area for Carbon Monoxide (CO) and fine particulate matter (PM_{2.5}), no analysis of these pollutants was required, however, a CO analysis of emissions from affected intersections and interchanges was conducted for transparency and informational purposes since CO is a proxy for transportation emissions. The results of that analysis demonstrate that the worst-case interchanges and intersections for each Build and the No Build alternative, using very conservative assumptions, would not cause or contribute to a violation of the CO national ambient air quality standards (NAAQS) within the study corridor.</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.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 3.5 for a response to the P3 Program and Project Cost.</p>
Davis, Rory	I-1254	Refer to Appendix T Page DEIS C–399 for your exact comment.	<p>Thank you for your comment on Julius West Middle School. The Preferred Alternative results in property impacts to two schools adjacent to the study corridors: 0.2 acres at Carderock Springs Elementary School and 0.6 acres at Julius West Middle School. No school facilities will be impacted as a part of the Preferred Alternative. For a response on air quality and public health see the below references.</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.L for a response to public health impacts.</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.D for a response to Environmental Justice and equity concerns.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Davison, Jennifer	I-668	Refer to Appendix T Page DEIS C–400 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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 3.5 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>
Dawson, Jack	I-962	Refer to Appendix T Page DEIS C–401 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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.F for a response to adverse impacts to air quality.</p>
Dawson, Judy	I-953	Refer to Appendix T Page DEIS C–402 for your exact comment.	<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.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> <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.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.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Dean, Molly	I-523	Refer to Appendix T Page DEIS C–403 for your exact comment.	Thank you for your comment concerning impacts to Rock Creek Park. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.
Degener, Perry	I-634	Refer to Appendix T Page DEIS C–404 for your exact comment.	Thank you for your comment concerning impacts to the Capitol View Historic District. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.

Commenter	#	Reference to Comment	Response
Deinlein, Mary	I-368	Refer to Appendix T Page DEIS C-405 for your exact comment.	<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.G for a response to climate change considerations.</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>
DeLang, Herman	I-262	Refer to Appendix T Page DEIS C-406 for your exact comment.	<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>
DeLang, Herman	I-795	Refer to Appendix T Page DEIS C-407 for your exact comment.	<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>
Delfert, Patrick	I-354	Refer to Appendix T Page DEIS C-408 for your exact comment.	<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>
Delgado, Alejandra	I-1353	Refer to Appendix T Page DEIS C-409 for your exact comment.	<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 1 South as the Preferred Alternative giving consideration to economic, environmental, technical, and other factors as detailed in the SDEIS and FEIS. The SDEIS and FEIS included an updated EJ analysis based on the Preferred Alternative, Phase 1 South Limits. This change in limits resulted in significantly reduced EJ analysis area with no improvements in Prince George's County. Therefore there are no impacts to EJ or non-EJ communities in Prince George's County under the Preferred Alternative. Refer to FEIS, Chapter 5, Section 5.2.1 and FEIS Appendix F for details on the Final EJ analysis for the Study.</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>
Delgado, Emiliana	I-428	Refer to Appendix T Page DEIS C-410 for your exact comment.	<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.M for a response to impacts to utilities and associated costs.</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 3.1 for a response on Purpose and Need and teleworking.</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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.I for a response to construction impacts.
DelMonico, Marc	I-158	Refer to Appendix T Page DEIS C–411 for your exact comment.	<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.D for a response to Environmental Justice and equity concerns.</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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
DeLong, Michael	I-1297	Refer to Appendix T Page DEIS C–412 for your exact comment.	<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.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 3.2.B for a response to Alternatives Not 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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Dembski, Sandra	I-429	Refer to Appendix T Page DEIS C–413 for your exact comment.	<p>Thank you for your comment concerning traffic noise for Carderock Springs community and the Carderock Springs Elementary School schoolyard. As described in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, a new barrier is proposed to provide noise mitigation to portions of the Carderock Springs and the elementary school that are not behind an existing barrier to the east. This new barrier will be combined with a replacement barrier, which will replace the existing barrier, and is anticipated to extend from Persimmon Tree Road to Seven Locks Road. The barrier studied was 3,434 feet long and is variable height ranging from 20 to 32 feet. As part of the NEPA process documented in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, noise and air quality analyses were completed. Noise analysis follows the noise policy and guidelines as set forth by MDOT SHA in their Highway Noise Abatement Planning and Engineering Guidelines. The noise policy and guidelines are based upon the provisions contained in Title 23 of the Code of Federal Regulations Part 772 (23 CFR 772), Procedures for Abatement of Highway Traffic Noise and Construction Noise and the Federal Highway Administration (FHWA) report FHWA-HEP-10-025, Highway Traffic Noise: Analysis and Abatement Guidance and subsequent revisions. Within MDOT SHA's Highway Noise Abatement Planning and Engineering Guidelines are criteria, as mandated by FHWA, for determining whether a noise barrier is feasible and reasonable, and as indicated, the barrier as described for Carderock Springs is considered feasible and reasonable. However, as more detailed design progresses for this project, this barrier will be re-evaluated during the final design 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 3.4.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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
			<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.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>
Denenberg, Ray	I-1354	Refer to Appendix T Page DEIS C-414 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Dennis, Margaret	I-1355	Refer to Appendix T Page DEIS C-415 for your exact comment.	<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 3.2.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>
Dennis, Peggy	I-1357	Refer to Appendix T Page DEIS C-415 for your exact comment.	<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 3.2.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>
Desio, Paula	I-669	Refer to Appendix T Page DEIS C-416 for your exact comment.	<p>Thank you for your comment concerning impacts to Sligo Creek Park. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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> <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.O for a response to safety considerations.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p>
Detchon, Bryan	I-115	Refer to Appendix T Page DEIS C-417 for your exact comment.	<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	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>
Deutsch, Samuel	I-61	Refer to Appendix T Page DEIS C-418 for your exact comment.	<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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Devereux, Erik	I-1358	Refer to Appendix T Page DEIS C-419 for your exact comment.	<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.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
DeWeaver, Mark	I-1359	Refer to Appendix T Page DEIS C-420 for your exact comment.	<p>Thank you for your comment concerning impacts to the Woodside Forest neighborhood and the Silver Spring YMCA. As described in the Supplemental DEIS, the Woodside Forest Neighborhood and YMCA are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</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.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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>

Commenter	#	Reference to Comment	Response
DeWeaver, Michael	I-1360	Refer to Appendix T Page DEIS C–421 for your exact comment.	<p>Thank you for your comment concerning impacts to Sligo Creek Parkway. As described in the Supplemental DEIS, this resource is outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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 3.6.B for a response to toll rate ranges and toll rate setting process.</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>
Dewey, Blake	I-430	Refer to Appendix T Page DEIS C–422 for your exact comment.	<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 3.2.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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Dias, Joe	I-1511	Refer to Appendix T Page DEIS C–423 thru 429 for your exact comment.	<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.H for a response to noise impacts and mitigation.</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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to your SDEIS comments, I-1850 and I-1471 for additional responses to your comment.</p>
Diaz, Mary	I-284	Refer to Appendix T Page DEIS C–431 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>
Diaz, Mary	I-796	Refer to Appendix T Page DEIS C–430 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.
Dickerson, Paulette	I-1266	Refer to Appendix T Page DEIS C–432 for your exact comment.	<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.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.D for a response to Environmental Justice and equity concerns.</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>
Dickinson, Teresa	I-562	Refer to Appendix T Page DEIS C–433 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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 3.4.H for a response to noise impacts and mitigation.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Dieterich, Christine	I-256	Refer to Appendix T Page DEIS C–434 for your exact comment.	<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.D for a response to Environmental Justice and equity concerns.</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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Dilsizian, Matthew	I-627	Refer to Appendix T Page DEIS C–435 for your exact comment.	<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.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>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Dilsizian, Vasken	I-444	Refer to Appendix T Page DEIS C-436 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</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> <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 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>
Dinitz, Hal	I-750	Refer to Appendix T Page DEIS C-437 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Dismond, John	I-1236	Refer to Appendix T Page DEIS C-438 for your exact comment.	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.
Diss, Sylvia	I-431	Refer to Appendix T Page DEIS C-439 for your exact comment.	<p>Thank you for your comment concerning impacts to the Polish Club property and its surrounding areas. studies, analysis, and collaboration with the public, stakeholders, and agencies. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Ditcheck, Neil	I-1204	Refer to Appendix T Page DEIS C-440 for your exact comment.	<p>Thank you for your comment regarding existing sound walls and noise along I-270 in the vicinity of Montrose Road. Per the NEPA design and analysis, portions of the existing noise wall between Tuckerman Lane and Montrose Road will remain in place and other portions will need to be removed and replaced in new location. MDOT SHA's intention that any barrier that is anticipated to be displaced for roadway improvements or stormwater management conflicts, will be replaced, with the replacement noise barrier meeting or exceeding the noise abatement performance of the existing noise barriers to be replaced. In the case of this barrier system, the replacement and existing barriers were modeled as a single barrier system to evaluate barrier performance. In the supporting Noise Analysis Technical Report Addendum, noise levels in the column labeled 2045 Predicted Noise Level (Leq) represent the predicted build condition without a noise barrier. The next column is the reduction in noise levels with a barrier and the last column is resultant noise level with the barrier. The analysis is completed in this manor to determine whether the noise barrier reduction meets the requirements of SHA Noise Policy. No traffic noise barrier can eliminate traffic noise. Rather they are introduced to considerably reduce noise levels for people living next to highways and are most effective within 200 feet of a highway.</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.H for a response to noise impacts and mitigation.</p>

Commenter	#	Reference to Comment	Response
			<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Dittmann, Michael	I-375	Refer to Appendix T Page DEIS C–441 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Ditzler, Barbara	I-670	Refer to Appendix T Page DEIS C–442 thru 443 for your exact comment.	<p>Thank you for your comment. Regarding your comment on the study from the Maryland Transportation institute, the I-495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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.C for a response to analyses of parklands and historic resources.</p>

Commenter	#	Reference to Comment	Response
			<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 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 3.2.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>
Ditzler, Brian	I-312	Refer to Appendix T Page DEIS C-444 for your exact comment.	<p>Thank you for your comment on environmental impacts and additional alternatives. For your comment on hazardous waste, since the publication of the DEIS, a detailed review of the potential for hazardous materials and contaminate mobilization during construction for the Preferred Alternative was conducted for the SDEIS. Prior to acquisition of right-of-way and construction, Preliminary Site Investigations (PSIs) would be conducted to further investigate properties within and in the vicinity of the Preferred Alternative LOD that have a high potential for mitigation contaminated materials exposed during construction activities (refer to FEIS Chapter 5, Section 5.10 of the FEIS for additional details). Proposed investigation for the high concern sites should adequately characterize surficial and subsurface soils, as well as groundwater, if anticipated to be encountered. Example locations would consider locations of previous releases, former/current/abandoned storage tanks, and inferred groundwater flow, as well as proposed soil/groundwater disturbance during construction. The Developer would be required to use best management practices to minimize the release of any hazardous materials during construction.</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 3.1 for a response on Purpose and Need.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 3.4 for a response on the NEPA approach, analysis, and impacts.</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>
Dixon, Alice	I-799	Refer to Appendix T Page DEIS C-445 for your exact comment.	<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.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Dombroski, Marian	I-432	Refer to Appendix T Page DEIS C-446 for your exact comment.	<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 3.1 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> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Dominic, Linda	I-38	Refer to Appendix T Page DEIS C-447 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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.H for a response to noise impacts and mitigation.</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.M for a response to impacts to utilities and associated costs.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Dominic, Linda	I-903	Refer to Appendix T Page DEIS C-448 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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.M for a response to impacts to utilities and associated costs.</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.H for a response to noise impacts and mitigation.</p>
Donoso, Ignacio	I-138	Refer to Appendix T Page DEIS C-449 for your exact comment.	<p>Thank you for your comment concerning impacts to the AI Marah community. As part of this project, MDOT SHA has determined that your community qualifies for a sound barrier. The new sound barrier will be constructed along the inner loop of I-495, from the Cabin John Parkway ramp onto I-495 to the River Road interchange. The barrier will be constructed as close to the roadway as possible to minimize or avoid property impacts. At this time, there is no mechanism for the state to provide noise abatement to your community outside of a roadway improvement project such as the Managed Lanes Study.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>

Commenter	#	Reference to Comment	Response
Dorn, Stan	I-1462	Refer to Appendix T Page DEIS C–450 thru 454 for your exact comment.	<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.L for a response to public health impacts.</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.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 for a response on the NEPA approach, analysis, and impacts.</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 3.5 for a response to the P3 Program and Project Cost.</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.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 3.7 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>
Dorsch, David	I-1466	Refer to Appendix T Page DEIS C–455 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.6A for a response on opposition to managed lanes or tolling public roads.</p>
Dougherty, Olga	I-436	Refer to Appendix T Page DEIS C–456 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Dover, Tyler	I-166	Refer to Appendix T Page DEIS C–457 for your exact comment.	<p>The Northern section of I-270 from I-370 to Frederick is part of a separate, independent National Environmental Policy Act (NEPA) study under the I-495 and I-270 Public-Private Partnership (P3) Program. Potential impacts and improvements to City streets in Frederick will be considered as part of that study, but Frederick is outside of the scope of this I-495 & I-270 Managed Lanes Study, which has a northern terminus of I-370.</p>

Commenter	#	Reference to Comment	Response
Dowhaluk, Sonya	I-945	Refer to Appendix T Page DEIS C-458 for your exact comment.	<p>Thank you for your comment concerning impacts to the South Four Corners neighborhood. As described in the Supplemental DEIS, this neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Drake, Dottie	I-1074	Refer to Appendix T Page DEIS C-459 for your exact comment.	<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 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Driscoll, Jim	I-1467	Refer to Appendix T Page DEIS C-460 for your exact comment.	<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 3.4 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p>
Drolsbaugh, Bill	I-933	Refer to Appendix T Page DEIS C-461 for your exact comment.	<p>Thank you for your comment regarding the Baltimore Washington Superconducting Maglev project. The Federal Railroad Administration has placed the Maglev project on hold to review project elements and determine next steps. Please refer to the project website at https://www.bwmaglev.info/index.php for more information.</p>
Duan, Ning	I-629	Refer to Appendix T Page DEIS C-462 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Duff, Lucy	I-405	Refer to Appendix T Page DEIS C-463 for your exact comment.	<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.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>

Commenter	#	Reference to Comment	Response
Duff, Lucy	I-929	Refer to Appendix T Page DEIS C-464 for your exact comment.	<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.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Dull, Doug	I-1193	Refer to Appendix T Page DEIS C-465 for your exact comment.	<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Dunbar, Elva	I-705	Refer to Appendix T Page DEIS C-466 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Duncan-Peters, Shelia	I-167	Refer to Appendix T Page DEIS C-467 thru 468 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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>
Duyck, Eric	I-1469	Refer to Appendix T Page DEIS C-469 for your exact comment.	<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 3.1 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> <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.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.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 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Dwyer, Kevin	I-103	Refer to Appendix T Page DEIS C-470 thru 471 for your exact comment.	<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.H for a response to noise impacts and mitigation.</p>

Commenter	#	Reference to Comment	Response
			<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 3.5 for a response to the P3 Program and Project Cost.</p>
Dyroff, Colin	I-1468	Refer to Appendix T Page DEIS C-472 for your exact comment.	Thank you for your comment concerning impacts to the Franklin Knolls neighborhood. As described in the Supplemental DEIS, this neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.
Eagle, Thomas	I-1220	Refer to Appendix T Page DEIS C-473 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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.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 for a response on the NEPA approach, analysis, and impacts.</p>
Eardley, Brian	I-1177	Refer to Appendix T Page DEIS C-474 for your exact comment.	<p>Thank you for your comment concerning impacts to the Forest Estates neighborhood, Sligo Creek and Northwest Branch. As described in the Supplemental DEIS, the Forest Estates neighborhood and these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.M for a response to impacts to utilities and associated costs.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>

Commenter	#	Reference to Comment	Response
Eason, David	I-1252	Refer to Appendix T Page DEIS C-475 for your exact comment.	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.
Easton, Susan	I-123	Refer to Appendix T Page DEIS C-476 thru 480 for your exact comment.	<p>Thank you for your comment on property, environmental, and health impacts, traffic, project cost, and Environmental Justice (EJ). Regarding your comment on EJ, The portion of the EJ Analysis presented in the DEIS was conducted in compliance with Title VI of the 1964 Civil Rights Act; Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations; USDOT Order 5610.2(a): Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (2012 revision); FHWA Order 6640.23A: FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations; and FHWA memorandum Guidance on Environmental Justice and NEPA (2011); and other applicable agency guidance. Per the methodology approved by FHWA and Cooperating Agencies, the first steps of the EJ Analysis were completed in the DEIS and SDEIS, and the remaining steps, including a comparison of impacts from the Preferred Alternative to EJ populations versus impacts to non-EJ populations, are completed in this FEIS. See FEIS, Chapter 5.21 for detail on the EJ Analysis methodology and steps.</p> <p>Regarding your comment on stormwater management (SWM) and the degradation of waterways, this project will be required to control stormwater runoff from the MDOT ROW to match existing stormwater runoff for the 10-year storm. Permit variances can be requested for small increases, however, detailed hydrologic calculations must be performed in order to show that the increase will not cause downstream flooding or erosion. This project will also be required to provide water quality treatment for all new pavement and 50% of reconstructed pavement to mimic woods in good condition. The NEPA study assumed that 25% of existing lanes plus both shoulders would be reconstructed, resulting in 44% of existing pavement on 495 and 39% of existing pavement on 270 being reconstructed. If detailed design results in more reconstructed pavement, water quality treatment will be required for 50% of the total reconstructed pavement. On-site water quality SWM must be maximized, however, if the full water quality requirements cannot be met onsite, offsite water quality SWM will be allowed within the same 6-digit watershed. The SWM concept design provides 95% of water quality requirements onsite and 5% offsite. Given the high level of water quality treatment onsite and that the offsite will be provided within the same 6-digit watershed of the project, downstream channels should not degrade further.</p> <p>The decision concerning the scope of analysis to be conducted under NEPA lies within the discretion of the project proponent and lead federal agency. Depending on the factual circumstances, a programmatic or a project-specific analysis could be conducted to fulfill NEPA's procedural requirements. In this case, proceeding with a project-level review for the Study was entirely appropriate.</p> <p>Maryland's Traffic Relief Plan is statewide and includes I-95, I-695, I-495, I-270, MD 295, and the Smart Signals Program. Overall, this plan includes three elements: P3 Program, Baltimore Area Traffic Relief Plan, and Smart Traffic Signals. The Study focuses specifically on one element of that plan in one region of the state. The intent of the I-495 & I-270 P3 Program is to reduce congestion on I-495 and I-270 by seeking input from the private sector to design, build, finance, operate, and maintain improvements along the corridors. The plan is focused on transforming these overloaded interstates to allow people to reach their destinations faster and to remove overflow traffic from the local roads.</p> <p>The geographic scope of the Study, while large, is distinctly defined. It includes 37 miles of I-495 and 11 miles of I-270. Consistent with CEQ NEPA regulations 40 CFR 1502.4(a) and 1508.25(a), as well as FHWA NEPA regulations at 23 CFR 771.111(f), MDOT SHA and FHWA have identified the Study as an independent action that may proceed regardless of whether other actions of the Traffic Relief Plan or P3 Program are implemented.</p> <p>Furthermore, the identified scope of the Study has been sufficiently defined to be advanced with a project-level NEPA document. Consistent with FHWA regulations, other proposed actions, such as potential improvements to I-270 from I-370 to I-70, have been determined to possess independent utility from the Study (and other actions in the TRP and P3 Program) and thus will require separate project-level NEPA documents.</p> <p>Regarding your comment on providing documentation, pursuant to accepted FHWA policy, the EIS documents were drafted to enhance readability and accessibility for all members of the public. These documents summarized an enormous amount of underlying data and information related to the proposed action, with complete references to supporting technical reports. Stakeholders or concerned citizens could easily access the 19 technical reports appended to the DEIS and updated reports in the SDEIS to obtain a higher level of detail and specificity concerning virtually any topic related to the proposed action. These reports, comprising close to 18,000 pages in the DEIS and approximately 8,200 pages in the SDEIS and supporting documentation, detail the extensive analysis undertaken by MDOT SHA and reviewed by FHWA and cooperating agencies prior to publication of the DEIS and SDEIS. The reports reflect extensive coordination between local, state, regional and Federal agencies, as well as input from the stakeholders and communities since Spring 2018. The methodologies applied to conduct the analyses reflected in those technical reports were reviewed and approved by the applicable lead federal and state agencies. Resource and regulatory agencies were also consulted on the methodologies and were afforded the opportunity to review and comment on the analyses before being conducted and once the analyses were finalized. As a result, the structure and</p>

Commenter	#	Reference to Comment	Response
			<p>format of the EIS documents are consistent with federal practice and the documents with all supporting data and analyses were available for public review and comment.</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 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.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 3.1 for a response on Purpose and Need and teleworking.</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.L for a response to public health impacts.</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.I for a response to construction impacts.</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.A for a response to Limits of Disturbance.</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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Easton, Susan	I-1144	Refer to Appendix T Page DEIS C–481 for your exact comment.	<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 3.1 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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Edwards, Brendan	I-923	Refer to Appendix T Page DEIS C–482 for your exact comment.	<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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Edwards, Christopher	I-943	Refer to Appendix T Page DEIS C–483 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park, Sligo Creek Park and Greenbelt Park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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> <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.K for a response to impacts to properties and communities, including community facilities.</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.M for a response to impacts to utilities and associated costs.</p>
Efird, Lauren	I-817	Refer to Appendix T Page DEIS C–484 for your exact comment.	<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.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 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Eicher, Cynthia	I-300	Refer to Appendix T Page DEIS C–485 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>
Eigler, Kelly	I-136	Refer to Appendix T Page DEIS C–486 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>
Eisenberg, Bonnie	I-570	Refer to Appendix T Page DEIS C–487 for your exact comment.	<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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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>

Commenter	#	Reference to Comment	Response
Eisenberg, Shauna	I-1068	Refer to Appendix T Page DEIS C–488 for your exact comment.	<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 3.6.B for a response to toll rate ranges and toll rate setting process.</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.H for a response to noise impacts and mitigation.</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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Elesh, Barbara	I-1470	Refer to Appendix T Page DEIS C–489 for your exact comment.	<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.H for a response to noise impacts and mitigation.</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.B for a response to traffic modeling and analysis.</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 for a response on the NEPA approach, analysis, and impacts.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Elkind, Jonathan	I-272	Refer to Appendix T Page DEIS C–490 thru 491 for your exact comment.	<p>Thank you for your comment on traffic impacts, induced demand and other Maryland P3 projects. MDOT understands the phenomenon of induced demand, and it is a consideration on all of our large roadway projects. In this case, MDOT is recommending adding capacity via managed lanes (HOT lanes) instead of widening with additional general purpose lanes. Managed lanes do a better job at regulating demand, including induced demand, due to dynamic pricing.</p> <p>Our study shows that there could be some induced demand as a result of this project, but the impact will be small (less than 1% increase in vehicle miles traveled (VMT) in the region) and those effects are fully accounted for in the regional traffic models COG and TPB use. Even with these effects, the proposed managed lanes would reduce regional congestion delays and significantly improve travel times along both freeway corridors and on local roads throughout the region.</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.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> <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 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
El-Shimy, Yasser	I-801	Refer to Appendix T Page DEIS C-492 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Elsner, Alan	I-641	Refer to Appendix T Page DEIS C-493 for your exact comment.	<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> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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 3.1 for a response on Purpose and Need and teleworking.</p>
Elsner, Shulamit	I-642	Refer to Appendix T Page DEIS C-494 for your exact comment.	<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> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Elvove, Jay	I-1146	Refer to Appendix T Page DEIS C-495 for your exact comment.	<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> <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.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 3.7 for a response to comments related to public involvement and engagement.</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.B for a response to Alternatives Not Retained for Detailed Study.</p>
Emani, Sujata	I-1471	Refer to Appendix T Page DEIS C-496 for your exact comment.	<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 3.2.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, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
			<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 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>
Emanski Zain, Maria	I-898	Refer to Appendix T Page DEIS C–497 for your exact comment.	<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 3.3.4 for a response on the NEPA approach, analysis, and impacts.</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.I for a response to construction 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>
Englert, Benjamin	I-728	Refer to Appendix T Page DEIS C–498 for your exact comment.	<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.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>
Epifano, Olga	I-133	Refer to Appendix T Page DEIS C–499 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Epp Schmidt, Dietrich	I-213	Refer to Appendix T Page DEIS C–500 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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 3.1 for a response on Purpose and Need.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Eppsteiner, George	I-936	Refer to Appendix T Page DEIS C–501 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Esposito, Joesph P.	I-581	Refer to Appendix T Page DEIS C–503 thru 505 for your exact comment.	<p>Thank you for your comment concerning traffic noise for Carderock Springs community and the Carderock Springs Elementary School schoolyard. As described in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, a new barrier is proposed to provide noise mitigation to portions of the Carderock Springs and the elementary school that are not behind an existing barrier to the east. This new barrier will be combined with a replacement barrier, which will replace the existing barrier, and is anticipated to extend from Persimmon Tree Road to Seven Locks Road. The barrier studied was 3,434 feet long and is variable height ranging from 20 to 32 feet. This barrier will be re-evaluated during the final design process by the construction team.</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 3.5 for a response to the P3 Program and Project Cost.</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.K for a response to impacts to properties and communities, including community facilities.</p>
Esposito, Joseph	I-313	Refer to Appendix T Page DEIS C–502 for your exact comment.	Refer to your comment number I-581 above for response to your comment.
Estrin, Andrew	I-802	Refer to Appendix T Page DEIS C–506 for your exact comment.	<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.M for a response to impacts to utilities and associated costs.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Eure, Leslie	I-1529	Refer to Appendix T Page DEIS C–507 for your exact comment.	<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.L for a response to public health impacts.</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.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	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>
Eure, Stephen	I-1058	Refer to Appendix T Page DEIS C–508 for your exact comment.	<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 3.4 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>
Evans Brookshier, Ashley	I-1472	Refer to Appendix T Page DEIS C–509 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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.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 3.2.B for a response to Alternatives Not 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.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Evans, David	I-197	Refer to Appendix T Page DEIS C–510 for your exact comment.	<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.B for a response to traffic modeling and analysis.</p>
Evelyn	I-200	Refer to Appendix T Page DEIS C–511 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>
Evelyn	I-201	Refer to Appendix T Page DEIS C–512 for your exact comment.	<p>Thank you for your comment. As described on the program website all comments made on the DEIS and SDEIS during the formal comment period have been individually considered and included in this FEIS. An effort has been made to identify exact duplicates but multiple comments from the same person or entity that vary are included. In addition to these matrices, response to Common Themes have been identified and provided in Chapter 9.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Fadali, Lyla	I-497	Refer to Appendix T Page DEIS C–513 for your exact comment.	<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 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>
Falk, Joyce	I-803	Refer to Appendix T Page DEIS C–514 for your exact comment.	<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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Falloon, Judith	I-804	Refer to Appendix T Page DEIS C–515 thru 516 for your exact comment.	<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.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.G for a response to climate change considerations.</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 3.5 for a response to the P3 Program and Project Cost.</p>
Falloon, Judith	I-1504	Refer to Appendix T Page DEIS C–517 for your exact comment.	<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 3.7 for a response to comments related to public involvement and engagement.</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.K for a response to impacts to properties and communities, including community facilities.</p>
Fardoust, Roya	I-535	Refer to Appendix T Page DEIS C–518 for your exact comment.	<p>Thank you for your comment concerning traffic noise. The results of the updated analysis on the Preferred Alternative in the FEIS showed 59 NSAs in the study area (representing a reduction of 69 NSAs from the DEIS and a reduction from 64 in the SDEIS). Within these NSA's, several sound barrier scenarios were considered: existing sound barriers to remain in place; existing sound barriers displaced by proposed construction to be replaced by a reconstructed barrier on a new alignment; existing sound barriers that were evaluated for extensions; and new sound barriers on new alignment. For this analysis, sound barriers that are anticipated to be displaced for roadway improvements or stormwater management conflicts, have been analyzed to verify that there is no decrease in performance as replacement barriers. Any barriers that are displaced, will be re-evaluated during the final design process to verify that replacement sound barriers meet or exceed the noise abatement performance of the existing noise barriers to be replaced.</p> <p>Sound barriers are designed to lower the overall traffic noise level but will not eliminate the noise entirely. The sound barrier is not intended to mitigate point source noise emissions such as air brakes, motorcycles and modified exhaust systems on vehicles and trucks. Sound travels in waves, and is dependent on ground cover, topography and atmospheric conditions as well as intervening obstacles (such as sound barriers, buildings or vegetation). Sound levels are measured on a logarithmic scale, which means that in order for there to be a barely perceptible (3 dBA) increase in noise, either traffic volume would need to double and still operate at high speeds, or the roadway would need to move significantly closer to the residence. Neither of these conditions are proposed as a result of the build alternative, so noise is not expected to become significantly louder.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<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.K for a response to impacts to properties and communities, including community facilities.</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.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.F for a response to adverse impacts to air quality.</p>
Farthing, Carol	I-278	Refer to Appendix T Page DEIS C–519 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Faulman, Jane	I-1206	Refer to Appendix T Page DEIS C–520 for your exact comment.	<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> <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 3.5 for a response to the P3 Program and Project Cost.</p>
Fay, John	I-114	Refer to Appendix T Page DEIS C–521 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Chapter 9, Section 3.4.G for a response to climate change considerations.</p>
Fay, John	I-186	Refer to Appendix T Page DEIS C–522 for your exact comment.	<p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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.B for a response to traffic modeling and analysis.</p>
Fay, John	I-279	Refer to Appendix T Page DEIS C–523 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Fellman, Gary	I-671	Refer to Appendix T Page DEIS C–524 for your exact comment.	<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	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.
Felsen, Alan	I-524	Refer to Appendix T Page DEIS C–525 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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>
Felsen, Elaine	I-805	Refer to Appendix T Page DEIS C–526 for your exact comment.	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.
Ferguson, Jonathan	I-858	Refer to Appendix T Page DEIS C–527 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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.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.F for a response to adverse impacts to air quality.</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>
Feuerstein, Laura	I-572	Refer to Appendix T Page DEIS C–528 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.I for a response to construction impacts.</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.G for a response to climate change considerations.</p>
Ficca, Pamela	I-1473	Refer to Appendix T Page DEIS C–529 thru 530 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
			<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.L for a response to public health 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Ficker, Robin	I-479	Refer to Appendix T Page DEIS C–531 for your exact comment.	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.
Field, Randi	I-42	Refer to Appendix T Page DEIS C–532 thru 533 for your exact comment.	<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.C for a response to analyses of parklands and historic resources.</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, effects of the Pandemic, and impacts of teleworking/remote working.</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.M for a response to impacts to utilities and associated costs.</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.L for a response to public health impacts.</p>
Fields, James	I-806	Refer to Appendix T Page DEIS C–534 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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.D for a response to Environmental Justice and equity concerns.</p>
Fields, Ronnie	I-406	Refer to Appendix T Page DEIS C–535 for your exact comment.	<p>Thank you for your comment concerning traffic noise. As described in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, a new barrier is proposed to provide noise mitigation to the Rose Hill Falls community and surrounding area. The proposed barrier is anticipated to extend from the interchange with MD 189 (Falls Road) to MD 28 (W. Montgomery Road) providing noise reduction to 44 impacted residences as well as to 44.67 non-impacted benefited residence. The odd decimal number is due to how non-residential properties, such as the school, church, nursing home, are equated to residences for purposes of analysis. This barrier will be re-evaluated during the final design process by the construction team.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>

Commenter	#	Reference to Comment	Response
			<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.K for a response to impacts to properties and communities, including community facilities.</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.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, effects of the Pandemic, and impacts of teleworking/remote working.</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.D for a response to Environmental Justice and equity concerns.</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.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.B for a response to traffic modeling and analysis.</p>
Figueiredo, Carlos	I-1161	Refer to Appendix T Page DEIS C–536 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Fine, Maureen	I-807	Refer to Appendix T Page DEIS C–537 for your exact comment.	<p>Thank you for your comment concerning impacts to parks and the environment. As described in the Supplemental DEIS, Rock Creek park, Sligo Creek park, and Greenbelt park are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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>

Commenter	#	Reference to Comment	Response
			<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.B for a response to traffic modeling and analysis.</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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Finnegan, Eileen	I-484	Refer to Appendix T Page DEIS C–538 for your exact comment.	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.
Fisher, Ian	I-34	Refer to Appendix T Page DEIS C–539 for your exact comment.	<p>Regarding your PIA requests, MDOT SHA provided numerous documents requested and adequate responses verbally in telephone calls and in correspondence, and respectfully disagrees with your statements. Refer to MDOT SHA Response Letter dated August 3, 2020 and September 22, 2020 for a response to your specific requests.</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 3.7 for a response to comments related to public involvement and engagement.</p>
Fisher, Ian	I-407	Refer to Appendix T Page DEIS C–540 thru 541 for your exact comment.	<p>Regarding your PIA requests, MDOT SHA provided numerous documents requested and adequate responses verbally in telephone calls and in correspondence, and respectfully disagrees with your statements. Refer to MDOT SHA Response Letter dated October 14, 2020 and November 2, 2020 for a response to your specific requests.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Fisher, Ian	I-672	Refer to Appendix T Page DEIS C–542 thru 543 for your exact comment.	Refer to your comment number I-34 and I-407 above for response to your comment.
Fisher, Ian	I-964	Refer to Appendix T Page DEIS C–544 thru 546 for your exact comment.	<p>FHWA reviewed and responded to all FOIA requests pursuant to FOIA.</p> <p>Refer to MDOT SHA Response Letter dated November 2, 2020, for a response to your comment and specific request.</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 3.7 for a response to comments related to public involvement and engagement.</p>
Fisher, Ian	I-965	Refer to Appendix T Page DEIS C–547 thru 552 for your exact comment.	<p>Refer to your comment number I-34 and I-407 above for response to your comment.</p> <p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p>

Commenter	#	Reference to Comment	Response
Fisher, Ian	I-966	Refer to Appendix T Page DEIS C–553 thru 555 for your exact comment.	Refer to your comment number I-34 and I-407 above for response to your comment. Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.
Fisher, Ian	I-1505	Refer to Appendix T Page DEIS C–556 thru 557 for your exact comment.	Refer to your comment number I-34 and I-407 above for response to your comment.
Fishman, Sheldon	I-1474	Refer to Appendix T Page DEIS C–558 for your exact comment.	Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.4.L for a response to public health impacts. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Fitzgerald, Amanda	I-408	Refer to Appendix T Page DEIS C–559 for your exact comment.	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.
Fitzgerald, Patrick	I-303	Refer to Appendix T Page DEIS C–560 for your exact comment.	Thank you for your comment concerning impacts to Rock Creek Park. As described in the Supplemental DEIS, this park is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. 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. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Fogarty, Alison	I-470	Refer to Appendix T Page DEIS C–561 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study.
Follweiler, Hannah	I-66	Refer to Appendix T Page DEIS C–562 for your exact comment.	Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Fornasini, Gianfranco	I-1475	Refer to Appendix T Page DEIS C–563 for your exact comment.	<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.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.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 3.4.G for a response to climate change considerations.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives 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>
Fowler, Eric	I-582	Refer to Appendix T Page DEIS C–564 for your exact comment.	<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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Frame, Leigh	I-673	Refer to Appendix T Page DEIS C–565 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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 3.5 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>
Fran	I-808	Refer to Appendix T Page DEIS C–566 for your exact comment.	<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.F for a response to adverse impacts to air quality.</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.L for a response to public health impacts.</p>
France, Marie	I-1476	Refer to Appendix T Page DEIS C–567 thru 568 for your exact comment.	<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>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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.J for a response to impacts to greenspace and/or wildlife habitat.</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 3.4.M for a response to impacts to utilities and associated costs.</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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Frankenberry, Mary	I-1007	Refer to Appendix T Page DEIS C–569 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Frankovic, Janet	I-382	Refer to Appendix T Page DEIS C–570 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Frankovic, Joesph and Janet	I-809	Refer to Appendix T Page DEIS C–571 thru 572 for your exact comment.	<p>Thank you for your comment concerning impacts to your neighborhood in College Park and the Polish Club property. As described in the Supplemental DEIS, College Park and the Polish Cub property are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.J for a response to impacts to greenspace and/or wildlife habitat.</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 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
			<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.H for a response to noise impacts and mitigation.</p>
Fraser, Alexa	I-10	Refer to Appendix T Page DEIS C–573 for your exact comment.	<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 3.1 for a response on Purpose and Need and teleworking.</p>
Fremont, James	I-29	Refer to Appendix T Page DEIS C–574 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>
Frey, Mark	I-8	Refer to Appendix T Page DEIS C–575 for your exact comment.	<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Frey, Rebecca	I-208	Refer to Appendix T Page DEIS C–576 for your exact comment.	<p>Thank you for your comment on impacts to local roadways and stormwater runoff in Prince George's County. As described in the Supplemental DEIS, these facilities are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.M for a response to impacts to utilities and associated costs.</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.I for a response to construction impacts.</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.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 3.2.A for a response on Screening of Preliminary Alternatives 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 3.4 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>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Frick, Paul	I-548	Refer to Appendix T Page DEIS C–577 for your exact comment.	Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Frick, Valerie	I-522	Refer to Appendix T Page DEIS C–578 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Friedman, Heidi	I-1463	Refer to Appendix T Page DEIS C–579 thru 584 for your exact comment.	Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.4.L for a response to public health impacts. Refer to Appendix T for the Farmland Civic Association comment response for additional responses to your comments.
Friend, Karen	I-622	Refer to Appendix T Page DEIS C–585 thru 586 for your exact comment.	Thank you for your comment concerning impacts to your property and the Woodley Gardens neighborhood. The Preferred Alternative, as described in the Supplemental DEIS, does not result in any full acquisitions or residential or business displacements; therefore, no homes would be taken due to the proposed roadway widening. Sliver impacts to properties along I-270 within the Woodley Gardens neighborhood are limited and proposed for elements such as roadside grading, on-site drainage and stormwater management, and noise barrier replacement/construction. These partial property acquisitions are considered ones that do not cause a business or residential relocation and have been assumed where a principle building of a residence, business, or community facility is located more than 20 feet from the Preferred Alternative limits of disturbance. Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. 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. Refer to Chapter 9, Section 3.4.O for a response to safety considerations. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Frost, Derek	I-1478	Refer to Appendix T Page DEIS C–587 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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 3.4.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> <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.M for a response to impacts to utilities and associated costs.</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>
Fry, Amanda	I-1479	Refer to Appendix T Page DEIS C–588 thru 589 for your exact comment.	<p>Thank you for your comment concerning impacts to the Forest Estates Community, Rock Creek Stream Valley Park, and Sligo Creek Park. As described in the Supplemental DEIS, the Forest Estates Community and these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>MDOT SHA has considered local and regional plans for trail crossings that could be affected by the project, and worked with M-NCPPC to evaluate strategies for minimizing impacts to trail crossings and accommodating potential future crossings.</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> <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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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.O for a response to safety 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 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
			<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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Fry, Wesley	I-1480	Refer to Appendix T Page DEIS C–590 thru 591 for your exact comment.	<p>Thank you for your comment concerning impacts to the Forest Estates Community, Rock Creek Stream Valley Park, and Sligo Creek Park. As described in the Supplemental DEIS, the Forest Estates Community and these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>MDOT SHA has considered local and regional plans for trail crossings that could be affected by the project, and worked with M-NCPPC to evaluate strategies for minimizing impacts to trail crossings and accommodating potential future crossings.</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> <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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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.O for a response to safety 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 3.4.C for a response to analyses of parklands and historic resources.</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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Fung, Phyllis	I-1270	Refer to Appendix T Page DEIS C–592 for your exact comment.	<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 3.4.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>
Fuster, Jill	I-1080	Refer to Appendix T Page DEIS C–593 for your exact comment.	<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.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>

Commenter	#	Reference to Comment	Response
			<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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction 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 3.1 for a response on Purpose and Need and teleworking.</p>
Gage, Austen	I-219	Refer to Appendix T Page DEIS C-594 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park. As described in the Supplemental DEIS, College Park is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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>
Gage, Julia	I-1272	Refer to Appendix T Page DEIS C-595 for your exact comment.	<p>Thank you for your comment concerning impacts to the North College Park community. As described in the Supplemental DEIS, the North College Park area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</p>
Gagliardi, Dominic	I-820	Refer to Appendix T Page DEIS C-596 for your exact comment.	<p>Thank you for your comment regarding induced demand. MDOT understands the phenomenon of induced demand, and it is a consideration on all of our large roadway projects. In this case, MDOT is recommending adding capacity via managed lanes (HOT lanes) instead of widening with additional general purpose lanes. Managed lanes do a better job at regulating demand, including induced demand, due to dynamic pricing.</p> <p>Our study shows that there could be some induced demand as a result of this project, but the impact will be small (less than 1% increase in vehicle miles traveled (VMT) in the region) and those effects are fully accounted for in the regional traffic models COG and TPB use. Even with these effects, the proposed managed lanes would reduce regional congestion delays and significantly improve travel times along both freeway corridors and on local roads throughout the region.</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>
Gagliardi, Jeremy	I-1054	Refer to Appendix T Page DEIS C-597 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Gagnon, Stuart	I-757	Refer to Appendix T Page DEIS C-598 for your exact comment.	<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>

Commenter	#	Reference to Comment	Response
			<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.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 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project.</p> <p>Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs.</p>
Gallant, Andrew	I-409	Refer to Appendix T Page DEIS C–600 thru 601 for your exact comment.	<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 3.1 for a response on Purpose and Need.</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.H for a response to noise impacts and mitigation.</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 for a response on the NEPA approach, analysis, and impacts.</p>
Gallant, Andrew	I-1113	Refer to Appendix T Page DEIS C–599 for your exact comment.	<p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</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 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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Gallardo, Justin	I-348	Refer to Appendix T Page DEIS C–602 thru 604 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>

Commenter	#	Reference to Comment	Response
			<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Galley, Michelle	I-1173	Refer to Appendix T Page DEIS C-605 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>
Galloway, Linda	I-293	Refer to Appendix T Page DEIS C-606 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Gans, Richard	I-536	Refer to Appendix T Page DEIS C-607 for your exact comment.	<p>Thank you for your comment concerning traffic noise and sound barriers in the vicinity of the Fallsmead community. Currently, a noise barrier exists along southbound I-270 from the southbound ramp from MD 28, continuing along I-270 to just short of the Ramp to MD 189. Per the current design evaluated for the SDEIS, this barrier will not be impacted by the proposed improvements and will remain in place. Near the southern end a section of wall will be displaced and relocated to a new location and an extension is proposed to provide additional benefits for residential properties closer to MD 189. As described in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, the combination of existing, replaced, and new barrier totaling 4,666 feet in length effectively reduces noise within the community and meets MDOT SHA's noise reduction requirements. No traffic noise barrier can eliminate traffic noise. Rather they are introduced to considerably reduce noise levels for people living next to highways and are most effective when closer to the highway.</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.H for a response to noise impacts and mitigation.</p>
Garcia Montojo, Marta	I-359	Refer to Appendix T Page DEIS C-608 for your exact comment.	<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.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.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>
Gargurevich, Kathryn	I-1481	Refer to Appendix T Page DEIS C-609 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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 3.1 for a response on Purpose and Need and teleworking.</p>

Commenter	#	Reference to Comment	Response
			<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.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.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>
Garner, Timothy	I-301	Refer to Appendix T Page DEIS C–610 for your exact comment.	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.
Garrison, Joyce	I-747	Refer to Appendix T Page DEIS C–611 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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.F for a response to adverse impacts to air quality.</p>
Gaudet, Katherine	I-1482	Refer to Appendix T Page DEIS C–612 thru 613 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives 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 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 3.1 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 3.4.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.J for a response to impacts to greenspace and/or wildlife habitat.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Gayer, David	I-1483	Refer to Appendix T Page DEIS C–614 for your exact comment.	Thank you for your comment concerning impacts to Indian Spring Historic District and the Silver Spring YMCA. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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

Commenter	#	Reference to Comment	Response
			<p>be subject to additional environmental studies, analysis, and collaboration with the public, stakeholders, and agencies.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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.F for a response to adverse impacts to air quality.</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.D for a response to Environmental Justice and equity concerns.</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.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> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Gelhard, Kate	I-645	Refer to Appendix T Page DEIS C–615 for your exact comment.	Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.
Gentry, Donna	I-383	Refer to Appendix T Page DEIS C–616 for your exact comment.	<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.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.J for a response to impacts to greenspace and/or wildlife habitat.</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 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>
Gentry, Donna	I-810	Refer to Appendix T Page DEIS C–617 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Gentry, Richard	I-347	Refer to Appendix T Page DEIS C–618 for your exact comment.	<p>Thank you for your comment on highway noise associated with the proposed I-270 improvement in the vicinity of Montrose Road. Between Tuckerman Lane overpass and the Montrose Road interchange the proposed Preferred Alternative has minimized the limits of disturbance, and therefore has minimized the impact to the area between the proposed improvements and the community. As part of the NEPA process documented in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, noise and air quality analyses were completed. Noise analysis follows the noise policy and guidelines as set forth by MDOT SHA in their Highway Noise Abatement Planning and Engineering Guidelines. The noise policy and guidelines are based upon the provisions contained in Title 23 of the Code of Federal Regulations Part 772 (23 CFR 772), Procedures for Abatement of Highway Traffic Noise and Construction Noise and the Federal Highway Administration (FHWA) report FHWA-HEP-10-025, Highway Traffic Noise: Analysis and Abatement Guidance and subsequent revisions. Several noise barrier scenarios have been analyzed for this Study: existing noise barriers to remain in place; existing noise barriers displaced by proposed construction to be replaced by a reconstructed barrier on a new alignment; existing noise barriers that were evaluated for extensions; and new noise barriers on new alignment. Where an existing noise barrier is displaced, a replacement barrier that meets or exceeds the noise abatement performance of the existing noise barriers to be replaced. For locations where a barrier on new alignment was studied, the proposed barrier must meet the feasibility and reasonableness criteria set forth in MDOT SHA's noise policy.</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 3.4.B for a response to traffic modeling and analysis.</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.P for a response to socioeconomic impacts and impacts to the regional economy.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Gentry, Rick	I-384	Refer to Appendix T Page DEIS C–619 for your exact comment.	<p>Thank you for your comment on highway noise associated with the proposed I-270 improvement in the vicinity of Montrose Road. Between Tuckerman Lane overpass and the Montrose Road interchange the proposed Preferred Alternative has minimized the limits of disturbance, and therefore has minimized the impact to the area between the proposed improvements and the community. As part of the NEPA process documented in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, noise and air quality analyses were completed. Noise analysis follows the noise policy and guidelines as set forth by MDOT SHA in their Highway Noise Abatement Planning and Engineering Guidelines. The noise policy and guidelines are based upon the provisions contained in Title 23 of the Code of Federal Regulations Part 772 (23 CFR 772), Procedures for Abatement of Highway Traffic Noise and Construction Noise and the Federal Highway Administration (FHWA) report FHWA-HEP-10-025, Highway Traffic Noise: Analysis and Abatement Guidance and subsequent revisions. Several noise barrier scenarios have been analyzed for this Study: existing noise barriers to remain in place; existing noise barriers displaced by proposed construction to be replaced by a reconstructed barrier on a new alignment; existing noise barriers that were evaluated for extensions; and new noise barriers on new alignment. Where an existing noise barrier is displaced, a replacement barrier that meets or exceeds the noise abatement performance of the existing noise barriers to be replaced. For locations where a barrier on new alignment was studied, the proposed barrier must meet the feasibility and reasonableness criteria set forth in MDOT SHA's noise policy.</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 3.4.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 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.4.P for a response to socioeconomic impacts and impacts to the regional economy.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Gestl, Russ	I-410	Refer to Appendix T Page DEIS C–620 for your exact comment.	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.
Gettys, Evelyn	I-812	Refer to Appendix T Page DEIS C–621 for your exact comment.	Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Ghazi, Reema	I-294	Refer to Appendix T Page DEIS C–622 for your exact comment.	Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Ghorayeb, Sara	I-1202	Refer to Appendix T Page DEIS C–623 for your exact comment.	Thank you for your comment concerning impacts to the Silver Spring YMCA. As described in the Supplemental DEIS, the Silver Spring YMCA is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.
Gibson, Dana	I-168	Refer to Appendix T Page DEIS C–624 for your exact comment.	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 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.
Gidfar, Firooz	I-1322	Refer to Appendix T Page DEIS C–625 for your exact comment.	Refer to Chapter 9, Section 3.4.L for a response to public health impacts. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.

Commenter	#	Reference to Comment	Response
			<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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.A for a response to Limits of Disturbance.</p>
Gill, Valerie	I-825	Refer to Appendix T Page DEIS C–626 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Gillespie, Alison	I-1279	Refer to Appendix T Page DEIS C–627 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Gillis, Jonathan	I-565	Refer to Appendix T Page DEIS C–628 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Gingold, Janet	I-411	Refer to Appendix T Page DEIS C–629 for your exact comment.	<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.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.L for a response to public health impacts.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives 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>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Gingold, Janet	I-1094	Refer to Appendix T Page DEIS C–630 thru 631 for your exact comment.	<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.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 3.4.L for a response to public health impacts.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Ginsberg, Harold	I-83	Refer to Appendix T Page DEIS C–632 for your exact comment.	<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, effects of the Pandemic, and impacts of teleworking/remote working.</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 3.5 for a response to the P3 Program and Project Cost.</p>
Glassman, Mary	I-920	Refer to Appendix T Page DEIS C–633 for your exact comment.	<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 teleworking.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Glazer, Emily	I-1484	Refer to Appendix T Page DEIS C–634 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Glenshaw, Mara	I-1485	Refer to Appendix T Page DEIS C–635 for your exact comment.	<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.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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
			<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 3.2.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>
Glenshaw, Paul	I-1486	Refer to Appendix T Page DEIS C–636 for your exact comment.	<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.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.H for a response to noise impacts and mitigation.</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 3.2.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>
Glesmann, Gwen	I-1298	Refer to Appendix T Page DEIS C–637 for your exact comment.	<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.F for a response to adverse impacts to air quality.</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.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.I for a response to construction 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.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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Glinski, Seth	I-314	Refer to Appendix T Page DEIS C–638 for your exact comment.	<p>Thank you for your comment concerning impacts to your property and neighborhood. The Preferred Alternative limits of disturbance, as described in the Supplemental DEIS and shown in Appendix D of the SDEIS, have been refined and the proposed property impacts at and near your property have been reduced. The proposed construction activities and permanent features including on-site drainage and stormwater management and noise barrier replacement/construction would generally be located within existing right-of-way along this section of I-495.</p>

Commenter	#	Reference to Comment	Response
			<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.K for a response to impacts to properties and communities, including community facilities.</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.H for a response to noise impacts and mitigation.</p>
Glinski, Seth	I-826	Refer to Appendix T Page DEIS C–639 for your exact comment.	<p>Thank you for your comment concerning impacts to your property and neighborhood. Since the DEIS, MDOT SHA engaged with property owners, business owners, community organizations and the general public to address concerns over property impacts. As a result of this engagement and an effort to identify and incorporate design refinements that minimize impacts, the impacts to your property and neighborhood shown in the DEIS have been significantly reduced under the Preferred Alternative. Refer to the FEIS, Appendix E. Although partial acquisition at your property will still be necessary to develop the Preferred Alternative, the impact will be limited to a “strip take” adjacent to I-495 behind the proposed noise barrier along the I-495 outer loop. The project team will continue to be available to discuss property impacts throughout the project and as the continues in final design.</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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Golden Kroner, Rachel	I-765	Refer to Appendix T Page DEIS C–640 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.F for a response to adverse impacts to air quality.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Goldfinger, Michael	I-861	Refer to Appendix T Page DEIS C–641 for your exact comment.	<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.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 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
Goldstein, Richard	I-540	Refer to Appendix T Page DEIS C–642 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study.
Goldstone, Mark	I-835	Refer to Appendix T Page DEIS C–643 for your exact comment.	Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.
Gordon-McKeon, Britt	I-1148	Refer to Appendix T Page DEIS C–644 for your exact comment.	Refer to Chapter 9, Section 3.4.L for a response to public health impacts. Refer to Chapter 9, Section 3.4.O for a response to safety considerations. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.
Gorson, Charles	I-1071	Refer to Appendix T Page DEIS C–645 for your exact comment.	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 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Graboske, Frederick	I-504	Refer to Appendix T Page DEIS C–646 for your exact comment.	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.
Graham, Barry	I-59	Refer to Appendix T Page DEIS C–647 for your exact comment.	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.
Graham, Christiane	I-1153	Refer to Appendix T Page DEIS C–648 thru 650 for your exact comment.	Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. 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.

Commenter	#	Reference to Comment	Response
			<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.M for a response to impacts to utilities and associated costs.</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 3.1 for a response on Purpose and Need and teleworking.</p>
Grandin, Paul	I-577	Refer to Appendix T Page DEIS C–651 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Grant, Michael	I-973	Refer to Appendix T Page DEIS C–652 thru 653 for your exact comment.	<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>
Graves, Hester	I-63	Refer to Appendix T Page DEIS C–654 for your exact comment.	<p>Thank you for your comment on public safety. MDOT SHA agrees with your comment that traffic and traffic safety require a multipronged approach. This project and the Purple Line, as well as many other transportation and safety initiatives in the State are needed. The Purple Line is moving forward. Transit, bicycle, and pedestrian improvements are included within the Preferred Alternative.</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.O for a response to safety 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Greer, Greg	I-1487	Refer to Appendix T Page DEIS C–655 thru 656 for your exact comment.	<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 3.1 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.M for a response to impacts to utilities and associated costs.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Greer, Phyllis	I-1488	Refer to Appendix T Page DEIS C–657 thru 658 for your exact comment.	<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 3.1 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.M for a response to impacts to utilities and associated costs.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Grigoryev, Aleksandr	I-813	Refer to Appendix T Page DEIS C–659 for your exact comment.	<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>
Grimaldi, David	I-870	Refer to Appendix T Page DEIS C–660 for your exact comment.	<p>On I-270, the Preferred Alternative consists of converting the one existing HOV lane in each direction to a High Occupancy Toll (HOT) managed lane and adding one new HOT managed lane in each direction from I-495 to north of I-370 and on the I-270 east and west spurs. Along I-270, the existing collector-distributor (C-D) lane separation from Montrose Road to I-370 would be removed as part of the proposed improvements.</p> <p>The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</p>
Grinberg, Kate	I-44	Refer to Appendix T Page DEIS C–661 thru 662 for your exact comment.	<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 3.2.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, including the impacts of teleworking/remote working.</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.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 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>

Commenter	#	Reference to Comment	Response
Griss, Bob	I-1281	Refer to Appendix T Page DEIS C–663 thru 664 for your exact comment.	<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.C for a response to analyses of parklands and historic resources.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Grodsky, Susan	I-308	Refer to Appendix T Page DEIS C–666 thru 670 for your exact comment.	<p>Thank you for your comment on the paste function. The PDFs of the project files posted on the website are protected pdfs. The pdfs can be printed but not copy and pasted. This ensures the text cannot be altered and to maintain the formatting and federal and state 508 compliance requirements.</p> <p>Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. • The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</p>

Commenter	#	Reference to Comment	Response
			<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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>
Grodsky, Susan	I-315	Refer to Appendix T Page DEIS C–665 for your exact comment.	<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 3.1 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>
Gubbings, John	I-45	Refer to Appendix T Page DEIS C–671 for your exact comment.	<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 3.1 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.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>
Guldin, Bob	I-1299	Refer to Appendix T Page DEIS C–672 for your exact comment.	<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 3.4.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>
Gunther, Carl	I-246	Refer to Appendix T Page DEIS C–673 for your exact comment.	<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 3.6.B for a response to toll rate ranges and toll rate setting process.</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> <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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Gunther, Suzanne	I-1489	Refer to Appendix T Page DEIS C–674 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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	#	Reference to Comment	Response
Gupta, Raj	I-1026	Refer to Appendix T Page DEIS C-675 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Gupta, Sushanth	I-129	Refer to Appendix T Page DEIS C-676 for your exact comment.	<p>Thank you for your comment concerning impacts to your property in the Woodside Forest neighborhood. As described in the Supplemental DEIS, your property is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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>
Guthorn, Harrison	I-942	Refer to Appendix T Page DEIS C-677 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Gutierrez, Teresa	I-528	Refer to Appendix T Page DEIS C-678 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Gutkowski, Stacie	I-1532	Refer to Appendix T Page DEIS C-679 for your exact comment.	<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.H for a response to noise impacts and mitigation.</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> <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	#	Reference to Comment	Response
Hackman, Robert	I-412	Refer to Appendix T Page DEIS C-680 for your exact comment.	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.
Hafiz, Imran	I-17	Refer to Appendix T Page DEIS C-681 for your exact comment.	Thank you for your comment concerning traffic noise in your community. The Grosvenor Mews community is located outside the Preferred Alternative limits of build improvements, and therefore no noise barriers are being considered in this community. Any future proposal for improvements to I-270 outside the limits of the Preferred Alternative would advance separately from the current project and would be subject to additional environmental studies (including noise impact and abatement analysis) and collaboration with the public, stakeholders, and agencies.
Hafker, William R.	I-1314	Refer to Appendix T Page DEIS C-682 thru 683 for your exact comment.	<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.G for a response to climate change considerations.</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 3.5 for a response to the P3 Program and Project Cost.</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.A for a response to Limits of Disturbance.</p>
Hager, Christine	I-492	Refer to Appendix T Page DEIS C-684 for your exact comment.	<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.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>
Hager, Christine	I-706	Refer to Appendix T Page DEIS C-685 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Hager, Christine	I-827	Refer to Appendix T Page DEIS C-686 thru 687 for your exact comment.	<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 3.3.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.H for a response to noise impacts and mitigation.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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.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.M for a response to impacts to utilities and associated costs.</p>
Hall, Marilyn	I-247	Refer to Appendix T Page DEIS C–688 for your exact comment.	<p>Thank you for your comment concerning impacts to your neighborhood and Northwest Branch Park. As described in the Supplemental DEIS, these facilities and resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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>
Hamel, Joyce	I-617	Refer to Appendix T Page DEIS C–689 for your exact comment.	<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.I for a response to construction impacts.</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.K for a response to impacts to properties and communities, including community facilities.</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.B for a response to traffic modeling and analysis.</p>
Hammond, Laura	I-828	Refer to Appendix T Page DEIS C–690 for your exact comment.	<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> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Hammond, Peirce	I-1490	Refer to Appendix T Page DEIS C–691 for your exact comment.	<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 3.5 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.B for a response to traffic modeling and analysis.</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>

Commenter	#	Reference to Comment	Response
Handel, Kenneth	I-20	Refer to Appendix T Page DEIS C–692 for your exact comment.	Refer to Chapter 9, Section 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study.
Handelman, Ethan	I-1169	Refer to Appendix T Page DEIS C–693 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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.O for a response to safety 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 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Hannaford, Carol	I-142	Refer to Appendix T Page DEIS C–694 for your exact comment.	<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.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> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Hannah, Kris	I-413	Refer to Appendix T Page DEIS C–695 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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> <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 3.4.D for a response to Environmental Justice and equity concerns.</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.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.M for a response to impacts to utilities and associated costs.</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>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.
Haralanova, Eleonora	I-1077	Refer to Appendix T Page DEIS C–696 for your exact comment.	<p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p> <p>Refer to Chapter 9, Section 3.4.O for a response to safety considerations.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Harder, Linda	I-87	Refer to Appendix T Page DEIS C–697 for your exact comment.	<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 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Harnik, Peter	I-829	Refer to Appendix T Page DEIS C–698 for your exact comment.	<p>Thank you for your comment on induced demand. MDOT understands the phenomenon of induced demand, and it is a consideration on all of our large roadway projects. In this case, MDOT is recommending adding capacity via managed lanes (HOT lanes) instead of widening with additional general purpose lanes. Managed lanes do a better job at regulating demand, including induced demand, due to dynamic pricing.</p> <p>The study shows that there could be some induced demand as a result of this project, but the impact will be small (less than 1% increase in vehicle miles traveled (VMT) in the region) and those effects are fully accounted for in the regional traffic models COG and TPB use. Even with these effects, the proposed managed lanes would reduce regional congestion delays and significantly improve travel times along both freeway corridors and on local roads throughout the region.</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.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> <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>
Haroon, Alizeh	I-512	Refer to Appendix T Page DEIS C–699 for your exact comment.	<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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Haroon, Mikail	I-456	Refer to Appendix T Page DEIS C–700 for your exact comment.	<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.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Harpster, Anne	I-674	Refer to Appendix T Page DEIS C–701 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Harrison, Marcy	I-974	Refer to Appendix T Page DEIS C–702 thru 708 for your exact comment.	<p>Thank you for your comment regarding property impacts, construction, and environmental impacts. Regarding your comment on stormwater management (SWM), The impacts from additional impervious area within the Cabin John watershed will be mitigated through the Maryland SWM permitting process, which requires that the project meet strict water quality and quantity goals in order to maintain post development runoff as nearly as possible to pre-development runoff. Permitting requirements include controlling stormwater runoff for the 10-year storm to match existing conditions, providing water quality treatment for all new impervious area and 50% of reconstructed impervious area to match the runoff characteristics of woods in good condition. Variances can be requested for minimal increases in stormwater runoff, however, detailed hydrologic calculations will be required to show that the minimal increases will not result in downstream flooding or erosion. The FEIS will include additional details about anticipated required and provided SWM.</p> <p>Refer to Appendix T for the Evergreen Community Organization comment response for additional responses to your comments.</p>
Hastings, Thurman	I-1271	Refer to Appendix T Page DEIS C–709 for your exact comment.	<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.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.L for a response to public health 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.H for a response to noise impacts and mitigation.</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 3.5 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 3.2.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, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Hastings, Whitney	I-1269	Refer to Appendix T Page DEIS C–710 for your exact comment.	<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>

Commenter	#	Reference to Comment	Response
			<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.L for a response to public health 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 3.4.H for a response to noise impacts and mitigation.</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 3.5 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 3.2.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 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Hatgi, Mark	I-830	Refer to Appendix T Page DEIS C–711 for your exact comment.	<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>Regarding your comment on tolling locals, the project is designed to serve all potential road users and therefore MDOT does not support an option that would intentionally keep local traffic off the interstate.</p> <p>The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</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.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>
Hausman, Steven	I-650	Refer to Appendix T Page DEIS C–712 for your exact comment.	<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> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>

Commenter	#	Reference to Comment	Response
			<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>
Hausner, Tony	I-316	Refer to Appendix T Page DEIS C-713 for your exact comment.	<p>Thank you for your comment concerning impacts to the Indian Spring neighborhood. As described in the Supplemental DEIS, this neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. • The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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.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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>

Commenter	#	Reference to Comment	Response
Hausner, Tony	I-1491	Refer to Appendix T Page DEIS C–719 thru 720 for your exact comment.	<p>Thank you for your comment. Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. • The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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.C for a response to analyses of parklands and historic resources.</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 3.1 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 3.1 for a response on Purpose and Need and teleworking.</p>
Hausner, Tony	I-1518	Refer to Appendix T Page DEIS C–716 thru 718 for your exact comment.	<p>Thank you for your comment concerning impacts to historic properties and Indian Spring Historic District and the Silver Spring YMCA. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p>

Commenter	#	Reference to Comment	Response
			<p>The No Build and Build traffic analysis for the 2045 design year assumed completion of several background projects included in the region’s CLR. The transit projects included in the CLR include:</p> <ul style="list-style-type: none"> • MD 355 BRT • Veirs Mill Road BRT • New Hampshire Avenue BRT <p>Refer to FEIS, Chapter 4, Section 4.1.3 and FEIS, Appendix A for additional details on project included in the regional model.</p> <p>Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. • The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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>

Commenter	#	Reference to Comment	Response
			<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 3.4.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>
Hausner, Tony	I-1521	Refer to Appendix T Page DEIS C–714 thru 715 for your exact comment.	<p>Thank you for your comment concerning impacts to historic properties and Indian Spring Historic District and the Silver Spring YMCA. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. • The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<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 3.1 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 3.4.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>
Hawthorne, Elizabeth	I-1492	Refer to Appendix T Page DEIS C–721 for your exact comment.	<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.O for a response to safety considerations.</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.K for a response to impacts to properties and communities, including community facilities.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Haynes, Lisa	I-941	Refer to Appendix T Page DEIS C–722 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park, Sligo Creek Park and Greenbelt Park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Haynes, Lisa	I-1041	Refer to Appendix T Page DEIS C–723 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park, Sligo Creek Park and Greenbelt Park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<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.L for a response to public health 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.B for a response to traffic modeling and analysis.</p>
Headd, Kelly	I-625	Refer to Appendix T Page DEIS C–724 for your exact comment.	Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.
Headen, Mary	I-603	Refer to Appendix T Page DEIS C–725 for your exact comment.	<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.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 3.4.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Hecht, Rudolf	I-675	Refer to Appendix T Page DEIS C–726 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Heinsman, Ray	I-1300	Refer to Appendix T Page DEIS C–727 for your exact comment.	<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.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.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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>

Commenter	#	Reference to Comment	Response
Heinsman, Raymond	I-615	Refer to Appendix T Page DEIS C-728 for your exact comment.	<p>Thank you for your comment concerning impacts to Georgia Avenue, Colesville Road, Sligo Creek. As described in the Supplemental DEIS, these facilities and resources are located outside the Preferred Alternative limits of build improvements and impacts have now been avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</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.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.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Helms, B T	I-1081	Refer to Appendix T Page DEIS C-729 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Helms, Orianna	I-873	Refer to Appendix T Page DEIS C-730 for your exact comment.	<p>Thank you for your comment concerning traffic congestion. We concur that the merging in and out of the local lanes along I-270 contributes to the congestion. As part of the Preferred Alternative, the local and express lanes will be combined to eliminate these conflicts.</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.B for a response to traffic modeling and analysis.</p>
Hemming, Heidi	I-1493	Refer to Appendix T Page DEIS C-731 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</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.K for a response to impacts to properties and communities, including community facilities.</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.F for a response to adverse impacts to air quality.</p>

Commenter	#	Reference to Comment	Response
			<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 3.5 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.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Henderson-O'Keefe, Parrie	I-46	Refer to Appendix T Page DEIS C-732 thru 733 for your exact comment.	<p>Non-roadway transit alternatives, such as light rail and heavy rail, were analyzed as standalone alternatives as part of the Study's Preliminary Range of Alternatives and as documented in the DEIS Appendix B. It was concluded that a standalone transit alternative could not meet the need of addressing existing and long-term traffic growth on I-495 and I-270. MDOT has studied the region's transportation needs as a whole and transit options in particular have been studied in plans developed over the past few decades. In 2002, a study of I-495 considered both transit and highway improvements and it was determined that both were needed to address the significant congestion. The light rail alignment recommended from these studies advanced into construction first. In 2016, the 16 -mile Purple Line light rail, circumferential to the Capital Beltway, began construction. The I-495 and I-270 Managed Lanes Study includes highway improvements that would complement the Purple Line light rail system currently under construction. The Preferred Alternative also includes transit elements to reduce regional congestion and further supports one of several aspirational goals of the National Capital Region's long-range transportation plan by expanding the express highway network.</p> <p>A key element of this Study's Purpose and Need includes enhancing existing and planned multimodal mobility and connectivity. In furtherance of this key consideration and to address public and agency comments on the DEIS, MDOT SHA has identified opportunities to enhance transit mobility and connectivity within the Preferred Alternative including the following elements:</p> <ul style="list-style-type: none"> • Free bus transit usage of the HOT managed lanes to provide an increase in speed of travel, assurance of a reliable trip, and connection to local bus service/systems on arterials that directly connect to activity and economic centers. • Direct and indirect connections from the proposed HOT managed lanes to existing transit stations and planned Transit Oriented Development at the Shady Grove Metro (I-370), Twinbrook Metro (Wootton Parkway), Westfield Montgomery Mall Transit Center (Westlake Terrace), and Medical Center Metro (MD 187). • Regional transit improvements to enhance existing and planned transit and support new opportunities for regional transit service including bus capacity expansion at Washington Metropolitan Area Transit Authority's (WMATA) Shady Grove Metrorail Station and Park and Ride expansion at Westfield Montgomery Mall Transit Center. <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.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.D for a response to Environmental Justice and equity concerns.</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, effects of the Pandemic, and impacts of teleworking/remote working.</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	#	Reference to Comment	Response
			<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.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 3.3.A for a response to Analysis of Alternatives 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 for a response on the NEPA approach, analysis, and impacts.</p>
Henry, Susan	I-975	Refer to Appendix T Page DEIS C–734 for your exact comment.	<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>
Herbers, Jerome	I-976	Refer to Appendix T Page DEIS C–735 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>
Herman, Linda	I-349	Refer to Appendix T Page DEIS C–741 thru 744 for your exact comment.	<p>Thank you for your comment concerning impacts to your property in Bethesda, Maryland. As described in the Supplemental DEIS, this area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</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.F for a response to adverse impacts to air quality.</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 3.5 for a response to the P3 Program and Project Cost.</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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Herman, Linda	I-414	Refer to Appendix T Page DEIS C–740 for your exact comment.	<p>Thank you for your comment concerning impacts to your property in Bethesda, Maryland. As described in the Supplemental DEIS, this area located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>

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			<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.F for a response to adverse impacts to air quality.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</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.B for a response to traffic modeling and analysis.</p>
Herman, Linda	I-1515	Refer to Appendix T Page DEIS C–736 thru 739 for your exact comment.	Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.
Herman, Monica	I-1067	Refer to Appendix T Page DEIS C–745 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Hernández, Edwin	I-514	Refer to Appendix T Page DEIS C–746 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Herrmann, Winifred	I-977	Refer to Appendix T Page DEIS C–747 thru 749 for your exact comment.	<p>Thank you for your comment concerning traffic noise and sound barriers in the vicinity of the Fallsmead community. Currently, a noise barrier exists along southbound I-270 from the southbound ramp from MD 28, continuing along I-270 to just short of the Ramp to MD 189. Per the current design evaluated for the SDEIS, this barrier will not be impacted by the proposed improvements and will remain in place. Near the southern end a section of wall will be displaced and relocated to a new location and an extension is proposed to provide additional benefits for residential properties closer to MD 189. As described in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, the combination of existing, replaced, and new barrier totaling 4,666 feet in length affectively reduces noise within the community and meets MDOT SHA's noise reduction requirements. No traffic noise barrier can eliminate traffic noise. Rather they are introduced to considerably reduce noise levels for people living next to highways and are most effective when closer to the highway.</p> <p>Thank you for your suggestion regarding parking towers. MDOT regularly evaluates the availability of parking facilities for carpooling and transit.</p> <p>Refer to Chapter 9, Section 3.6A for a response on opposition to managed lanes or tolling public roads.</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.K for a response to impacts to properties and communities, including community facilities.</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 3.1 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.B for a response to traffic modeling and analysis.</p>

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			<p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Herscher, Laurie	I-815	Refer to Appendix T Page DEIS C–750 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Hersman, Martha	I-1494	Refer to Appendix T Page DEIS C–751 for your exact comment.	<p>Thank you for your comment concerning impacts to your property and neighborhood. As described in the Supplemental DEIS, these areas are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. • The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>

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			<p>Refer to Chapter 9, Section 3.4.A for a response to Limits of Disturbance.</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, effects of the Pandemic, and impacts of teleworking/remote working.</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>
Hess, Mary Anne	I-1533	Refer to Appendix T Page DEIS C–752 for your exact comment.	<p>Thank you for your comment concerning impacts the Silver Spring YMCA and surrounding area. As described in the Supplemental DEIS, this facility and Silver Spring are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 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 3.3.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.I for a response to construction 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 3.7 for a response to comments related to public involvement and engagement.</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.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>
Hettchen, William	I-79	Refer to Appendix T Page DEIS C–753 for your exact comment.	<p>Thank you for your comment regarding the Public-Private Partnership (P3) Agreement. The P3 and Phase 1 Solicitation process is explained in the SDEIS, Chapter 2, Section 2.5 and in Chapter 3, Section 3.3</p>

Commenter	#	Reference to Comment	Response
			<p>Regarding your comment on improvements to I-270, potential roadway or transit improvements on I-270 from north of I-370 to I-70 were not included as part of this Study. The northern section of I-270 from north of I-370 to I-70 is part of a separate, independent National Environmental Policy Act (NEPA) study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under the I-495 and I-270 Managed Lanes Study.</p> <p>As described in the Supplemental Draft Environmental Impact Statement (SDEIS) published on October 1, 2021, the Preferred Alternative is Alternative 9 - Phase 1 South and includes a two-lane, HOT managed lanes network on I-495 and I-270 (Figure 2 3). On I-495, the Preferred Alternative consists of adding two new, HOT managed lanes in each direction from the George Washington Memorial Parkway to east of MD 187. On I-270, the Preferred Alternative consists of converting the one existing HOV lane in each direction to a HOT managed lane and adding one new HOT managed lane in each direction from I-495 to north of I-370 and on the I-270 east and west spurs. Along I-270, the existing collector-distributor (C-D) lane separation from Montrose Road to I-370 would be removed as part of the proposed improvements. The managed lanes would be separated from the general purpose (GP) lanes using flexible delineators placed within a buffer. Transit buses and HOV 3+ vehicles would be allowed free passage in the managed lanes.</p> <p>The Preferred Alternative does not include improvements on I-495 east of the I-270 east spur to MD 5. However, improvements on the remainder of the interstate system may still be needed in the future. Any such improvements would advance separately, and would be subject to additional environmental studies, analysis and collaboration with the public, stakeholders and local agencies.</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 3.2.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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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>
Hilgert, Marianne	I-1457	Refer to Appendix T Page DEIS C–754 for your exact comment.	<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.L for a response to public health 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 3.4.C for a response to analyses of parklands and historic resources.</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.D for a response to Environmental Justice and equity concerns.</p>
Hillman, Craig	I-261	Refer to Appendix T Page DEIS C–755 for your exact comment.	<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>
Hillman, Craig	I-1301	Refer to Appendix T Page DEIS C–756 for your exact comment.	<p>Thank you for your comment on autonomous vehicles. The expected influx of connected and autonomous vehicles (CAVs) will impact future traffic operations on all roads in Maryland, including I-495 and I-270. MDOT SHA participates in a statewide CAV working group (https://mva.maryland.gov/safety/Pages/MarylandCAV.aspx) to stay up to date on the latest research and industry projections. At this time, there are too many unknowns regarding how CAVs could affect demand and capacity to include CAVs directly in the traffic forecasts. Capacity will likely increase as vehicle spacing decreases, but the magnitude of the capacity increase is difficult to quantify based on the current research. Also, the benefits of more vehicles per lane may be offset by a potential increase in demand on the transportation network for some types of auto trips, including "mobility as a service" trips (people that can't afford their own car, but could call an autonomous vehicle for a solo trip) and "deadhead"</p>

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			<p>trips (trips where the autonomous vehicle is empty, traveling to a parking lot or to the next pickup point). Therefore, the traffic projections for this Study apply traditional forecasting techniques, while being cognizant of the potential CAV impacts. However, it is anticipated that this project will be adaptable to accommodate CAVs because the proposed managed lanes will create a controlled environment with physical separation, new pavement, and clear delineations, features that are conducive to CAV use.</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 3.5 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>
Hilton, William	I-1084	Refer to Appendix T Page DEIS C–757 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Himmelfarb, Anne	I-21	Refer to Appendix T Page DEIS C–758 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Hines, Anita	I-1096	Refer to Appendix T Page DEIS C–759 for your exact comment.	<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.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 3.2.B for a response to Alternatives Not 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.B for a response to traffic modeling and analysis.</p>
Hinton, Anastasia	I-652	Refer to Appendix T Page DEIS C–760 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Hite, Jared	I-1262	Refer to Appendix T Page DEIS C–761 for your exact comment.	<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.B for a response to traffic modeling and analysis.</p>

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			<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.B for a response to Alternatives Not Retained for Detailed Study.</p>
Hluch, Kevin	I-169	Refer to Appendix T Page DEIS C–762 thru 763 for your exact comment.	<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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Hluch, Kevin	I-7	Refer to Appendix T Page DEIS C–764 for your exact comment.	<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.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> <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>
Hobbs, Ann	I-1534	Refer to Appendix T Page DEIS C–765 thru 766 for your exact comment.	<p>Thank you for your comment concerning impacts the Silver Spring YMCA and surrounding area. As described in the Supplemental DEIS, this facility and Silver Spring are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</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 3.3.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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p>

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			<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 3.6.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>
Hodge, Gary	I-226	Refer to Appendix T Page DEIS C-774 thru 778 for your exact comment.	<p>Thank you for your extensive comments. For responses to all of your comments please see the references below. Regarding your comment on the Capital Beltway Accord, In November 2019, Governor Larry Hogan of Maryland and Governor Ralph Northam of Virginia announced a bi-state, bipartisan accord to create a new, unified Capital Beltway, replace the aging American Legion Bridge (ALB), and relieve congestion at one of the country's worst traffic chokepoints. Since the announcement, both Maryland and Virginia officials have been working together to define the details of the collaborative efforts to coordinate the design and construction of the ALB and connecting sections of I-495 along with long-term operation and maintenance of the facility. Once agreement has been reached by the parties, the Bi-State Agreement will be made available to the public.</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 3.1 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> <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.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4.A for a response to Limits of Disturbance.</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.M for a response to impacts to utilities and associated costs.</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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Hodge, Gary	I-350	Refer to Appendix T Page DEIS C–767 thru 770 for your exact comment.	<p>Refer to the comment response above for a response to your comment.</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 3.1 for a response on Purpose and Need.</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> <p>Refer to Chapter 9, Section 3.4.I for a response to construction 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 3.4 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Hodge, Gary	I-351	Refer to Appendix T Page DEIS C–771 thru 773 for your exact comment.	<p>Refer to the comment response above for a response to your comment.</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.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> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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 for a response on the NEPA approach, analysis, and impacts.</p>
Hodge, Gary	I-473	Refer to Appendix T Page DEIS C–779 through 786 for your exact comment.	<p>Thank you for your extensive comments. Regarding your comment on the capital Beltway Accord. In November 2019, Governor Larry Hogan of Maryland and Governor Ralph Northam of Virginia announced a bi-state, bipartisan accord to create a new, unified Capital Beltway, replace the aging American Legion Bridge (ALB), and relieve congestion at one of the country's worst traffic chokepoints. Since the announcement, both Maryland and Virginia officials have been working together to define the details of the collaborative efforts to coordinate the design and construction of the ALB and connecting sections of I-495 along with long-term operation and maintenance of the facility. Once agreement has been reached by the parties, the Bi-State Agreement will be made available to the public.</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> <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.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4.A for a response to Limits of Disturbance.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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.M for a response to impacts to utilities and associated costs.</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.K for a response to impacts to properties and communities, including community facilities.</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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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.D for a response to Environmental Justice and equity concerns.</p>
Hoffman, Kenneth	I-1118	Refer to Appendix T Page DEIS C–787 thru 827 for your exact comment.	<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 3.6.B for a response to toll rate ranges and toll rate setting process.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Hoffman, Tom	I-220	Refer to Appendix T Page DEIS C–828 for your exact comment.	<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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>

Commenter	#	Reference to Comment	Response
Hoffman, Tom	I-1101	Refer to Appendix T Page DEIS C–829 for your exact comment.	<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.H for a response to noise impacts and mitigation.</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.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>
Hohenemser, Lisa	I-295	Refer to Appendix T Page DEIS C–830 for your exact comment.	<p>Thank you for your comment on impacts to Sligo Branview neighborhood in Silver Spring. As described in the Supplemental DEIS, this neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction 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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>
Holliday, Susan	I-1027	Refer to Appendix T Page DEIS C–831 for your exact comment.	<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.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>
Holly, Wilson	I-338	Refer to Appendix T Page DEIS C–832 for your exact comment.	<p>Thank you for your comment on construction during nighttime hours. Only allowing construction during nighttime hours would significantly extend the duration of construction for the project because there would not be enough hours at night to do the work. There are benefits to some work during the day and others at night. Allowing day time work will allow Project to optimize and complete work efficiently and with less overall affect on the public.</p> <p>During peak traffic travel times, the same number of lanes that exist today will need to be maintained during construction to avoid further congestion. As a result, there are many areas of construction along the I-270 corridor that will require the traffic lanes to shift to allow for safe demolition, excavation, and reconstruction of elements such as bridge replacements and drainage pipe installations. These permanent shifts of traffic will maintain flow throughout the corridor at acceptable operational level while facilitating the complex construction.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.I for a response to construction impacts.
Holmay, Kathleen	I-124	Refer to Appendix T Page DEIS C–835 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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.F for a response to adverse impacts to air quality.</p>
Holmay, Kathleen	I-47	Refer to Appendix T Page DEIS C–834 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>
Holmay, Kathleen	I-6	Refer to Appendix T Page DEIS C–833 for your exact comment.	<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Holt, Mark	I-415	Refer to Appendix T Page DEIS C–836 for your exact comment.	<p>Thank you for your comment on bicycle and pedestrian access in southern Prince George's County and the environmental effects of the project on Hensen Creek. As described in the Supplemental DEIS, Henson Creek is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Hoover, Barbara	I-1455	Refer to Appendix T Page DEIS C–837 thru 839 for your exact comment.	<p>Thank you for your comment on project cost, utility cost, and environmental impacts. Regarding your comment on tree impacts, forest impacts have been avoided and minimized to the greatest extent practicable during the planning phases of this project. Forest impacts have been reduced from 1497.4 acres for Alternative 9 in the DEIS to 461.85 acres for the Preferred Alternative - Alternative 9 Phase I South in the FEIS. Sensitive Species Review Area impacts were reduced from 155.0 acres for Alternative 9 in the DEIS to 44.47 acres for the Preferred Alternative - Alternative 9 Phase I South in the FEIS. Additional avoidance and minimization of impacts will occur during the final design phase. Trees will be replanted within the LOD post-construction where feasible and forest mitigation will also take place offsite to mitigate for the impacts of this project in accordance with Maryland Reforestation Law.</p> <p>Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips.

Commenter	#	Reference to Comment	Response
			<ul style="list-style-type: none"> The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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.K for a response to impacts to properties and communities, including community facilities.</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.D for a response to Environmental Justice and equity concerns.</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 3.4.G for a response to climate change considerations.</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.B for a response to traffic modeling and analysis.</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.J for a response to impacts to greenspace and/or wildlife habitat.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Hopmann, Terry	I-831	Refer to Appendix T Page DEIS C–840 for your exact comment.	<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 3.2.B for a response to Alternatives Not 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.D for a response to Environmental Justice and equity concerns.</p>

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			<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.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>
Howard, Brett	I-1188	Refer to Appendix T Page DEIS C–841 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>
Howard, Donald	I-1454	Refer to Appendix T Page DEIS C–842 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Howland, Karen	I-1453	Refer to Appendix T Page DEIS C–843 thru 844 for your exact comment.	<p>Thank you for your comment on tolling, environmental impacts, and the use of MD 200 or the Intercounty Connector (ICC). Regarding your comment on the use of the ICC, the ICC is to provide free-flow uncongested trips between Montgomery County and Prince George's County and to remove traffic from the local roadway network through Montgomery County. In the ICC Final Environmental Impact Statement, there was an alternative that would have improved I-495 instead of the ICC. However, that alternative was dropped from further consideration because it did not meet the Study's Purpose and Need of addressing congestion on the local routes in the study area, it did not connect the growth centers, and it did not connect the planned residential areas of Montgomery County with Prince George's County nor the existing development. Consequently, the overall purpose for the ICC was not to remove traffic, and thus congestion, from I-495.</p> <p>Currently, MD 200 has available capacity to accommodate additional traffic. During the typical peak hours in 2018, MD 200 carried approximately 3,600 vehicles per hour eastbound and approximately 4,200 vehicles per hour westbound. Because MD 200 is a managed tolled facility that is intended to always operate at free-flow speeds, it has a set capacity at Level of Service (LOS) D that cannot be exceeded. Therefore, the approximate capacity of MD 200 is 5,725 vehicles per hour in each direction.</p> <p>Traffic volumes on MD 200 are growing rapidly, and there will be little, or no, spare capacity by the design year of 2040. Traffic growth on MD 200 is occurring at a higher rate than regional traffic growth, which indicates that more motorists are willing to pay a toll to avoid severe congestion and delays on alternative routes. This means that there will be a limited amount of additional capacity available on MD 200 to accommodate traffic that may divert from I-495. As MD 200 is designed to maintain the free-flow LOS D conditions into the future, toll rates will need to be raised to ensure the traffic demand on the ICC does not exceed its capacity and additional traffic would divert to alternative routes.</p> <p>The ADT served on MD 200 in 2018 was more than double the ADT in 2012. The annual growth rate varies based on the time of day and the segment, but count data indicates that the annual growth rate between October 2016 and October 2018 was between three to four percent per year on the heaviest-used segments. The first segments of MD 200 that are projected to reach capacity would do so in the year 2027. By 2040, most of the segments of MD 200 will have reached capacity during the peak hours. Overall, MD 200 may be able to accommodate some additional traffic in 2040 in certain segments and during certain times of day, but it will not offset the need for capacity improvements on I-495. See Appendix B of the DEIS for more information.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>

Commenter	#	Reference to Comment	Response
			<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.G for a response to climate change considerations.</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 teleworking.</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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Howland, Rebecca	I-1452	Refer to Appendix T Page DEIS C–845 thru 846 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Stream Valley Park, Sligo Creek Parkway, and Northwest Branch Stream Valley Park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.M for a response to impacts to utilities and associated costs.</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.H for a response to noise impacts and mitigation.</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.C for a response to analyses of parklands and historic resources.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Howley, John	I-939	Refer to Appendix T Page DEIS C–847 for your exact comment.	<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.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> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Hruban, Zoe	I-229	Refer to Appendix T Page DEIS C–848 for your exact comment.	<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>

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			<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 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Huang, Chris	I-1451	Refer to Appendix T Page DEIS C–849 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Huard, Carolyn	I-1222	Refer to Appendix T Page DEIS C–850 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Hulton, Chris	I-1450	Refer to Appendix T Page DEIS C–851 for your exact comment.	<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 3.4.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>
Hurst, Jackson	I-317	Refer to Appendix T Page DEIS C–852 for your exact comment.	<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>
Hurt, Mary	I-733	Refer to Appendix T Page DEIS C–853 for your exact comment.	<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>
Husar, Muja	I-416	Refer to Appendix T Page DEIS C–854 for your exact comment.	<p>Thank you for your comment concerning traffic noise for Carderock Springs community and the Carderock Springs Elementary School schoolyard. As described in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, a new barrier is proposed to provide noise mitigation to portions of the Carderock Springs and the elementary school that are not behind an existing barrier to the east. This new barrier will be combined with a replacement barrier, which will replace the existing barrier, and is anticipated to extend from Persimmon Tree Road to Seven Locks Road. The barrier studied was 3,434 feet long and is variable height ranging from 20 to 32 feet. This barrier will be re-evaluated during the final design process by the construction team.</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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.
Hutchinson, Stasia	I-676	Refer to Appendix T Page DEIS C–855 for your exact comment.	<p>Thank you for your comment concerning impacts to North College Park and the Greenbelt Metro Station. As described in the Supplemental DEIS, these areas and facilities are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.B for a response to traffic modeling and analysis.</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 3.4.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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>
Hwang, Il-Young	I-1449	Refer to Appendix T Page DEIS C–856 for your exact comment.	<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.A for a response to Limits of Disturbance.</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 for a response on the NEPA approach, analysis, and impacts.</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.B for a response to traffic modeling and analysis.</p>
Ibrahim, Mary	I-1152	Refer to Appendix T Page DEIS C–857 for your exact comment.	<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.D for a response to Environmental Justice and equity concerns.</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>
Ilg, Douglas	I-1448	Refer to Appendix T Page DEIS C–858 for your exact comment.	<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 3.3.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>

Commenter	#	Reference to Comment	Response
			<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Imlay, Marc and Alice	I-1043	Refer to Appendix T Page DEIS C–859 for your exact comment.	<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 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Innes, Amanda	I-626	Refer to Appendix T Page DEIS C–860 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Iobst, Ken	I-542	Refer to Appendix T Page DEIS C–861 for your exact comment.	<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 3.4.D for a response to Environmental Justice and equity concerns.</p>
Irwin, David	I-1028	Refer to Appendix T Page DEIS C–862 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Irwin, Judy	I-1073	Refer to Appendix T Page DEIS C–863 for your exact comment.	<p>Thank you for your comment on support for widening I-270 north of I-370. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</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>
Jabbour, Janine	I-1527	Refer to Appendix T Page DEIS C–864 for your exact comment.	<p>Refer to Chapter 9, Section 3.3.C for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Jabbour, Mory	I-550	Refer to Appendix T Page DEIS C–865 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Jablon, Ellen	I-225	Refer to Appendix T Page DEIS C-866 for your exact comment.	<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.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.K for a response to impacts to properties and communities, including community facilities.</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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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.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 for a response on the NEPA approach, analysis, and impacts.</p>
Jackman, Patricia	I-227	Refer to Appendix T Page DEIS C-868 thru 870 for your exact comment.	<p>Thank you for your comment concerning impacts to the New Carrollton area in Prince George’s County. As described in the Supplemental DEIS, Prince George’s County is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.7 for a response to comments related to public involvement and engagement.</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> <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.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 3.1 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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Jackman, Patricia	I-417	Refer to Appendix T Page DEIS C-867 for your exact comment.	<p>Thank you for your comment concerning impacts to the New Carrollton area in Prince George’s County. As described in the Supplemental DEIS, Prince George’s County is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on polluted stormwater, A preliminary SWM analysis was completed for all alternatives and is documented in Chapter 2 of the DEIS and Section 2.3.2 of the SDEIS. Mitigation for stormwater is not anticipated due to the stringent permitting requirements in Maryland, which this project will have to meet. Permitting requirements include: controlling stormwater runoff for the 10-year storm to match existing conditions, providing water quality treatment for all new impervious area and 50% of reconstructed impervious area to match the runoff characteristics of woods in good condition and managing the 2-year storm during construction so that sediment is not released to local waterways. Variances can be requested for minimal increases in stormwater runoff, however, detailed hydrologic calculations will be required to show that the minimal increases will not result in downstream flooding or erosion. Given the strict permitting requirements, impacts to downstream communities are not expected.</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.B for a response to traffic modeling and analysis.</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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Jackson, Jerome	I-712	Refer to Appendix T Page DEIS C-871 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Jackson, Siporah	I-1179	Refer to Appendix T Page DEIS C-872 for your exact comment.	<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>
Jacob, Evelyn	I-755	Refer to Appendix T Page DEIS C-873 for your exact comment.	<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>

Commenter	#	Reference to Comment	Response
			<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.B for a response to Alternatives Not 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.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.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.D for a response to Environmental Justice and equity concerns.</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>
Jacobs, Caitlin	I-94	Refer to Appendix T Page DEIS C–874 for your exact comment.	<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> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Jacobsohn, Diane	I-677	Refer to Appendix T Page DEIS C–875 for your exact comment.	<p>Thank you for your comment concerning I-270. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</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 3.3.B 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.D for a response to Environmental Justice and equity concerns.</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.K for a response to impacts to properties and communities, including community facilities.</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>
Jakuta, Joseph	I-387	Refer to Appendix T Page DEIS C–876 thru 879 for your exact comment.	<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.F for a response to adverse impacts to air quality.</p>

Commenter	#	Reference to Comment	Response
			<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 3.5 for a response to the P3 Program and Project Cost.</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.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.O for a response to impacts to safety considerations.</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.I for a response to construction impacts.</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> <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.K for a response to impacts to properties and communities, including community facilities.</p>
Jamey, I	I-1447	Refer to Appendix T Page DEIS C–880 thru 881 for your exact comment.	<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 3.4.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.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 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Jamin, Francine	I-678	Refer to Appendix T Page DEIS C–882 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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.M for a response to impacts to utilities and associated costs.</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 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
Janes, Thomas	I-241	Refer to Appendix T Page DEIS C-885 for your exact comment.	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.
Janes, Thomas	I-318	Refer to Appendix T Page DEIS C-884 for your exact comment.	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.
Janes, Thomas	I-832	Refer to Appendix T Page DEIS C-883 for your exact comment.	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.
Janiczak, Scott	I-1182	Refer to Appendix T Page DEIS C-886 for your exact comment.	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 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Janssen, Nancy	I-833	Refer to Appendix T Page DEIS C-887 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Jelen, Tom	I-233	Refer to Appendix T Page DEIS C-888 for your exact comment.	Thank you for your comment concerning impacts to Georgia Avenue, Sligo Creek, and the surrounding area. As described in the Supplemental DEIS, these [facilities and resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. 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. Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.
Jelen, Tom	I-715	Refer to Appendix T Page DEIS C-889 for your exact comment.	<p>Thank you for your comment concerning impacts to Sligo Creek Park, Rock Creek Park, and Northwest Branch Park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.G for a response to climate change considerations.</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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Jennings-Holton, Deirdre	I-1011	Refer to Appendix T Page DEIS C-890 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Jndoyan, Lyudmila	I-474	Refer to Appendix T Page DEIS C-891 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Jocson, Zaida	I-319	Refer to Appendix T Page DEIS C-892 for your exact comment.	<p>Thank you for your comment concerning impacts to your property in Silver Spring, Maryland, Sligo Creek Park, and Silver Spring YMCA. As described in the Supplemental DEIS, your property, your property and these facilities are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Jocson, Zaida	I-845	Refer to Appendix T Page DEIS C-893 for your exact comment.	<p>Thank you for your comment concerning impacts to Sligo Creek Park, The Silver Spring YMCA, and Silver Spring. As described in the Supplemental DEIS, these areas and resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.H for a response to noise impacts and mitigation.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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.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.K for a response to impacts to properties and communities, including community facilities.</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>
Joffe, Carol	I-438	Refer to Appendix T Page DEIS C-894 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
John, Stephen	I-297	Refer to Appendix T Page DEIS C-896 thru 898 for your exact comment.	<p>Thank you for your comment on impacts to New Carrollton and stormwater runoff in Prince George’s County. As described in the Supplemental DEIS, this area and resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.7 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, effects of the Pandemic, and impacts of teleworking/remote working.</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.I for a response to construction 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.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.J for a response to impacts to greenspace and/or wildlife habitat.</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 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
John, Stephen	I-846	<p>Refer to Appendix T Page DEIS C–895 for your exact comment.</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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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.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.K for a response to impacts to properties and communities, including community facilities.</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.G for a response to climate change considerations.</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 3.3.D 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>
Johns, Steve	I-737	<p>Refer to Appendix T Page DEIS C–899 for your exact comment.</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.A for a response on opposition to managed lanes or tolling public roads.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Johnson, Andrew	I-1495	<p>Refer to Appendix T Page DEIS C–900 for your exact comment.</p>	<p>Thank you for your comment concerning impacts to Rock Creek Park, Sligo and Greenbelt Parks. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>

Commenter	#	Reference to Comment	Response
			<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 3.6.B for a response to toll rate ranges and toll rate setting process.</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>
Johnson, Cathy	I-1446	Refer to Appendix T Page DEIS C–901 for your exact comment.	<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.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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.2.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 teleworking.</p>
Johnson, Denvia	I-352	Refer to Appendix T Page DEIS C–902 thru 904 for your exact comment.	<p>Thank you for your comment concerning paying tolls to travel from Landover Road or Central Avenue to Greenbelt and/or Central Avenue and impacts to property in Prince George's County. As described in the Supplemental DEIS, these facilities and resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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 3.5 for a response to the P3 Program and Project Cost.</p>
Johnson, Elizabeth	I-1302	Refer to Appendix T Page DEIS C–905 thru 907 for your exact comment.	<p>Thank you for your comment concerning the Purpose and Need, mitigation, and stormwater management. Environmental scientists worked for 4-years in coordination with the regulatory and resource agencies to avoid and minimize impacts to natural resources to the greatest extent practicable during preliminary design. Avoidance and Minimization of impacts to wetlands, wetland buffers, waterways, and floodplains is discussed in detail in the Avoidance, Minimization, and Impacts Report that was appended to the DEIS and will be appended to the FEIS in final form. Trees will be replanted within the LOD post-construction where feasible and forest mitigation will also take place offsite to mitigate for the impacts of this project in accordance with Maryland Reforestation Law. The Draft Compensatory Mitigation Plan was included as an appendix to the DEIS. This plan outlined the detailed mitigation site search as well as the resulting mitigation sites identified for stream and wetland restoration as 404 mitigation for the I-495 & I-270 MLS. The Final Compensatory Mitigation Plan will be appended to the FEIS and includes the Phase II mitigation plans for the selected stream and wetland mitigation sites in Maryland. Virginia has a mitigation credit program that identifies appropriate sites for wetland and stream mitigation to compensate for unavoidable impacts. Onsite stormwater management has been maximized to the greatest extent practicable within the Study Preferred Alternative LOD. The remaining stormwater treatment will be achieved offsite. The Compensatory Stormwater Mitigation Plan is appended to the SDEIS and includes a summary of the site search process and the resulting stormwater sites identified for offsite stormwater management to cover the stormwater treatment need for the Study. The Final Compensatory Stormwater Mitigation Plan will be appended to the FEIS.</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 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
			<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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Johnson, Lucien	I-73	Refer to Appendix T Page DEIS C–908 for your exact comment.	<p>Thank you for your comment concerning high occupancy vehicle (HOV) lanes and high-occupancy toll (HOT) lanes. Per federal regulations, existing HOV lanes cannot be converted into toll-only lanes. However, they can be converted to HOT (high occupancy toll) lanes. Therefore, the alternatives that proposed Express Toll Lanes (Alternatives 8, 10, 13C) needed to retain the existing HOV lane and construct new Express Toll Lanes, while the HOT lane alternatives (Alternatives 5, 9, 13B and the Preferred Alternative from the SDEIS) do convert the existing HOV lane into managed lane, as you suggest.</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 3.5 for a response to the P3 Program and Project Cost.</p>
Johnson, Sherman	I-1496	Refer to Appendix T Page DEIS C–909 thru 910 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Johnson, Sherman	I-1497	Refer to Appendix T Page DEIS C–915 thru 916 for your exact comment.	<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 3.5 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.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.M for a response to impacts to utilities and associated costs.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Johnson, Sherman	I-1498	Refer to Appendix T Page DEIS C–911 thru 912 for your exact comment.	<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>

Commenter	#	Reference to Comment	Response
			<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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Johnson, Sherman	I-1499	Refer to Appendix T Page DEIS C–913 thru 914 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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 3.3.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.B for a response to traffic modeling and analysis.</p>
Jones, C. Rick	I-164	Refer to Appendix T Page DEIS C–918 thru 925 for your exact comment.	<p>Thank you for your comment. Studies based on actual user data shows that users of all income levels benefit from reduced travel times, including managed lane users and those who continue to use the general purpose or toll-free lanes. Managed lane usage is not closely correlated to income. The managed lanes would provide more options for people needing a reliable trip time. Nationwide research shows a majority of travelers choose to use managed lanes occasionally for critical or important trips, such as reaching an appointment or a school event. Relevant recent experience with similar facilities in Virginia on I-495 and I-95 further supports this conclusion. As reported in The Washington Post in 2018: “...most 495 and 95 express lane users are not affluent...”. According to another Post report, the average toll rates for Virginia’s managed lanes on I-495 and I-95 are \$5.40 and \$8.45 per trip, respectively. Experience in Virginia on I-495 shows that 82 percent of customers spend less than \$20 a month and 85 percent of trips were less than \$12. On the Virginia I-95 Express Lanes, 74 percent of customers spend less than \$20 a month</p> <p>Regarding your comment about residential and business relocations, MDOT SHA engaged with property owners, business owners, community organizations and the general public to address concerns over property displacements and impacts. As a result of this engagement and to align the NEPA approval with the planned project phased delivery and permitting approach which focused on Phase 1 South only, 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.</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> <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.F for a response to adverse impacts to air quality.</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.K for a response to impacts to properties and communities, including community facilities.</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.M for a response to impacts to utilities and associated costs.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.
Jones, Kevin	I-32	Refer to Appendix T Page DEIS C–917 for your exact comment.	Refer to Chapter 9, Section 3.1 for a response on Purpose and Need. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Joseph, Stephanie	I-1273	Refer to Appendix T Page DEIS C–926 for your exact comment.	Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Judge, Adam	I-906	Refer to Appendix T Page DEIS C–927 for your exact comment.	Thank you for your comment on induced demand. MDOT understands the phenomenon of induced demand, and it is a consideration on all of our large roadway projects. In this case, MDOT is recommending adding capacity via managed lanes (HOT lanes) instead of widening with additional general purpose lanes. Managed lanes do a better job at regulating demand, including induced demand, due to dynamic pricing. The study shows that there could be some induced demand as a result of this project, but the impact will be small (less than 1% increase in vehicle miles traveled (VMT) in the region) and those effects are fully accounted for in the regional traffic models COG and TPB use. Even with these effects, the proposed managed lanes would reduce regional congestion delays and significantly improve travel times along both freeway corridors and on local roads throughout the region. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Jung, Howard	I-722	Refer to Appendix T Page DEIS C–928 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Justice, Ed	I-35	Refer to Appendix T Page DEIS C–929 for your exact comment.	Thank you for your comment concerning impacts to Walter Reed National Military Medical Center. As described in the Supplemental DEIS, this facility is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.
Kaiser, Anne	I-271	Refer to Appendix T Page DEIS C–930 for your exact comment.	Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Kambanis, George	I-592	Refer to Appendix T Page DEIS C–931 for your exact comment.	Thank you for your comment concerning traffic noise. The noise analysis has been updated for the FEIS, and proposed noise abatement is shown in the updated Noise Analysis Technical Report. Where impacts were identified, several sound barrier scenarios were considered: existing sound barriers to remain in place; existing sound barriers displaced by proposed construction to be replaced by a reconstructed barrier on a new alignment; existing sound barriers that were evaluated for extensions; and new sound barriers on new alignment. The noise analysis follows the noise policy and guidelines as set forth by MDOT SHA in their Highway Noise Abatement Planning and Engineering Guidelines. The noise policy and guidelines are based upon the provisions contained in Title 23 of the Code of Federal Regulations Part 772 (23 CFR 772), Procedures for Abatement of Highway Traffic Noise and Construction Noise and the Federal Highway Administration (FHWA) report FHWA-HEP-10-025, Highway Traffic Noise: Analysis and Abatement Guidance and subsequent revisions. MDOT SHA developed their Highway Noise Abatement Planning and Engineering Guidelines to provide detailed implementation guidance, critical background information, rationale, and other comprehensive criteria associated with a highway noise

Commenter	#	Reference to Comment	Response
			<p>study for Federally funded projects in the state of Maryland.</p> <p>The existing sound barrier along NB I-270, north of Tuckerman Lane, is proposed to be replaced and extended. A sound barrier was evaluated along SB I-270 for Cabin John Regional Park and does not meet the reasonableness criteria outlined in the MDOT SHA Highway Noise Abatement Planning and Engineering Guidelines. The federal regulations require MDOT SHA to assess whether abatement is “feasible and reasonable” in accordance with a series of practical engineering and performance measures. The noise abatement shown in the FEIS is recommended based on preliminary design assumptions; these recommendations will be finalized during the final design stage, when detailed engineering is performed.</p> <p>Sound barriers are designed to lower the overall traffic noise level but will not eliminate the noise entirely. The sound barrier is not intended to mitigate point source noise emissions such as air brakes, motorcycles and modified exhaust systems on vehicles and trucks. Sound travels in waves, and is dependent on ground cover, topography and atmospheric conditions as well as intervening obstacles (such as sound barriers, buildings or vegetation). Sound levels are measured on a logarithmic scale, which means that in order for there to be a barely perceptible (3 dBA) increase in noise, either traffic volume would need to double and still operate at high speeds, or the roadway would need to move significantly closer to the residence. Neither of these conditions are proposed as a result of the build alternative, so noise is not expected to become significantly louder.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>
Kanas, Theodore	I-609	Refer to Appendix T Page DEIS C–932 for your exact comment.	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.
Kantzer, Max	I-1445	Refer to Appendix T Page DEIS C–933 for your exact comment.	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.
Kaplan, Harriet	I-848	Refer to Appendix T Page DEIS C–934 thru 935 for your exact comment.	<p>Thank you for your comment concerning impacts to Blair High School, The Silver Spring YMCA, Holy Cross Hospital, Slick Creek Park, and Rock Creek Park. As described in the Supplemental DEIS, these facilities and resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.3.A for a response to Analysis of Alternatives 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.H for a response to noise impacts and mitigation.</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.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> <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.M for a response to impacts to utilities and associated costs.</p> <p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>

Commenter	#	Reference to Comment	Response
			<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.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 teleworking.</p>
Kaplan-Weisman, Laura	I-99	Refer to Appendix T Page DEIS C–936 for your exact comment.	<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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Kaplowitz, Richard	I-98	Refer to Appendix T Page DEIS C–937 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Kaplowitz, Stacy	I-1099	Refer to Appendix T Page DEIS C–938 for your exact comment.	<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. Refer to the full description of the Preferred Alternative for measures to encourage better connectivity and public transportation.</p> <p>The final determination of noise barrier feasibility, reasonableness, dimensions and locations as well as the lighting design will be made during final design by the Developer.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</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.F for a response to adverse impacts to air quality.</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.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>
Kapstein, Rebecca	I-357	Refer to Appendix T Page DEIS C–939 thru 941 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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>

Commenter	#	Reference to Comment	Response
			<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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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.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 3.4.G for a response to climate change considerations.</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 3.2.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, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Kapstein, Rebecca	I-1303	Refer to Appendix T Page DEIS C–942 for your exact comment.	<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 3.1 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.M for a response to impacts to utilities and associated costs.</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.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.I for a response to construction 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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Karoutsos, Kristina (Kristina Karoutsos)	I-1183	Refer to Appendix T Page DEIS C–943 for your exact comment.	<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>
Karpman, Michael	I-739	Refer to Appendix T Page DEIS C–944 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.D for a response to Environmental Justice and equity concerns.</p>
Katsouros, Tracey	I-1044	Refer to Appendix T Page DEIS C–945 for your exact comment.	<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 3.4.B for a response to traffic modeling and analysis.</p>
Katsoyannis, Miranda	I-56	Refer to Appendix T Page DEIS C–946 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Katz, Arthur	I-1221	Refer to Appendix T Page DEIS C–951 thru 961 for your exact comment.	<p>Thank you for your extensive comments. Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. • The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a</p>

Commenter	#	Reference to Comment	Response
			<p>managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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 3.2.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.B for a response to traffic modeling and analysis.</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.M for a response to impacts to utilities and associated costs.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p>
Katz, Arthur	I-104	Refer to Appendix T Page DEIS C–947 for your exact comment.	<p>Refer to MDOT SHA Response Letter dated June 3, 2020 and October 15, 2021, for a response to your specific request.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Katz, Arthur	I-105	Refer to Appendix T Page DEIS C–948 for your exact comment.	<p>Refer to MDOT SHA Response Letter dated June 3, 2020 and October 15, 2021, for a response to your specific request.</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 for a response on the NEPA approach, analysis, and impacts.</p>
Katz, Arthur	I-320	Refer to Appendix T Page DEIS C–949 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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 3.1 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.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>

Commenter	#	Reference to Comment	Response
Katz, Arthur	I-849	Refer to Appendix T Page DEIS C–950 for your exact comment.	<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.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Kearney, Patricia	I-1268	Refer to Appendix T Page DEIS C–962 for your exact comment.	<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 3.4.M for a response to impacts to utilities and associated costs.</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 3.7 for a response to comments related to public involvement and engagement.</p>
Keenan, Linda	I-418	Refer to Appendix T Page DEIS C–963 for your exact comment.	<p>Thank you for your comment concerning impacts to Sligo Creek Golf Course and the surrounding area in Prince George’s County. As described in the Supplemental DEIS Prince George’s County is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on connected and autonomous vehicles (CAVs), the expected influx of CAVs will impact future traffic operations on all roads in Maryland, including I-495 and I-270. MDOT SHA participates in a statewide CAV working group (https://mva.maryland.gov/safety/Pages/MarylandCAV.aspx) to stay up to date on the latest research and industry projections. At this time, there are too many unknowns regarding how CAVs could affect demand and capacity to include CAVs directly in the traffic forecasts. Capacity will likely increase as vehicle spacing decreases, but the magnitude of the capacity increase is difficult to quantify based on the current research. Also, the benefits of more vehicles per lane may be offset by a potential increase in demand on the transportation network for some types of auto trips, including "mobility as a service" trips (people that can't afford their own car, but could call an autonomous vehicle for a solo trip) and "deadhead" trips (trips where the autonomous vehicle is empty, traveling to a parking lot or to the next pickup point). Therefore, the traffic projections for this Study apply traditional forecasting techniques, while being cognizant of the potential CAV impacts. However, it is anticipated that this project will be adaptable to accommodate CAVs because the proposed managed lanes will create a controlled environment with physical separation, new pavement, and clear delineations, features that are conducive to CAV use.</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 3.2.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>
Kellar, Elizabeth	I-1131	Refer to Appendix T Page DEIS C–964 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 3.5 for a response to the P3 Program and Project Cost.</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>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Kelley, Matt	I-1243	Refer to Appendix T Page DEIS C–965 for your exact comment.	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.
Kelly, Joyce	I-257	Refer to Appendix T Page DEIS C–966 for your exact comment.	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.
Kelly, Laurie	I-287	Refer to Appendix T Page DEIS C–967 for your exact comment.	Thank you for your comment on the 100-year floodplain. No, the 100-year flood is a statistical designation meaning that in any given year, there is a 1% chance of a flood risk in that area. It does not mean that a particular area cannot experience extensive floods more frequently than every 100-years. Some areas may experience more than one 100-year flood in a single year. This terminology is often misinterpreted. 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.
Kennedy, Douglas	I-863	Refer to Appendix T Page DEIS C–968 for your exact comment.	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.
Kenner, Andrea	I-193	Refer to Appendix T Page DEIS C–969 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Kenny, Shannon	I-679	Refer to Appendix T Page DEIS C–970 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs.
Kern, Kate	I-850	Refer to Appendix T Page DEIS C–971 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.

Commenter	#	Reference to Comment	Response
Kessler, Daniel	I-745	Refer to Appendix T Page DEIS C-972 thru 973 for your exact comment.	<p>Thank you for your comment on environmental and utility impacts, toll lanes, and congestion. As part of this project, the design of all interchanges within the study limits have been evaluated, and interchange design changes have been incorporated where appropriate, as suggested. However, isolated design changes at interchanges and merges alone would not be expected to sufficiently relieve congestion, which is primarily caused by freeway segments exceeding capacity.</p> <p>The project also accounts for the ongoing improvements proposed along I-270 as part of the Innovative Congestion Management (ICM) project. The Managed Lanes Study is compatible with the improvements implemented under the I-270 ICM project. Most of the ICM improvement will be maintained, including ramp metering, auxiliary lane improvements in multiple locations along both directions of I-270 south of I-370, and all improvements north of I-370.</p> <p>For the area near the MD 85 interchange, potential widening in the Northern section of I-270 from I-370 to I-70 is part of a separate, independent National Environmental Policy Act (NEPA) study under the I-495 and I-270 Public-Private Partnership (P3) Program.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</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.M for a response to impacts to utilities and associated costs.</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.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 3.5 for a response to the P3 Program and Project Cost.</p>
Kevyn de Meerendre, Thibault	I-1130	Refer to Appendix T Page DEIS C-974 for your exact comment.	<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.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 3.4.C for a response to analyses of parklands and historic resources.</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.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 teleworking.</p>
Khan, Akhlaq	I-574	Refer to Appendix T Page DEIS C-975 for your exact comment.	<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	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Kickenson, Jerry	I-170	Refer to Appendix T Page DEIS C–976 thru 977 for your exact comment.	<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.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.K for a response to impacts to properties and communities, including community facilities.</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 3.2.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.B for a response to traffic modeling and analysis.</p>
Kidd, Brooke	I-210	Refer to Appendix T Page DEIS C–978 for your exact comment.	<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 3.2.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>
Kidwai, Hassan	I-818	Refer to Appendix T Page DEIS C–979 for your exact comment.	<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>
Kim, Gene	I-1444	Refer to Appendix T Page DEIS C–980 for your exact comment.	<p>Thank you for your comment concerning impacts to the Forest Estates Community. As described in the Supplemental DEIS, this community is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</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> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.
Kim, Jay	I-109	Refer to Appendix T Page DEIS C-981 for your exact comment.	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 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Kim, Kenli	I-1443	Refer to Appendix T Page DEIS C-982 for your exact comment.	Thank you for your comment concerning impacts to the Forest Estates Community. As described in the Supplemental DEIS, this community is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.
King, Laurence	I-556	Refer to Appendix T Page DEIS C-983 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Kistler, Jacqueline	I-948	Refer to Appendix T Page DEIS C-984 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.6A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs.

Commenter	#	Reference to Comment	Response
			<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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>
Klansek, Andrew	I-1247	Refer to Appendix T Page DEIS C–985 for your exact comment.	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.
Kleber, Hannah	I-699	Refer to Appendix T Page DEIS C–986 for your exact comment.	<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.F for a response to adverse impacts to air quality.</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.H for a response to noise impacts and mitigation.</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.I for a response to construction impacts.</p>
Klein, Karen	I-1442	Refer to Appendix T Page DEIS C–987 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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>
Klein, Miriam	I-1076	Refer to Appendix T Page DEIS C–988 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</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.F for a response to adverse impacts to air quality.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.I for a response to construction impacts.
Kock, Gabriela	I-321	Refer to Appendix T Page DEIS C–989 for your exact comment.	<p>Thank you for your comment on toll lanes and the ICC, impacts to low income communities, and air quality. The Intercounty Connector has been successful in providing the option for a free-flow trip between I-95 and I-270 and before and after studies have shown that the ICC resulted in reduced congestion on the surrounding local roadway network.</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.B for a response to traffic modeling and analysis.</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.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.K for a response to impacts to properties and communities, including community facilities.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Koenig, Christy	I-478	Refer to Appendix T Page DEIS C–990 for your exact comment.	<p>Thank you for your comment concerning impacts to the Woodley Gardens Shopping Center. The Preferred Alternative, as described in the Supplemental DEIS, does not result in any full acquisitions or residential or business displacements; therefore, no businesses would be taken due to the proposed roadway widening. Sliver impacts to properties along I-270 are proposed for elements such as roadside grading, on-site drainage and stormwater management, and noise barrier replacement/construction. These partial property acquisitions are considered ones that do not cause a business or residential relocation and have been assumed where a principle building of a residence, business, or community facility is located more than 20 feet from the Preferred Alternative limits of disturbance.</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.H for a response to noise impacts and mitigation.</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.C for a response to analyses of parklands and historic resources.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Koh, Edward	I-869	Refer to Appendix T Page DEIS C–991 for your exact comment.	Thank you for your comment concerning traffic noise. As described in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, a new barrier is proposed to provide noise mitigation to the Rose Hill community and surrounding area. The proposed barrier is anticipated to extend from the interchange with MD 189 (Falls Road) to MD 28 (W. Montgomery Road) providing noise reduction to 44 impacted residences as well as to 44.67 non-impacted benefited residence. The odd decimal number is due to how non-residential properties, such as the school, church, nursing home, are equated to residences for purposes of analysis. This barrier will be re-evaluated during the final design process by the construction team.

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.
Kohli, Sandeep	I-533	Refer to Appendix T Page DEIS C–992 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Kolnik, Alan	I-1069	Refer to Appendix T Page DEIS C–993 for your exact comment.	<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>Thank you for your input on the existing I 270 HOV lanes.</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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Konopka Pazan, Kristen	I-143	Refer to Appendix T Page DEIS C–994 thru 995 for your exact comment.	<p>Thank you for your comment concerning the new Gude Drive interchange. The proposed interchange at Gude Drive would provide access to and from the high-occupancy toll (HOT) managed lanes only. Ramps connecting Gude Drive with the general purpose lanes would not be provided. The current design concept includes direct access ramps connecting the HOT managed lanes with Gude Drive at a new four-leg intersection on the bridge structure that crosses over I-270. The elevation of the proposed ramps would generally not exceed the elevation of the existing Gude Drive bridge. Flyover ramps are not proposed as part of the current design concept for the Preferred Alternative.</p> <p>Regarding your comment on water pollution, this project will be required to control stormwater runoff from MDOT ROW to match existing stormwater runoff for the 10-year storm. Therefore, the total runoff will not increase to Watts Branch. In addition, the project will be required to treat all new impervious area and 50% of reconstructed impervious area (i.e. existing impervious area that is being reconstructed) to mimic the runoff characteristics of woods in good condition. The SWM concept provides full water quality required treatment for the runoff to Watts Branch near Gude Drive. Therefore, the pollution should not increase to Watts Branch.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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.M for a response to impacts to utilities and associated costs.</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.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.K for a response to impacts to properties and communities, including community facilities.</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 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
Korba, Casey	I-240	Refer to Appendix T Page DEIS C-996 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>
Kosin, Katharine	I-1278	Refer to Appendix T Page DEIS C-997 for your exact comment.	<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.B for a response to Alternatives Not 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.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>
Koss, Deborah	I-539	Refer to Appendix T Page DEIS C-989 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Kosterlitz, David	I-171	Refer to Appendix T Page DEIS C-999 for your exact comment.	<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 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 3.4.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>
Kosterlitz, David	I-172	Refer to Appendix T Page DEIS C-1005 for your exact comment.	<p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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 3.5 for a response to the P3 Program and Project Cost.</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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<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.M for a response to impacts to utilities and associated costs.</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.H for a response to noise impacts and mitigation.</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 3.7 for a response to comments related to public involvement and engagement.</p>
Kosterlitz, David	I-202	Refer to Appendix T Page DEIS C–1000 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study</p>
Kosterlitz, David	I-203	Refer to Appendix T Page DEIS C–1001 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</p>
Kosterlitz, David	I-248	Refer to Appendix T Page DEIS C–1006 for your exact comment.	<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.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>
Kosterlitz, David	I-482	Refer to Appendix T Page DEIS C–1007 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Kosterlitz, David	I-58	Refer to Appendix T Page DEIS C–1004 for your exact comment.	<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 3.7 for a response to comments related to public involvement and engagement.</p>
Kosterlitz, David	I-979	Refer to Appendix T Page DEIS C–1008 thru 1017 for your exact comment.	<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.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 teleworking.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
			<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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Kosterlitz, David	I-1304	Refer to Appendix T Page DEIS C–1018 thru 1019 for your exact comment.	<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 3.6.B for a response to toll rate ranges and toll rate setting process.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Kosterlitz, David	I-1441	Refer to Appendix T Page DEIS C–1020 for your exact comment.	<p>Thank you for your comment regarding stream impacts. Maryland and Virginia stormwater regulations will be met by this project and these regulations protect water quality of local waterways and wetlands. The project will maximize onsite stormwater management to the extent practicable and all stormwater quantity requirements will be met onsite. The portion of the stormwater quality requirements that cannot be met onsite will be met offsite as detailed in the Compensatory Stormwater Mitigation Plan that was appended to the SDEIS and a final draft will be appended to the FEIS. State regulations require that stormwater be met within affected watersheds and this project will adhere to these regulations. The Maryland Department of the Environment will not only review this project to ensure it adheres to stormwater regulations, it will also review water quality effects of the project as part of the Water Quality Certification process.</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 3.3.D for a response to Analysis of Alternatives 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>
Kosterlitz, David	I-1506	Refer to Appendix T Page DEIS C–1003 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>
Kotelba, Marek	I-1082	Refer to Appendix T Page DEIS C–1021 for your exact comment.	<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 3.4.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Kouvousis, Lee	I-493	Refer to Appendix T Page DEIS C–1022 for your exact comment.	<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Kozak, Christine	I-43	Refer to Appendix T Page DEIS C–1023 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Kracke-Bock, Joseph	I-610	Refer to Appendix T Page DEIS C–1024 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Kramer, Rena	I-62	Refer to Appendix T Page DEIS C–1025 for your exact comment.	<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.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> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>
Kramer, Rena	I-767	Refer to Appendix T Page DEIS C–1026 for your exact comment.	<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.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.K for a response to impacts to properties and communities, including community facilities.</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.B for a response to traffic modeling and analysis.</p>
Krampf, William	I-36	Refer to Appendix T Page DEIS C–1027 for your exact comment.	<p>Thank you for your comment on growth and P3 projects. The Priority Funding Areas Law, the center piece of the Maryland Smart Growth and Neighborhood Conservation act of 1997, directs state funding for growth related infrastructure to Priority Funding Areas (PFAs). Growth-related projects include most State programs that encourage growth and development such as highways, sewer and water construction, economic development assistance, and State leases or construction of new office facilities. The Smart Growth Act legislatively designated certain areas as PFAs and established criteria for locally designated PFAs. Through the Smart Growth Act, Maryland is committed to limiting sprawl development by directing funds where they can help to revitalize older neighborhoods, and redirect growth to already developed areas, saving the state’s farmland, open spaces, and natural resources (MDP, 2019). To evaluate the Study’s growth implications, consistency with MDP’s Planning Policy, and compliance with the Priority Funding Area Law, Smart Growth Coordination Checklists were prepared by MDOT SHA and are included in Appendix C of the Final Community Effects Assessment and Environmental Justice Technical Report (FEIS, Appendix F). Per an email on January 12, 2022, MDP concurs with the Priority Funding Act Law compliance for the I-495 & I-270 Managed lanes Study Preferred Alternative. Also, the authors of this Study are environmental and transportation professionals and do not include commercial entities with conflicts of interest.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
Kroening, Linda	I-1100	Refer to Appendix T Page DEIS C–1028 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Kroner, George	I-239	Refer to Appendix T Page DEIS C–1029 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Kufrin, Denali	I-997	Refer to Appendix T Page DEIS C–1030 for your exact comment.	<p>Refer to Chapter 9, Section 3.6A for a response on opposition to managed lanes or tolling public roads.</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 3.7 for a response to comments related to public involvement and engagement.</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> <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.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Kuritzky, Alan and Carole	I-646	Refer to Appendix T Page DEIS C–1031 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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.G for a response to climate change considerations.</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.D for a response to Environmental Justice and equity concerns.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</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>

Commenter	#	Reference to Comment	Response
Kurtz Mannix, Carol	I-905	Refer to Appendix T Page DEIS C–1032 for your exact comment.	<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 3.4 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Kurtzweil Walter, Paula	I-742	Refer to Appendix T Page DEIS C–1033 thru 1036 for your exact comment.	<p>Thank you for your comment concerning impacts to your property and the Rosemont subdivision. The Preferred Alternative limits of disturbance, as shown in Appendix D of the Supplemental DEIS, do not extend along I-370 east of the Industrial Drive crossing; therefore there are no proposed physical impacts to your neighborhood.</p> <p>Refer to Chapter 9, Section 3.3.4 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.H for a response to noise impacts and mitigation.</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.K for a response to impacts to properties and communities, including community facilities.</p>
Kwan, Quon	I-680	Refer to Appendix T Page DEIS C–1037 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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.M for a response to impacts to utilities and associated costs.</p>
Kwan, Quon	I-1440	Refer to Appendix T Page DEIS C–1038 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Labin, Sussan	I-1116	Refer to Appendix T Page DEIS C–1039 for your exact comment.	<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 3.2.B for a response to Alternatives Not 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.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.4.O for a response to safety considerations.</p>

Commenter	#	Reference to Comment	Response
			<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.H for a response to noise impacts and mitigation.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Lam, Sarah	I-1117	Refer to Appendix T Page DEIS C–1040 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Lam, Steve	I-756	Refer to Appendix T Page DEIS C–1041 for your exact comment.	<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>
Lambiase, Tacy	I-48	Refer to Appendix T Page DEIS C–1042 for your exact comment.	<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.D for a response to Environmental Justice and equity concerns.</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, effects of the Pandemic, and impacts of teleworking/remote working.</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.L for a response to public health impacts.</p>
Lamirande, Elaine	I-1439	Refer to Appendix T Page DEIS C–1043 thru 1044 for your exact comment.	<p>Thank you for your comment concerning flooding along the on-ramp of Colesville Road. As described in the Supplemental DEIS, this ramp is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.5 for a response to the P3 Program and Project Cost.</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.M for a response to impacts to utilities and associated costs.</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.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
			<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>
Land, Stephanie	I-419	Refer to Appendix T Page DEIS C–1045 for your exact comment.	<p>Thank you for your comment concerning air pollution and traffic noise for Carderock Springs community and the Carderock Springs Elementary School schoolyard. As described in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, a new barrier is proposed to provide noise mitigation to portions of the Carderock Springs and the elementary school that are not behind an existing barrier to the east. This new barrier will be combined with a replacement barrier, which will replace the existing barrier, and is anticipated to extend from Persimmon Tree Road to Seven Locks Road. The barrier studied was 3,434 feet long and is variable height ranging from 20 to 32 feet. This barrier will be re-evaluated during the final design process by the construction team.</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.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.K for a response to impacts to properties and communities, including community facilities.</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 3.2.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 teleworking.</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.L for a response to public health impacts.</p>
Landauer, Michael	I-1305	Refer to Appendix T Page DEIS C–1046 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Landy, Gail	I-322	Refer to Appendix T Page DEIS C–1047 for your exact comment.	<p>Thank you for your comment concerning impacts to Sligo Creek Parkway. As described in the Supplemental DEIS, the parkway is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commenter	#	Reference to Comment	Response
Landy, Gail	I-1438	Refer to Appendix T Page DEIS C–1048 thru 1049 for your exact comment.	<p>Thank you for your comment concerning impacts to Sligo Creek Parkway. As described in the Supplemental DEIS, this roadway is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>The Preferred Alternative would have no impact to Great Falls Park.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 3.1 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.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.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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>
Landy, Gail	I-1535	Refer to Appendix T Page DEIS C–1050 for your exact comment.	<p>Thank you for your comment concerning impacts to Wheaton Regional Park. As described in the Supplemental DEIS, this parks are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.7 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> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and project cost.</p>
Langenderfer, Janet	I-704	Refer to Appendix T Page DEIS C–1051 for your exact comment.	<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 3.6.B for a response to toll rate ranges and toll rate setting process.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
			<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.O for a response to safety 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.K for a response to impacts to properties and communities, including community facilities.</p>
Langer, Pamela	I-1045	Refer to Appendix T Page DEIS C–1052 for your exact comment.	<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 3.1 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.K for a response to impacts to properties and communities, including community facilities.</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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Lanier, Peter	I-954	Refer to Appendix T Page DEIS C–1053 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Larsen, Colin	I-378	Refer to Appendix T Page DEIS C–1054 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.3.D 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>
Laskey, Michael	I-819	Refer to Appendix T Page DEIS C–1055 for your exact comment.	<p>Thank you for your comment on induced demand. MDOT understands the phenomenon of induced demand, and it is a consideration on all of our large roadway projects. In this case, MDOT is recommending adding capacity via managed lanes (HOT lanes) instead of widening with additional general purpose lanes. Managed lanes do a better job at regulating demand, including induced demand, due to dynamic pricing.</p> <p>Our study shows that there could be some induced demand as a result of this project, but the impact will be small (less than 1% increase in vehicle miles traveled (VMT) in the region) and those effects are fully accounted for in the regional traffic models COG and TPB use. Even with these effects, the proposed managed lanes would reduce regional congestion delays and significantly improve travel times along both freeway corridors and on local roads throughout the region.</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 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Lassiter, Brandon	I-1181	Refer to Appendix T Page DEIS C–1056 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Le, Ev	I-118	Refer to Appendix T Page DEIS C–1057 for your exact comment.	<p>Thank you for your comment concerning how comments are being processed and the public engagement process. As further detailed in the references below, each comment received is being considered. The Selection of the Preferred Alternative is a reflection of the serious consideration of the Environmental Study and the comments received thereon.</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> <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>
Lear, Evelyn	I-978	Refer to Appendix T Page DEIS C–1058 thru 1060 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Lear, Evelyn	I-1516	Refer to Appendix T Page DEIS C–1061 thru 1063 for your exact comment.	<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.A for a response to Analysis of Alternatives 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>
Lebby, Jonathan	I-527	Refer to Appendix T Page DEIS C–1064 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. .</p>
Lechter, Karen	I-1213	Refer to Appendix T Page DEIS C–1065 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</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.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
Lee, David	I-534	Refer to Appendix T Page DEIS C–1066 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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>
Lee, Douglas	I-552	Refer to Appendix T Page DEIS C–1067 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Leistra, Paul	I-1437	Refer to Appendix T Page DEIS C–1068 thru 1069 for your exact comment.	<p>Thank you for your comment concerning impacts to Northwest Branch. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. • The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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>

Commenter	#	Reference to Comment	Response
			<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.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, effects of the Pandemic, and impacts of teleworking/remote working.</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.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.M for a response to impacts to utilities and associated costs.</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.C for a response to analyses of parklands and historic resources.</p>
Lemp, Matt	I-718	Refer to Appendix T Page DEIS C–1070 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Lenahan, Donna	I-851	Refer to Appendix T Page DEIS C–1071 thru 1072 for your exact comment.	<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> <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 for a response on the NEPA approach, analysis, and impacts.</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.K for a response to impacts to properties and communities, including community facilities.</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 3.2.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, effects of the Pandemic, and impacts of teleworking/remote working.</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.D for a response to Environmental Justice and equity concerns.</p>

Commenter	#	Reference to Comment	Response
			<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 3.7 for a response to comments related to public involvement and engagement.</p>
Leonard, Suzanne	I-1156	Refer to Appendix T Page DEIS C–1073 for your exact comment.	<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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Leonardo, Miguel	I-1524	Refer to Appendix T Page DEIS C–1074 for your exact comment.	<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>
Leshner, Sarah	I-420	Refer to Appendix T Page DEIS C–1075 for your exact comment.	<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.P for a response to socioeconomic impacts and impacts to the regional economy.</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.D for a response to Environmental Justice and equity concerns.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Leshner, Sarah	I-1525	Refer to Appendix T Page DEIS C–1076 thru 1079 for your exact comment.	<p>Thank you for your comment on public health, induced demand, COVID, project cost, and environmental impacts. MDOT understands the phenomenon of induced demand, and it is a consideration on all of our large roadway projects. In this case, MDOT is recommending adding capacity via managed lanes (HOT lanes) instead of widening with additional general purpose lanes. Managed lanes do a better job at regulating demand, including induced demand, due to dynamic pricing.</p> <p>Our study shows that there could be some induced demand as a result of this project, but the impact will be small (less than 1% increase in vehicle miles traveled (VMT) in the region) and those effects are fully accounted for in the regional traffic models COG and TPB use. Even with these effects, the proposed managed lanes would reduce regional congestion delays and significantly improve travel times along both freeway corridors and on local roads throughout the region.</p> <p>Regarding your comment on hazardous waste, since the publication of the DEIS, a detailed review of the potential for hazardous materials and contaminate mobilization during construction for the Preferred Alternative was conducted for the SDEIS. Prior to acquisition of right-of-way and construction, Preliminary Site Investigations (PSIs) would be conducted to further investigate properties within and in the vicinity of the Preferred Alternative LOD that have a high potential for mitigation contaminated materials exposed during construction activities (refer to Section 5.10 of the FEIS for additional details). Proposed investigation for the high concern sites should adequately characterize surficial and subsurface soils, as well as groundwater, if anticipated to be encountered. Example locations would consider locations of previous releases, former/current/abandoned storage tanks, and inferred groundwater flow, as well as proposed soil/groundwater disturbance during</p>

Commenter	#	Reference to Comment	Response
			<p>construction. The Developer would be required to use best management practices to minimize the release of any hazardous materials during construction.</p> <p>Regarding your comment about the Konterra mitigation site proposed as potential mitigation in the DEIS. As you noted in your comments, portions of the Konterra properties were purchased during the ICC project, however significant land holdings remained following purchase. The Konterra mitigation site proposed in the DEIS is located on privately owned lands, not on MDOT SHA property. While this site was considered a potential mitigation site for the DEIS alternatives, the site is no longer under consideration for the Preferred Alternative.</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> <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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 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.J for a response to impacts to greenspace and/or wildlife habitat.</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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p>
Lester, Molly	I-1526	Refer to Appendix T Page DEIS C–1080 thru 1081 for your exact comment.	<p>Thank you for your comment concerning impacts to the Greenbelt Historic District. As described in the Supplemental DEIS, Greenbelt is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.D for a response to Environmental Justice and equity concerns.</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 for a response on the NEPA approach, analysis, and impacts.</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.B for a response to traffic modeling and analysis.</p>
LeVee, William and Cheryl	I-743	Refer to Appendix T Page DEIS C–1082 for your exact comment.	<p>Thank you for your comment concerning impacts to your property and the New Mark Commons community. The Preferred Alternative limits of disturbance, as shown in Appendix D of the SDEIS, include the I-270 interchange at MD 189 (Exit 5). The interchange would be modified and the existing ramps would be adjusted to accommodate the mainline widening of I-270. The Preferred Alternative limits of disturbance along the south side of MD 189 east of I-270 stay within existing right-of-way.</p>

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			<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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p>
Levenson, John J	I-85	Refer to Appendix T Page DEIS C–1083 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Levin, Toby	I-1063	Refer to Appendix T Page DEIS C–1084 for your exact comment.	<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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Levine, Beth	I-608	Refer to Appendix T Page DEIS C–1085 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Levine, Caroline	I-1022	Refer to Appendix T Page DEIS C–1086 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Levine, Elliott	I-323	Refer to Appendix T Page DEIS C–1087 for your exact comment.	<p>Thank you for your comment on effects of the Pandemic, traffic congestion, and air quality. MDOT continues to be an active partner in the Maryland Commission on Climate Change (MCCC) and Maryland's greenhouse gas (GHG) reduction efforts. We are leading the way on transportation sector scenario and emissions analyses. We have worked with stakeholders, communities, and our partners on the Mitigation Working Group (MWG) to better understand the impacts of the changes within the transportation sector, ranging from technology improvements, such as the deployment of automated, connected, and electric vehicles to the importance of improving mobility and expanding telework.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>

Commenter	#	Reference to Comment	Response
			<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.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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Levine, Richard	I-353	Refer to Appendix T Page DEIS C–1088 thru 1091 for your exact comment.	<p>Thank you for your comment concerning impacts to the Locust Hill Community, Rock Creek Stream Valley Park, Elmhurst Parkway Trail. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.1 for a response on Purpose and Need.</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 3.3.D 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>
Levine, Ricky	I-450	Refer to Appendix T Page DEIS C–1092 for your exact comment.	<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>
Levine, Zachary	I-25	Refer to Appendix T Page DEIS C–1093 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Levy, Betty	I-546	Refer to Appendix T Page DEIS C–1094 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Levy, Betty	I-1009	Refer to Appendix T Page DEIS C–1095 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Levy, Rob	I-1323	Refer to Appendix T Page DEIS C–1096 for your exact comment.	<p>Thank you for your comment concerning impacts to the Indian Spring Neighborhood. As described in the Supplemental DEIS, this neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p>

Commenter	#	Reference to Comment	Response
			<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.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 3.4.C for a response to analyses of parklands and historic resources.</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.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 3.2.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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Lewald, Brian	I-324	Refer to Appendix T Page DEIS C–1097 for your exact comment.	<p>Thank you for your comment concerning impacts to the Chevy Chase community. As described in the Supplemental DEIS, this community is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.H for a response to noise impacts and mitigation.</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 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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Lewis, Kosalai	I-1072	Refer to Appendix T Page DEIS C–1098 for your exact comment.	<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 3.4 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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.
Lewis, Megan	I-1436	Refer to Appendix T Page DEIS C–1099 for your exact comment.	<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 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.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.H for a response to noise impacts and mitigation.</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.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>
Lewis, Robbyn	I-1207	Refer to Appendix T Page DEIS C–1100 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Leymaster, Mark	I-1513	Refer to Appendix T Page DEIS C–1101 for your exact comment.	<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 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.B for a response to traffic modeling and analysis.</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 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p>
Lietzke, Candice	I-1306	Refer to Appendix T Page DEIS C–1102 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>

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			<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.B for a response to traffic modeling and analysis.</p>
Light, Elisabeth	I-762	Refer to Appendix T Page DEIS C–1103 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Lilley, Jeff	I-117	Refer to Appendix T Page DEIS C–1104 for your exact comment.	<p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Lindsay, John	I-800	Refer to Appendix T Page DEIS C–1105 for your exact comment.	<p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Lipp, Shannon	I-500	Refer to Appendix T Page DEIS C–1106 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Lipsy, Rachel	I-1464	Refer to Appendix T Page DEIS C–1107 thru 1109 for your exact comment.	<p>Thank you for your comment. Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p>

Commenter	#	Reference to Comment	Response
			<p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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.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> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</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 3.4 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Appendix T for the Forest Estates Community Association comment response for additional responses to your comments.</p>
Littles, Sheryl	I-74	Refer to Appendix T Page DEIS C–1110 for your exact comment.	<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 3.1 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.B for a response to traffic modeling and analysis.</p>
Littles, Sheryl	I-852	Refer to Appendix T Page DEIS C–1111 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Litton, Elizabeth	I-71	Refer to Appendix T Page DEIS C–1112 for your exact comment.	<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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Liu, Ivy	I-563	Refer to Appendix T Page DEIS C–1113 for your exact comment.	<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.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>

Commenter	#	Reference to Comment	Response
			<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.J for a response to impacts to greenspace and/or wildlife habitat.</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>
Lizarazo, Sandra	I-503	Refer to Appendix T Page DEIS C–1114 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Llobrera, Kristen	I-721	Refer to Appendix T Page DEIS C–1115 for your exact comment.	<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.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>
Lobato, Joan	I-529	Refer to Appendix T Page DEIS C–1116 for your exact comment.	<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>
Lodowski, Shaun	I-842	Refer to Appendix T Page DEIS C–1117 for your exact comment.	<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>
Lofft, Deirdre	I-475	Refer to Appendix T Page DEIS C–1118 for your exact comment.	<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 3.4.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Long, Patricia	I-1010	Refer to Appendix T Page DEIS C–1119 for your exact comment.	<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.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.H for a response to noise impacts and mitigation.</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>

Commenter	#	Reference to Comment	Response
Longo, Nancy	I-853	Refer to Appendix T Page DEIS C–1120 thru 1121 for your exact comment.	<p>Thank you for your comment concerning traffic congestion on arterial roads. As noted in Section 3.3.6 of the DEIS, the net impact of the project will be an overall reduction in delay on the surrounding arterials such as Connecticut Avenue, despite some localized increases in arterial traffic near the managed lane access interchanges. The portions of the local road network with an anticipated increase in volumes are being evaluated in more detail as part of the FEIS, and mitigation will be proposed where needed to maintain acceptable operations per FHWA Interstate Access Point Approval guidelines.</p> <p>That being said, 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. See Figure 1-1 in the Supplemental DEIS on pg. 1-2. The potential impacts raised in your comment had been identified in the DEIS related to build alternatives that would have spanned the entire study area. However, widening adjacent to Connecticut Avenue is no longer included in this project. 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.</p> <p>While a separate origin/destination study was not conducted, the project team reviewed origin/destination data, which was used to develop forecasts and assist in model calibration.</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 3.4.B for a response to traffic modeling and analysis.</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 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.H for a response to noise impacts and mitigation.</p>
Lopez, Francisco	I-854	Refer to Appendix T Page DEIS C–1122 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Lora, Sandra	I-1216	Refer to Appendix T Page DEIS C–1123 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Lorang, Dominique	I-480	Refer to Appendix T Page DEIS C–1124 for your exact comment.	<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>
Louie, Adeline	I-337	Refer to Appendix T Page DEIS C–1125 for your exact comment.	<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 3.1 for a response on Purpose and Need.</p>

Commenter	#	Reference to Comment	Response
Loza, Larry	I-635	Refer to Appendix T Page DEIS C–1126 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study.
Loza, Nanese	I-636	Refer to Appendix T Page DEIS C–1127 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study.
Lucy, Michael	I-1120	Refer to Appendix T Page DEIS C–1128 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.4.I for a response to construction impacts. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.L for a response to public health impacts. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Lynch, Jo Ann	I-621	Refer to Appendix T Page DEIS C–1129 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study.
Lyons, Michele	I-541	Refer to Appendix T Page DEIS C–1130 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.
MacIntire, Andrew	I-81	Refer to Appendix T Page DEIS C–1131 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.

Commenter	#	Reference to Comment	Response
Mack, Helsie	I-1205	Refer to Appendix T Page DEIS C–1132 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Macknis, Carol	I-1435	Refer to Appendix T Page DEIS C–1133 for your exact comment.	<p>Thank you for your comment concerning impacts to the Polish Club and the I-95 and Greenbelt Metro interchanges at I-495. As described in the Supplemental DEIS, these facilities are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.B for a response to traffic modeling and analysis.</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.H for a response to noise impacts and mitigation.</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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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.M for a response to impacts to utilities and associated costs.</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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Maddox, Thomas	I-1110	Refer to Appendix T Page DEIS C–1135 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Madsen, Eric	I-1197	Refer to Appendix T Page DEIS C–1136 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</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 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
			<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Magary, Garine	I-211	Refer to Appendix T Page DEIS C–1137 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction 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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>
Magary, Garine	I-70	Refer to Appendix T Page DEIS C–1141 for your exact comment.	<p>Thank you for your comment concerning traffic noise. Under the Preferred Alternative there are 59 noise sensitive areas (NSA) along the study corridors. Within these NSA's, several noise barrier scenarios were considered: existing noise barriers to remain in place; existing noise barriers displaced by proposed construction to be replaced by a reconstructed barrier on a new alignment; existing noise barriers that were evaluated for extensions; and new noise barriers on new alignment. For this analysis, noise barriers that are anticipated to be displaced for roadway improvements or stormwater management conflicts, have been analyzed to verify that there is no decrease in performance as replacement barriers. Any barriers that are displaced, will be re-evaluated during the final design process to verify that replacement noise barriers meet or exceed the noise abatement performance of the existing noise barriers to be replaced. For additional details refer to FEIS, Chapter 5, Section 5.9 and FEIS, Appendix L, the Final Noise Analysis Report.</p> <p>Regarding your comment on water management, stormwater management will account for the National Oceanic and Atmospheric Administration (NOAA) Atlas 14 average rainfalls for the area. The land use change from pervious area to impervious area will be accounted for and the increased stormwater runoff will be managed to match or be below the existing stormwater runoff for the 10-year storm. The stormwater will be managed by using stormwater facilities, such as, detention ponds, underground vaults, bioretentions, submerged gravel wetlands, etc.</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.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 3.1 for a response on Purpose and Need and effects of the Pandemic, including impacts of teleworking/remote working.</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.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
Magary, Garine	I-173	Refer to Appendix T Page DEIS C–1142 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p>
Magary, Garine	I-174	Refer to Appendix T Page DEIS C–1143 for your exact comment.	<p>Thank you for your comment on the I-270 Pre NEPA study. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Magary, Garine	I-212	Refer to Appendix T Page DEIS C–1139 for your exact comment.	<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.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.K for a response to impacts to properties and communities, including community facilities.</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> <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.L for a response to public health impacts.</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.D for a response to Environmental Justice and equity concerns.</p>
Magary, Garine	I-339	Refer to Appendix T Page DEIS C–1138 for your exact comment.	<p>Thank you for your comment. Noise analysis for a project such as proposed for I-495 and I-270 is required as part of the National Environmental Policy Act (NEPA) of 1969 and the Federal-Aid Highway Act of 1970. MDOT SHA developed their Highway Noise Abatement Planning and Engineering Guidelines to provide detailed implementation guidance, critical background information, rationale, and other comprehensive criteria associated with a highway noise study for Federally funded projects in the state of Maryland. The noise policy and guidelines are based upon the provisions contained in Title 23 of the Code of Federal Regulations Part 772 (23 CFR 772), Procedures for Abatement of Highway Traffic Noise and Construction Noise and the Federal Highway Administration (FHWA) report FHWA-HEP-10-025, Highway Traffic Noise: Analysis and Abatement Guidance and subsequent revisions. As such, a noise analysis was completed in support of the Supplemental DEIS. The conclusions of the noise analysis are as described in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum. Noise mitigation that is found to be both feasible and reasonable will be recommended for further analysis in the design stages of the project.</p>

Commenter	#	Reference to Comment	Response
			<p>Regarding your comment on water management, Stormwater management will account for the National Oceanic and Atmospheric Administration (NOAA) Atlas 14 average rainfalls for the area. The land use change from previous area to impervious area will be accounted for and the increased stormwater runoff will be managed to match or be below the existing stormwater runoff for the 10-year storm. The stormwater will be managed by using stormwater facilities, such as, detention ponds, underground vaults, bioretentions, submerged gravel wetlands, etc.</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 3.1 for a response on Purpose and Need and teleworking.</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 3.4.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.H for a response to noise impacts and mitigation.</p>
Magary, Garine	I-340	Refer to Appendix T Page DEIS C–1140 for your exact comment.	<p>Thank you for your comment concerning impacts to historic properties. MDOT SHA is in compliance with Section 106 of the National Historic Preservation Act and developing a Programmatic Agreement that identifies on going identification, avoidance, minimization and mitigation of historic properties. Adverse effects to historic properties are not the same as destruction and generally involve some diminishment of aspects of the properties which will be mitigated.</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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>
Magin, Elizabeth	I-1434	Refer to Appendix T Page DEIS C–1144 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park, Sligo Creek Park, and Greenbelt park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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> <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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commenter	#	Reference to Comment	Response
			<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.L for a response to public health impacts.</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.M for a response to impacts to utilities and associated costs.</p>
Maier, Francesca	I-749	Refer to Appendix T Page DEIS C–1145 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Makuc, Diane	I-1433	Refer to Appendix T Page DEIS C–1146 for your exact comment.	<p>Thank you for your comment concerning noise impacts to the Wyngate neighborhood. There is an existing sound barrier along the inner loop of I-495 between Fernwood Road and Old Georgetown Road that is proposed to be relocated as part of this project. The new sound barrier proposed for your community will be designed to abate the worst case future noise conditions. Sound barriers are designed to lower the overall traffic noise level but will not eliminate the noise entirely. The sound barrier is not intended to mitigate point source noise emissions such as air brakes, motorcycles and modified exhaust systems on vehicles and trucks.</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.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 3.2.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 teleworking.</p>
Malich, Christine	I-985	Refer to Appendix T Page DEIS C–1147 for your exact comment.	<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 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p>
Mallory, Charles	I-1143	Refer to Appendix T Page DEIS C–1148 for your exact comment.	<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 3.4.O for a response to safety considerations.</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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.
Malloy, Maureen	I-1004	Refer to Appendix T Page DEIS C–1149 for your exact comment.	<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.L for a response to public health 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>
Malone, Elizabeth	I-421	Refer to Appendix T Page DEIS C–1150 for your exact comment.	<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 3.2.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 teleworking.</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> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Malone, Elizabeth L	I-190	Refer to Appendix T Page DEIS C–1151 thru 1153 for your exact comment.	<p>Thank you for your comments. MDOT SHA recognizes that no one solution can address the many transportation needs of the region. The MDOT seeks to address these needs through a variety of measures. This Study is one of the many transportation initiatives in the region. With regard to your comment concerning local network traffic. As noted in Section 3.3.6 of the DEIS, the net impact of the project will be an overall reduction in delay on the surrounding arterials, despite some localized increases in arterial traffic near the managed lane access interchanges. The portions of the local road network with an anticipated increase in volumes has been evaluated in more detail as part of the FEIS, and mitigation is proposed where needed to maintain acceptable operations per FHWA Interstate Access Point Approval guidelines.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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.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> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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 3.5 for a response to the P3 Program and Project Cost.</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 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
			<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 for a response on the NEPA approach, analysis, and impacts.</p>
Manale, Andrew	I-1432	Refer to Appendix T Page DEIS C–1154 for your exact comment.	<p>Thank you for your comment concerning traffic and the use of MD 200 or the Intercounty Connector (ICC). The purpose of MD 200 or the Intercounty Connector (ICC) is to provide free-flow uncongested trips between Montgomery County and Prince George's County and to remove traffic from the local roadway network through Montgomery County. In the ICC Final Environmental Impact Statement, there was an alternative that would have improved I-495 instead of the ICC. However, that alternative was dropped from further consideration because it did not meet the Study's Purpose and Need of addressing congestion on the local routes in the study area, it did not connect the growth centers, and it did not connect the planned residential areas of Montgomery County with Prince George's County nor the existing development. Consequently, the overall purpose for the ICC was not to remove traffic, and thus congestion, from I-495.</p> <p>Currently, MD 200 has available capacity to accommodate additional traffic. During the typical peak hours in 2018, MD 200 carried approximately 3,600 vehicles per hour eastbound and approximately 4,200 vehicles per hour westbound. Because MD 200 is a managed tolled facility that is intended to always operate at free-flow speeds, it has a set capacity at Level of Service (LOS) D that cannot be exceeded. Therefore, the approximate capacity of MD 200 is 5,725 vehicles per hour in each direction.</p> <p>Traffic volumes on MD 200 are growing rapidly, and there will be little, or no, spare capacity by the design year of 2040. Traffic growth on MD 200 is occurring at a higher rate than regional traffic growth, which indicates that more motorists are willing to pay a toll to avoid severe congestion and delays on alternative routes. This means that there will be a limited amount of additional capacity available on MD 200 to accommodate traffic that may divert from I-495. As MD 200 is designed to maintain the free-flow LOS D conditions into the future, toll rates will need to be raised to ensure the traffic demand on the ICC does not exceed its capacity and additional traffic would divert to alternative routes.</p> <p>The ADT served on MD 200 in 2018 was more than double the ADT in 2012. The annual growth rate varies based on the time of day and the segment, but count data indicates that the annual growth rate between October 2016 and October 2018 was between three to four percent per year on the heaviest-used segments. The first segments of MD 200 that are projected to reach capacity would do so in the year 2027. By 2040, most of the segments of MD 200 will have reached capacity during the peak hours.</p> <p>Overall, MD 200 may be able to accommodate some additional traffic in 2040 in certain segments and during certain times of day, but it will not offset the need for capacity improvements on I-495. See Appendix B of the DEIS for more information.</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> <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.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 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Mandava, Sriharsha	I-1431	Refer to Appendix T Page DEIS C–1155 for your exact comment.	<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 for a response on the NEPA approach, analysis, and 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>

Commenter	#	Reference to Comment	Response
			<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 3.4.H for a response to noise impacts and mitigation.</p>
Mandel, Janice	I-439	Refer to Appendix T Page DEIS C–1156 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Maniac, D	I-175	Refer to Appendix T Page DEIS C–1157 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>
Mann, Juli	I-1430	Refer to Appendix T Page DEIS C–1158 thru 1159 for your exact comment.	<p>Thank you for your comment concerning impacts to your property on Sutherland Road in Silver Spring. As described in the Supplemental DEIS, this property is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. • The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose</p>

Commenter	#	Reference to Comment	Response
			<p>lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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 for a response on the NEPA approach, analysis, and impacts.</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.K for a response to impacts to properties and communities, including community facilities.</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.M for a response to impacts to utilities and associated costs.</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 3.2.B for a response to Alternatives Not 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 3.1 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.B for a response to traffic modeling and analysis.</p>
Mann, Kristina	I-1429	Refer to Appendix T Page DEIS C–1160 for your exact comment.	<p>Thank you for your comment concerning impacts to your property at 9907 Sutherland Road. As described in the Supplemental DEIS, this property is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 for a response on the NEPA approach, analysis, and impacts.</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.J for a response to impacts to greenspace and/or wildlife habitat.</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 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Marble, Lynn	I-441	Refer to Appendix T Page DEIS C–1161 for your exact comment.	<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>

Commenter	#	Reference to Comment	Response
			<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 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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Marble, Lynn	I-583	Refer to Appendix T Page DEIS C–1162 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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.I for a response to construction impacts.</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> <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>
Marcin, Daniel	I-204	Refer to Appendix T Page DEIS C–1164 for your exact comment.	<p>Thank you for your comment on tolling existing I-495 and I-270 lanes. Under Title 23 of the U.S. Code (Highways), there is a long-standing general prohibition on the imposition of tolls on Federal-aid highways; however, Title 23 and other statutes have carved out certain exceptions to this general prohibition through special programs. These programs allow tolling to generate revenue to support highway construction activities and/or enable the use of road pricing for congestion management. If Federal funds have been used or will be used on the highway, then the public authority responsible for the facility must qualify for toll authority under one of these Federal toll programs. Within these programs, there are two that have been specially authorized by Congress on a pilot basis in various highway authorization acts since 1991. Participation in these programs is limited to a set number of slots that have been authorized for each program. Project sponsors are also required to submit an application and to execute a toll agreement with FHWA to receive authorization to impose tolls under these programs.</p> <p>The Interstate System Reconstruction And Rehabilitation Pilot Program (ISRRPP) allows the conversion of a facility on the Interstate System into a toll facility in conjunction with needed reconstruction or rehabilitation that is only possible with the collection of tolls. Congress has authorized up to three slots in the program, which must be used for projects in different States. The Value Pricing Pilot Program (VPPP) is an experimental program that is designed to assess the potential of different value pricing approaches for reducing congestion. Under this program, tolls may be imposed on existing toll-free highways, bridges, and tunnels, so long as variable pricing is used to manage demand. Congress has authorized up to 15 slots under the VPPP, which are allocated to State or local agencies.</p> <p>While Title 23 does not preclude tolling existing interstates, tolling all the I-495 & I-270 existing lanes would not adequately address the need for a long-term solution to regional congestion. Even if tolled, the existing lanes would not be able to accommodate demand, which would still result in a breakdown of traffic flow on the facilities. Tolling all the lanes would also not provide reasonable and equitable options for drivers who are not willing or able to pay a toll, resulting in more traffic on local arterial roads, which are not able to handle additional traffic. The combination of dynamically priced lanes and free general-purpose lanes allows MDOT to better manage these highly congested facilities and improve travel speeds and reduce delay for all drivers.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Marcin, Daniel	I-27	Refer to Appendix T Page DEIS C–1163 for your exact comment.	<p>Thank you for your comment concerning toll lanes. Under Title 23 of the U.S. Code (Highways), there is a long-standing general prohibition on the imposition of tolls on federal-aid highways; however, Title 23 and other statutes have carved out certain exceptions to this general prohibition through special programs. These programs allow tolling to generate revenue to support highway construction activities and/or enable the use of road pricing for congestion management. If federal funds have been used or will be used on the highway, then the public authority responsible for the facility must qualify for toll authority under one of these federal toll programs. Two of these programs have been specially authorized by Congress on a pilot basis in various highway authorization acts since 1991. Participation in these programs is limited to a set number of slots that have been authorized for each program. Project sponsors are also required to submit an application and to execute a toll agreement with the Federal Highway Administration (FHWA) to receive authorization to impose tolls under these programs.</p> <p>The Interstate System Reconstruction and Rehabilitation Pilot Program allows the conversion of an existing facility on the interstate system into a toll facility in conjunction with needed reconstruction or rehabilitation that is only financially possible with the collection of tolls. Congress has authorized up to three slots in the program, which must be used for projects in different states. The Value Pricing Pilot Program (VPPP) is an experimental program that is designed to assess the potential of different value pricing approaches for reducing congestion. Under this program, tolls may be imposed on existing toll-free highways, bridges, and tunnels, so long as variable pricing is used to manage demand. Congress has authorized up to 15 slots under the VPPP, which are allocated to state or local agencies.</p> <p>While Title 23 does not preclude tolling existing interstates, tolling all the existing lanes on I-495 and I-270 would not adequately address the need for a long-term solution to regional congestion. Even if tolled, the existing lanes would not be able to accommodate demand, which would still result in a breakdown of traffic flow on the facilities. Tolling all the lanes would also not provide reasonable and equitable options for drivers who are not willing or able to pay a toll, resulting in more traffic on local arterial roads, which are not able to handle additional traffic. The combination of dynamically priced lanes and free general-purpose lanes allows MDOT to better manage these highly congested facilities and improve travel speeds and reduce delay for all drivers.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Marcin, Daniel	I-442	Refer to Appendix T Page DEIS C–1165 for your exact comment.	<p>Thank you for your comment on tolling existing I-495 and I-270 lanes. Under Title 23 of the U.S. Code (Highways), there is a long-standing general prohibition on the imposition of tolls on Federal-aid highways; however, Title 23 and other statutes have carved out certain exceptions to this general prohibition through special programs. These programs allow tolling to generate revenue to support highway construction activities and/or enable the use of road pricing for congestion management. If Federal funds have been used or will be used on the highway, then the public authority responsible for the facility must qualify for toll authority under one of these Federal toll programs. Within these programs, there are two that have been specially authorized by Congress on a pilot basis in various highway authorization acts since 1991. Participation in these programs is limited to a set number of slots that have been authorized for each program. Project sponsors are also required to submit an application and to execute a toll agreement with FHWA to receive authorization to impose tolls under these programs.</p> <p>The INTERSTATE SYSTEM RECONSTRUCTION AND REHABILITATION PILOT PROGRAM (ISRPP) allows the conversion of a facility on the Interstate System into a toll facility in conjunction with needed reconstruction or rehabilitation that is only possible with the collection of tolls. Congress has authorized up to three slots in the program, which must be used for projects in different States. The VALUE PRICING PILOT PROGRAM (VPPP) is an experimental program that is designed to assess the potential of different value pricing approaches for reducing congestion. Under this program, tolls may be imposed on existing toll-free highways, bridges, and tunnels, so long as variable pricing is used to manage demand. Congress has authorized up to 15 slots under the VPPP, which are allocated to State or local agencies.</p> <p>While Title 23 does not preclude tolling existing interstates, tolling all the I-495 & I-270 existing lanes would not adequately address the need for a long-term solution to regional congestion. Even if tolled, the existing lanes would not be able to accommodate demand, which would still result in a breakdown of traffic flow on the facilities. Tolling all the lanes would also not provide reasonable and equitable options for drivers who are not willing or able to pay a toll, resulting in more traffic on local arterial roads, which are not able to handle additional traffic. The combination of dynamically priced lanes and free general-purpose lanes allows MDOT to better manage these highly congested facilities and improve travel speeds and reduce delay for all drivers.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Marcin, Daniel	I-855	Refer to Appendix T Page DEIS C–1166 for your exact comment.	<p>Thank you for your comment concerning toll roads. Under Title 23 of the U.S. Code (Highways), there are long-standing regulations restricting the imposition of tolls on Federal-aid highways; however, Title 23 and other statutes have carved out certain exceptions through special programs. These programs allow tolling to generate revenue to support highway construction activities and/or enable the use of road pricing for congestion management. If Federal funds have been used or will be used on the highway, then the public authority responsible for the facility must qualify for toll authority under one of these Federal toll programs. Within these programs, there are two that have been specially authorized by Congress on a pilot basis in various highway authorization acts since 1991. Participation in these programs is limited to a set number of slots that have been authorized for each program. Project sponsors are also required to submit an application and to execute a toll agreement with FHWA to receive authorization to impose tolls under these programs.</p> <p>The INTERSTATE SYSTEM RECONSTRUCTION AND REHABILITATION PILOT PROGRAM allows the conversion of a facility on the Interstate System into a toll facility in conjunction with needed reconstruction or rehabilitation that is only possible with the collection of tolls. Congress has authorized up to three slots in the program, which must be used for projects in different States. The VALUE PRICING PILOT PROGRAM (VPPP) is an experimental program that is designed to assess the potential of different value pricing approaches for reducing congestion. Under this program, tolls may be imposed on existing toll-free highways, bridges, and tunnels, so long as variable pricing is used to manage demand. Congress has authorized up to 15 slots under the VPPP, which are allocated to various State or local agencies.</p> <p>While Title 23 does not preclude tolling existing interstates, tolling all the I-495 & I-270 existing lanes would not adequately address the need for a long-term solution nor provide the emergency evacuation option accommodated by the Preferred Alternative. Even if tolled, the existing lanes would not be able to accommodate demand, which would still result in a breakdown of traffic flow on the facilities and local roads. Tolling all the lanes would not provide options for drivers who are not willing or able to pay a toll, resulting in more traffic on local arterial roads. The combination of dynamically priced lanes and free general-purpose lanes allows MDOT to better manage these highly congested facilities, provide options to improve travel speeds, while also, as you note, encouraging carpooling and transit.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Marcus, Gail	I-856	Refer to Appendix T Page DEIS C–1167 thru 1168 for your exact comment.	<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 3.6.B for a response to toll rate ranges and toll rate setting process.</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.B for a response to traffic modeling and analysis.</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.C for a response to analyses of parklands and historic resources.</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.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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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.K for a response to impacts to properties and communities, including community facilities.</p>

Commenter	#	Reference to Comment	Response
Margerin, Bruno	I-487	Refer to Appendix T Page DEIS C–1169 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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 3.4.G for a response to climate change considerations.</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, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Margerin, Bruno	I-488	Refer to Appendix T Page DEIS C–1170 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Margolin, Gennady	I-1046	Refer to Appendix T Page DEIS C–1171 for your exact comment.	<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.M for a response to impacts to utilities and associated costs.</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> <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>
Margulies, Maurice	I-958	Refer to Appendix T Page DEIS C–1172 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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.H for a response to noise impacts and mitigation.</p>
Maring, Gary	I-485	Refer to Appendix T Page DEIS C–1173 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Mark, Tami	I-191	Refer to Appendix T Page DEIS C–1174 for your exact comment.	<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 3.3.D 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 for a response on the NEPA approach, analysis, and impacts.</p>
Markert, David	I-1428	Refer to Appendix T Page DEIS C–1175 for your exact comment.	<p>Thank you for your comment concerning impacts to the Old Farm Community. There is an existing sound barrier located along NB I-270 between Tuckerman Lane and Montrose Road that is proposed to be partially replaced and extended as part of this project. Sound barriers are designed to lower the overall traffic noise level but will not eliminate the noise entirely. The sound barrier is not intended to mitigate point source noise emissions such as air brakes, motorcycles and modified exhaust systems on vehicles and trucks. Sound travels in waves, and is dependent on ground cover, topography and atmospheric conditions as well as intervening obstacles (such as sound barriers, buildings or vegetation). Sound levels are measured on a logarithmic scale, which means that in order for there to be a barely perceptible (3 dBA) increase in noise, either traffic volume would need to double and still operate at high speeds, or the roadway would need to move significantly closer to the residence. Neither of these conditions are proposed as a result of the build alternative, so noise is not expected to become significantly louder.</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.B for a response to traffic modeling and analysis.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Markowitz, David	I-518	Refer to Appendix T Page DEIS C–1177 for your exact comment.	<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 3.1 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> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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>
Marks, Benjamin	I-502	Refer to Appendix T Page DEIS C–1178 for your exact comment.	<p>Thank you for your comment concerning the need for a noise barrier just north of exit 6. As described in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, a new barrier is proposed to provide noise mitigation to the West End Park community. The barrier is proposed to begin along the Ramp from westbound MD 28, continue along the ramp and along I-270 and tying into, or behind, the existing barrier that begins just north of the Woodley Gardens commercial and shopping center. This existing barrier is not anticipated to be displaced until it is closer to Gude Drive. The combination of existing, replaced and new barrier totals approximately 5,952 feet in length with an average of 22 feet tall. As more detailed design progresses for this project during the final design process, this barrier will be re-evaluated by the construction team.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Marks, Benjamin	I-1536	Refer to Appendix T Page DEIS C–1176 for your exact comment.	<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.L for a response to public health impacts.</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 3.7 for a response to comments related to public involvement and engagement.</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 for a response on the NEPA approach, analysis, and impacts.</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>
Marmelstein, Diana	I-1020	Refer to Appendix T Page DEIS C–1179 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</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>
Martin, Lucinda	I-476	Refer to Appendix T Page DEIS C–1180 for your exact comment.	<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.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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</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.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>
Martin, Martha	I-1427	Refer to Appendix T Page DEIS C–1181 for your exact comment.	<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.F for a response to adverse impacts to air quality.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>
<p>Martinich, Jeremy</p>	<p>I-585</p>	<p>Refer to Appendix T Page DEIS C–1182 for your exact comment.</p>	<p>Thank you for your comment. Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. • The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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.A for a response on Screening of Preliminary Alternatives Process.</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 3.5 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.K for a response to impacts to properties and communities, including community facilities.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Martino, Nick	I-919	Refer to Appendix T Page DEIS C–1183 for your exact comment.	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.
Masica, Shirin	I-1062	Refer to Appendix T Page DEIS C–1184 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study.
Massey, Ann	I-681	Refer to Appendix T Page DEIS C–1185 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Master, Sandra	I-49	Refer to Appendix T Page DEIS C–1186 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs. 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. Refer to Chapter 9, Section 3.4.L for a response to public health impacts.
Matheson, Lucas	I-495	Refer to Appendix T Page DEIS C–1187 for your exact comment.	Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.
Mattocks, Celina	I-713	Refer to Appendix T Page DEIS C–1188 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study.
Mattson, Greg and Helen	I-205	Refer to Appendix T Page DEIS C–1189 for your exact comment.	Thank you for your comment concerning air quality and noise impacts to your home. As described in the Supplemental DEIS, your home is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.

Commenter	#	Reference to Comment	Response
			<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.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Maxon, Philip	I-112	Refer to Appendix T Page DEIS C–1190 for your exact comment.	<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 3.1 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>
Maynard, William	I-738	Refer to Appendix T Page DEIS C–1191 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Mayo, Cliff	I-972	Refer to Appendix T Page DEIS C–1192 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Mazer, Harvey	I-720	Refer to Appendix T Page DEIS C–1193 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Mazer, Harvey	I-857	Refer to Appendix T Page DEIS C–1194 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Mazo, Krisztian	I-841	Refer to Appendix T Page DEIS C–1195 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
McAlister, Melani	I-860	Refer to Appendix T Page DEIS C–1196 for your exact comment.	<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.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</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.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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
McAllister, Heidi	I-1426	Refer to Appendix T Page DEIS C–1197 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
McAuliffe, Ida	I-1075	Refer to Appendix T Page DEIS C–1198 for your exact comment.	<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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.O for a response to safety considerations.</p>
McAuliffe, Ida	I-1223	Refer to Appendix T Page DEIS C–1199 for your exact comment.	<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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.O for a response to safety considerations.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
McCabe, Cindy	I-390	Refer to Appendix T Page DEIS C–1200 for your exact comment.	<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 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
McClenithan, Tyler	I-1192	Refer to Appendix T Page DEIS C–1201 for your exact comment.	<p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
McCloud, Tina	I-1240	Refer to Appendix T Page DEIS C–1202 for your exact comment.	<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 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 3.4.I for a response to construction impacts.</p>
McCord, Joseph	I-947	Refer to Appendix T Page DEIS C–1203 for your exact comment.	<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.I for a response to construction impacts.</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>
McCullough, Patrick	I-1307	Refer to Appendix T Page DEIS C–1204 for your exact comment.	<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 3.4 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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
McCutchen, Susan	I-221	Refer to Appendix T Page DEIS C–1205 for your exact comment.	<p>Thank you for your comment concerning impacts to multiracial and multicultural communities surrounding the Baltimore-Washington Parkway. As described in the Supplemental DEIS, these communities and the Baltimore-Washington Parkway is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.M for a response to impacts to utilities and associated costs.</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.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.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>

Commenter	#	Reference to Comment	Response
			<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 for a response on the NEPA approach, analysis, and impacts.</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.L for a response to public health impacts.</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 for a response on the NEPA approach, analysis, and impacts.</p>
McDonald, Margaret	I-993	Refer to Appendix T Page DEIS C–1206 thru 1207 for your exact comment.	<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.I for a response to construction impacts.</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> <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 for a response on the NEPA approach, analysis, and impacts.</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>
McGaughy, Robert	I-1126	Refer to Appendix T Page DEIS C–1208 for your exact comment.	<p>Thank you for your comment concerning the purpose of the project, mass transit, and induced demand. Regarding your comment on induced demand, MDOT understands the phenomenon of induced demand, and it is a consideration on all of our large roadway projects. In this case, MDOT is recommending adding capacity via managed lanes (HOT lanes) instead of widening with additional general purpose lanes. Managed lanes do a better job at regulating demand, including induced demand, due to dynamic pricing.</p> <p>Our study shows that there could be some induced demand as a result of this project, but the impact will be small (less than 1% increase in vehicle miles traveled (VMT) in the region) and those effects are fully accounted for in the regional traffic models COG and TPB use. Even with these effects, the proposed managed lanes would reduce regional congestion delays and significantly improve travel times along both freeway corridors and on local roads throughout the region.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<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.B for a response to traffic modeling and analysis.</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.M for a response to impacts to utilities and associated costs.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
McGee, James	I-113	Refer to Appendix T Page DEIS C–1209 for your exact comment.	<p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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 3.5 for a response to the P3 Program and Project Cost.</p>
McGilvray, Laurie	I-1465	Refer to Appendix T Page DEIS C–1210 thru 1213 for your exact comment.	<p>Thank you for your comment concerning traffic and the use of MD 200 or the Intercounty Connector (ICC). The purpose of MD 200 or the Intercounty Connector (ICC) is to provide free-flow uncongested trips between Montgomery County and Prince George's County and to remove traffic from the local roadway network through Montgomery County. In the ICC Final Environmental Impact Statement, there was an alternative that would have improved I-495 instead of the ICC. However, that alternative was dropped from further consideration because it did not meet the Study's Purpose and Need of addressing congestion on the local routes in the study area, it did not connect the growth centers, and it did not connect the planned residential areas of Montgomery County with Prince George's County nor the existing development. Consequently, the overall purpose for the ICC was not to remove traffic, and thus congestion, from I-495.</p> <p>Currently, MD 200 has available capacity to accommodate additional traffic. During the typical peak hours in 2018, MD 200 carried approximately 3,600 vehicles per hour eastbound and approximately 4,200 vehicles per hour westbound. Because MD 200 is a managed tolled facility that is intended to always operate at free-flow speeds, it has a set capacity at Level of Service (LOS) D that cannot be exceeded. Therefore, the approximate capacity of MD 200 is 5,725 vehicles per hour in each direction.</p> <p>Traffic volumes on MD 200 are growing rapidly, and there will be little, or no, spare capacity by the design year of 2040. Traffic growth on MD 200 is occurring at a higher rate than regional traffic growth, which indicates that more motorists are willing to pay a toll to avoid severe congestion and delays on alternative routes. This means that there will be a limited amount of additional capacity available on MD 200 to accommodate traffic that may divert from I-495. As MD 200 is designed to maintain the free-flow LOS D conditions into the future, toll rates will need to be raised to ensure the traffic demand on the ICC does not exceed its capacity and additional traffic would divert to alternative routes.</p> <p>The ADT served on MD 200 in 2018 was more than double the ADT in 2012. The annual growth rate varies based on the time of day and the segment, but count data indicates that the annual growth rate between October 2016 and October 2018 was between three to four percent per year on the heaviest-used segments. The first segments of MD 200 that are projected to reach capacity would do so in the year 2027. By 2040, most of the segments of MD 200 will have reached capacity during the peak hours.</p> <p>Overall, MD 200 may be able to accommodate some additional traffic in 2040 in certain segments and during certain times of day, but it will not offset the need for capacity improvements on I-495. See Appendix B of the DEIS for more information.</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</p>

Commenter	#	Reference to Comment	Response
			<p>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.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 3.2.B for a response to Alternatives Not 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 3.1 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.G for a response to climate change considerations.</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 3.5 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.C for a response to analyses of parklands and historic resources.</p>
McGuire, Jerry	I-389	Refer to Appendix T Page DEIS C–1214 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
McLane, Craig	I-865	Refer to Appendix T Page DEIS C–1215 thru 1216 for your exact comment.	<p>Thank you for your comment concerning traffic noise and sound barriers in the New Carrollton area. 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. See Figure 1-1 in the Supplemental DEIS on pg. 1-2. The potential impacts raised in your comment had been identified in the DEIS related to build alternatives that would have spanned the entire study area. 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.</p> <p>The noise analysis follows the noise policy and guidelines as set forth by MDOT SHA in their Highway Noise Abatement Planning and Engineering Guidelines. The noise policy and guidelines are based upon the provisions contained in Title 23 of the Code of Federal Regulations Part 772 (23 CFR 772), Procedures for Abatement of Highway Traffic Noise and Construction Noise and the Federal Highway Administration (FHWA) report FHWA-HEP-10-025, Highway Traffic Noise: Analysis and Abatement Guidance and subsequent revisions.</p> <p>MDOT SHA developed their Highway Noise Abatement Planning and Engineering Guidelines to provide detailed implementation guidance, critical background information, rationale, and other comprehensive criteria associated with a highway noise study for Federally funded projects in the state of Maryland. To determine noise levels, MDOT SHA uses the FHWA Traffic Noise Model (TNM). TNM was developed under the guidance of the US Department of Transportation's John A. Volpe National Transportation Systems Center and is three-dimensional representation of the proposed design year roadways and the topography of adjacent noise sensitive areas. The model incorporates vehicle noise emission levels updated for modern vehicle classification, traffic speed and traffic volume, sound propagation factors from atmospheric absorption, divergence, intervening ground, intervening barriers, and intervening rows of buildings and areas of heavy vegetation. The model was the</p>

Commenter	#	Reference to Comment	Response
			<p>culmination of six years of extensive research and incorporated state-of-the-art acoustical algorithms. Its components are supported by a scientifically founded and experimentally calibrated acoustic computation methodology with a data base made up of over 6000 individual vehicle pass-by events measured at forty sites across the country, and which is the primary building block around which the acoustic algorithms are structured. Per FHWA and MDOT SHA requirements, traffic noise is studied for the worst hour of the day. Specifically for this study, noise engineers coordinated with traffic engineers to ascertain the traffic flow and mix that generates this worst noise hour.</p> <p>On roadways such as I-95/I-495, the worst hourly noise level typically occurs at a time when truck volumes and vehicle speeds are the greatest and when traffic is free flowing. In congested corridors, such as found within this project, this is typically a period approaching or following the peak travel hours, when congestion breaks, and vehicles travel at posted speeds or greater.</p> <p>Sound barriers are designed to lower the overall traffic noise level but will not eliminate the noise entirely. The sound barrier is not intended to mitigate point source noise emissions such as air brakes, motorcycles and modified exhaust systems on vehicles and trucks. The height of a sound barrier is determined through a rigorous optimization process that factors the ability to achieve a significant reduction in sound while meeting the cost-effectiveness requirements set forth in MDOT SHA's noise policy. Assessing the effect of parallel barrier degradation due to reflective sound is completed when the ratio of the horizontal width between barriers versus the height of the barriers is less than 10 to 1, and the results of the analysis will determine whether absorptive treatment is recommended. When the ratio is greater than 10:1, there is no perceptible degradation in barrier effectiveness.</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>
McManus, Natalie	I-199	Refer to Appendix T Page DEIS C–1217 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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.L for a response to public health 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.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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
McNair, Lee	I-1425	Refer to Appendix T Page DEIS C–1218 for your exact comment.	<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.L for a response to public health impacts.</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.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>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.
McNamara, Helen	I-100	Refer to Appendix T Page DEIS C–1219 for your exact comment.	Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Meeks, Teresa	I-291	Refer to Appendix T Page DEIS C–1220 for your exact comment.	Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs.
Meeske, David	I-176	Refer to Appendix T Page DEIS C–1221 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Mehring, Richard	I-395	Refer to Appendix T Page DEIS C–1222 for your exact comment.	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.
Mekler, Samantha	I-744	Refer to Appendix T Page DEIS C–1223 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study.
Melo-Correa, Alvaro	I-714	Refer to Appendix T Page DEIS C–1224 for your exact comment.	Thank you for your comment concerning impacts to your property. The Preferred Alternative, as described in the Supplemental DEIS, FEIS, and shown in Appendix E of the FEIS, does not result in any full acquisitions or residential or business displacements; therefore, no homes would be taken due to the proposed roadway widening. The Preferred Alternative limits of disturbance and proposed improvements stay within existing right-of-way at your property; therefore, there are no property impacts or acquisition required in your neighborhood. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Meltzer, Marcy	I-843	Refer to Appendix T Page DEIS C–1225 for your exact comment.	Thank you for your comment on the I-270 Pre NEPA study. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Mendoza-Walters, Alison	I-184	Refer to Appendix T Page DEIS C–1226 for your exact comment.	<p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Merme, Carol	I-1537	Refer to Appendix T Page DEIS C–1227 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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 3.1 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> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Metcalf, Anne	I-177	Refer to Appendix T Page DEIS C–1228 for your exact comment.	<p>Thank you for your comment concerning impacts to the Indian Springs neighborhood. As described in the Supplemental DEIS, this community is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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.H for a response to noise impacts and mitigation.</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.J for a response to impacts to greenspace and/or wildlife habitat.</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>
Metcalf, Anne	I-494	Refer to Appendix T Page DEIS C–1229 for your exact comment.	<p>Thank you for your comment on project cost and the Purple Line. The Purple Line is an important transit project for the region that is supported by MDOT and is moving forward. However, studies have shown that it will not have a significant impact on traffic demand on I-495. Therefore, roadway capacity improvements are also needed to help relieve congestion in the region.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
Metcalfe, Xiomara	I-950	Refer to Appendix T Page DEIS C–1230 for your exact comment.	<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 3.5 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.K for a response to impacts to properties and communities, including community facilities.</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 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Meyer, Carrie	I-1102	Refer to Appendix T Page DEIS C–1231 for your exact comment.	<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.H for a response to noise impacts and mitigation.</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 3.2.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, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Meyer, Eileen	I-1538	Refer to Appendix T Page DEIS C–1232 for your exact comment.	<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 3.7 for a response to comments related to public involvement and engagement.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Meyer, Emily	I-1219	Refer to Appendix T Page DEIS C–1233 for your exact comment.	<p>Thank you for your comment on the expansion of I-270 north of I-370. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</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.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
			<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Meyer, Gabriel	I-1217	Refer to Appendix T Page DEIS C–1234 for your exact comment.	<p>Thank you for your comment on the expansion of I-270 north of I-370. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</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.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> <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>
Michaels, James	I-1135	Refer to Appendix T Page DEIS C–1235 for your exact comment.	<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</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.G for a response to climate change considerations.</p>
Michel, Mary	I-391	Refer to Appendix T Page DEIS C–1236 for your exact comment.	<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, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Michel, Mary	I-695	Refer to Appendix T Page DEIS C–1237 for your exact comment.	<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> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Michels, Karen	I-1460	Refer to Appendix T Page DEIS C–1238 thru 1239 for your exact comment.	<p>Thank you for your comment concerning impacts to the South Four Corners Neighborhood. As described in the Supplemental DEIS, this neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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.C for a response to analyses of parklands and historic resources.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Michels, Kathleen	I-341	Refer to Appendix T Page DEIS C–1240 for your exact comment.	<p>Thank you for your comment concerning impacts to Northwest Branch, Sligo Creek, and Anacostia River. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</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 3.4.M for a response to impacts to utilities and associated costs.</p>
Middleton, Lisa	I-1424	Refer to Appendix T Page DEIS C–1241 for your exact comment.	<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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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.B for a response to traffic modeling and analysis.</p>
Miedzinski, Mollie	I-1160	Refer to Appendix T Page DEIS C–1242 thru 1243 for your exact comment.	<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.L for a response to public health 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.K for a response to impacts to properties and communities, including community facilities.</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.H for a response to noise impacts and mitigation.</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 3.5 for a response to the P3 Program and Project Cost.</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>
Miller, Airel	I-921	Refer to Appendix T Page DEIS C–1244 for your exact comment.	<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	#	Reference to Comment	Response
Miller, Betsy	I-761	Refer to Appendix T Page DEIS C–1245 for your exact comment.	<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.D for a response to Environmental Justice and equity concerns.</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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Miller, Chaz	I-1362	Refer to Appendix T Page DEIS C–1246 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park and Sligo Creek Parkway. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>The Preferred Alternative would have an estimated permanent impact of 1.0 acres to the Chesapeake and Ohio Canal National Historical Park, and an estimated temporary impact of 9.1 acres during construction.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</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.M for a response to impacts to utilities and associated costs.</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.C for a response to analyses of parklands and historic resources.</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.L for a response to public health impacts.</p>
Miller, Edna	I-866	Refer to Appendix T Page DEIS C–1247 thru 1248 for your exact comment.	<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.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.M for a response to impacts to utilities and associated costs.</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> <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>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.
Miller, Eric	I-97	Refer to Appendix T Page DEIS C–1249 for your exact comment.	Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Miller, Fran	I-206	Refer to Appendix T Page DEIS C–1250 for your exact comment.	Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Miller, Fran	I-553	Refer to Appendix T Page DEIS C–1251 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. 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.
Miller, James	I-1539	Refer to Appendix T Page DEIS C–1252 for your exact comment.	Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.
Miller, Scott	I-872	Refer to Appendix T Page DEIS C–1253 for your exact comment.	Thank you for your comment on the I-270 Pre NEPA study. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge. Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.

Commenter	#	Reference to Comment	Response
Miller, Scott	I-1308	Refer to Appendix T Page DEIS C–1254 thru 1255 for your exact comment.	<p>Thank you for your comment on impacts to Plummers Island and Rock Run. As described in Chapter 2 of the Supplemental DEIS, the Preferred Alternative includes the full replacement of the ALB on I-495 spanning the Potomac River with a new, wider bridge on the existing centerline. Comments on the Build Alternatives presented in the DEIS reflected a common support for advancing replacement of the ALB. With its location over the Potomac River and adjacent to several federally-owned parks, MDOT SHA created a separate group (the ALB Strike Team) whose mission was to investigate alternative bridge designs and construction techniques that could be employed to reduce, minimize, and avoid impacts to water and parkland resources in and around the ALB. The results of the effort are reflected in the Preferred Alternative and are the result of the coordination with key agency and public stakeholders, including NPS, M-NCPPC, USACE, MDE, and Maryland DNR.</p> <p>The National Park Service properties that border the Potomac River at the ALB include the George Washington Memorial Parkway, the Chesapeake and Ohio Canal National Historic Park (including the Chesapeake and Ohio Canal Towpath and Plummer's Island), and Clara Barton Parkway. In addition to these sensitive properties, there are also many construction challenges associated with replacement of the ALB, such as access constraints.</p> <p>A number of bridge types and construction methods (both standard and innovative) were evaluated during the Strike Team's analysis. A westward/upstream shift of the bridge alignment and additional phases of construction were also evaluated for the different bridge options. These options were presented to the stakeholders and a conventional structure was recommended that remained on the existing bridge centerline. Impacts to Plummer's Island were significantly reduced compared to those presented for the Build Alternatives in the DEIS by strategically locating the proposed piers for the replacement bridge and eliminating construction access from the island. In addition to a reduction of total impacts at the bridge construction site, the Strike Team effort resulted in a reduction of the number of construction access locations from all four quadrants, as noted in the DEIS, to the northwest quadrant only, due to its grade and proximity to a nearby roadway. This change substantially minimized impacts to the surrounding land.</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.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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Miller, Shelley	I-1363	Refer to Appendix T Page DEIS C–1256 thru 1259 for your exact comment.	<p>Thank you for your comment regarding COVID-19 traffic conditions, support for transit, environmental impacts, and Widening I-270 north of Germantown. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>

Commenter	#	Reference to Comment	Response
			<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.I for a response to construction impacts.</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 3.5 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 3.4.H for a response to noise impacts and mitigation.</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.C for a response to analyses of parklands and historic resources.</p>
Miller, Wendy	I-107	Refer to Appendix T Page DEIS C–1262 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>
Miller, Wendy	I-76	Refer to Appendix T Page DEIS C–1260 thru 1261 for your exact comment.	<p>Thank you for your comment concerning the National Environmental Policy Act (NEPA) process. A Preferred Alternative is not required to be identified in a Draft Environmental Impact Statement (DEIS) if the lead federal agency has not identified a Preferred Alternative at the DEIS stage (40 CFR 1502.14(e)). In the case of the I-495 and I-270 Managed Lanes Study, a Preferred alternative had not been identified at the DEIS stage. The DEIS Chapter 2, and DEIS Appendix A presented the alternatives development and screening process and stated that a Preferred Alternative would be identified in the FEIS.</p> <p>Governor Hogan and the Lead Agencies have been dedicated to the NEPA process and after reviewing the DEIS comments, a Recommended Preferred Alternative: Alternative 9 – Phase 1 South was identified. On October 1, 2021 a Supplemental Draft Environmental Impact Statement (SDEIS) for the Study was published. The SDEIS focused on new information related to the Preferred Alternative for the Managed Lanes Study. Building off the analysis in the existing DEIS, the SDEIS disclosed new information relevant to the Preferred Alternative focusing on new information while referencing the DEIS for information that remains valid. The SDEIS also described the background and context in which the Preferred Alternative, Alternative 9 - Phase 1 South was identified, as well as how the Covid-19 Pandemic impacted the Study. The SDEIS was available for the public to review and comment on the Preferred Alternative during a 45-day comment period. Following the comment period of the SDEIS, FHWA and the MDOT SHA considered comments received and respond to substantive comments on the DEIS and SDEIS in the Final Environmental Impact Statement (FEIS).</p> <p>The discussion on Alternative 5 can be found in DEIS, Chapter 2, Section 2.5.3.a as well as DEIS Appendix B. Alternative 5 consisted of adding one HOT managed lane in each direction on I-495 and converting the one existing HOV lane in each direction to a HOT managed lane on I-270. Based on additional analysis, FHWA and MDOT SHA found that Alternative 5 would fail in certain aspects and in others would perform so poorly in addressing the Study's Purpose and Need that it was not a reasonable or feasible alternative. During the alternatives screening process, Alternative 5 was rated "low" for system-wide delay, travel time index in the general purpose lanes, density, LOS, and vehicle-throughput. In addition, Alternative 5 was determined to not be financially viable. However, Alternative 5 was evaluated to the same level as other Alternatives Retained for Detailed Study (ARDS) and is included in the DEIS as a useful means of comparison to the Build and No Build Alternatives. As Alternative 5 would have some reduction in environmental impacts, a full comparison addresses agency and public comments to better understand the potential differences between a one-lane and two-lane alternative.</p> <p>Additionally, slow-moving vehicles on a one-lane facility could cause slower speeds for vehicles traveling behind them. In practice, single-lane systems are estimated to</p>

Commenter	#	Reference to Comment	Response
			<p>perform even worse than VISSIM simulation models indicate, particularly for congestion and reliability metrics, because the models do not capture the impacts of these slow-moving vehicles. Therefore, the traffic results for corridor travel time and speeds, as well as TTI, may slightly overestimate the benefits of a one-lane HOT/ETL, such as Alternative 5, compared to the No Build condition.</p> <p>Regarding your comment about evaluation of Alternative 5, in addition to failing to adequately meet the Study's Purpose and Need, Alternative 5 would not be considered a practicable alternative in the context of the US Army Corps of Engineers' permitting requirements. This conclusion is based on an accumulation of factors including, but not limited to, the minimal likelihood of Alternative 5 being financially viable, the marginal difference in resource impacts between building a one-lane and two-lane facility, and the estimated relative high cost of building a one-lane facility.</p> <p>Regarding the concern about security implications of financing the highway around the nation's capital, MDOT SHA would maintain ownership of all of the lanes (general purpose and managed lanes). The developer would design, construct, finance, maintain, and operate the new managed lanes for a contractual duration of 50 years. Since the time of the DEIS, MDOT received several bids in its procurement process and the current Selected Proposer has confirmed the financial viability of the project.</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 3.2.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 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 3.6.B for a response to toll rate ranges and toll rate setting process.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Mintz, Emily	I-1423	Refer to Appendix T Page DEIS C-1263 for your exact comment.	<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.G for a response to climate change considerations.</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 teleworking.</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.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 3.5 for a response to the P3 Program and Project Cost.</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.M for a response to impacts to utilities and associated costs.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Miovski, Lourene	I-264	<p>Refer to Appendix T Page DEIS C–1264 thru 1265 for your exact comment.</p>	<p>Thank you for your comment concerning impacts to the Polish Club Property on Edgewood Road. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.I for a response to construction impacts.</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 3.4.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 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Miovski, Lourene	I-392	<p>Refer to Appendix T Page DEIS C–1266 thru 1271 for your exact comment.</p>	<p>Thank you for your comment concerning impacts to the Polish Club property and its surrounding areas. As described in the Supplemental DEIS, this resource and the surrounding area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.I for a response to construction impacts.</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 3.4.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 3.4.C for a response to analyses of parklands and historic resources.</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.L for a response to public health impacts.</p>
Miovski, Lourene	I-538	<p>Refer to Appendix T Page DEIS C–1272 for your exact comment.</p>	<p>Thank you for your comment concerning impacts to the Polish Club property, Al Huda School, and surrounding area. As described in the Supplemental DEIS, these facilities resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p>

Commenter	#	Reference to Comment	Response
			<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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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.L for a response to public health impacts.</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>
Miovski, Lourene	I-868	Refer to Appendix T Page DEIS C–1273 thru 1274 for your exact comment.	<p>Thank you for your comment concerning impacts to the Polish Club property and surrounding area. As described in the Supplemental DEIS, these facilities resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Mishkin, Grace	I-1127	Refer to Appendix T Page DEIS C–1275 for your exact comment.	<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>
Mitchell, Erica	I-1031	Refer to Appendix T Page DEIS C–1276 for your exact comment.	<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 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 3.5 for a response to the P3 Program and Project Cost.</p>
Mitchell, Maria	I-618	Refer to Appendix T Page DEIS C–1277 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Mitchum, Marsha	I-1422	Refer to Appendix T Page DEIS C–1278 for your exact comment.	<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>
Mitric, Joan	I-1421	Refer to Appendix T Page DEIS C–1279 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Mittelstadt, Jonah	I-867	Refer to Appendix T Page DEIS C–1280 for your exact comment.	<p>Thank you for your comment concerning the Intercounty Connector (ICC). The purpose of MD 200 or the ICC is to provide free-flow uncongested trips between Montgomery County and Prince George's County and to remove traffic from the local roadway network through Montgomery County. In the ICC Final Environmental Impact Statement, there was an alternative that would have improved I-495 instead of the ICC. However, that alternative was dropped from further consideration because it did not meet the Study's Purpose and Need of addressing congestion on the local routes in the study area, it did not connect the growth centers, and it did not connect the planned residential areas of Montgomery County with Prince George's County nor the existing development. Consequently, the overall purpose for the ICC was not to remove traffic, and thus congestion, from I-495.</p> <p>Currently, MD 200 has available capacity to accommodate additional traffic. During the typical peak hours in 2018, MD 200 carried approximately 3,600 vehicles per hour eastbound and approximately 4,200 vehicles per hour westbound. Because MD 200 is a managed tolled facility that is intended to always operate at free-flow speeds, it has a set capacity at Level of Service (LOS) D that cannot be exceeded. Therefore, the approximate capacity of MD 200 is 5,725 vehicles per hour in each direction.</p> <p>Traffic volumes on MD 200 are growing rapidly, and there will be little, or no, spare capacity by the design year of 2040. Traffic growth on MD 200 is occurring at a higher rate than regional traffic growth, which indicates that more motorists are willing to pay a toll to avoid severe congestion and delays on alternative routes. This means that there will be a limited amount of additional capacity available on MD 200 to accommodate traffic that may divert from I-495. As MD 200 is designed to maintain the free-flow LOS D conditions into the future, toll rates will need to be raised to ensure the traffic demand on the ICC does not exceed its capacity and additional traffic would divert to alternative routes.</p> <p>The ADT served on MD 200 in 2018 was more than double the ADT in 2012. The annual growth rate varies based on the time of day and the segment, but count data indicates that the annual growth rate between October 2016 and October 2018 was between three to four percent per year on the heaviest-used segments. The first segments of MD 200 that are projected to reach capacity would do so in the year 2027. By 2040, most of the segments of MD 200 will have reached capacity during the peak hours. Overall, MD 200 may be able to accommodate some additional traffic in 2040 in certain segments and during certain times of day, but it will not offset the need for capacity improvements on I-495.</p> <p>See Appendix B of the DEIS for more information.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Moats, Sue	I-1	Refer to Appendix T Page DEIS C–1281 for your exact comment.	<p>Thank you for your comment concerning impacts to Indian Spring Terrace Park, the Silver Spring YMCA, Montgomery Blair High School, Holy Cross Hospital, Sligo Creek Golf Course, and Montgomery County Fire and Rescue on University Boulevard. As described in the Supplemental DEIS, these facilities and resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.
Moats, Sue	I-1420	Refer to Appendix T Page DEIS C–1282 for your exact comment.	<p>Thank you for your comment concerning impacts to your property at 109 Normandy Drive and the Indian Spring Terrace Neighborhood. As described in the Supplemental DEIS, your property and neighborhood are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.H for a response to noise impacts and mitigation.</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.C for a response to analyses of parklands and historic resources.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Moffett, John	I-1540	Refer to Appendix T Page DEIS C–1283 for your exact comment.	<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.A for a response on opposition to managed lanes or tolling public roads.</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.B for a response to traffic modeling and analysis.</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.K for a response to impacts to properties and communities, including community facilities.</p>
Mol, Laura	I-1364	Refer to Appendix T Page DEIS C–1284 thru 1286 for your exact comment.	<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 3.2.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.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.C for a response to analyses of parklands and historic resources.</p>

Commenter	#	Reference to Comment	Response
			<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>
Mondor, Raymond	I-215	Refer to Appendix T Page DEIS C–1287 for your exact comment.	<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 3.1 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>
Montemarano, Arlene	I-194	Refer to Appendix T Page DEIS C–1295 thru 1297 for your exact comment.	<p>Thank you for your comment concerning impacts to archaeological sites in the Chesapeake and Ohio Canal National Historical Park. MDOT SHA is in compliance with Section 106 of the National Historic Preservation Act and developing a Programmatic Agreement that identifies ongoing identification, avoidance, minimization and mitigation of historic properties, including those archaeological sites in the Chesapeake and Ohio Canal National Historical Park. Adverse effects to historic properties are not the same as destruction and generally involve some diminishment of aspects of the properties which will be mitigated.</p> <p>Regarding your comment on stormwater runoff, a preliminary stormwater management analysis was completed for all alternatives and is documented in Chapter 2 of the DEIS and Section 2.3.2 of the SDEIS. Additional analysis will occur for the FEIS and continue through final design. Impacts to receiving waters will be addressed through the Maryland permitting process. Maryland Stormwater Management Law is relatively strict with the goal of maintaining post development runoff as nearly as possible to pre-development runoff characteristics. Water quantity is required to be managed onsite to match existing conditions. Water quality is required to be maximized onsite. Offsite water quality within the same 6-digit watershed can be allowed with sufficient justification. In short, the state will meet Maryland’s strict stormwater regulations. The FEIS includes the most recent preliminary plan and will update all plans with final design in accordance with Maryland Law.</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 for a response on the NEPA approach, analysis, and impacts.</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 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Montemarano, Arlene	I-195	Refer to Appendix T Page DEIS C–1298 thru 1304 for your exact comment.	<p>Thank you for your comment regarding synchronized autonomous vehicle. The expected influx of connected and autonomous vehicles (CAVs) will impact future traffic operations on all roads in Maryland, including I-495 and I-270. MDOT SHA participates in a statewide CAV working group (https://mva.maryland.gov/safety/Pages/MarylandCAV.aspx) to stay up to date on the latest research and industry projections. At this time, there are too many unknowns regarding how CAVs could affect demand and capacity to include CAVs directly in the traffic forecasts. Capacity will likely increase as vehicle spacing decreases, but the magnitude of the capacity increase is difficult to quantify based on the current research. Also, the benefits of more vehicles per lane may be offset by a potential increase in demand on the transportation network for some types of auto trips, including "mobility as a service" trips (people that can't afford their own car, but could call an autonomous vehicle for a solo trip) and "deadhead" trips (trips where the autonomous vehicle is empty, traveling to a parking lot or to the next</p>

Commenter	#	Reference to Comment	Response
			<p>pickup point). Therefore, the traffic projections for this Study apply traditional forecasting techniques, while being cognizant of the potential CAV impacts. However, it is anticipated that this project will be adaptable to accommodate CAVs because the proposed managed lanes will create a controlled environment with physical separation, new pavement, and clear delineations, features that are conducive to CAV use.</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 3.7 for a response to comments related to public involvement and engagement.</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.B for a response to traffic modeling and analysis.</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 3.5 for a response to the P3 Program and Project Cost.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Montemarano, Arlene	I-223	Refer to Appendix T Page DEIS C–1305 for your exact comment.	<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Montemarano, Arlene	I-249	Refer to Appendix T Page DEIS C–1306 for your exact comment.	<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.G for a response to climate change considerations.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Montemarano, Arlene	I-265	Refer to Appendix T Page DEIS C–1307 thru 1311 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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.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.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commenter	#	Reference to Comment	Response
Montemarano, Arlene	I-266	Refer to Appendix T Page DEIS C–1312 thru 1317 for your exact comment.	<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.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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Montemarano, Arlene	I-274	Refer to Appendix T Page DEIS C–1318 thru 1321 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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.B for a response to traffic modeling and analysis.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Montemarano, Arlene	I-275	Refer to Appendix T Page DEIS C–1322 thru 1328 for your exact comment.	<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.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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Montemarano, Arlene	I-276	Refer to Appendix T Page DEIS C–1329 thru 1331 for your exact comment.	<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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 for a response on the NEPA approach, analysis, and impacts.</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.B for a response to traffic modeling and analysis.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Montemarano, Arlene	I-277	Refer to Appendix T Page DEIS C–1332 thru 1337 for your exact comment.	<p>Thank you for your extensive comments. For responses to all of your comments please see the references below. Regarding your comment on the Capital Beltway Accord, In November 2019, Governor Larry Hogan of Maryland and Governor Ralph Northam of Virginia announced a bi-state, bipartisan accord to create a new, unified Capital Beltway, replace the aging American Legion Bridge (ALB), and relieve congestion at one of the country's worst traffic chokepoints. Since the announcement, both Maryland and Virginia officials have been working together to define the details of the collaborative efforts to coordinate the design and</p>

Commenter	#	Reference to Comment	Response
			<p>construction of the ALB and connecting sections of I-495 along with long-term operation and maintenance of the facility. Once agreement has been reached by the parties, the Bi-State Agreement will be made available to the public.</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 3.1 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> <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> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4.A for a response to Limits of Disturbance.</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.M for a response to impacts to utilities and associated costs.</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.J for a response to impacts to greenspace and/or wildlife habitat.</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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Montemarano, Arlene	I-393	Refer to Appendix T Page DEIS C–1338 thru 1339 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commenter	#	Reference to Comment	Response
Montemarano, Arlene	I-445	Refer to Appendix T Page DEIS C–1340 thru 1343 for your exact comment.	<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.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>
Montemarano, Arlene	I-446	Refer to Appendix T Page DEIS C–1344 thru 1359 for your exact comment.	<p>Thank you for your comment on environmental impacts, project cost, alternate transportation improvements, and air quality. MDOT continues to be an active partner in the Maryland Commission on Climate Change (MCCC) and Maryland's greenhouse gas (GHG) reduction efforts. We are leading the way on transportation sector scenario and emissions analyses. We have worked with stakeholders, communities, and our partners on the Mitigation Working Group (MWG) to better understand the impacts of the changes within the transportation sector, ranging from technology improvements, such as the deployment of automated, connected, and electric vehicles to the importance of improving mobility and expanding telework.</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 3.3.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.M for a response to impacts to utilities and associated costs.</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.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 for a response on the NEPA approach, analysis, and impacts.</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.G for a response to climate change considerations.</p>
Montemarano, Arlene	I-586	Refer to Appendix T Page DEIS C–1360 thru 1363 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Montemarano, Arlene	I-587	Refer to Appendix T Page DEIS C–1364 thru 1367 for your exact comment.	<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.</p>
Montemarano, Arlene	I-588	Refer to Appendix T Page DEIS C–1368 thru 1369 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p>

Commenter	#	Reference to Comment	Response
			<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 3.4.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Montemarano, Arlene	I-589	Refer to Appendix T Page DEIS C–1370 thru 1373 for your exact comment.	<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>
Montemarano, Arlene	I-693	Refer to Appendix T Page DEIS C–1374 thru 1377 for your exact comment.	<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.B for a response to traffic modeling and analysis.</p>
Montemarano, Arlene	I-694	Refer to Appendix T Page DEIS C–1378 thru 1380 for your exact comment.	Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Montemarano, Arlene	I-696	Refer to Appendix T Page DEIS C–1381 thru 1383 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Montemarano, Arlene	I-697	Refer to Appendix T Page DEIS C–1384 thru 1386 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</p>
Montemarano, Arlene	I-698	Refer to Appendix T Page DEIS C–1387 for your exact comment.	<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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Montemarano, Arlene	I-983	Refer to Appendix T Page DEIS C–1388 thru 1389 for your exact comment.	Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.
Montemarano, Arlene	I-986	Refer to Appendix T Page DEIS C–1390 thru 1393 for your exact comment.	Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Montemarano, Arlene	I-987	Refer to Appendix T Page DEIS C–1394 thru 1395 for your exact comment.	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.
Montemarano, Arlene	I-989	Refer to Appendix T Page DEIS C–1396 thru 1399 for your exact comment.	Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Montemarano, Arlene	I-990	Refer to Appendix T Page DEIS C–1400 thru 1403 for your exact comment.	Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.

Commenter	#	Reference to Comment	Response
Montemarano, Arlene	I-994	Refer to Appendix T Page DEIS C–1404 thru 1409 for your exact comment.	Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.
Montemarano, Arlene	I-1029	Refer to Appendix T Page DEIS C–1410 thru 1411 for your exact comment.	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 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.4.I for a response to construction impacts. Refer to Chapter 9, Section 3.4.L for a response to public health impacts.
Montemarano, Arlene	I-1047	Refer to Appendix T Page DEIS C–1414 thru 1416 for your exact comment.	Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.6A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Appendix T for the Sierra Club’s comment response for additional responses to your comments.
Montemarano, Arlene	I-1165	Refer to Appendix T Page DEIS C–1291 thru 1294 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.
Montemarano, Arlene	I-1210	Refer to Appendix T Page DEIS C–1417 thru 1427 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs.
Montemarano, Arlene	I-1309	Refer to Appendix T Page DEIS C–1428 thru 1429 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.I for a response to construction 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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Montemarano, Arlene	I-1310	Refer to Appendix T Page DEIS C–1430 thru 1431 for your exact comment.	<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>
Montemarano, Arlene	I-1500	Refer to Appendix T Page DEIS C–1288 thru 1290 for your exact comment.	<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.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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Montemarano, Arlene	I-1501	Refer to Appendix T Page DEIS C–1432 thru 1435 for your exact comment.	<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.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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Montemarano, Arlene	I-1509	Refer to Appendix T Page DEIS C–1412 for your exact comment.	<p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p>
Moore, Margaret	I-280	Refer to Appendix T Page DEIS C–1436 for your exact comment.	<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 3.1 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 for a response on the NEPA approach, analysis, and impacts.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Mora, Juan Jesus Haro	I-483	Refer to Appendix T Page DEIS C–1437 for your exact comment.	<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> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Morawski, Kem	I-1171	<p>Refer to Appendix T Page DEIS C–1438 thru 1439 for your exact comment.</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 for a response on the NEPA approach, analysis, and impacts.</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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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 3.5 for a response to the P3 Program and Project Cost.</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 3.4.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.A for a response to Limits of Disturbance.</p>
Morgan, Rick	I-1365	<p>Refer to Appendix T Page DEIS C–1440 thru 1441 for your exact comment.</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.K for a response to impacts to properties and communities, including community facilities.</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.I for a response to construction impacts.</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.P for a response to impacts on the regional economy.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not 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 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
Moriarty, Kathleen	I-836	Refer to Appendix T Page DEIS C–1442 for your exact comment.	<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.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Moricle, Lea Ann	I-510	Refer to Appendix T Page DEIS C–1443 for your exact comment.	<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</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 for a response on the NEPA approach, analysis, and impacts.</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> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Morris, Cheryl	I-871	Refer to Appendix T Page DEIS C–1444 for your exact comment.	<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.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 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction 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>
Morris, Marjorie	I-568	Refer to Appendix T Page DEIS C–1445 for your exact comment.	<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.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 3.4.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Morsli, Laure	I-703	Refer to Appendix T Page DEIS C–1446 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Mosley, Jeffrey	I-1419	Refer to Appendix T Page DEIS C–1447 for your exact comment.	<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.H for a response to noise impacts and mitigation.</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.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 3.2.B for a response to Alternatives Not 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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Mudd, Marion	I-1458	Refer to Appendix T Page DEIS C–1448 thru 1449 for your exact comment.	<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> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Mukherjee, Amit	I-1134	Refer to Appendix T Page DEIS C–1450 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Mulligan Kolb, Naomi	I-236	Refer to Appendix T Page DEIS C–1451 for your exact comment.	<p>Thank you for your comment concerning impacts to Forest Estates neighborhood, Sligo Creek, and Rock Creek Park. As described in the Supplemental DEIS, resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on local network traffic, the net impact of the project will be an overall reduction in delay on the surrounding arterials such as Georgia Avenue and Colesville Road, despite some localized increases in arterial traffic near the managed lane access interchanges, as noted in Section 3.3.6 of the DEIS. The portions of the local road network with an anticipated increase in volumes are being evaluated in more detail as part of the FEIS, and mitigation will be proposed where needed to maintain acceptable operations per FHWA Interstate Access Point Approval guidelines.</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.B for a response to traffic modeling and analysis.</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.F for a response to adverse impacts to air quality.</p>

Commenter	#	Reference to Comment	Response
			<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.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 3.4.H for a response to noise impacts and mitigation.</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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Mulready, Patricia	I-1418	Refer to Appendix T Page DEIS C–1452 thru 1453 for your exact comment.	<p>Thank you for your comment concerning impacts to Capital View Avenue and the Historic District. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction 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 for a response on the NEPA approach, analysis, and impacts.</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.L for a response to public health 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.M for a response to impacts to utilities and associated costs.</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 teleworking.</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.B for a response to traffic modeling and analysis.</p>
Murdock, Lisa	I-135	Refer to Appendix T Page DEIS C–1454 for your exact comment.	<p>Thank you for your comment on stormwater management (SWM). SWM will be provided by a variety of facility types, including submerged gravel wetlands, bioretentions, bioswales, wet ponds, underground vaults, etc. The project will be required to control runoff from the 10-year storm to match the existing conditions, therefore downstream flooding will not be increased.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p>
Murphy, Shelly	I-908	Refer to Appendix T Page DEIS C–1455 for your exact comment.	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.
Na, Jane	I-1276	Refer to Appendix T Page DEIS C–1456 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs.</p>
Naghash, Mahmood	I-874	Refer to Appendix T Page DEIS C–1457 thru 1459 for your exact comment.	<p>Thank you for your comment on development in Clarksburg and Germantown. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</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 3.3.D 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.B for a response to traffic modeling and analysis.</p>
Nair, Jayakumar	I-67	Refer to Appendix T Page DEIS C–1460 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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 3.3.C for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Namazi, Cyrus	I-922	Refer to Appendix T Page DEIS C–1461 for your exact comment.	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.
Nanan, Shanti	I-727	Refer to Appendix T Page DEIS C–1462 for your exact comment.	<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 for a response on the NEPA approach, analysis, and 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.F for a response to adverse impacts to air quality.</p>

Commenter	#	Reference to Comment	Response
Nash, Suzanne	I-1109	Refer to Appendix T Page DEIS C–1463 for your exact comment.	<p>Thank you for your comment. The final determination of lighting design will be made during final design by the Developer.</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.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.O for a response to safety considerations.</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>
Nathanson, Deborah	I-575	Refer to Appendix T Page DEIS C–1464 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Nau, Carol	I-691	Refer to Appendix T Page DEIS C–1465 for your exact comment.	<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 for a response on the NEPA approach, analysis, and 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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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> <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 3.2.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.K for a response to impacts to properties and communities, including community facilities.</p>
Navarro, Nancy	I-304	Refer to Appendix T Page DEIS C–1466 thru 1468 for your exact comment.	<p>Thank you for your comment on the I-270 Pre NEPA study. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</p> <p>Regarding your comment on the Capital Beltway Accord, In November 2019, Governor Larry Hogan of Maryland and Governor Ralph Northam of Virginia announced a bi-state, bipartisan accord to create a new, unified Capital Beltway, replace the aging American Legion Bridge (ALB), and relieve congestion at one of the country's worst traffic chokepoints. Since the announcement, both Maryland and Virginia officials have been working together to define the details of the collaborative efforts to coordinate the design and construction of the ALB and connecting sections of I-495 along with long-term operation and maintenance of the facility. Once agreement has been reached by the parties, the Bi-State Agreement will be made available to the public.</p>

Commenter	#	Reference to Comment	Response
			<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 3.1 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.B for a response to traffic modeling and analysis.</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.M for a response to impacts to utilities and associated costs.</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.K for a response to impacts to properties and communities, including community facilities.</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 3.2.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.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.A for a response to Limits of Disturbance.</p>
Neary, Michelle	I-498	Refer to Appendix T Page DEIS C–1469 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Nerenberg, Carol	I-590	Refer to Appendix T Page DEIS C–1470 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Nerlinger, Susan	I-325	Refer to Appendix T Page DEIS C–1471 for your exact comment.	<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 3.2.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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p>

Commenter	#	Reference to Comment	Response
			<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 teleworking.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Nesson, Ali	I-940	Refer to Appendix T Page DEIS C–1472 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.6A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Neuringer, Jason	I-471	Refer to Appendix T Page DEIS C–1473 for your exact comment.	<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>
Neustadt, Jim	I-1366	Refer to Appendix T Page DEIS C–1474 thru 1477 for your exact comment.	<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.H for a response to noise impacts and mitigation.</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> <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 3.5 for a response to the P3 Program and Project Cost.</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.M for a response to impacts to utilities and associated costs.</p>
Nezzo, Carol	I-1367	Refer to Appendix T Page DEIS C–1478 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p>
Ng, Brian	I-1059	Refer to Appendix T Page DEIS C–1479 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Nguyen, Linh	I-821	Refer to Appendix T Page DEIS C–1480 for your exact comment.	<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 3.2.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, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Nickel, Clayton	I-1170	Refer to Appendix T Page DEIS C–1481 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Nitkin, Ralph	I-1078	Refer to Appendix T Page DEIS C–1482 for your exact comment.	<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 3.4.B for a response to traffic modeling and analysis.</p>
No Name	I-178	Refer to Appendix T Page DEIS C–1483 for your exact comment.	<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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Noda, Andrea	I-1147	Refer to Appendix T Page DEIS C–1484 for your exact comment.	<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 3.1 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> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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 3.4.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.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	#	Reference to Comment	Response
Noda, Joshua	I-1225	Refer to Appendix T Page DEIS C–1485 for your exact comment.	<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 3.1 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> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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 3.4.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.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>
Noel, Virginia	I-490	Refer to Appendix T Page DEIS C–1486 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Norkin, Linda	I-1089	Refer to Appendix T Page DEIS C–1487 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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.B for a response to traffic modeling and analysis.</p>
Norman, Alain	I-1030	Refer to Appendix T Page DEIS C–1489 thru 1496 for your exact comment.	<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.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.G for a response to climate change considerations.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Norman, Alain	I-1541	Refer to Appendix T Page DEIS C–1488 for your exact comment.	<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 3.5 for a response to the P3 Program and project cost.</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> <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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Norton, Eric	I-875	Refer to Appendix T Page DEIS C–1497 for your exact comment.	<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 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Novak, Mae	I-876	Refer to Appendix T Page DEIS C–1498 for your exact comment.	<p>Thank you for your comment concerning the Intercounty Connector. The purpose of MD 200 or the Intercounty Connector (ICC) is to provide free-flow uncongested trips between Montgomery County and Prince George’s County and to remove traffic from the local roadway network through Montgomery County. In the ICC Final Environmental Impact Statement, there was an alternative that would have improved I-495 instead of the ICC. However, that alternative did not meet the Study’s Purpose and Need of addressing congestion on the local routes in the MLS study area or to remove traffic, and thus congestion, from I-495.</p> <p>Currently, MD 200 has available capacity to accommodate additional traffic. During the typical peak hours in 2018, MD 200 carried approximately 3,600 vehicles per hour eastbound and approximately 4,200 vehicles per hour westbound. Because MD 200 is a managed tolled facility that is intended to always operate at free-flow speeds, it has a set capacity at Level of Service (LOS) D that cannot be exceeded. Therefore, the approximate capacity of MD 200 is 5,725 vehicles per hour in each direction.</p> <p>Traffic volumes on MD 200 are growing rapidly, and there will be little, or no, spare capacity by the design year of 2040. Traffic growth on MD 200 is occurring at a higher rate than regional traffic growth, which indicates that more motorists are willing to pay a toll to avoid severe congestion and delays on alternative routes. This means that there will be a limited amount of additional capacity available on MD 200 to accommodate traffic that may divert from I-495. As MD 200 is designed to maintain the free-flow LOS D conditions into the future, toll rates will need to be raised to ensure the traffic demand on the ICC does not exceed its capacity and additional traffic would divert to alternative routes.</p> <p>The ADT served on MD 200 in 2018 was more than double the ADT in 2012. The annual growth rate varies based on the time of day and the segment, but count data indicates that the annual growth rate between October 2016 and October 2018 was between three to four percent per year on the heaviest-used segments. The first segments of MD 200 that are projected to reach capacity would do so in the year 2027. By 2040, most of the segments of MD 200 will have reached capacity during the peak hours. Overall, MD 200 may be able to accommodate some additional traffic in 2040 in certain segments and during certain times of day, but it will not offset the need for capacity improvements on I-495. See Appendix B of the DEIS for more information.</p> <p>The Preliminary Range of Alternatives for the Study included alternatives that involved contraflow or reversible lane systems, specifically Alternative 12B: Contraflow</p>

Commenter	#	Reference to Comment	Response
			<p>Lane on I-270 and Alternative 13B: Priced Managed Reversible Lanes Network on I-270.</p> <p>Alternative 12B considers converting the existing HOV lanes on I-270 to a contraflow lane during peak periods. As discussed in Section 4.4.14 of Appendix B of the DEIS, contraflow on I-270 is unfavorable for several reasons including cross-median access points to the contraflow lane, operational challenges with a moveable barrier system, and congestion at the merge point when no additional capacity improvement is provided. Furthermore, taking away a lane from the off-peak direction would reduce capacity and could introduce congestion for a location that does not have congestion under No Build conditions.</p> <p>In addition, a contraflow system on I-270 with the HOV lanes would also be unfavorable for the following reasons:</p> <ul style="list-style-type: none"> • Contraflow lane would operate in the peak direction, so non-HOV users would have to merge into/across the existing HOV lanes to access the contraflow lane, potentially impacting the operations and enforcement of these lanes approaching the contraflow access points. It is also illegal for non-HOV users to use HOV lanes even for short merging periods. • Similarly, to exit the contraflow lane, non-HOV users would have to merge into/across the existing HOV lanes at the end of the contraflow lane, potentially impacting the operations and enforcement of these lanes approaching the contraflow access points. • It is most likely that the contraflow lane would be accessed at a single location and the exit from the contraflow lane would be at a single location (or a single location on each spur), effectively operating as an express lane for travelers that would want to travel the full length of the contraflow lane. <p>Alternative 12B only provides capacity in one direction on I-270 and does not meet the Study’s Purpose and Need; therefore, MDOT SHA dropped Alternative 12B from further consideration.</p> <p>Alternative 13B considers converting the existing HOV lanes in both directions to two HOT managed, reversible lanes on I-270. As discussed in Section 4.4.16 of Appendix B of the DEIS, with a reversible lane system, there is a lot of “down time” when the lanes cannot be used while they are being cleared and switched to the opposite direction. No operational benefit is experienced in either direction during this time, which can occur for several hours during the middle of the day when traffic demand remains high on I-270. Also, switching the system and ensuring that vehicles do not enter in the wrong direction (a potential safety hazard) requires extensive, daily maintenance. The time-of-day restrictions can also confuse motorists if the lanes are available for use at certain times, but not others. MDOT SHA carried Alternative 13B forward to perform detailed traffic analysis to confirm if this alternative could fully accommodate the long-term growth in the peak direction without deteriorating operations in the off-peak direction. Ultimately, Alternative 13B did not perform as well as the selected Preferred Alternative and was dropped from further consideration.</p> <p>In May, 2021, after several months of continuous collaboration and listening to agency partners, public officials and stakeholders, the Federal Highway Administration (FHWA) and MDOT SHA identified Alternative 9 – Phase 1 South: American Legion Bridge I-270 to I-370, as the Preferred Alternative for the I-495 & I-270 Managed Lanes Study. The Preferred Alternative focuses solely on building a new American Legion Bridge and delivering two high occupancy toll managed lanes in each direction on Phase 1 South: American Legion Bridge I-270 to I-370.</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> <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.D for a response to Environmental Justice and equity concerns.</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.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>

Commenter	#	Reference to Comment	Response
			<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Nyweide, David	I-145	Refer to Appendix T Page DEIS C–1499 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Obrinsky, Mark	I-731	Refer to Appendix T Page DEIS C–1500 for your exact comment.	<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.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.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.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 3.4.G for a response to climate change considerations.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
O'Connor, Cecile	I-448	Refer to Appendix T Page DEIS C–1501 for your exact comment.	<p>Thank you for your comment on the Purpose & Need and induced demand. MDOT has coordinated with local stakeholders throughout the NEPA process, including Montgomery County.</p> <p>MDOT understands the phenomenon of induced demand, and it is a consideration on all of our large roadway projects. In this case, MDOT is recommending adding capacity via managed lanes (HOT lanes) instead of widening with additional general purpose lanes. Managed lanes do a better job at regulating demand, including induced demand, due to dynamic pricing.</p> <p>The Study shows that there could be some induced demand as a result of this project, but the impact will be small (less than 1% increase in vehicle miles traveled (VMT) in the region) and those effects are fully accounted for in the regional traffic models COG and TPB use. Even with these effects, the proposed managed lanes would reduce regional congestion delays and significantly improve travel times along both freeway corridors and on local roads throughout the region.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>
O'Connor, Cecile	I-1477	<p>Refer to Appendix T Page DEIS C–1502 thru 1506 for your exact comment.</p>	<p>Thank you for your comment concerning impacts to Georgia Avenue and Colesville Road. As described in the Supplemental DEIS, these facilities and Silver Spring are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Based on federal regulations, 40 CFR 1506.5, the lead federal agency is responsible for the accuracy, scope and content of environmental documents and those documents may be prepared by contractors or consultants that have demonstrated they do not have any financial or other interest in the outcome of the project. Under 40 CFR 1506.5(b)(3), the lead federal agency is responsible for providing names and qualifications of the persons preparing the document in the document. Refer to DEIS and SDEIS Chapter 8-List of Preparers and FEIS- Chapter 9- List of Preparers for names and qualifications of preparers for each document. FHWA, as lead federal agency, retains the responsibility to conduct an independent evaluation of information submitted and environmental documents prepared by an applicant or contractor. MDOT SHA did not directly purchase data from Streetlight Data for the sole purpose of using the information for the I-495 & I-270 Managed Lanes Study.</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.K for a response to impacts to properties and communities, including community facilities.</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> <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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
O'Connor, Mary	I-1368	<p>Refer to Appendix T Page DEIS C–1507 for your exact comment.</p>	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Oehl, Kathleen	I-1115	<p>Refer to Appendix T Page DEIS C–1508 for your exact comment.</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.I for a response to construction impacts.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Oetting, Robert	I-525	Refer to Appendix T Page DEIS C–1509 for your exact comment.	<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
O'Hay, Helen	I-877	Refer to Appendix T Page DEIS C–1510 for your exact comment.	<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 3.1 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.H for a response to noise impacts and mitigation.</p>
Ohlrich, David	I-380	Refer to Appendix T Page DEIS C–1511 for your exact comment.	<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>
OKeefe, Kevin	I-1040	Refer to Appendix T Page DEIS C–1512 for your exact comment.	<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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Oliva, Elio	I-771	Refer to Appendix T Page DEIS C–1513 for your exact comment.	<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>
Olson, Sandy	I-250	Refer to Appendix T Page DEIS C–1514 for your exact comment.	<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>
Olson, Tanya	I-571	Refer to Appendix T Page DEIS C–1515 for your exact comment.	<p>Refer to Chapter 9, Section 3.3.4 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.3.1 for a response on Purpose and Need.</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 3.5 for a response to the P3 Program and Project Cost.</p>
O'Neill, John	I-1369	Refer to Appendix T Page DEIS C–1516 for your exact comment.	<p>Thank you for your comment concerning the I-495 and I-270 Managed Lanes Study and impacts to your community along Whippoorwill Lane. There is an existing sound barrier along Northbound I-270 between Tuckerman Lane and Montrose Road that is proposed to be relocated and extended as part of this project. The new sound barrier proposed for your community will be extended to the north, adjacent to Wolfree Park. The sound barrier will be designed to abate the worst case future noise conditions; it is intended to lower the overall traffic noise level but will not eliminate the noise entirely.</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.H for a response to noise impacts and mitigation.</p>

Commenter	#	Reference to Comment	Response
			<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Oriol, Steven	I-449	Refer to Appendix T Page DEIS C–1517 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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.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> <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>
Orleans, Bill	I-361	Refer to Appendix T Page DEIS C–1518 thru 1521 for your exact comment.	<p>Refer to MDOT SHA Response Letter dated September 15, 2020 for a response to your specific request.</p> <p>MDOT SHA and FHWA not only fulfilled but exceeded the NEPA regulation requirements for publication of the DEIS and supporting appendices for public review and comment. On July 10, 2020, MDOT SHA and FHWA published the DEIS and made it available on the I-495 & I-270 P3 Program webpage and on the U.S. Environmental Protection Agency (USEPA) EIS Database webpage. To accommodate persons without computer access to view the DEIS in hard copy, MDOT SHA and FHWA employed innovative approaches. Temporary facilities to house the DEIS for public review are located at eight community-based public library locations along the I-495 and I-270 corridors as well as one location in Washington, D.C. due to the continued closure of public facilities. Lobbies at six centrally located post offices in Montgomery and Prince George’s counties are also being used for DEIS viewing locations. Day and evening hours, week and weekend days are available to provide adequate options for the public to view the documents. Lastly, MDOT SHA, Maryland Transportation Authority, and Virginia Department of Transportation offices within or near the study area are also open to the public for viewing of the DEIS and Technical Reports. Finally, we provided an initial public comment period that was double the regulatory minimum and extended the period by another 30 days, for a total of 120 days, to accommodate requests from the public and elected officials.</p> <p>The effort to provide opportunity for comment on the DEIS was unprecedented in Maryland. MDOT SHA and FHWA successfully held four virtual public hearings, each lasting nine hours. Two in-person public hearings were also held in early September, each lasting 9 hours, in full compliance with state mandated COVID-19 guidelines to keep both the public and our staff safe. The virtual hearings held were live-streamed and the recorded testimony posted on the I-495 & I-270 P3 Program webpage for full transparency. Additionally, each virtual and in-person hearing could be listened to live via phone to accommodate persons without access to a computer.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Orleans, Bill	I-363	Refer to Appendix T Page DEIS C–1522 for your exact comment.	<p>Refer to the comment response to your comment above for a response to your comment.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
Ortuzar, Alyce	I-1215	Refer to Appendix T Page DEIS C–1523 for your exact comment.	<p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</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 teleworking.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Orwig, Dale	I-543	Refer to Appendix T Page DEIS C–1524 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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 3.7 for a response to comments related to public involvement and engagement.</p>
Oslik, Norman	I-814	Refer to Appendix T Page DEIS C–1525 for your exact comment.	<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.F for a response to adverse impacts to air quality.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Ostrov, Lyn	I-996	Refer to Appendix T Page DEIS C–1526 for your exact comment.	<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.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>
Owens, Donna	I-125	Refer to Appendix T Page DEIS C–1527 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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>

Commenter	#	Reference to Comment	Response
Pacheco, Alberto	I-729	Refer to Appendix T Page DEIS C–1528 for your exact comment.	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.
Padgett, Zoe	I-631	Refer to Appendix T Page DEIS C–1529 for your exact comment.	Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Paglia, Mark	I-40	Refer to Appendix T Page DEIS C–1530 for your exact comment.	Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Panarese, Terry	I-616	Refer to Appendix T Page DEIS C–1531 for your exact comment.	Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.4.I for a response to construction impacts. Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Parameshwaran, Vijay	I-251	Refer to Appendix T Page DEIS C–1532 for your exact comment.	Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Paris, David	I-1370	Refer to Appendix T Page DEIS C–1533 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.

Commenter	#	Reference to Comment	Response
Paris, Jacob	I-834	Refer to Appendix T Page DEIS C–1534 for your exact comment.	<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.G for a response to climate change considerations.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Park, Chung	I-1371	Refer to Appendix T Page DEIS C–1535 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.A for a response to Limits of Disturbance.</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.H for a response to noise impacts and mitigation.</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.B for a response to traffic modeling and analysis.</p>
Parker, Norma	I-530	Refer to Appendix T Page DEIS C–1536 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Parks, Karen	I-995	Refer to Appendix T Page DEIS C–1537 for your exact comment.	<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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Parsons, Christine	I-879	Refer to Appendix T Page DEIS C–1538 for your exact comment.	<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 3.4.F for a response to adverse impacts to air quality.</p>
Partosh, Tom	I-560	Refer to Appendix T Page DEIS C–1539 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Patt-Corner, Melanie	I-1372	Refer to Appendix T Page DEIS C–1540 thru 1541 for your exact comment.	<p>Thank you for your comment concerning impacts to Paint Branch and Henson Creek. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 for a response on the NEPA approach, analysis, and impacts.</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 3.3.D for a response to Analysis of Alternatives 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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>
Patt-Corner, Robert	I-1373	Refer to Appendix T Page DEIS C–1542 thru 1543 for your exact comment.	<p>Thank you for your comment concerning impacts to Paint Branch and Henson Creek. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 for a response on the NEPA approach, analysis, and impacts.</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 3.3.D for a response to Analysis of Alternatives 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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>
Patterson, Mary-Margaret	I-1374	Refer to Appendix T Page DEIS C–1544 thru 1545 for your exact comment.	<p>Thank you for your comment concerning impacts to your home on Montgomery Avenue in Chevy Chase. As described in the Supplemental DEIS, your home is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on noise impacts, there is an existing sound barrier located along the inner loop of I-495 from east of Kensington Parkway to east of Linden Lane. Please note that a sound barrier is designed to lower the overall traffic noise level but will not eliminate it entirely. The sound barrier is not intended to mitigate point source noise emissions such as air brakes, motorcycles and modified exhaust systems on vehicles and trucks. If future improvements are advanced in the vicinity of your community, regardless of whether the existing sound barrier is relocated, noise impacts will be analyzed in compliance with Federal and State policies, and abatement will be evaluated accordingly. At this time, there is no mechanism for the state to evaluate the need for additional noise abatement to your community outside of a roadway improvement project such as the Managed Lanes Study.</p>

Commenter	#	Reference to Comment	Response
			<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.F for a response to adverse impacts to air quality.</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.H for a response to noise impacts and mitigation.</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.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.J for a response to impacts to greenspace and/or wildlife habitat.</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.B for a response to traffic modeling and analysis.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Patti, Kevin	I-1049	Refer to Appendix T Page DEIS C–1546 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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 3.5 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>
Patwardhan, Stacy	I-526	Refer to Appendix T Page DEIS C–1547 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment concerning smart cars. We concur that the expected influx of driverless smart cars, or more broadly "connected and autonomous vehicles" (CAVs), will impact future traffic operations on all roads in Maryland, including I-495 and I-270. MDOT SHA participates in a statewide CAV working group (https://mva.maryland.gov/safety/Pages/MarylandCAV.aspx) to stay up to date on the latest research and industry projections. At this time, there are too many unknowns regarding how CAVs could affect demand and capacity to include CAVs directly in the traffic forecasts. Capacity will likely increase as vehicle spacing decreases, but the magnitude of the capacity increase is difficult to quantify based on the current research. Also, the benefits of more vehicles per lane may be offset by a potential increase in demand on the transportation network for some types of auto trips, including "mobility as a service" trips (people that can't afford their own car, but could call an autonomous vehicle for a solo trip) and "deadhead" trips (trips where the autonomous vehicle is empty, traveling to a parking lot or to the next pickup point). It is anticipated that this project will be adaptable to accommodate CAVs because the proposed managed lanes will create a controlled environment with physical separation, new pavement, and clear delineations, features that are conducive to CAV use.</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.L for a response to public health impacts.</p>

Commenter	#	Reference to Comment	Response
			<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> <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.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> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Paul, Ellen	I-33	Refer to Appendix T Page DEIS C–1548 thru 1549 for your exact comment.	<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 3.4.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.P for a response to socioeconomic impacts and impacts to the regional economy.</p>
Pearlman, Barbara	I-1050	Refer to Appendix T Page DEIS C–1550 for your exact comment.	<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.C for a response to analyses of parklands and historic resources.</p>
Peppin, Richard	I-121	Refer to Appendix T Page DEIS C–1551 for your exact comment.	<p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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 for a response on the NEPA approach, analysis, and impacts.</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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Peppin, Richard	I-302	Refer to Appendix T Page DEIS C–1552 for your exact comment.	<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>
Peppin, Richard	I-992	Refer to Appendix T Page DEIS C–1553 for your exact comment.	<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>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.
Peregoy, Alan	I-719	Refer to Appendix T Page DEIS C–1554 for your exact comment.	<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.H for a response to noise impacts and mitigation.</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 3.5 for a response to the P3 Program and Project Cost.</p>
Pereira, Daniel	I-1070	Refer to Appendix T Page DEIS C–1555 for your exact comment.	<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.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 3.4.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.I for a response to construction 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Perez, D.	I-917	Refer to Appendix T Page DEIS C–1556 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Perez, Rodolfo	I-452	Refer to Appendix T Page DEIS C–1557 for your exact comment.	<p>Thank you for your comment concerning consistency with the Transportation Planning Board’s regional initiatives. This project is consistent with the Transportation Planning Board's Visualize 2045 plan, which recommends expanding the express highway network through construction of congestion-free toll roads in conjunction with transit projects and other initiatives. Therefore, roadway capacity improvements are also needed to help relieve congestion in the region.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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 3.5 for a response to the P3 Program and Project Cost.</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.A for a response on Screening of Preliminary Alternatives Process.</p>

Commenter	#	Reference to Comment	Response
Perez, Rodolfo	I-1311	Refer to Appendix T Page DEIS C–1558 thru 1566 for your exact comment.	<p>Thank you for your comment on traffic concerns, the alternative analysis, the purpose and need, and environmental impacts. For more detailed responses to many of your comments, see references provided below. Regarding your comment on the Regional Land-Use Balance initiatives, The No Build includes the latest MWCOG land use assumptions available at the time of the study. One of TPB’s 5 approved initiatives includes regional express travel network. The No Build and Build traffic analysis for the 2045 design year assumed completion of several background projects included in the region’s CLRP. The transit projects included in the CLRP include:</p> <ul style="list-style-type: none"> • MD 355 BRT • Veirs Mill Road BRT • New Hampshire Avenue BRT <p>Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. • The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</p> <p>Refer to FEIS, Chapter 4, Section 4.1.3 and FEIS, Appendix A for additional details on project included in the regional model.</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.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> <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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>

Commenter	#	Reference to Comment	Response
			<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.L for a response to public health impacts.</p>
Perry, Matthew	I-1510	Refer to Appendix T Page DEIS C–1567 thru 1569 for your exact comment.	<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 3.4.C for a response to analyses of parklands and historic resources.</p>
Persaud, Cedric	I-270	Refer to Appendix T Page DEIS C–1570 for your exact comment.	<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.</p>
Persaud, Jerry	I-682	Refer to Appendix T Page DEIS C–1571 for your exact comment.	<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>
Peter, Nathalie	I-1375	Refer to Appendix T Page DEIS C–1572 thru 1577 for your exact comment.	<p>Thank you for your comment concerning impacts to Sligo Creek and Rock Creek Parks. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.J for a response to impacts to greenspace and/or wildlife habitat.</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.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 3.4.G for a response to climate change considerations.</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.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> <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.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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>

Commenter	#	Reference to Comment	Response
			<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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Peters, Elizabeth	I-234	Refer to Appendix T Page DEIS C–1578 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Petersohn, Henry	I-496	Refer to Appendix T Page DEIS C–1579 for your exact comment.	<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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p>
Peterson, Jon	I-454	Refer to Appendix T Page DEIS C–1580 for your exact comment.	<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>
Peterson, Jonathan	I-1312	Refer to Appendix T Page DEIS C–1581 for your exact comment.	<p>Thank you for your comment on support for mass transit and environmental impacts. Regarding your comment on mitigation, Since the project is in its planning stages, the locations of forest mitigation have not been finalized. The Study project team is coordinating closely with MDNR and will coordinate mitigation sites with the Forestry Service. Preliminary coordination has occurred and a mitigation site search has been conducted and results shared with MDNR for further coordination. Similarly, mitigation strategies for displaced wildlife have been coordinated to some extent, but have not been finalized. For instance, the project team has coordinated with USFWS regarding the peregrine falcon nesting box on the American Legion Bridge. The nesting box will be removed prior to construction and replaced once the bridge has been rebuilt. Specific logistics of this process have not been determined yet. The project team has coordinated with MDNR to conduct a mussel survey within the project LOD in the Potomac River and Rock Run Culvert. Depending on whether state-listed species are found during the survey, mussels may or may not need to be relocated. The project team is working closely with cooperating resource agencies to determine the best mitigation strategies for displaced wildlife.</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.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 3.5 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 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Petrescu, Mircea	I-455	Refer to Appendix T Page DEIS C–1582 for your exact comment.	<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	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Petrova, Yuliya	I-914	Refer to Appendix T Page DEIS C–1583 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Philbin, Jeanne	I-1139	Refer to Appendix T Page DEIS C–1584 for your exact comment.	<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 3.5 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 Appendix T for the Sierra Club comment response for additional responses to your comments.</p>
Pierce, Frank	I-326	Refer to Appendix T Page DEIS C–1585 for your exact comment.	<p>Thank you for your comment concerning impacts to Holy Cross Hospital. As described in the Supplemental DEIS, this facility is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.5 for a response to the P3 Program and Project Cost.</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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</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>
Pierzchala, Mark	I-1203	Refer to Appendix T Page DEIS C–1586 for your exact comment.	<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 3.6.B for a response to toll rate ranges and toll rate setting process.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>

Commenter	#	Reference to Comment	Response
			<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>
Pile, David	I-774	Refer to Appendix T Page DEIS C–1587 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Pilon, Diane	I-1282	Refer to Appendix T Page DEIS C–1588 thru 1591 for your exact comment.	<p>Thank you for your comment on effects of the pandemic, project cost, and environmental impacts. For your comment regarding operation at ramps, operations at the ramp junctions were evaluated in more detail as part of the FEIS, and mitigation will be proposed where needed to maintain acceptable operations per FHWA Interstate Access Point Approval guidelines.</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.L for a response to public health impacts.</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 3.4.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.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>
Pins, Kimberley	I-1051	Refer to Appendix T Page DEIS C–1592 thru 1593 for your exact comment.	<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.I for a response to construction 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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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.K for a response to impacts to properties and communities, including community facilities.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Pitluk, Roanne	I-723	Refer to Appendix T Page DEIS C–1594 for your exact comment.	<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 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 3.5 for a response to the P3 Program and Project Cost.</p>
Plano, Chris	I-258	Refer to Appendix T Page DEIS C–1595 for your exact comment.	<p>Thank you for your comment on the Purpose and Need, tolling existing I-495 and I-270 lanes, parkland impact, climate change and air quality. Regarding your comment on tolling existing lanes, Under Title 23 of the U.S. Code (Highways), there is a long-standing general prohibition on the imposition of tolls on Federal-aid highways; however, Title 23 and other statutes have carved out certain exceptions to this general prohibition through special programs. These programs allow tolling to generate revenue to support highway construction activities and/or enable the use of road pricing for congestion management. If Federal funds have been used or will be used on the highway, then the public authority responsible for the facility must qualify for toll authority under one of these Federal toll programs. Within these programs, there are two that have been specially authorized by Congress on a pilot basis in various highway authorization acts since 1991. Participation in these programs is limited to a set number of slots that have been authorized for each program. Project sponsors are also required to submit an application and to execute a toll agreement with FHWA to receive authorization to impose tolls under these programs.</p> <p>While Title 23 does not preclude tolling existing interstates, tolling all the I-495 & I-270 existing lanes would not adequately address the need for a long-term solution to regional congestion. Even if tolled, the existing lanes would not be able to accommodate demand, which would still result in a breakdown of traffic flow on the facilities. Tolling all the lanes would also not provide reasonable and equitable options for drivers who are not willing or able to pay a toll, resulting in more traffic on local arterial roads, which are not able to handle additional traffic. The combination of dynamically priced lanes and free general-purpose lanes allows MDOT to better manage these highly congested facilities and improve travel speeds and reduce delay for all drivers.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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>
Plave, Lee	I-90	Refer to Appendix T Page DEIS C–1596 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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.F for a response to adverse impacts to air quality.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Plave, Lee	I-1023	Refer to Appendix T Page DEIS C–1597 for your exact comment.	<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 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Poe, Scott	I-984	Refer to Appendix T Page DEIS C–1598 for your exact comment.	<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 3.6A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Pollard, Elizabeth S.	I-951	Refer to Appendix T Page DEIS C–1599 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Pollock, Michael	I-880	Refer to Appendix T Page DEIS C–1600 for your exact comment.	<p>Thank you for your comment on the ICC. The primary Purpose and Need for the ICC was not to relieve congestion on 495. Currently, MD 200 has available capacity to accommodate additional traffic. During the typical peak hours in 2018, MD 200 carried approximately 3,600 vehicles per hour eastbound and approximately 4,200 vehicles per hour westbound. Because MD 200 is a managed tolled facility that is intended to always operate at free-flow speeds, it has a set capacity at Level of Service (LOS) D that cannot be exceeded. Therefore, the approximate capacity of MD 200 is 5,725 vehicles per hour in each direction.</p> <p>However, traffic volumes on MD 200 are growing rapidly, and there will be little, or no, spare capacity by the design year (originally 2040, but updated to 2045 in the SDEIS and FEIS). Traffic growth on MD 200 is occurring at a higher rate than regional traffic growth, which indicates that more motorists are willing to pay a toll to avoid severe congestion and delays on alternative routes. This means that there will be a limited amount of additional capacity available on MD 200 to accommodate traffic that may divert from I-495. As MD 200 is designed to maintain the free-flow LOS D conditions into the future, toll rates will need to be raised to ensure the traffic demand on the ICC does not exceed its capacity and additional traffic would divert to alternative routes.</p> <p>The ADT served on MD 200 in 2018 was more than double the ADT in 2012. The annual growth rate varies based on the time of day and the segment, but count data indicates that the annual growth rate between October 2016 and October 2018 was between three to four percent per year on the heaviest-used segments. The first segments of MD 200 that are projected to reach capacity would do so in the year 2027. By 2040, most of the segments of MD 200 will have reached capacity during the peak hours. Overall, MD 200 may be able to accommodate some additional traffic in 2040 in certain segments and during certain times of day, but it will not offset the need for capacity improvements on I-495.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Polyak, Christina	I-683	Refer to Appendix T Page DEIS C–1601 for your exact comment.	<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>

Commenter	#	Reference to Comment	Response
			<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>
Powers, Stephanie	I-910	<p>Refer to Appendix T Page DEIS C–1602 thru 1603 for your exact comment.</p>	<p>Thank you for your comment concerning impacts to Woodside Forest in Silver Spring. As described in the Supplemental DEIS, your neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.5 for a response to the P3 Program and Project Cost.</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.H for a response to noise impacts and mitigation.</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.M for a response to impacts to utilities and associated costs.</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.K for a response to impacts to properties and communities, including community facilities.</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 for a response on the NEPA approach, analysis, and impacts.</p>
Pray, John	I-772	<p>Refer to Appendix T Page DEIS C–1604 for your exact comment.</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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Priddy, Anna	I-1052	<p>Refer to Appendix T Page DEIS C–1605 for your exact comment.</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 for a response on the NEPA approach, analysis, and impacts.</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.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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.L for a response to public health impacts.
Pspotka, Joesph	I-591	Refer to Appendix T Page DEIS C–1606 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.
Purdy, Lopaka	I-1376	Refer to Appendix T Page DEIS C–1607 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Pyne, Anne	I-252	Refer to Appendix T Page DEIS C–1608 for your exact comment.	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.
Quinlan, Margaret	I-1185	Refer to Appendix T Page DEIS C–1609 for your exact comment.	Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.
Quinn, Barbara	I-602	Refer to Appendix T Page DEIS C–1610 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. 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. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Rabe, Patrick	I-1155	Refer to Appendix T Page DEIS C–1612 for your exact comment.	Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.
Rabe, Sara	I-1149	Refer to Appendix T Page DEIS C–1613 for your exact comment.	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 3.4.B for a response to traffic modeling and analysis.

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Rainey, Wendy	I-1313	Refer to Appendix T Page DEIS C–1614 for your exact comment.	<p>Thank you for your comment concerning impacts to Forest Estates Community. As described in the Supplemental DEIS, this community is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>There is an existing sound barrier along the outer loop of I-495 between Holy Cross Hospital and Georgia Avenue. Sound barriers are designed to lower the overall traffic noise level but will not eliminate the noise entirely. Sound travels in waves, and is dependent on ground cover, topography and atmospheric conditions as well as intervening obstacles (such as sound barriers, buildings or vegetation). It is measured on a logarithmic scale, which means that in order for there to be a perceptible increase in noise, either traffic volume would need to double and still operate at high speeds, or the roadway would need to move closer to the residence. If future improvements are advanced in the vicinity of your community, noise impacts will be analyzed in compliance with Federal and State policies, and abatement will be evaluated accordingly.</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 3.4.B for a response to traffic modeling and analysis.</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 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 3.2.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, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Raley, Marjorie	I-838	Refer to Appendix T Page DEIS C–1615 thru 1616 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Ramadorai, Kumorr	I-1241	Refer to Appendix T Page DEIS C–1617 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</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.K for a response to impacts to properties and communities, including community facilities.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.
Ramos, Margaret	I-273	Refer to Appendix T Page DEIS C–1618 for your exact comment.	<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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>
Randall, Carolyn	I-1125	Refer to Appendix T Page DEIS C–1619 for your exact comment.	<p>Thank you for your comment on construction impacts, environmental impacts, and the American Legion Bridge (ALB). The Preferred Alternative includes the full replacement of the ALB with a new, wider bridge (not widening of the existing bridge) to accommodate the two HOT lanes in each direction. The existing bridge is nearly 60 years old and would need to be replaced sometime over the next decade regardless of this Study. The new bridge would be constructed in phases to maintain the same number of existing lanes at all times during construction. The new bridge will be replaced in the same existing location. The reconstructed ALB will include a shared use path to provide bicycle and pedestrian connection between Virginia and Maryland.</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.D for a response to Environmental Justice and equity concerns.</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 for a response on the NEPA approach, analysis, and impacts.</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.I for a response to construction impacts.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Ranney, Meigs	I-684	Refer to Appendix T Page DEIS C–1620 for your exact comment.	<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 3.6.B for a response to toll rate ranges and toll rate setting process.</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.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.B for a response to traffic modeling and analysis.</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 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs.</p>
Raven, Marie	I-1542	<p>Refer to Appendix T Page DEIS C–1621 thru 1622 for your exact comment.</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 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.O for a response to safety 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 3.4.K for a response to impacts to properties and communities, including community facilities.</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.I for a response to construction impacts.</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.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 3.6.B for a response to toll rate ranges and toll rate setting process.</p> <p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p>
Rayman, Anne	I-971	<p>Refer to Appendix T Page DEIS C–1623 for your exact comment.</p>	<p>Thank you for your comment concerning impacts to Woodley Gardens Park and Upper Watts Branch. The I-495 & I-270 Managed Lanes Study Preferred Alternative LOD has been limited as much as possible to avoid impacts to environmental resources. Environmental scientists have been working for over 4-years on behalf of MDOT SHA with the regulatory agencies and project engineers to avoid and minimize impacts to wetlands, their buffers, waterways, and floodplains to the maximum extent practicable. The Study Preferred Alternative would not impact Woodley Gardens Park. The Preferred Alternative would impact Upper Watts Branch, since it is necessary for an augmented culvert to be installed alongside the existing culvert that carries Watts Branch under I-270 to limit flood risk to the surrounding area. The potential impact to Watts Branch has been limited as much as possible while still allowing enough room for construction of the augmented culvert.</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 3.4.L for a response to public health impacts.</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>

Commenter	#	Reference to Comment	Response
			<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 3.5 for a response to the P3 Program and Project Cost.</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.B for a response to Alternatives Not 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>
Rebois, Robert	I-578	Refer to Appendix T Page DEIS C–1624 for your exact comment.	<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.B for a response to Alternatives Not Retained for Detailed Study.</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.B for a response to traffic modeling and analysis.</p>
Rebok, George	I-952	Refer to Appendix T Page DEIS C–1625 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Hills. As described in the Supplemental DEIS, your neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.5 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.L for a response to public health impacts.</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 3.1 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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Reed, Alyson	I-163	Refer to Appendix T Page DEIS C–1626 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			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.
Reeve, Rebecca	I-1417	Refer to Appendix T Page DEIS C–1627 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Reger, Jeff	I-394	Refer to Appendix T Page DEIS C–1628 thru 1629 for your exact comment.	<p>Thank you for your comment on the I-495 & I-270 MLS. The Draft Compensatory Mitigation Plan was included as an appendix to the DEIS. This plan outlined the detailed mitigation site search as well as the resulting mitigation sites identified for stream and wetland restoration as Section 404 mitigation for the I-495 & I-270 MLS. The Final Compensatory Mitigation Plan is appended to the FEIS and includes the Phase II mitigation plans for the selected stream and wetland mitigation sites and all other mitigation sites in Maryland. <i>See FEIS Appendix O.</i> Virginia has a mitigation credit program that identifies appropriate sites for wetland and stream mitigation to compensate for unavoidable impacts. Onsite stormwater management has been maximized to the greatest extent practicable within the Study Preferred Alternative LOD. The remaining stormwater treatment will be achieved offsite. The Compensatory Stormwater Mitigation Plan is appended to the SDEIS and includes a summary of the site search process and the resulting stormwater sites identified for offsite stormwater management to cover the stormwater treatment need for the 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 for a response on the NEPA approach, analysis, and impacts.</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 3.3.A for a response to Analysis of Alternatives 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 3.5 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 3.2.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 3.7 for a response to comments related to public involvement and engagement.</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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Reichel, Carsten	I-1416	Refer to Appendix T Page DEIS C–1630 for your exact comment.	<p>Thank you for your comment concerning impacts to your neighborhood. As described in the Supplemental DEIS, your neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>There is an existing sound barrier located along the inner loop of I-495 between Seminary Road and Georgia Avenue. If future improvements are advanced in this area, noise impacts will be analyzed in compliance with Federal and State policies, and abatement will be evaluated accordingly.</p>

Commenter	#	Reference to Comment	Response
			<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.I for a response to construction impacts.</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.F for a response to adverse impacts to air quality.</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.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 3.5 for a response to the P3 Program and Project Cost.</p>
Reid, Ilene	I-717	Refer to Appendix T Page DEIS C–1631 for your exact comment.	<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 3.6.A for a response on opposition to managed lanes or tolling public roads.</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 teleworking.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Reilly, Lisa	I-956	Refer to Appendix T Page DEIS C–1632 for your exact comment.	<p>Refer to Chapter 9, Section 3.4.L for a response to public health 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.I for a response to construction impacts.</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.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>
Rein, Judy	I-253	Refer to Appendix T Page DEIS C–1633 thru 1635 for your exact comment.	<p>Thank you for your comment on the I-495 & I-270 MLS. The DEIS and SDEIS details the sections of I-270 and I-495 that are being addressed as a part of the Study.</p> <p>Regarding your comment on widening adjacent to MD 650, Connecticut Avenue, New Hampshire Avenue, US 1, Pennsylvania Avenue, and MD 4. As described in the Supplemental DEIS, these facilities are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on autonomous vehicles, the expected influx of connected and autonomous vehicles (CAVs) will impact future traffic operations on all roads in Maryland, including I-495 and I-270. MDOT SHA participates in a statewide CAV working group (https://mva.maryland.gov/safety/Pages/MarylandCAV.aspx) to stay up to date on the latest research and industry projections. At this time, there are too many unknowns regarding how CAVs could affect demand and capacity to include CAVs directly in the traffic forecasts. Capacity will likely increase as vehicle spacing decreases, but the magnitude of the capacity increase is difficult to quantify based</p>

Commenter	#	Reference to Comment	Response
			<p>on the current research. Also, the benefits of more vehicles per lane may be offset by a potential increase in demand on the transportation network for some types of auto trips, including "mobility as a service" trips (people that can't afford their own car, but could call an autonomous vehicle for a solo trip) and "deadhead" trips (trips where the autonomous vehicle is empty, traveling to a parking lot or to the next pickup point). Therefore, the traffic projections for this Study apply traditional forecasting techniques, while being cognizant of the potential CAV impacts. However, it is anticipated that this project will be adaptable to accommodate CAVs because the proposed managed lanes will create a controlled environment with physical separation, new pavement, and clear delineations, features that are conducive to CAV use.</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 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 3.4.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.L for a response to public health impacts.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 3.4.D for a response to Environmental Justice and equity concerns.</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>
Reis, Richard	I-28	Refer to Appendix T Page DEIS C–1636 for your exact comment.	<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 3.4.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>
Reitzel, Todd	I-1415	Refer to Appendix T Page DEIS C–1637 thru 1638 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Stream Valley Park, Sligo Creek, and Greenbelt Park. As described in the Supplemental DEIS, these parks are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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>

Commenter	#	Reference to Comment	Response
			<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.L for a response to public health impacts.</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.M for a response to impacts to utilities and associated costs.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Renner, Rob	I-141	Refer to Appendix T Page DEIS C–1639 for your exact comment.	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.
Reschovsky, Jim	I-1033	Refer to Appendix T Page DEIS C–1640 thru 1645 for your exact comment.	<p>Thank you for your comments. Refer to the references below which provide response to many of your comments.</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>Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. • The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p>

Commenter	#	Reference to Comment	Response
			<p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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.D for a response to Environmental Justice and equity concerns.</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.B for a response to traffic modeling and analysis.</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.C for a response to analyses of parklands and historic resources.</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 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Reuter, Robert	I-685	Refer to Appendix T Page DEIS C–1646 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Reyes, Jose	I-766	Refer to Appendix T Page DEIS C–1647 for your exact comment.	<p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Reynolds, Chris	I-1414	Refer to Appendix T Page DEIS C–1648 for your exact comment.	<p>Thank you for your comment concerning toll roads. Under Title 23 of the U.S. Code (Highways), there is a long-standing general prohibition on the imposition of tolls on Federal-aid highways; however, Title 23 and other statutes have carved out certain exceptions to this general prohibition through special programs. These programs allow tolling to generate revenue to support highway construction activities and/or enable the use of road pricing for congestion management. If Federal funds have been used or will be used on the highway, then the public authority responsible for the facility must qualify for toll authority under one of these Federal toll programs. Within these programs, there are two that have been specially authorized by Congress on a pilot basis in various highway authorization acts since 1991. Participation in these programs is limited to a set number of slots that have been authorized for each program. Project sponsors are also required to submit an application and to execute a toll agreement with FHWA to receive authorization to impose tolls under these programs.</p> <p>The INTERSTATE SYSTEM RECONSTRUCTION AND REHABILITATION PILOT PROGRAM allows the conversion of a facility on the Interstate System into a toll facility in conjunction with needed reconstruction or rehabilitation that is only possible with the collection of tolls. Congress has authorized up to three slots in the program, which must be used for projects in different States. The VALUE PRICING PILOT PROGRAM (VPPP) is an experimental program that is designed to assess the potential of different value pricing approaches for reducing congestion. Under this program, tolls may be imposed on existing toll-free highways, bridges, and tunnels, so long as</p>

Commenter	#	Reference to Comment	Response
			<p>variable pricing is used to manage demand. Congress has authorized up to 15 slots under the VPPP, which are allocated to State or local agencies.</p> <p>While Title 23 does not preclude tolling existing interstates, tolling all the I-495 & I-270 existing lanes would not adequately address the need for a long-term solution to regional congestion. Even if tolled, the existing lanes would not be able to accommodate demand, which would still result in a breakdown of traffic flow on the facilities. Tolling all the lanes would also not provide reasonable and equitable options for drivers who are not willing or able to pay a toll, resulting in more traffic on local arterial roads, which are not able to handle additional traffic. The combination of dynamically priced lanes and free general-purpose lanes allows MDOT to better manage these highly congested facilities and improve travel speeds and reduce delay for all drivers.</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.B for a response to Alternatives Not Retained for Detailed Study.</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.G for a response to climate change considerations.</p>
Reynolds, Victoria	I-1410	Refer to Appendix T Page DEIS C–1649 for your exact comment.	<p>Thank you for your comment concerning impacts to the Kingswood neighborhood and Greenbelt Park. As described in the Supplemental DEIS, this neighborhood and park are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.H for a response to noise impacts and mitigation.</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.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.C for a response to analyses of parklands and historic resources.</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.K for a response to impacts to properties and communities, including community facilities.</p>
Rich, Laura	I-686	Refer to Appendix T Page DEIS C–1650 for your exact comment.	<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.M for a response to impacts to utilities and associated costs.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. .</p>

Commenter	#	Reference to Comment	Response
Rikhye, Rachna	I-1015	Refer to Appendix T Page DEIS C–1651 for your exact comment.	<p>Thank you for your comment concerning impacts to Indian Spring. As described in the Supplemental DEIS, this area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.J for a response to impacts to greenspace and/or wildlife habitat.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Ring, Daniel	I-327	Refer to Appendix T Page DEIS C–1652 for your exact comment.	<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.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> <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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.P for a response to socioeconomic impacts and impacts to the regional economy.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Riska, Stacey	I-517	Refer to Appendix T Page DEIS C–1653 for your exact comment.	<p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Risse, James	I-913	Refer to Appendix T Page DEIS C–1654 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>

Commenter	#	Reference to Comment	Response
Robins, Loraine	I-1032	Refer to Appendix T Page DEIS C–1655 for your exact comment.	<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 3.1 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> <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.K for a response to impacts to properties and communities, including community facilities.</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 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Robinson, Dorcas	I-925	Refer to Appendix T Page DEIS C–1656 for your exact comment.	<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.G for a response to climate change considerations.</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.J for a response to impacts to greenspace and/or wildlife habitat.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Robinson, Melissa	I-1274	Refer to Appendix T Page DEIS C–1657 for your exact comment.	<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.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.B for a response to traffic modeling and analysis.</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.H for a response to noise impacts and mitigation.</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>
Rodriguez, Ashley	I-1413	Refer to Appendix T Page DEIS C–1658 for your exact comment.	<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 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>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Rodriguez, Samantha	I-1106	<p>Refer to Appendix T Page DEIS C–1659 thru 1660 for your exact comment.</p>	<p>Thank you for your comments. As further discussed in Chapter 9, references below, MDOT SHA and FHWA take their responsibility to provide the public with sufficient information and to consider public input seriously. The many public meetings, publications and website are a part of that effort. The DEIS /SDEIS and this FEIS are more extensive than required by the NEPA; however these documents provide different layers of detail to allow the public to review either the Executive Summaries, the main body of each EIS or to go beyond that which is anticipated by NEPA and review more detailed analysis performed and provided in the Appendices. As further discussed in the FEIS and specifically in Chapter 9, the Study was not intended to address all transportation concerns of the region. MDOT engages with regional transportation planning to identify a series of projects, see the Constrained Long Range Plan, to address a wider variety of concerns. By way of example, the Purple Line, is another MDOT initiative studied and supported by the FTA, to address a different set of transportation objectives. Also note that the Proposed Alternative includes pedestrian, cycle and transit initiatives.</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.B for a response to traffic modeling and analysis.</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 3.5 for a response to the P3 Program and Project Cost.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</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 3.4.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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Rogers, Elizabeth	I-1543	<p>Refer to Appendix T Page DEIS C–1661 for your exact comment.</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.O for a response to safety considerations.</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 3.7 for a response to comments related to public involvement and engagement.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
			<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>
Rogers, Marceline	I-1201	Refer to Appendix T Page DEIS C–1662 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>
Rogers, Marceline	I-1552	Refer to Appendix T Page DEIS C–1663 for your exact comment.	Refer to Chapter 9, Section 3.5 for a response to the P3 Program and project cost.
Rogers, Robert	I-182	Refer to Appendix T Page DEIS C–1664 for your exact comment.	<p>Thank you for your comment. MDOT is committed to finding solutions to relieve congestion and to ensure transportation improvements are being developed to meet the State's needs not only for today but for the future. MDOT agrees that the National Capital Region needs increased telework, transit, and express highway improvements to address the long-term congestion. All these improvements must be planned to function as a cohesive system of systems, but to achieve this it is necessary to focus individual projects on specific solutions. New options are continuously being considered. Note that the Preferred Alternative includes various pedestrian, bicycle and transit elements.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Roller, Lauren	I-647	Refer to Appendix T Page DEIS C–1665 for your exact comment.	<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.H for a response to noise impacts and mitigation.</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.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.M for a response to impacts to utilities and associated costs.</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.B for a response to traffic modeling and analysis.</p>
Rome, Abigail	I-1412	Refer to Appendix T Page DEIS C–1666 for your exact comment.	<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.G for a response to climate change considerations.</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>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Roochnik, Paul	I-491	Refer to Appendix T Page DEIS C–1668 for your exact comment.	<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.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 teleworking.</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.M for a response to impacts to utilities and associated costs.</p>
Roochnik, Paul	I-593	Refer to Appendix T Page DEIS C–1667 for your exact comment.	<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.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.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 teleworking.</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.M for a response to impacts to utilities and associated costs.</p>
Roots, Colleen	I-752	Refer to Appendix T Page DEIS C–1669 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Roots, Colleen	I-754	Refer to Appendix T Page DEIS C–1670 for your exact comment.	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	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Roots, David	I-915	<p>Refer to Appendix T Page DEIS C–1671 for your exact comment.</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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Rosendorf, Linda	I-144	<p>Refer to Appendix T Page DEIS C–1676 thru 1681 for your exact comment.</p>	<p>Thank you for your comment on environmental impacts associated with the Study. Regarding your comment on mitigation for stormwater. Mitigation for stormwater is not anticipated due to the stringent permitting requirements in Maryland, which this project will have to meet. Permitting requirements include: controlling stormwater runoff for the 10-year storm to match existing conditions, providing water quality treatment for all new impervious area and 50% of reconstructed impervious area to match the runoff characteristics of woods in good condition and managing the 2-year storm during construction so that sediment is not released to local waterways. Variances can be requested for minimal increases in stormwater runoff, however, detailed hydrologic calculations will be required to show that the minimal increases will not result in downstream flooding or erosion. Given the strict permitting requirements, impacts to local waterways are not expected.</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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction 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 3.7 for a response to comments related to public involvement and engagement.</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.D for a response to Environmental Justice and equity concerns.</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.C for a response to analyses of parklands and historic resources.</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.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.M for a response to impacts to utilities and associated costs.</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.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commenter	#	Reference to Comment	Response
			<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>
Rosendorf, Linda	I-881	Refer to Appendix T Page DEIS C–1672 for your exact comment.	<p>Thank you for your comment concerning property acquisition. MDOT SHA acquires and compensates all property owners for acquisitions of real estate pursuant to Maryland Law and in compliance with the FHWA Regulations and the Uniform Act, all of which are in place to assure just compensation for acquisitions as well as to damages to the remainder of impacted parcels.</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 3.4.I for a response to construction impacts.</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 3.3.A for a response to Analysis of Alternatives 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.B for a response to traffic modeling and analysis.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Rosendorf, Linda	I-1507	Refer to Appendix T Page DEIS C–1673 thru 1675 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</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 3.5 for a response to the P3 Program and Project Cost.</p>
Rosenstein, Ariel	I-1061	Refer to Appendix T Page DEIS C–1682 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Rosenthal, Lisa	I-1187	Refer to Appendix T Page DEIS C–1683 thru 1686 for your exact comment.	<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.F for a response to adverse impacts to air quality.</p>

Commenter	#	Reference to Comment	Response
			<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.H for a response to noise impacts and mitigation.</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.K for a response to impacts to properties and communities, including community facilities.</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.M for a response to impacts to utilities and associated costs.</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>
Rosenthal, Sam	I-594	Refer to Appendix T Page DEIS C–1687 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Roslund, Bryan	I-557	Refer to Appendix T Page DEIS C–1688 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Ross, Benjamin	I-364	Refer to Appendix T Page DEIS C–1689 thru 1690 for your exact comment.	<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Ross, James	I-1544	Refer to Appendix T Page DEIS C–1691 thru 1692 for your exact comment.	<p>Thank you for your comment concerning impacts to the YMCA in Silver Spring. As described in the Supplemental DEIS, the YMCA and Silver Spring is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.1 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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
			<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.I for a response to construction impacts.</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.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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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 3.7 for a response to comments related to public involvement and engagement.</p>
Ross, Jerry	I-259	Refer to Appendix T Page DEIS C–1693 for your exact comment.	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.
Rossi, Catherine	I-882	Refer to Appendix T Page DEIS C–1694 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Roth, Gabrielle	I-1097	Refer to Appendix T Page DEIS C–1695 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Roth, Renee Lynn (Renee Roth)	I-924	Refer to Appendix T Page DEIS C–1696 for your exact comment.	<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 3.1 for a response on Purpose and Need and teleworking.</p>
Rothschild, Trip	I-50	Refer to Appendix T Page DEIS C–1697 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives 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 3.5 for a response to the P3 Program and Project Cost.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.I for a response to construction impacts.
RRSM	I-595	Refer to Appendix T Page DEIS C–1698 thru 1699 for your exact comment.	<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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Ruff, Lauren	I-619	Refer to Appendix T Page DEIS C–1700 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.K for a response to impacts to properties and communities, including community facilities.</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.J for a response to impacts to greenspace and/or wildlife habitat.</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, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.4.P for a response to impacts on the regional economy.</p>
Runett, Rob	I-1411	Refer to Appendix T Page DEIS C–1701 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park and Sligo Creek Park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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 3.6.B for a response to toll rate ranges and toll rate setting process.</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.C for a response to analyses of parklands and historic resources.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
Running Rabbit	I-198	Refer to Appendix T Page DEIS C–1611 for your exact comment.	<p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</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.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>
Russ, Michele	I-969	Refer to Appendix T Page DEIS C–1702 for your exact comment.	<p>Thank you for your comment concerning impacts to Silver Spring and Northwest Branch SVU. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.6A for a response on opposition to managed lanes or tolling public roads.</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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>
Russel, Jennifer	I-328	Refer to Appendix T Page DEIS C–1703 for your exact comment.	<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Russell, John	I-75	Refer to Appendix T Page DEIS C–1704 for your exact comment.	<p>Thank you for your comment on traffic, social equity, cost, and teleworking. MDOT SHA is working with local and regional businesses and with other state agencies, including the Maryland Departments of Environment, Budget and Management, Commerce, and General Services, to better understand the types of initiatives that would support increased telework while maintaining or increasing productivity.</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.D for a response to Environmental Justice and equity concerns.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Ryan, Ellen	I-458	Refer to Appendix T Page DEIS C–1705 for your exact comment.	<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 3.1 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.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Ryan, Myra	I-1175	Refer to Appendix T Page DEIS C–1706 for your exact comment.	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.
Ryder, Phyllis	I-1042	Refer to Appendix T Page DEIS C–1707 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Sabol, Edward	I-775	Refer to Appendix T Page DEIS C–1708 for your exact comment.	Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.4.I for a response to construction impacts.
Sagstetter, Philip	I-611	Refer to Appendix T Page DEIS C–1709 for your exact comment.	Thank you for your comment concerning impacts to your property. The Preferred Alternative, as described in the Supplemental DEIS, does not result in any full acquisitions or residential or business displacements; therefore, no homes would be taken due to the proposed roadway widening. 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. At the I-495 interchange with the I-270 west spur, two HOT managed lanes would be provided northbound toward I-270 in addition to the two existing general purpose lanes which would be maintained. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Sahli, Barbara	I-1409	Refer to Appendix T Page DEIS C–1710 for your exact comment.	Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.

Commenter	#	Reference to Comment	Response
			<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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Salas, Magalie	I-460	Refer to Appendix T Page DEIS C–1711 for your exact comment.	<p>Thank you for identifying the additional community facility, Saint Camillus Catholic Church, not included in the results of desktop research conducted for the DEIS. The National Environmental Study Act (NEPA) Study process relies on dialogue with affected communities to produce a comprehensive document and to conduct iteratively more inclusive outreach.</p> <p>Impacts to EJ populations (block groups) have been substantially reduced due to the selection of the Preferred Alternative/Phase 1 South limits in the SDEIS. Previously in the DEIS, 111 block groups were identified as EJ populations. In the SDEIS and FEIS under the 12-mile Preferred Alternative/Phase 1 South limits, 16 block groups were identified as EJ populations. This resulted in a reduction from 55 percent EJ populations to 24 percent EJ populations between the DEIS and the SDEIS/FEIS. Under the Preferred Alternative, impacts to 95 EJ block groups are avoided, including impacts to Latinx populations served by Saint Camillus Catholic Church and living in the Silver Spring area.</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 3.3.A for a response to Analysis of Alternatives 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>
Salinger, Nichole	I-329	Refer to Appendix T Page DEIS C–1712 for your exact comment.	<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.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> <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.D for a response to Environmental Justice and equity concerns.</p>
Salinger, Nichole	I-330	Refer to Appendix T Page DEIS C–1713 for your exact comment.	<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 3.1 for a response on Purpose and Need.</p> <p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Samuel, Michele	I-884	Refer to Appendix T Page DEIS C–1714 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>

Commenter	#	Reference to Comment	Response
			<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>
Samuel, William	I-130	Refer to Appendix T Page DEIS C–1715 for your exact comment.	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.
Sanford, Frank	I-51	Refer to Appendix T Page DEIS C–1716 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Santiago Fink, Helen	I-153	Refer to Appendix T Page DEIS C–1717 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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.H for a response to noise impacts and mitigation.</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 3.1 for a response on Purpose and Need and teleworking.</p>
Sapir, Judith S.	I-179	Refer to Appendix T Page DEIS C–1718 for your exact comment.	<p>Thank you for your comment concerning impacts to the Congressional Country Club Estates community. The Preferred Alternative, as described in the Supplemental DEIS, does not result in any full acquisitions or residential or business displacements; therefore, no homes would be taken due to the proposed roadway widening. The proposed construction activities along Persimmon Tree Road and the replacement of the existing bridge over I-495 would be limited to within existing public right-of-way. Sliver impacts to properties along I-495 are proposed for elements such as roadside grading, on-site drainage and stormwater management, and noise barrier replacement/construction. These partial property acquisitions are considered ones that do not cause a business or residential relocation and have been assumed where a principle building of a residence, business, or community facility is located more than 20 feet from the Preferred Alternative limits of disturbance.</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.B for a response to traffic modeling and analysis.</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 3.4 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.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commenter	#	Reference to Comment	Response
			<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Sarfatti, Steven	I-916	Refer to Appendix T Page DEIS C–1719 thru 1720 for your exact comment.	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.
Sawin, Jennifer	I-1408	Refer to Appendix T Page DEIS C–1721 for your exact comment.	<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 3.1 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 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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p>
Scherbak, Loren	I-134	Refer to Appendix T Page DEIS C–1722 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Scheufler, Mark	I-1191	Refer to Appendix T Page DEIS C–1723 thru 1726 for your exact comment.	<p>Thank you for your comment. 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.</p> <p>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. Along I-270, the existing collector-distributor (C-D) lane separation from Montrose Road to I-370 would be removed as part of the proposed improvements. Transit buses and HOV 3+ vehicles would be allowed free passage in the managed lanes. 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. See Figure 1-1 in the Supplemental DEIS on pg. 1-2.</p> <p>The Preliminary Range of Alternatives for the Study included alternatives that involved contraflow or reversible lane systems. MDOT SHA dropped these alternatives from further consideration due to challenges such as cross-median access points to the contraflow lane, operational challenges with a moveable barrier system, and congestion at the merge point when no additional capacity improvement is provided. Furthermore, taking away a lane from the off-peak direction would reduce capacity and could introduce congestion for a location that does not have congestion under No Build conditions.</p> <p>The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</p>

Commenter	#	Reference to Comment	Response
			<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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Schieber, David	I-1407	Refer to Appendix T Page DEIS C–1727 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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.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>
Schindler, Alice	I-331	Refer to Appendix T Page DEIS C–1728 for your exact comment.	<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, effects of the Pandemic, and impacts of teleworking/remote working.</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.B for a response to Alternatives Not 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 3.5 for a response to the P3 Program and Project Cost.</p>
Schindler, Alice	I-885	Refer to Appendix T Page DEIS C–1729 for your exact comment.	<p>Thank you for your comment concerning impacts to your property, the Silver Spring YMCA, and surrounding community. As described in the Supplemental DEIS, these [facilities and resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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.H for a response to noise impacts and mitigation.</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>
Schloss, Jeffery	I-1150	Refer to Appendix T Page DEIS C–1730 for your exact comment.	<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>

Commenter	#	Reference to Comment	Response
			<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.B for a response to traffic modeling and analysis.</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.M for a response to impacts to utilities and associated costs.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Schmidt, Martin	I-1095	Refer to Appendix T Page DEIS C–1731 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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>
Schneider, Andrew	I-1315	Refer to Appendix T Page DEIS C–1732 thru 1733 for your exact comment.	<p>Thank you for your comment concerning impacts to the Indian Spring neighborhood, Rock Creek Park, Sligo Creek Park and Greenspring Park. As described in the Supplemental DEIS, these parks and neighborhood are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. • The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels.

Commenter	#	Reference to Comment	Response
			<p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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.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.J for a response to impacts to greenspace and/or wildlife habitat.</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 for a response on the NEPA approach, analysis, and impacts.</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.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> <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.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Schoenbaum, Miriam	I-2	Refer to Appendix T Page DEIS C–1734 for your exact comment.	Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.
Schoenbaum, Miriam	I-887	Refer to Appendix T Page DEIS C–1735 for your exact comment.	<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.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> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Schroeder, Curtis	I-254	Refer to Appendix T Page DEIS C–1736 for your exact comment.	Thank you for your comment concerning impacts to the Woodmoor neighborhood and Northwest Branch Park. As described in the Supplemental DEIS, this community and resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. Any future proposal for improvements to the remaining parts of I-495 within the study limits, outside of Phase 1 South, would advance

Commenter	#	Reference to Comment	Response
			<p>separately and would be subject to additional environmental studies, analysis, and collaboration with the public, stakeholders, and agencies.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Schulte, Aileen	I-1406	Refer to Appendix T Page DEIS C–1737 thru 1738 for your exact comment.	<p>Thank you for your comment concerning impacts to neighborhoods around the I-495/Georgia Ave interchange and Sligo Creek Park. As described in the Supplemental DEIS, this area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>As noted in Section 3.3.6 of the DEIS, the net impact of the project will be an overall reduction in delay on the surrounding arterials such as Georgia Avenue, despite some localized increases in arterial traffic near the managed lane access interchanges. The portions of the local road network with an anticipated increase in volumes are being evaluated in more detail as part of the FEIS, and mitigation will be proposed where needed to maintain acceptable operations per FHWA Interstate Access Point Approval guidelines.</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.F for a response to adverse impacts to air quality.</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.C for a response to analyses of parklands and historic resources.</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 3.5 for a response to the P3 Program and Project Cost.</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, effects of the Pandemic, and impacts of teleworking/remote working.</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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Schulz, Peter	I-14	Refer to Appendix T Page DEIS C–1739 for your exact comment.	<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.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 teleworking.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Schulze, Nancy	I-648	Refer to Appendix T Page DEIS C–1740 for your exact comment.	<p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Schuster, Adam	I-889	Refer to Appendix T Page DEIS C–1741 for your exact comment.	<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.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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Schuster, Mikaela	I-890	Refer to Appendix T Page DEIS C–1742 for your exact comment.	<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.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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Schutzman, Elias	I-89	Refer to Appendix T Page DEIS C–1743 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>
Schwandes, Shaytu	I-763	Refer to Appendix T Page DEIS C–1744 thru 1745 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p> <p>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.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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p>
Schwartz, Amanda	I-489	Refer to Appendix T Page DEIS C–1746 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p>

Commenter	#	Reference to Comment	Response
			<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.H for a response to noise impacts and mitigation.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Schwartz, Marylin	I-700	Refer to Appendix T Page DEIS C–1747 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Schwartz, Steven	I-1166	Refer to Appendix T Page DEIS C–1748 for your exact comment.	<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 3.6.B for a response to toll rate ranges and toll rate setting 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.A for a response on Screening of Preliminary Alternatives Process.</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 3.4.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Schweitzer, Jillian	I-93	Refer to Appendix T Page DEIS C–1749 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Scott, Clinton	I-579	Refer to Appendix T Page DEIS C–1750 for your exact comment.	<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>

Commenter	#	Reference to Comment	Response
			<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 3.4.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 3.5 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>
Sears, David	I-1218	Refer to Appendix T Page DEIS C–1751 for your exact comment.	<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>
Sedon, Douglas	I-1545	Refer to Appendix T Page DEIS C–1752 thru 1753 for your exact comment.	<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 3.6.A for a response on opposition to managed lanes or tolling public roads.</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 3.7 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, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Seigel, Erin	I-1405	Refer to Appendix T Page DEIS C–1754 thru 1755 for your exact comment.	<p>Thank you for your comment concerning impacts to the Woodside Forest neighborhood. As described in the Supplemental DEIS, this neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</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.F for a response to adverse impacts to air quality.</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.C for a response to analyses of parklands and historic resources.</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>

Commenter	#	Reference to Comment	Response
			<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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Sekhpossian, Nouné	I-472	Refer to Appendix T Page DEIS C–1756 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Selevan, Sherry	I-1186	Refer to Appendix T Page DEIS C–1757 for your exact comment.	<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> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Selkin-Gutman, Gayl	I-912	Refer to Appendix T Page DEIS C–1758 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not 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 3.5 for a response to the P3 Program and Project Cost.</p>
Sellman, Andrew	I-1546	Refer to Appendix T Page DEIS C–1759 for your exact comment.	<p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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 for a response on the NEPA approach, analysis, and impacts.</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>
Seltzer, Adam	I-596	Refer to Appendix T Page DEIS C–1760 for your exact comment.	<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.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>
Sen, Anne	I-1316	Refer to Appendix T Page DEIS C–1761 for your exact comment.	<p>Thank you for your comment concerning impacts to the Forest Estates neighborhood and surrounding community. As described in the Supplemental DEIS, this area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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</p>

Commenter	#	Reference to Comment	Response
			<p>be subject to additional environmental studies, analysis, and collaboration with the public, stakeholders, and agencies.</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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not 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 3.6.B for a response to toll rate ranges and toll rate setting process.</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 3.5 for a response to the P3 Program and Project Cost.</p>
Sen, Basav	I-1404	Refer to Appendix T Page DEIS C–1762 thru 1763 for your exact comment.	<p>Thank you for your comment concerning impacts to the Forest Estates neighborhood. As described in the Supplemental DEIS, this area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Sepp, Cecilia	I-758	Refer to Appendix T Page DEIS C–1764 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</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>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Sery, John	I-1403	Refer to Appendix T Page DEIS C–1765 for your exact comment.	<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 3.1 for a response on Purpose and Need and teleworking.</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 3.6A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Seym, Simone	I-1129	Refer to Appendix T Page DEIS C–1766 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Shakin, Edward	I-891	Refer to Appendix T Page DEIS C–1767 thru 1770 for your exact comment.	<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.I for a response to construction impacts.</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 3.4.G for a response to climate change considerations.</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 3.5 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 3.4.M for a response to impacts to utilities and associated costs.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Shandilya, Srinivas	I-893	Refer to Appendix T Page DEIS C–1771 for your exact comment.	Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Shangold, Natasha	I-904	Refer to Appendix T Page DEIS C–1772 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.
Share, Gerald	I-895	Refer to Appendix T Page DEIS C–1773 for your exact comment.	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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.
Shaw, Barbara	I-980	Refer to Appendix T Page DEIS C–1774 for your exact comment.	Thank you for your comment concerning impacts to Rock Creek Park and the Elmhirst Parkway Conservation Area Parkway. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.O for a response to safety considerations. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.6A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Shay, Randy	I-1239	Refer to Appendix T Page DEIS C–1775 for your exact comment.	Thank you for your comment concerning impacts to Lawndale Drive and the surrounding area in Silver Spring. As described in the Supplemental DEIS, this area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.

Commenter	#	Reference to Comment	Response
			<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.F for a response to adverse impacts to air quality.</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.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>
Sheffield, Steve	I-1402	Refer to Appendix T Page DEIS C–1776 thru 1777 for your exact comment.	<p>Thank you for your comment concerning Plummers Island. MDOT SHA convened an 'ALB Strike Team' composed of national and local experts on bridge design, natural resources, and cultural resources who were charged with the following mission: To develop and evaluate alternatives for the replacement of the ALB to avoid impacts, to the greatest extent practicable, and reduce overall acreage impacts to the Chesapeake and Ohio Canal National Historic Park (CHOH) and GWMP units of the NPS, including Plummers Island. Impacts to Plummers Island were avoided and minimized to the greatest extent practicable while still maintaining a constructible project. Additional information regarding Potomac Gorge plant and animal species were included in the revised Natural Resources Technical Report, which is appended to the FEIS. MDOT SHA continues to coordinate with NPS regarding potential mitigation for unavoidable impacts.</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 3.3.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>
Sherman, Sally	I-1547	Refer to Appendix T Page DEIS C–1778 for your exact comment.	<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 3.4.C for a response to analyses of parklands and historic resources.</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.B for a response to traffic modeling and analysis.</p>
Sherno, Paul	I-532	Refer to Appendix T Page DEIS C–1779 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Shifrin, Yuliya	I-505	Refer to Appendix T Page DEIS C–1781 for your exact comment.	<p>Thank you for your comment concerning traffic noise. As described in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum, there were 64 noise sensitive areas (NSA) identified along the study corridor. Within these NSA's, several noise barrier scenarios were considered: existing noise barriers to remain in place; existing noise barriers displaced by proposed construction to be replaced by a reconstructed barrier on a new alignment; existing noise barriers that were evaluated for extensions; and new noise barriers on new alignment. Noise analysis is one requirement of the NEPA process. Noise analysis follows the noise policy and guidelines as set forth by MDOT SHA in their Highway Noise Abatement Planning and Engineering Guidelines. The noise policy and guidelines are based upon the provisions contained in Title 23 of the Code of Federal Regulations Part 772 (23 CFR 772), <i>Procedures for Abatement of Highway Traffic Noise and Construction Noise</i> and the Federal Highway Administration (FHWA) report FHWA-HEP-10-025, <i>Highway Traffic Noise: Analysis and Abatement Guidance</i> and subsequent revisions. MDOT SHA developed their Highway Noise Abatement Planning and Engineering Guidelines to provide detailed implementation guidance,</p>

Commenter	#	Reference to Comment	Response
			<p>critical background information, rationale, and other comprehensive criteria associated with a highway noise study for Federally funded projects in the state of Maryland.</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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>
Shifrin, Yuliya	I-82	Refer to Appendix T Page DEIS C–1780 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>
Shires, Jeffrey	I-1140	Refer to Appendix T Page DEIS C–1782 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Shoemaker, Ben	I-1079	Refer to Appendix T Page DEIS C–1783 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</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.M for a response to impacts to utilities and associated costs.</p>
Shofnos, Lisa	I-80	Refer to Appendix T Page DEIS C–1784 for your exact comment.	<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 3.7 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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Shombert, Lawrence	I-1132	Refer to Appendix T Page DEIS C–1785 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Shorrock, Holly	I-242	Refer to Appendix T Page DEIS C–1786 for your exact comment.	<p>Thank you for your comment concerning impacts to Sligo Creek, and Rock Creek Park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.B for a response to traffic modeling and analysis.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Sidelnikov, Michael	I-623	Refer to Appendix T Page DEIS C–1787 for your exact comment.	<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>
Sidenko, Stanislav	I-569	Refer to Appendix T Page DEIS C–1788 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Siegel, Robin	I-283	Refer to Appendix T Page DEIS C–1789 for your exact comment.	<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>
Siegrist, Greg	I-620	Refer to Appendix T Page DEIS C–1790 for your exact comment.	<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.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>
Siles, Rolando	I-999	Refer to Appendix T Page DEIS C–1791 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Silverman, Marc	I-702	Refer to Appendix T Page DEIS C–1792 for your exact comment.	<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.B for a response to traffic modeling and analysis.</p>
Silverman, Steven	I-1550	Refer to Appendix T Page DEIS C-1793 for your exact comment.	<p>Thank you for your comment on the availability of the public hearings. Recorded testimony from the SDEIS and DEIS virtual Public Hearings was transcribed and posted on the I-495 & I-270 P3 Program webpage (https://495-270-p3.com/your-participation/past-public-outreach/) along with the in-person Public Hearing testimony transcripts. Plain-text versions of the presentation script and display boards were also uploaded to the program website.</p>

Commenter	#	Reference to Comment	Response
Silversmith, Linda	I-724	Refer to Appendix T Page DEIS C–1794 for your exact comment.	Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.
Simmons, Kelly	I-1238	Refer to Appendix T Page DEIS C–1795 for your exact comment.	Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Simon, Stuart	I-217	Refer to Appendix T Page DEIS C–1796 for your exact comment.	Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.
Simpson, Dennis	I-13	Refer to Appendix T Page DEIS C–1797 for your exact comment.	Thank you for your comment on the Study. MDOT SHA and MDTA are aware that commercial buses will need to have free passage. This assumption was included in the Discounts portion of the MDTA Toll Rate Range setting process. See the MDTA website at https://mdta.maryland.gov/ALB270TollSetting . Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.
Singer Wachnisch, Rachelle	I-643	Refer to Appendix T Page DEIS C–1798 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. 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.
Sinnreich, Aram	I-1401	Refer to Appendix T Page DEIS C–1799 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.

Commenter	#	Reference to Comment	Response
			<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.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.D for a response to Environmental Justice and equity concerns.</p>
Sirotkin, Stanley	I-753	Refer to Appendix T Page DEIS C–1800 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Skinner, Charles	I-461	Refer to Appendix T Page DEIS C–1801 for your exact comment.	<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 3.1 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.M for a response to impacts to utilities and associated costs.</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.L for a response to public health 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 3.4.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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Skirble, Roseanne	I-1053	Refer to Appendix T Page DEIS C–1802 thru 1803 for your exact comment.	<p>Thank you for your comment concerning impacts to the Silver Spring YMCA and surrounding area. As described in the Supplemental DEIS, this area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commenter	#	Reference to Comment	Response
			<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.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.D for a response to Environmental Justice and equity concerns.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Slater, Jessica	I-1265	Refer to Appendix T Page DEIS C–1804 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.3.D 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 3.6.B for a response to toll rate ranges and toll rate setting process.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Slater, Tina	I-462	Refer to Appendix T Page DEIS C–1805 for your exact comment.	<p>Thank you for your comment. Regarding your comment on the study from the Maryland Transportation institute, the 495 & I-270 Managed Lanes Study project team is very familiar with the Maryland Statewide Transportation Model (MSTM), and actually worked closely with the University of Maryland to develop the tool. SHA TFAD maintains the tool at SHA headquarters and therefore understands the uses and limitations of the tool. The modeling performed by the University of Maryland had some limitations.</p> <ul style="list-style-type: none"> • It did not look at future demand or traffic growth. In fact, the volumes were based on year 2015 model data, which is now 5 years old. SHA must design facilities to accommodate traffic demand 20 to 25 years into the future. Therefore, we must account for increases in population and employment that will increase travel demands in the future. We project that the population of in the DC Metro region will increase by over 1 million people by 2040 and that traffic volumes on I-270 will increase by 15% to 17%. Therefore, to achieve sustainable congestion relief, future demand would have to be reduced by 20% to 30% compared to baseline levels. • The MSTM modeling did not account for latent demand. Latent demand represents the trips that would prefer to travel on the freeways (I-270 and I-495) during the peak periods, but avoid them due to the congestion. This includes shifting departure time (such as commuters leaving their home at 5:00 AM to “beat the rush”) and using different routes (going the “back way” through the local roadway network). These are things that were already happening under existing conditions (pre-pandemic), and they lead to other operational issues. Shifting trips to different times and different routes has its own consequences. First, the peak period becomes spread out (congestion occurred 7 to 10 hours per day before the pandemic on I-270 and I-495). Second, the local arterial network also experiences severe congestion, so there is no spare capacity to accommodate diverted trips. • The model used for the University of Maryland study (a DTALite model with data from the MSTM) is a mesoscopic model that does not adequately analyze merging and weaving conditions, which also contribute to congestion. More detailed microscopic simulation models (such as the VISSIM models used by the Managed Lanes Study team) are required to fully evaluate the impacts of volume changes on congestion levels. <p>The study notes that a small decrease in volume leads to a large decrease in congestion. On the flip side, this also means that a small increase in volume could lead to a large increase in congestion (demand is near the “tipping point”). Whether this increase comes from regional traffic growth or a shift away from HOV and transit, we</p>

Commenter	#	Reference to Comment	Response
			<p>need to be prepared to accommodate it.</p> <p>Finally, the study notes that we only need to move 2,800 vehicles off I-270 during the afternoon peak period to reduce congestion. That means that if we can provide a managed lane system to accommodate the excess demand, congestion will also improve in the general purpose lanes. This is exactly what Lead Agencies are seeing in our modeling, and it is why we find great value in the managed lanes project. MDOT SHA is designing a managed lane system that can accommodate that volume and more in the long term. The project will provide a reliable trip option for travelers in the managed lanes (including buses), will reduce congestion in the general purpose lanes, and will also accommodate some latent demand, which will reduce peak spreading and reduce congestion on the local roadway network.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</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>
Slater, Tina	I-1259	Refer to Appendix T Page DEIS C–1806 thru 1808 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Slattery, Iris	I-1400	Refer to Appendix T Page DEIS C–1809 thru 1810 for your exact comment.	<p>Thank you for your comment concerning impacts to your property. As described in the Supplemental DEIS, your property is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.A for a response to Limits of Disturbance.</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>

Commenter	#	Reference to Comment	Response
			<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.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> <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 3.1 for a response on Purpose and Need and teleworking.</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.I for a response to construction impacts.</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.K for a response to impacts to properties and communities, including community facilities.</p>
Sliwa, Jason	I-224	Refer to Appendix T Page DEIS C–1811 for your exact comment.	<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> <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 for a response on the NEPA approach, analysis, and impacts.</p>
Sloane, Ann	I-1267	Refer to Appendix T Page DEIS C–1812 for your exact comment.	<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.I for a response to construction impacts.</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 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.4.O for a response to safety considerations.</p>
Smith DeWaal, Caroline	I-1184	Refer to Appendix T Page DEIS C–1813 for your exact comment.	<p>Thank you for your comment concerning impacts to Georgia Avenue and Connecticut Avenues. As described in the Supplemental DEIS, these facilities are located outside the Preferred Alternative limits of build improvements and impacts have now been avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>As noted in Section 3.3.6 of the DEIS, the net impact of the project will be an overall reduction in delay on the surrounding arterials such as Georgia Avenue and</p>

Commenter	#	Reference to Comment	Response
			<p>Connecticut Avenue, despite some localized increases in arterial traffic near the managed lane access interchanges. The portions of the local road network with an anticipated increase in volumes are being evaluated in more detail as part of the FEIS, and mitigation will be proposed where needed to maintain acceptable operations per FHWA Interstate Access Point Approval guidelines.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Smith, Hope H	I-559	Refer to Appendix T Page DEIS C–1814 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Smith, Kate	I-463	Refer to Appendix T Page DEIS C–1815 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Smith, Mary E	I-159	Refer to Appendix T Page DEIS C–1816 for your exact comment.	<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>
Smith, Michele	I-798	Refer to Appendix T Page DEIS C–1817 for your exact comment.	<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 3.3.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.I for a response to construction impacts.</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 3.4.G for a response to climate change considerations.</p>

Commenter	#	Reference to Comment	Response
			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.
Smith, Walton	I-1399	Refer to Appendix T Page DEIS C–1818 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Smoot, Sebastian	I-1107	Refer to Appendix T Page DEIS C–1819 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.
Snyder, Jeffrey	I-949	Refer to Appendix T Page DEIS C–1820 for your exact comment.	Thank you for your comment concerning impacts to the Colesville Road YMCA. As described in the Supplemental DEIS, this facility is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.
Socha, Debra	I-764	Refer to Appendix T Page DEIS C–1821 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.
Sonneville, Walter	I-725	Refer to Appendix T Page DEIS C–1822 for your exact comment.	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 3.1 for a response on Purpose and Need and effects of the Pandemic.
Sorkin, Sarah	I-437	Refer to Appendix T Page DEIS C–1823 for your exact comment.	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.A for a response to Analysis of Alternatives Retained for Detailed Study.
Spodak, William	I-707	Refer to Appendix T Page DEIS C–1824 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.

Commenter	#	Reference to Comment	Response
Spokane, Abbe	I-374	Refer to Appendix T Page DEIS C–1825 for your exact comment.	<p>Thank you for your comment concerning impacts to Indian Springs Terrace Local Park and the Silver Spring YMCA. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</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.B for a response to traffic modeling and analysis.</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.L for a response to public health impacts.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Sprague, Barbara	I-567	Refer to Appendix T Page DEIS C–1826 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Spreitzer, Jennifer	I-296	Refer to Appendix T Page DEIS C–1827 thru 1828 for your exact comment.	<p>Thank you for your comment on impacts to Carderock Springs South. The Preferred Alternative, as described in the Supplemental DEIS, includes reconstruction of the existing Persimmon Tree Road bridge over I-495 and the existing I-495 bridge over Seven Locks Road.</p> <p>As part of this project, a new sound barrier is proposed along the inner loop of I-495 from just south of Cabin John Parkway to Persimmon Tree Road. The existing sound barrier that crosses Seven Locks Road along the outer loop of I-495 will be replaced and extended along the outer loop of I-495 to Persimmon Tree Road. Both of these barriers will be built at the expense of the project, and will be owned and maintained by MDOT SHA. The new barriers will be constructed as close to the roadway as possible to minimize or avoid property impacts.</p> <p>The DEIS, SDEIS and FEIS all include the “Statement of Likelihood” that is required by FHWA regulation 23 CFR 772.13(g)(3):</p> <p>“A statement of likelihood shall be included in the environmental document since feasibility and reasonableness determinations may change due to changes in project design after approval of the environmental document. The statement of likelihood shall include the preliminary location and physical description of noise abatement measures determined feasible and reasonable in the preliminary analysis. The statement of likelihood shall also indicate that final recommendations on the construction of an abatement measure(s) is determined during the completion of the project's final design and the public involvement processes.”</p> <p>Because we are in the NEPA phase of this project, we do not yet have detailed engineering plans, including soil borings and field surveyed topography. This level of detail is obtained during the final design phase of a project. The design, appearance and final alignment of the sound barriers will also be finalized during final design. The project must receive NEPA approval before final design is initiated, per 23 CFR 771.113(a). MDOT SHA is sensitive to the visual impact of a sound barrier when it is located directly adjacent to a residence. Sound barriers are most effective when placed directly adjacent to either the noise source (the highway) or the receiver (the residence). Ideally sound barriers are placed close to the highway, but in some cases, they must be located close to a residence in order to maximize the effectiveness. Sound barriers have a height limitation of 40 feet, and any structure over 24 feet requires a significantly larger foundation (which leads to more ground disturbance and environmental impacts). MDOT SHA will make every effort to keep the sound barriers as close to the highway as possible, but because of the varied topography of the area, it may be necessary to locate portions of the barriers at the top of the slope in order for them to effectively reduce the highway noise levels.</p>

Commenter	#	Reference to Comment	Response
			<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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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 3.5 for a response to the P3 Program and Project Cost.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Stade, Kirsten	I-286	Refer to Appendix T Page DEIS C–1829 thru 1830 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</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.C for a response to analyses of parklands and historic resources.</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 3.4.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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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 3.2.B for a response to Alternatives Not 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.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
Stade, Kirsten	I-92	Refer to Appendix T Page DEIS C–1831 for your exact comment.	<p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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.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> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Stahl, Kathryn	I-290	Refer to Appendix T Page DEIS C–1832 for your exact comment.	<p>Thank you for your concerning impacts to Silver Spring and The YMCA. As described in the Supplemental DEIS, this facility is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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>
Stanard, Barbara	I-188	Refer to Appendix T Page DEIS C–1833 for your exact comment.	<p>Thank you for your comment regarding noise levels. Noise analysis for a project such as this, is required as part of the National Environmental Policy Act (NEPA) of 1969 and the Federal-Aid Highway Act of 1970. MDOT SHA developed a Highway Noise Abatement Planning and Engineering Guidelines to provide detailed implementation guidance, critical background information, rationale, and other comprehensive criteria associated with a highway noise study. The noise policy and guidelines are based upon the provisions contained in Title 23 of the Code of Federal Regulations Part 772 (23 CFR 772), Procedures for Abatement of Highway Traffic Noise and Construction Noise and the Federal Highway Administration (FHWA) report FHWA-HEP-10-025, Highway Traffic Noise: Analysis and Abatement Guidance and subsequent revisions. The conclusions of the noise analysis are as described in the Supplemental DEIS and the supporting Noise Analysis Technical Report Addendum.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>
Stanish, Julie	I-52	Refer to Appendix T Page DEIS C–1834 for your exact comment.	<p>Thank you for your comment concerning traffic exiting the HOT lanes onto Connecticut Avenue. As described in the Supplemental DEIS, these facilities, are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Staub, Phillip	I-1158	Refer to Appendix T Page DEIS C–1835 for your exact comment.	<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 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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>

Commenter	#	Reference to Comment	Response
Steele, Pam	I-576	Refer to Appendix T Page DEIS C–1836 for your exact comment.	<p>Thank you for your comment concerning impacts to Sligo Creek and Rock Creek Park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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>
Stengel, Mitchell	I-1232	Refer to Appendix T Page DEIS C–1837 thru 1838 for your exact comment.	<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.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.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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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 3.5 for a response to the P3 Program and Project Cost.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</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 3.1 for a response on Purpose and Need and teleworking.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Stephens, Holly	I-955	Refer to Appendix T Page DEIS C–1839 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park, Sligo Creek Park and Greenbelt Park. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p>

Commenter	#	Reference to Comment	Response
			<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.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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.5 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>
Stephens, Olen	I-373	Refer to Appendix T Page DEIS C–1840 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Sterling, Eric	I-1398	Refer to Appendix T Page DEIS C–1841 for your exact comment.	<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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Stern, Zachary	I-624	Refer to Appendix T Page DEIS C–1842 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Stewart, Ansalan	I-355	Refer to Appendix T Page DEIS C–1843 for your exact comment.	<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 3.3.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 3.4 for a response on the NEPA approach, analysis, and impacts.</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.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 3.4.G for a response to climate change considerations.</p>

Commenter	#	Reference to Comment	Response
			<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> <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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Stewart, Laura	I-1397	Refer to Appendix T Page DEIS C–1844 for your exact comment.	<p>Thank you for your comment concerning impacts to your neighborhood near Georgia Avenue. As described in the Supplemental DEIS, this area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Stewart, Sean	I-558	Refer to Appendix T Page DEIS C–1845 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Stickles, Mary	I-1396	Refer to Appendix T Page DEIS C–1846 for your exact comment.	<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.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 3.5 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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Stinchcomb, David	I-769	Refer to Appendix T Page DEIS C–1847 for your exact comment.	<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.
Stocker, Joyce	I-396	Refer to Appendix T Page DEIS C–1848 for your exact comment.	<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 for a response on the NEPA approach, analysis, and 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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Stocker, Joyce	I-1395	Refer to Appendix T Page DEIS C–1849 for your exact comment.	<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 3.1 for a response on Purpose and Need and teleworking.</p>
Stolz, Sally	I-365	Refer to Appendix T Page DEIS C–1852 thru 1855 for your exact comment.	<p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>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.B for a response to traffic modeling and analysis.</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.D for a response to Environmental Justice and equity concerns.</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 3.5 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 3.5 for a response to the P3 Program and Project Cost.</p>
Stolz, Richard	I-332	Refer to Appendix T Page DEIS C–1850 for your exact comment.	<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 3.3.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.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> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p>

Commenter	#	Reference to Comment	Response
Stolz, Robert	I-26	Refer to Appendix T Page DEIS C–1851 for your exact comment.	<p>Thank you for your comment concerning traffic projections. Table 5-6 in the Traffic Technical Report (DEIS Appendix C) which shows that the travel time along I-270 northbound between I-495 and I-370 is projected to be 10 minutes for the No Build condition, compared to 12 minutes that was projected for Build Alternative 9. Although this appears to indicate that No Build performs better than the Build alternatives, these results are influenced by two external factors:</p> <p>First, in the No Build condition, traffic accessing I-270 northbound would be stuck in congestion elsewhere in the network, such as at the American Legion Bridge and on the surrounding local network, which limits the number of vehicles that reach I-270 northbound during the PM peak hour in the 2040 No Build model. Without this effect (known as "metering"), travel times in this section would be higher (14 minutes) under No Build conditions.</p> <p>Second, in the Build condition, downstream congestion on I-270 northbound from the existing lane drop north of MD 121 creates vehicle queues back into the study corridors. The northern section of I-270 from north of I-370 to I-70 is part of a separate, independent National Environmental Policy Act (NEPA) study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under the I-495 and I-270 Managed Lanes Study. If these improvements are completed by the design year, travel times along I-270 northbound between I-495 and I-370 would be lower (10 minutes) under Build conditions.</p> <p>Therefore, the results shown in Table 5-6 in the DEIS Traffic Technical Report are not an indication that traffic will get worse under the Build alternative. When reviewing the results from a broader perspective (rather than focusing on travel times in one segment during one peak period that are influenced by external factors), the Build alternatives provide clear operational advantages.</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> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Stoner, Andrew	I-902	Refer to Appendix T Page DEIS C–1856 for your exact comment.	<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>
Stumpf, Richard	I-232	Refer to Appendix T Page DEIS C–1857 for your exact comment.	<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 3.1 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.B for a response to traffic modeling and analysis.</p>
Sturm, Anne	I-687	Refer to Appendix T Page DEIS C–1858 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Su, Sam	I-900	Refer to Appendix T Page DEIS C–1859 for your exact comment.	<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>
Sugasawara, Renee	I-638	Refer to Appendix T Page DEIS C–1860 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Suh, James	I-1093	Refer to Appendix T Page DEIS C–1861 for your exact comment.	Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Suit, Verna	I-1098	Refer to Appendix T Page DEIS C–1862 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Sullivan, Benjamin	I-822	Refer to Appendix T Page DEIS C–1863 for your exact comment.	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 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Sullivan, Eva K	I-736	Refer to Appendix T Page DEIS C–1864 for your exact comment.	Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Summerville, Carolyn	I-1394	Refer to Appendix T Page DEIS C–1865 for your exact comment.	Thank you for your comment concerning impacts to your property. As described in the Supplemental DEIS, your property is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.L for a response to public health impacts. Refer to Chapter 9, Section 3.4.I for a response to construction impacts. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. 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. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.
Sumner, Louise	I-773	Refer to Appendix T Page DEIS C–1866 for your exact comment.	Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.

Commenter	#	Reference to Comment	Response
Swain Parsons, Christine	I-735	Refer to Appendix T Page DEIS C-1868 for your exact comment.	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.
Swain, Marian	I-1012	Refer to Appendix T Page DEIS C-1867 for your exact comment.	Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Swan, Lauren	I-716	Refer to Appendix T Page DEIS C-1869 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. 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. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.4.L for a response to public health impacts. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Swartzendruber, Tim	I-120	Refer to Appendix T Page DEIS C-1870 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study, including the No-Build Alternative.
Swift, Renee	I-1180	Refer to Appendix T Page DEIS C-1871 for your exact comment.	Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Syrrakos, Holly	I-1317	Refer to Appendix T Page DEIS C-1872 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Tablada, David	I-1178	Refer to Appendix T Page DEIS C–1873 for your exact comment.	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 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Tabor, Brenda	I-5	Refer to Appendix T Page DEIS C–1874 for your exact comment.	Thank you for your comment concerning local community impacts in the Woodley Gardens neighborhood. The Preferred Alternative, as described in the Supplemental DEIS, does not result in any full acquisitions or residential or business displacements. The proposed limits of disturbance at the Woodley Gardens Shopping Center along northbound I-270 north of the MD 28 interchange encompass a portion of the shopping center parking lot adjacent to I-270. The parking lot is a character-defining feature of the shopping center, but impacts will be limited to several parking spaces along the edge of the lot. The property impacts to the shopping center would be required to accommodate utility relocations and the construction of a retaining wall and noise barrier.
Tabor, Brenda	I-597	Refer to Appendix T Page DEIS C–1875 for your exact comment.	Thank you for your comment concerning impacts to the Rockshire and Woodley Gardens communities. The Preferred Alternative, as described in the Supplemental DEIS, does not result in any full acquisitions or residential or business displacements. The proposed limits of disturbance at the Woodley Gardens Shopping Center along northbound I-270 north of the MD 28 interchange encompass a portion of the parking lot adjacent to I-270. The parking lot is a character-defining feature of the contributing shopping center, but impacts will be limited to several parking spaces along the edge of the lot. The impacts to the shopping center would be required to accommodate utility relocations and the construction of a retaining wall and noise barrier. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Taft, Camille	I-1227	Refer to Appendix T Page DEIS C–1876 for your exact comment.	Thank you for your comment concerning impacts to Rock Creek Park, Sligo Creek Park and Greenbelt Park, and the Silver Spring YMCA. As described in the Supplemental DEIS, these parks and community facility are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost. Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. 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. Refer to Chapter 9, Section 3.4.L for a response to public health impacts. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs. Refer to Chapter 9, Section 3.4.I for a response to construction impacts.

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Taft, Robert	I-1212	Refer to Appendix T Page DEIS C–1877 thru 1878 for your exact comment.	<p>Thank you for your comment concerning impacts to the Locust Hill Estates neighborhood and Rock Creek Park. As described in the Supplemental DEIS, this neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.2.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.H for a response to noise impacts and mitigation.</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.F for a response to adverse impacts to air quality.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Tantisunthorn, Peter	I-333	Refer to Appendix T Page DEIS C–1879 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>
Tantisunthorn, Peter	I-60	Refer to Appendix T Page DEIS C–1880 for your exact comment.	<p>Thank you for your comment concerning dedicated bus lanes. The Preferred Alternative includes free bus transit usage of the HOT managed lanes on I-495 and I-270 to provide an increase in speed of travel, assurance of a reliable trip, and connection to local bus service/systems on arterials that directly connect to activity and economic centers. The Preferred Alternative will also provide direct and indirect connections from the proposed HOT managed lanes to existing transit stations and planned Transit Oriented Development at the Shady Grove Metro (I-370), Twinbrook Metro (Wootton Parkway), Westfield Montgomery Mall Transit Center (Westlake Terrace), and Medical Center Metro (MD 187).</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Tarantino, Lisa	I-628	Refer to Appendix T Page DEIS C–1881 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
Tasat, Ramon	I-811	Refer to Appendix T Page DEIS C–1882 for your exact comment.	<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.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Tatigian, Deborah	I-734	Refer to Appendix T Page DEIS C–1883 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Taylor, Caroline	I-1461	Refer to Appendix T Page DEIS C–1884 for your exact comment.	<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.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>
Taylor, Christine	I-307	Refer to Appendix T Page DEIS C–1885 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 for a response on the NEPA approach, analysis, and impacts.</p>
Taylor, Jonathan	I-238	Refer to Appendix T Page DEIS C–1886 thru 1887 for your exact comment.	<p>Thank you for your comment regarding potential conflicts between noise barrier construction and the possible tunnel route under consideration for the Baltimore/Washington Superconducting Maglev Project. As described in the Supplemental DEIS, this area located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Taylor, Karen	I-1318	Refer to Appendix T Page DEIS C–1888 for your exact comment.	<p>Thank you for your comment concerning impacts to Sligo Creek and Rock Creek Parks. As described in the Supplemental DEIS, these parks are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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	#	Reference to Comment	Response
			<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.C for a response to analyses of parklands and historic resources.</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 3.5 for a response to the P3 Program and Project Cost.</p>
Taylor, Susan A	I-1393	Refer to Appendix T Page DEIS C–1889 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Temmink, Bill	I-878	Refer to Appendix T Page DEIS C–1890 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Tessin, Jeff	I-732	Refer to Appendix T Page DEIS C–1891 for your exact comment.	<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.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.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.B for a response to Alternatives Not Retained for Detailed Study.</p>
Thaler, Amy	I-106	Refer to Appendix T Page DEIS C–1892 thru 1893 for your exact comment.	<p>Thank you for your comment concerning impacts to your property in Beltsville, Maryland. As described in the Supplemental DEIS, your property is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on stormwater issues, this project will be required to control stormwater runoff from MDOT ROW to match existing stormwater runoff for the 10-year storm. Therefore, existing stormwater issues will not be made worse by this project for the majority of rain events.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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.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.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Thaler, Amy	I-366	Refer to Appendix T Page DEIS C–1894 thru 1897 for your exact comment.	<p>Thank you for your comment concerning impacts to your property on Bellevue Drive and the surrounding area. As described in the Supplemental DEIS, your property and the surrounding area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Thede, Elizabeth	I-39	Refer to Appendix T Page DEIS C–1898 for your exact comment.	<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 3.4.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Theisen, Mary	I-91	Refer to Appendix T Page DEIS C–1899 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.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.D for a response to Environmental Justice and equity concerns.</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.K for a response to impacts to properties and communities, including community facilities.</p>
Thiele, Dorothy Jeanne	I-1112	Refer to Appendix T Page DEIS C–1900 for your exact comment.	<p>Thank you for your comment on the I-270 Pre NEPA study. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<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.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 3.1 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> <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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Thorndyke, Lydia	I-367	Refer to Appendix T Page DEIS C–1901 thru 1904 for your exact comment.	<p>Thank you for your comment concerning impacts to your property on Bellevue Drive and the surrounding area. As described in the Supplemental DEIS, your property and the surrounding area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.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>
Tilghman, Darran	I-1055	Refer to Appendix T Page DEIS C–1905 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Timmerman Frezza, Catherine	I-1066	Refer to Appendix T Page DEIS C–1906 for your exact comment.	<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 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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Tippett, Matthew	I-1548	Refer to Appendix T Page DEIS C–1907 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.</p>

Commenter	#	Reference to Comment	Response
			<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.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 3.7 for a response to comments related to public involvement and engagement.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Titus, James	I-464	Refer to Appendix T Page DEIS C–1908 for your exact comment.	<p>Thank you for your comment concerning impacts to Henson Creek and the Henson Creek Trail. As described in the Supplemental DEIS, these resources are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.3.D 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 for a response on the NEPA approach, analysis, and impacts.</p>
Titus, James	I-1503	Refer to Appendix T Page DEIS C–1909 thru 1924 for your exact comment.	<p>Thank you for your comment concerning impacts to the Henson Creek culvert and trail. As described in the Supplemental DEIS, this area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Appendix T for the Maryland Bicycle and Pedestrian Advisory Committee comment response for additional responses to your comments.</p>
Tobin, George	I-447	Refer to Appendix T Page DEIS C–1925 thru 1927 for your exact comment.	<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>
Tolbert, Margaret	I-1392	Refer to Appendix T Page DEIS C–1928 for your exact comment.	<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.B for a response to Alternatives Not Retained for Detailed Study.</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.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Toler, Frances	I-209	Refer to Appendix T Page DEIS C–1929 for your exact comment.	<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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 3.5 for a response to the P3 Program and Project Cost.</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>
Tomayko, Carole	I-160	Refer to Appendix T Page DEIS C–1930 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>
Tomayko, Carole	I-268	Refer to Appendix T Page DEIS C–1931 for your exact comment.	<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 3.4.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> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p>
Tomayko, Carole	I-377	Refer to Appendix T Page DEIS C–1932 for your exact comment.	<p>Thank you for your comment on the Purple Line. The Purple Line is an important transit project for the region that is supported by MDOT and is moving forward. However, studies have shown that it will not have a significant impact on traffic demand on I-495. Therefore, roadway capacity improvements are also needed to help relieve congestion in the region.</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 3.5 for a response to the P3 Program and Project Cost.</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.B for a response to traffic modeling and analysis.</p>
Torrance, Vicky	I-342	Refer to Appendix T Page DEIS C–1933 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4.O for a response to impacts to safety considerations.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and effects of the Pandemic.
Torrance, Vicky	I-343	Refer to Appendix T Page DEIS C–1934 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4.O for a response to impacts to safety considerations.</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>
Torrance, Vicky	I-344	Refer to Appendix T Page DEIS C–1935 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4.O for a response to impacts to safety considerations.</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>
Torrance, Vicky	I-345	Refer to Appendix T Page DEIS C–1936 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4.O for a response to impacts to safety considerations.</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>
Townsend, John	I-465	Refer to Appendix T Page DEIS C–1937 for your exact comment.	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.
Toyoda, Yusuke	I-1549	Refer to Appendix T Page DEIS C-1938 for your exact comment.	<p>Thank you for your comment on traffic impacts, public engagement, . MDOT understands the phenomenon of induced demand, and it is a consideration on all of our large roadway projects. In this case, MDOT is recommending adding capacity via managed lanes (HOT lanes) instead of widening with additional general purpose lanes. Managed lanes do a better job at regulating demand, including induced demand, due to dynamic pricing.</p> <p>Our study shows that there could be some induced demand as a result of this project, but the impact will be small (less than 1% increase in vehicle miles traveled</p>

Commenter	#	Reference to Comment	Response
			<p>(VMT) in the region) and those effects are fully accounted for in the regional traffic models COG and TPB use. Even with these effects, the proposed managed lanes would reduce regional congestion delays and significantly improve travel times along both freeway corridors and on local roads throughout the region.</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 3.7 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>
Traut, Ashley	I-88	Refer to Appendix T Page DEIS C–1939 for your exact comment.	<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.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>
Traxler, Herbert	I-927	Refer to Appendix T Page DEIS C–1940 for your exact comment.	<p>Thank you for your comment regarding the Baltimore Washington Superconducting Maglev project. The Federal Railroad Administration has placed the Maglev project on hold to review project elements and determine next steps. Please refer to the project website at https://www.bwmaglev.info/index.php for more information.</p>
Trock, Beyhan	I-1391	Refer to Appendix T Page DEIS C–1941 for your exact comment.	<p>Thank you for your comment concerning impacts to the Silver Spring YMCA. As described in the Supplemental DEIS, the YMCA is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Truman, Margaret	I-934	Refer to Appendix T Page DEIS C–1942 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Trusty, Penny	I-655	Refer to Appendix T Page DEIS C–1943 for your exact comment.	<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.O for a response to safety considerations.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
Tsai, Max	I-1056	Refer to Appendix T Page DEIS C–1944 for your exact comment.	<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.B for a response to Alternatives Not Retained for Detailed Study.</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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Tsigas, Marinos	I-486	Refer to Appendix T Page DEIS C–1945 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Tucker, Richard	I-961	Refer to Appendix T Page DEIS C–1946 for your exact comment.	<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>
Tull, Melvin	I-466	Refer to Appendix T Page DEIS C–1947 for your exact comment.	<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>
Tully, James L.	I-768	Refer to Appendix T Page DEIS C–1948 for your exact comment.	<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>
Turner, Amelia	I-824	Refer to Appendix T Page DEIS C–1949 for your exact comment.	<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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Turner-Cole, Shannan	I-1257	Refer to Appendix T Page DEIS C–1950 for your exact comment.	<p>Thank you for your comment regarding property impacts, traffic, and widening I-270 north of I-370. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</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.K for a response to impacts to properties and communities, including community facilities.</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 3.4.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p>

Commenter	#	Reference to Comment	Response
			<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 3.4.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Turpin, Stephanie	I-1198	Refer to Appendix T Page DEIS C–1951 for your exact comment.	<p>Thank you for your comment concerning impacts to your neighborhood. As described in the Supplemental DEIS, this neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.H for a response to noise impacts and mitigation.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Turtzo, Lisa Christine	I-888	Refer to Appendix T Page DEIS C–1952 for your exact comment.	<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.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 3.4.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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.D for a response to Environmental Justice and equity concerns.</p>
Tyburski, Diane	I-1319	Refer to Appendix T Page DEIS C–1953 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>

Commenter	#	Reference to Comment	Response
Vaghi, Nino	I-1523	Refer to Appendix T Page DEIS C–1983 thru 2073 for your exact comment.	<p>Thank you for your comment on the Study. The Park-n-Rail solution presented is well developed and potentially an additional innovative solution to traffic congestion in the region. However, the Park-n-Rail solution does not meet the same needs proposed by this Study. The Study’s alternatives development process evaluated a variety of rail and transit only solutions and determined that a combination of highway and transit improvements would be needed. A review of the MLS FEIS, especially those chapters discussing the Study’s Purpose and Need, consideration of transit-only alternatives, supporting traffic and air quality analysis results, and costs addresses the issues presented.</p> <p>The Park-n-Rail assumes expansion of the existing Metro Red Line and expansion of future Metro lines. Communities along the I-270 corridor are currently served by the Washington Metropolitan Area Transit Authority (WMATA) Metro Red Line and the MARC Brunswick Line. The Red Line Metro alignment follows MD 355 with five stations north of I-495. The Red Line also crosses I-495 at MD 97 with three stations north of I-495. The MARC Brunswick line includes five stations north of I-495 within the study corridors and continues north into West Virginia. The MARC Brunswick Line is generally parallel to MD 355 to the east.</p> <p>Recently, the state reviewed existing MARC Service on the Brunswick Line as part of the development of the MARC Cornerstone Plan. This effort sought input from each of the regional transit stakeholder groups, to define strategic priorities, policies, programs, and initiatives for MARC Service. The stakeholders provided their observations and suggestions about ways in which existing transit services may benefit from the P3 Program. Discussion also included new transit service concepts, potential access points, and constraints. Montgomery County identified as one of the service concepts, several enhancements to the MARC Brunswick Line, including bi-directional AM and PM service, more trips to the schedule, and mid-day trips between Germantown and Washington Union Station. The group reviewed MARC Brunswick Line capacity improvements contained in the MDOT MTA’s MARC Cornerstone Plan.</p> <p>However, for purposes of satisfying this Study’s Purpose and Need, implementation of this option is severely constrained as a result of several practical engineering and fiscal realities. Current MARC service is experiencing capacity limitations in terms of the number of through tracks, size of platforms, station infrastructure, and the number of rail cars. The MARC Brunswick Line operates on freight tracks owned by CSX. CSX will not allow the state to increase commuter rail service without adding a third main line track. The MDOT MTA’s Cornerstone Plan identified \$1.3 billion in capital investments necessary for increased service on the Brunswick Line. See MDOT MTA MARC Cornerstone Plan: https://s3.amazonaws.com/mta-website-staging/mta-website-staging/files/Transit%20Projects/Cornerstone/MCP_MARC.pdf) For these and other reasons, this option was not carried forward for detailed analysis.</p> <p>General Traffic Response</p> <p>From an operational perspective, Park-n-Rail claims to be able to reduce vehicular travel in the region. However, the estimated 200,000 vehicles per day would need to travel to and from the Park-n-Rail garages and would therefore still be traveling on roads throughout Maryland and Virginia, including I-495 and I-270. In fact, under this proposal, vehicular demand would be even higher on the interstates near the proposed garage facilities. Without capacity improvements on these interstates, congestion approaching the garages would increase. Therefore, the claims of savings in fuel and emissions are questionable. The proposal also assumes that all commuters have a destination along a Metro line and an origin near one of the five garages. However, the population is spread out all over the Washington, D.C. metro region, making it inconvenient for many commuters to travel to the garages.</p> <p>The proposal promotes the notion that it would be “100% paid for by users, not taxpayers.” This is similar to the concept of the MLS Preferred Alternative; however, it does not address the upfront funding necessary for construction of the proposed facilities and additional rail cars. Construction of the Managed Lanes would be financed by a private developer as part of a Public-Private-Partnership, who would recover the costs through tolling revenue from the users of the system. The general purpose lanes would remain free to use and taxpayer money would not be used.</p> <p>The Park-n-Rail proposal is geared almost exclusively towards commuters. With increases in teleworking accelerated by the pandemic, demand for home-to-work trips is reducing, while other trip types, such as recreational trips, have rebounded. Commercial and delivery vehicles have remained steady or increased throughout the pandemic. Overall, daily vehicle miles traveled (VMT) have rebounded to near pre-pandemic levels. The Managed Lanes project will serve all trip types, not just work commutes.</p> <p>Another impact of the COVID-19 pandemic has been the reduction in use of transit systems, particularly rail. Transit agencies are seeing fewer riders, reduced revenues, and are being forced to cut service. For the Park-n-Rail proposal to be successful, the opposite would be required - a significant increase in Metro demand and capacity.</p>

Commenter	#	Reference to Comment	Response
			<p>Specific Traffic Related Responses to Claims in the Report</p> <p>On page 3, it is suggested that the Beltway could be widened to 20 lanes, but there is no source or explanation how this number was generated. This is wild speculation that has never been suggested by MDOT or any other agency. There are no plans to widen the Capital Beltway beyond the 2 managed lanes in each direction proposed under the Traffic Relief Plan.</p> <p>On page 7, we concur that Marylanders are spending too much time and money in bumper to bumper traffic burning fuel and traveling at extremely low speeds. The Preferred Alternative will reduce congestion throughout the region and increase travel speeds for all users, including free flow speeds in the managed lanes. This also encourages the use of HOVs and ridesharing by allowing HOV-3+ vehicles and transit buses to use the managed lanes without paying a toll.</p> <p>There are points of agreement and disagreement with the report. On page 8, we disagree with the assertion that adding 2 new lanes to the Beltway will “do nothing”. On the other hand, on page 9, the text appears to acknowledge the potential for increase speeds on the Beltway as a result of the project. The results indicate that the Preferred Alternative will provide meaningful benefits to the system, including reducing average delay by 18% during the AM peak period and by 32% during the PM peak period, increasing the average speed in the general purpose lanes by an average of 5 mph throughout the study area during the peak periods, increase throughput across the American Legion Bridge by up to 30% during the peak hours, and reducing daily delays on the local roadway network by 3.5% compared to the No Build.</p> <p>Also on page 8, the text suggests that the additional capacity will be immediately filled with 1) new commuters, 2) commuters that are currently using back roads to get to and from work, and 3) non-commuters who ignored using the Beltway at rush hour. Let’s address each of those three groups individually. First, “new commuters” come from land use decisions, such as the construction of new office buildings on Wisconsin Avenue as discussed on page 9. This project will assist in MDOT SHA’s mission to provide a safe, well-maintained, reliable highway system that enables mobility choices for all customers, including existing and potential new commuters from planned developments. Second, commuters that are currently using back roads to get to and from work are part of the problem. Moving these commuters off the local roads and onto the interstate highway system is one of the benefits of the project. Similarly, another benefit of the project is to provide additional options and opportunities for non-commuters that are unable to use the Beltway because it is congested and unreliable under existing conditions. While some of this traffic will shift over to I-495 and I-270 due to the additional capacity, the extra traffic will not fill these roads completely, and therefore there will be operational benefits for all users, as summarized above.</p> <p>Page 8 also suggests that more cars will exit the Beltway onto Georgia Avenue, Connecticut Avenue, Wisconsin Avenue, and New Hampshire Avenue. 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. See Figure 1-1 in the Supplemental DEIS on pg. 1-2. The potential impacts raised in your comment had been identified in the DEIS related to build alternatives that would have spanned the entire study area. However, widening adjacent to the roads listed is no longer included in this project. 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. As noted on page 9, volumes along Connecticut Avenue will be essentially unchanged as a result of the project.</p> <p>On page 10, the text acknowledges that commuters who can afford paying tolls will enjoy a quick ride to work (another benefit), but incorrectly assumes that “everybody else will ... take longer to arrive at their final destination.” The results of the study indicate that transit bus users, HOV-3+ users, most motorists using the general purpose lanes, and most motorists using the local roads will also see reduced travel times.</p> <p>In sum, the Park-n-Rail proposal presents some valuable information and innovative concepts that may be worthy of consideration addressing a unique sub set of the region’s transportation problems, however, it does not adequately address the set of goals and needs of the Study.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p>

Commenter	#	Reference to Comment	Response
			<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>
Vaghi, Nino	I-369	Refer to Appendix T Page DEIS C–1954 thru 1958 for your exact comment.	<p>Thank you for your comment concerning traffic impacts to Wisconsin Ave, Connecticut Ave, Georgia Ave, Route 29, and New Hampshire Ave. As described in the Supplemental DEIS, these facilities are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to your comment above, number I-1523, for a response to your comment.</p>
Vaghi, Nino	I-370	Refer to Appendix T Page DEIS C–1959 thru 1977 for your exact comment.	<p>Thank you for your extensive comments. Refer to your comment above, number I-1523, for a response to all of your comments.</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> <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>
Vaghi, Nino	I-1194	Refer to Appendix T Page DEIS C–1982 for your exact comment.	<p>Thank you for your extensive comments. Refer to your comment above, number I-1523, for a response to all of your comments.</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.M for a response to impacts to utilities and associated costs.</p>
Vaghi, Nino R.	I-288	Refer to Appendix T Page DEIS C–1978 thru 1981 for your exact comment.	<p>Thank you for your comment concerning traffic impacts to Wisconsin Ave, Connecticut Ave, Georgia Ave, Route 29, and New Hampshire Ave. As described in the Supplemental DEIS, these facilities are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to your comment above, number I-1523, for a response to your comment.</p>
Van Wyk, Andrea	I-155	Refer to Appendix T Page DEIS C–2075 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Van Wyk, Andrea	I-981	Refer to Appendix T Page DEIS C–2076 thru 2077 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p>

Commenter	#	Reference to Comment	Response
			<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.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> <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.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Vandenbroek, Anneke	I-946	Refer to Appendix T Page DEIS C–2074 for your exact comment.	<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.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> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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.L for a response to public health 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.H for a response to noise impacts and mitigation.</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.M for a response to impacts to utilities and associated costs.</p>
Varmer, Ole	I-334	Refer to Appendix T Page DEIS C–2078 for your exact comment.	<p>Thank you for your comment concerning impacts to your Indian Spring neighborhood. As described in the Supplemental DEIS, this community is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 3.4 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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Varmer, Ole	I-1137	Refer to Appendix T Page DEIS C–2079 for your exact comment.	<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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>
Varmer, Samantha	I-1138	Refer to Appendix T Page DEIS C–2080 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>
Vaughan, Evan	I-1390	Refer to Appendix T Page DEIS C–2081 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Vazquez, Francisco	I-911	Refer to Appendix T Page DEIS C–2082 for your exact comment.	<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>
Vedula, Kamal	I-894	Refer to Appendix T Page DEIS C–2083 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Ventura, Rachel	I-1008	Refer to Appendix T Page DEIS C–2084 for your exact comment.	<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 3.4.C for a response to analyses of parklands and historic resources.</p>
Vernon, Anthony	I-269	Refer to Appendix T Page DEIS C–2085 for your exact comment.	<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.D for a response to Environmental Justice and equity concerns.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p>

Commenter	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p>
Villalobos, Jose	I-1389	Refer to Appendix T Page DEIS C–2086 for your exact comment.	<p>Thank you for your comment concerning impacts to your property. As described in the Supplemental DEIS, your property is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</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.L for a response to public health impacts.</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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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> <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 3.1 for a response on Purpose and Need and effects of the Pandemic.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>
Villator, Christopher	I-970	Refer to Appendix T Page DEIS C–2087 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Vink, Robin	I-1388	Refer to Appendix T Page DEIS C–2088 for your exact comment.	<p>Thank you for your comment concerning impacts to your community. As described in the Supplemental DEIS, your community is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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.M for a response to impacts to utilities and associated costs.</p>

Commenter	#	Reference to Comment	Response
			<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 3.4.B for a response to traffic modeling and analysis.</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>
Vishkin, Uzi	I-637	Refer to Appendix T Page DEIS C–2089 for your exact comment.	<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 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>
Vivens, Joseph	I-601	Refer to Appendix T Page DEIS C–2090 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Vladimirsky, Yefim	I-1103	Refer to Appendix T Page DEIS C–2091 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Vladimirsky, Yulia	I-1104	Refer to Appendix T Page DEIS C–2092 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Vogel, Marta	I-544	Refer to Appendix T Page DEIS C–2093 for your exact comment.	<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.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>
Vorce, Anne	I-1514	Refer to Appendix T Page DEIS C–2094 thru 2096 for your exact comment.	<p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need.</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.K for a response to impacts to properties and communities, including community facilities.</p>

Commenter	#	Reference to Comment	Response
			<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 3.4.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 3.5 for a response to the P3 Program and Project Cost.</p>
Voronin, Yegor	I-1196	Refer to Appendix T Page DEIS C–2097 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Vrindavan, Ananda	I-598	Refer to Appendix T Page DEIS C–2098 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Wade, Mo	I-189	Refer to Appendix T Page DEIS C–2099 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Wagner, Ann	I-1387	Refer to Appendix T Page DEIS C–2100 for your exact comment.	<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.M for a response to impacts to utilities and associated costs.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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 3.4.K for a response to impacts to properties and communities, including community facilities.</p>

Commenter	#	Reference to Comment	Response
Wald, Hannah	I-467	Refer to Appendix T Page DEIS C–2101 for your exact comment.	<p>Thank you for your comment concerning impacts to your property. The Preferred Alternative, as described in the Supplemental DEIS, does not result in any full acquisitions or residential or business displacements; therefore, no homes would be taken due to the proposed roadway widening. Sliver impacts to properties along I-270 are proposed for elements such as roadside grading, on-site drainage and stormwater management, and noise barrier replacement/construction. These partial property acquisitions are considered ones that do not cause a business or residential relocation and have been assumed where a principle building of a residence, business, or community facility is located more than 20 feet from the Preferred Alternative limits of disturbance.</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.H for a response to noise impacts and mitigation.</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 3.5 for a response to the P3 Program and Project Cost.</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.M for a response to impacts to utilities and associated costs.</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>
Wald, Robert	I-531	Refer to Appendix T Page DEIS C–2102 for your exact comment.	<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.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>
Walker, Elisa	I-1263	Refer to Appendix T Page DEIS C–2103 for your exact comment.	<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 3.7 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> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Walker, Kristen	I-1255	Refer to Appendix T Page DEIS C–2104 for your exact comment.	<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 3.7 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> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p>

Commenter	#	Reference to Comment	Response
			<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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Walker, M.	I-1253	Refer to Appendix T Page DEIS C–2105 for your exact comment.	<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 3.7 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> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Wall, Katherine	I-468	Refer to Appendix T Page DEIS C–2106 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>
Walterman, Hunter	I-336	Refer to Appendix T Page DEIS C–2107 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Walters, Janette	I-1386	Refer to Appendix T Page DEIS C–2108 for your exact comment.	<p>Thank you for your comment concerning impacts to the Four Corners neighborhood and Sligo Creek Park. As described in the Supplemental DEIS, this neighborhood and park are located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.B for a response to traffic modeling and analysis.</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.H for a response to noise impacts and mitigation.</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.L for a response to public health impacts.</p>

Commenter	#	Reference to Comment	Response
			<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>
Walters, Karen	I-692	Refer to Appendix T Page DEIS C–2109 for your exact comment.	<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>
Wang, James	I-688	Refer to Appendix T Page DEIS C–2110 for your exact comment.	<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> <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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Wang, John	I-726	Refer to Appendix T Page DEIS C–2111 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Ward, William	I-469	Refer to Appendix T Page DEIS C–2112 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Warner, Jonathan	I-689	Refer to Appendix T Page DEIS C–2113 thru 2114 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Warner, Steve	I-126	Refer to Appendix T Page DEIS C–2118 for your exact comment.	<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 3.3.D 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>

Commenter	#	Reference to Comment	Response
Warner, Steve	I-4	Refer to Appendix T Page DEIS C–2115 for your exact comment.	<p>Thank you for your comment concerning impacts to parkland and the National Park Seminary. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Regarding your comment on I-270, the northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</p> <p>Regarding your comment on support for improvements to the American Legion Bridge, the Preferred Alternative includes the full replacement of the American Legion Bridge on I-495 spanning the Potomac River with a new, wider bridge on the existing centerline. Engineering design details including the grade of the new bridge will be determined as the Study progresses. The existing bridge is nearly 60 years old and would need to be replaced regardless of the outcome of this Study. The new bridge would also need to be constructed to maintain the existing number of travel lanes at all times.</p>
Warner, Steve	I-499	Refer to Appendix T Page DEIS C–2116 for your exact comment.	<p>Thank you for toy comment regarding a second Potomac River crossing. The Preferred Alternative includes the full replacement of the American Legion Bridge on I-495 spanning the Potomac River with a new, wider bridge on the existing centerline. The existing bridge is nearly 60 years old and would need to be replaced regardless of the outcome of this Study. The new bridge would also need to be constructed to maintain the existing number of travel lanes at all times. The new American Legion Bridge will include a pedestrian and bicycle lane connecting Virginia and Maryland.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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.C for a response to analyses of parklands and historic resources.</p>
Warner, Steve	I-604	Refer to Appendix T Page DEIS C–2117 for your exact comment.	<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 3.3.D 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>
Warren, Joseph	I-1551	Refer to Appendix T Page DEIS C-2119 for your exact comment.	<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>
Watson, John	I-1005	Refer to Appendix T Page DEIS C–2120 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Watson, Sharon	I-1385	Refer to Appendix T Page DEIS C–2121 for your exact comment.	<p>Thank you for your comment concerning impacts to the Berwyn community. As described in the Supplemental DEIS, this community is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 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>

Commenter	#	Reference to Comment	Response
Way, Rebecca	I-1199	Refer to Appendix T Page DEIS C–2122 thru 2123 for your exact comment.	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 3.4.B for a response to traffic modeling and analysis.
Weinberg, David	I-1384	Refer to Appendix T Page DEIS C–2124 for your exact comment.	Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities. 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. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.
Weinstein, Zach	I-397	Refer to Appendix T Page DEIS C–2126 for your exact comment.	Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.1 for a response on Purpose and Need. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.
Weinstein, Zachary	I-131	Refer to Appendix T Page DEIS C–2125 for your exact comment.	Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Weiss, Walter	I-53	Refer to Appendix T Page DEIS C–2127 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Welch, Chelsea	I-218	Refer to Appendix T Page DEIS C–2128 for your exact comment.	Thank you for your comment concerning impacts to Rock Creek Park. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.

Commenter	#	Reference to Comment	Response
			<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.B for a response to traffic modeling and analysis.</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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</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.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Wenzer, Minivere	I-207	Refer to Appendix T Page DEIS C–2129 for your exact comment.	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.
West, Anna	I-222	Refer to Appendix T Page DEIS C–2130 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park. As described in the Supplemental DEIS, this resource is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.3.D 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>
Westley, Alphonso	I-1234	Refer to Appendix T Page DEIS C–2131 for your exact comment.	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.
Wetmore, John	I-1246	Refer to Appendix T Page DEIS C–2132 for your exact comment.	<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 3.3.D 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>
Wetterhahn, Mark	I-22	Refer to Appendix T Page DEIS C–2133 for your exact comment.	<p>Thank you for your comment concerning redactions in the cultural resources technical reports. Section 304 of the National Historic Preservation Act requires withholding information from the public regarding the location, character, or ownership of historic properties that may risk harm to the resource. MDOT SHA redactions are made in compliance with this requirement intended to protect the resources. MDOT SHA recognizes the importance of protecting and preserving this resource and awareness of its historical significance. MDOT SHA is proposing a cemetery treatment plan based upon a thorough investigation of areas proposed for construction disturbance in the vicinity of the Montgomery County Poor Farm, as part of compliance with Section 106 of the National Historic Preservation Act.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>
Whalen, Jennifer	I-605	Refer to Appendix T Page DEIS C–2135 for your exact comment.	<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.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commenter	#	Reference to Comment	Response
			<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.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.I for a response to construction impacts.</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.M for a response to impacts to utilities and associated costs.</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 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Wheeler, Maureen	I-649	Refer to Appendix T Page DEIS C–2136 for your exact comment.	<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 3.6.A for a response on opposition to managed lanes or tolling public roads.</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 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Whelan, Greg	I-360	Refer to Appendix T Page DEIS C–2137 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 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 for a response on the NEPA approach, analysis, and impacts.</p>
Whelan, Greg	I-362	Refer to Appendix T Page DEIS C–2134 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Whitaker, Charles	I-433	Refer to Appendix T Page DEIS C–2138 for your exact comment.	<p>Thank you for your comment on impacts to air quality and climate change. MDOT continues to be an active partner in the Maryland Commission on Climate Change (MCCC) and Maryland's greenhouse gas (GHG) reduction efforts. We are leading the way on transportation sector scenario and emissions analyses. We have worked with stakeholders, communities, and our partners on the Mitigation Working Group (MWG) to better understand the impacts of the changes within the transportation sector, ranging from technology improvements, such as the deployment of automated, connected, and electric vehicles to the importance of improving mobility and</p>

Commenter	#	Reference to Comment	Response
			<p>expanding telework.</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 for a response on the NEPA approach, analysis, and impacts.</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.D for a response to Environmental Justice and equity concerns.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Whitaker, Joseph	I-776	Refer to Appendix T Page DEIS C–2139 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Whitaker, Wendy	I-31	Refer to Appendix T Page DEIS C–2140 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Whiting, Ronald	I-156	Refer to Appendix T Page DEIS C–2141 for your exact comment.	<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 teleworking.</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>
Whitley, L. Paige	I-1119	Refer to Appendix T Page DEIS C–2142 for your exact comment.	<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>
Whittemore, Alan	I-1320	Refer to Appendix T Page DEIS C–2143 thru 2144 for your exact comment.	<p>Thank you for your comment regarding public participation and environmental impacts. For your comment regarding Rare, Threatened, and Endangered Species, the project team coordinated closely with MDNR and USFWS for all state and federal listed species within the project corridor. Coordination with MDNR and NPS resulted in the project team conducting a RTE plant survey within the portions of the project corridor that are within the Potomac Gorge in 2020 throughout the flowering periods of the listed species. The results of this coordination are included in the DEIS and SDEIS and their appendices. The discussion of Rare, Threatened, and Endangered Species is included in Section 4.19 of the DEIS and this discussion is expanded upon in the Natural Resources Technical Report (NRTR), which is an appendix of the DEIS. The revised NRTR is appended to the FEIS and includes updates to the RTE section of the original NRTR for the Preferred Alternative.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commenter	#	Reference to Comment	Response
			<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.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.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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p>
Wideroff, Louise	I-1142	Refer to Appendix T Page DEIS C–2145 for your exact comment.	<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.B for a response to Alternatives Not 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 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Wiener, Susan	I-1383	Refer to Appendix T Page DEIS C–2146 for your exact comment.	<p>Thank you for your comment concerning impacts to the Georgia Ave and I-495 interchange. As described in the Supplemental DEIS, this interchange is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.B for a response to traffic modeling and analysis.</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 3.4.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 3.2.B for a response to Alternatives Not 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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs.</p>

Commenter	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Wilkinson, Nanci	I-54	Refer to Appendix T Page DEIS C–2147 thru 2148 for your exact comment.	<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.D for a response to Environmental Justice and equity concerns.</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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</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.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 3.5 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.L for a response to public health impacts.</p>
Williams, Barbara	I-711	Refer to Appendix T Page DEIS C–2149 for your exact comment.	<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> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Williamson, Katherine	I-959	Refer to Appendix T Page DEIS C–2150 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Wilson, Gran	I-1382	Refer to Appendix T Page DEIS C–2151 thru 2153 for your exact comment.	<p>Thank you for your comment concerning impacts to your neighborhood and the Polish Club. As described in the Supplemental DEIS, this area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.J for a response to impacts to greenspace and/or wildlife habitat.</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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</p>

Commenter	#	Reference to Comment	Response
			<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.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Wilson, Scott	I-187	Refer to Appendix T Page DEIS C–2154 for your exact comment.	<p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives 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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Winchester, Nancy	I-991	Refer to Appendix T Page DEIS C–2155 for your exact comment.	<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.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>
Winer, Kenneth	I-434	Refer to Appendix T Page DEIS C–2156 for your exact comment.	<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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p> <p>Refer to Chapter 9, Section 3.2.A for a response on Screening of Preliminary Alternatives Process.</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>
Winston, Gail	I-161	Refer to Appendix T Page DEIS C–2157 for your exact comment.	<p>Thank you for your comment concerning impacts to your property on Colesville Road. As described in the Supplemental DEIS, your property is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Wise, Robert	I-555	Refer to Appendix T Page DEIS C–2158 for your exact comment.	<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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
			<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>
Wisotsky, Ben	I-1064	Refer to Appendix T Page DEIS C–2159 for your exact comment.	<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.B for a response to Alternatives Not Retained for Detailed Study.</p>
Wolff, Patricia	I-759	Refer to Appendix T Page DEIS C–2160 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</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 for a response on the NEPA approach, analysis, and impacts.</p>
Wolverton, Elvera	I-1381	Refer to Appendix T Page DEIS C–2161 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>
Wong, Brandon	I-566	Refer to Appendix T Page DEIS C–2162 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Wong, JoAnne	I-457	Refer to Appendix T Page DEIS C–2163 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Woods, Judy	I-231	Refer to Appendix T Page DEIS C–2164 for your exact comment.	<p>Thank you for your comment concerning impacts to Locust Hill Estates and Bellview Drive. As described in the Supplemental DEIS, this community is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p>
Wright, Mark	I-1508	Refer to Appendix T Page DEIS C–2165 thru 2167 for your exact comment.	<p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</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 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>

Commenter	#	Reference to Comment	Response
Wright, Veronica	I-101	Refer to Appendix T Page DEIS C–2168 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Wunderlich, Elaine	I-398	Refer to Appendix T Page DEIS C–2169 for your exact comment.	<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.D for a response to Environmental Justice and equity concerns.</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> <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.C for a response to analyses of parklands and historic resources.</p>
Wylie, Maureen	I-1321	Refer to Appendix T Page DEIS C–2170 thru 2172 for your exact comment.	<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.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 3.4.H for a response to noise impacts and mitigation.</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 3.5 for a response to the P3 Program and Project Cost.</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.A for a response to Limits of Disturbance.</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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Yackoski, Justin	I-1018	Refer to Appendix T Page DEIS C–2173 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Yaffe-Oziel, Susan	I-435	Refer to Appendix T Page DEIS C–2174 for your exact comment.	<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.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 3.4.G for a response to climate change considerations.</p>

Commenter	#	Reference to Comment	Response
			<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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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 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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>
Yang, jJan	I-968	Refer to Appendix T Page DEIS C–2175 for your exact comment.	<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.F for a response to adverse impacts to air quality.</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.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.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 for a response on the NEPA approach, analysis, and impacts.</p>
Yangas, Rosalinda	I-358	Refer to Appendix T Page DEIS C–2176 thru 2179 for your exact comment.	<p>Thank you for your comment concerning impacts to the Locus Hill Estates neighborhood. As described in the Supplemental DEIS, this community is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</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.K for a response to impacts to properties and communities, including community facilities.</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.F for a response to adverse impacts to air quality.</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.H for a response to noise impacts and mitigation.</p>

Commenter	#	Reference to Comment	Response
			<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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Yaqoob, Haroon	I-453	Refer to Appendix T Page DEIS C–2180 for your exact comment.	<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 3.5 for a response to the P3 Program and Project Cost.</p>
Yaqub, Talha	I-459	Refer to Appendix T Page DEIS C–2181 for your exact comment.	<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 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>
Yarrington, B. Peter	I-255	Refer to Appendix T Page DEIS C–2182 thru 2184 for your exact comment.	<p>Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.</p>
Yau, Anne	I-1380	Refer to Appendix T Page DEIS C–2185 for your exact comment.	<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 3.1 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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Yoon, Mariam	I-1091	Refer to Appendix T Page DEIS C–2186 for your exact comment.	<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.F for a response to adverse impacts to air quality.</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> <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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p>
Yu, May	I-564	Refer to Appendix T Page DEIS C–2187 for your exact comment.	<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.F for a response to adverse impacts to air quality.</p>

Commenter	#	Reference to Comment	Response
			<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.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.I for a response to construction impacts.</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 3.5 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>
Yun, Allen	I-561	Refer to Appendix T Page DEIS C–2188 for your exact comment.	<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 3.3.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Zadegan, Matt	I-1233	Refer to Appendix T Page DEIS C–2189 for your exact comment.	<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 for a response on the NEPA approach, analysis, and impacts.</p>
Zain, Daavi	I-897	Refer to Appendix T Page DEIS C–2190 for your exact comment.	<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 3.3.4 for a response on the NEPA approach, analysis, and impacts.</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.I for a response to construction 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>
Zambrano, Vanessa	I-823	Refer to Appendix T Page DEIS C–2191 for your exact comment.	<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.G for a response to climate change considerations.</p>
Zangrilli, Albert	I-157	Refer to Appendix T Page DEIS C–2192 for your exact comment.	<p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Zavaleta, Cesar	I-140	Refer to Appendix T Page DEIS C–2193 for your exact comment.	<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.B for a response to traffic modeling and analysis.</p>

Commenter	#	Reference to Comment	Response
Zeglin, John	I-132	Refer to Appendix T Page DEIS C–2194 for your exact comment.	<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.F for a response to adverse impacts to air quality.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p>
Zenzen, Joan	I-1128	Refer to Appendix T Page DEIS C–2195 for your exact comment.	<p>Thank you for your comment on the I-270 Pre NEPA study. The northern section of I-270 from I-370 to I-70 is part of a separate, independent planning study under the I-495 and I-270 Public-Private Partnership (P3) Program. We recognize that improvements are needed in the northern section of I-270 with or without the improvements being considered under this project, however, MDOT SHA has prioritized improvements that will address the major regional congestion at the American Legion Bridge.</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.F for a response to adverse impacts to air quality.</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> <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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.M for a response to impacts to utilities and associated costs.</p>
Zhang, Huiyan	I-862	Refer to Appendix T Page DEIS C–2196 for your exact comment.	<p>Thank you for your comment concerning interchange operations and signal timing. Interchange operations, including signal timing at nearby intersections, are being evaluated in more detail as part of the FEIS, and mitigation will be proposed where needed to maintain acceptable operations per FHWA Interstate Access Point Approval guidelines.</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.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> <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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Zhang, Yinan	I-1157	Refer to Appendix T Page DEIS C–2197 for your exact comment.	<p>Thank you for your comment concerning impacts to your community including the Silver Spring YMCA and Montgomery Blair High School. As described in the Supplemental DEIS, this area is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p>

Commenter	#	Reference to Comment	Response
			<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.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 3.4.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 3.4.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>
Ziegenfuss, Sarah	I-180	Refer to Appendix T Page DEIS C–2198 thru 2199 for your exact comment.	<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>
Zimmerman, Laurence	I-228	Refer to Appendix T Page DEIS C–2201 for your exact comment.	<p>Thank you for your comment on impacts to your property in Rockville. While your property will not be physically impacted, sliver impacts to properties along this section of I-270 are proposed for elements such as roadside grading, on-site drainage and stormwater management, and noise barrier replacement/construction. These partial property acquisitions are considered ones that do not cause a residential relocation and have been assumed where a principle building of a residence or community facility is located more than 20 feet from the Preferred Alternative limits of disturbance.</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.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 3.4.G for a response to climate change considerations.</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 3.5 for a response to the P3 Program and Project Cost.</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.B for a response to traffic modeling and analysis.</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.K for a response to impacts to properties and communities, including community facilities.</p>
Zimmerman, Laurence	I-690	Refer to Appendix T Page DEIS C–2202 for your exact comment.	<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.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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>

Commenter	#	Reference to Comment	Response
			<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 3.2.B for a response to Alternatives Not 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.L for a response to public health impacts.</p>
Zimmerman, Mirta	I-501	Refer to Appendix T Page DEIS C–2203 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Zimmerman, Mirta and Laurence	I-282	Refer to Appendix T Page DEIS C–2200 for your exact comment.	<p>Thank you for your comment on impacts to your property in Rockville. While your property will not be physically impacted, sliver impacts to properties along this section of I-270 are proposed for elements such as roadside grading, on-site drainage and stormwater management, and noise barrier replacement/construction. These partial property acquisitions are considered ones that do not cause a residential relocation and have been assumed where a principle building of a residence or community facility is located more than 20 feet from the Preferred Alternative limits of disturbance.</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.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 3.2.A for a response on Screening of Preliminary Alternatives Process.</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 3.2.B for a response to Alternatives Not 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.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Ziver, Magdalen	I-376	Refer to Appendix T Page DEIS C–2204 for your exact comment.	<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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Zoccola, Paul	I-837	Refer to Appendix T Page DEIS C–2205 for your exact comment.	<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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commenter	#	Reference to Comment	Response
Zovko, Paul	I-1237	Refer to Appendix T Page DEIS C–2206 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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 for a response on the NEPA approach, analysis, and impacts.</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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Zupnik, Stanley	I-1459	Refer to Appendix T Page DEIS C–2207 thru 2209 for your exact comment.	<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.B for a response to traffic modeling and analysis.</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.K for a response to impacts to properties and communities, including community facilities.</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.D for a response to Environmental Justice and equity concerns.</p>
Zurer, Pamela	I-1378	Refer to Appendix T Page DEIS C–2210 for your exact comment.	<p>Thank you for your comment concerning impacts to Woodmoor. As described in the Supplemental DEIS, this neighborhood is located outside the Preferred Alternative limits of build improvements and impacts have now been completely avoided. See Figure 1-1 in the Supplemental DEIS on page 1-2. 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.</p> <p>Refer to Chapter 9, Section 3.4.I for a response to construction impacts.</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 3.1 for a response on Purpose and Need and effects of the Pandemic.</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.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>
Zwack, Bill	I-899	Refer to Appendix T Page DEIS C–2211 for your exact comment.	<p>Thank you for your comment concerning autonomous vehicles. The expected influx of connected and autonomous vehicles (CAVs) will impact future traffic operations on all roads in Maryland, including I-495 and I-270. MDOT SHA participates in a statewide CAV working group (https://mva.maryland.gov/safety/Pages/MarylandCAV.aspx) to stay up to date on the latest research and industry projections. At this time, there are too many unknowns regarding how CAVs could affect demand and capacity to include CAVs directly in the traffic forecasts. Capacity will likely increase as vehicle spacing decreases, but the magnitude of the capacity increase is difficult to quantify based on the current research. Also, the benefits of more vehicles per lane may be offset by a potential increase in demand on the transportation network for some types of auto trips, including "mobility as a service" trips (people that can't afford their own car, but could call an autonomous vehicle for a solo trip) and "deadhead" trips (trips where the autonomous vehicle is empty, traveling to a parking lot or to the next</p>

Commenter	#	Reference to Comment	Response
			<p>pickup point). Therefore, the traffic projections for this Study apply traditional forecasting techniques, while being cognizant of the potential CAV impacts. However, it is anticipated that this project will be adaptable to accommodate CAVs because the proposed managed lanes will create a controlled environment with physical separation, new pavement, and clear delineations, features that are conducive to CAV use.</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.B for a response to traffic modeling and analysis.</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 3.5 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Zwiebel, James	I-55	Refer to Appendix T Page DEIS C–2212 thru 2213 for your exact comment.	<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 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 3.1 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.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.M for a response to impacts to utilities and associated costs.</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.L for a response to public health impacts.</p>

T.6.A.2 Draft Environmental Impact Statement Individual Comments

Devota Aabel

I oppose the I-495 and I-270 project. I support the no-build option. I disapprove of the environmental impact. Also, it has been proven widening roads only alleviates traffic temporarily, so this in no way justifies the extreme cost and disruptions of widening the roads. We need more sustainable options.

Wendy Aaronson

I am Wendy Aaronson. I am a Rockville resident who lives in the College Gardens neighborhood. Prior to retirement three years ago, I commuted to White Oak by bicycle and bus.

I strongly oppose the project to widen I-495 and I-270. I support the no build option. The proposed project to widen I-495 and I-270 will have significant adverse impacts on the environment that the Draft Environmental Impact Statement (DEIS) for the I-495 & I-270 Managed Lanes Study fails to take into account. Furthermore, there is too much uncertainty regarding the impact that the COVID-19 pandemic will have on the future of traffic in our region. It is possible and highly likely that telework will reduce the traffic sufficiently to make this project unnecessary.

The DEIS is deficient in many areas, but I would like to focus on the effects on the Rockville stormwater management and the watershed area, specifically Watts Branch and Fallsmead Stream. Watts Branch parallels I270 from around Shady Grove Rd to Rt 28 and then it goes underneath I270. Fallsmead Stream branches off of Watts Branch and is very near I270. Both watershed areas are greenways with hiking and biking trails. I moved to this neighborhood 22 years ago because of its proximity to a neighborhood forest reserve and Rockville's commitment and reputation for going beyond federal, state and county requirements for development and environmental controls. The City of Rockville has spent millions of dollars in recent years to restore the streams and reforest the areas after years of stormwater destruction undoubtedly caused by development and increasingly severe storms. Now, our beloved neighborhood forest park is no longer scared by frequent flooding of Watts Branch and muddy conditions and there is a beautiful marked trail developed as part of an Eagle Scout project. The neighborhood even comes together several times a year to remove invasive species and clear debris.

The DEIS addresses Watts Branch so it will clearly be affected. As I understand it, the DEIS addresses stormwater management within the Limits of Disturbance (LoD), but it fails to address areas beyond or downstream. We know flooding will be a significant issue because of the severity of storms which will continue to worsen due to climate change and the increase in impervious surfaces after the build. A larger culvert is not an acceptable solution. In general, the DEIS fails to sufficiently address how degradation to any of the named waterways and wetlands will be mitigated. The DEIS refers to wetland mitigation and wildlife mitigation credits to mitigate this degradation. It seems unconscionable to give a project a free pass to destroy a stream or wetland where a project is located because there was success in another area.

The concerns about Watts Branch apply to all of the watershed areas affected by this project. Each individual in every neighborhood is undoubtedly concerned like me. It is very unclear how MDOT can proceed with a project that adversely affects so many people for so little gain.

The DEIS fails to address multi-modal transit alternatives that do not require any build. Possible solutions include all day train service on the MARC Brunswick line, Bus Rapid Transit between Frederick and Rockville or between Maryland metro stations such as Rockville or Bethesda and Virginia metro stations such as Tysons Corner or Falls Church.

I believe this pandemic has taught us that our quality of life is vastly improved when we can work and play within our neighborhood. If telework becomes the norm, the state should worry about businesses moving out of leased buildings and departure of a tax base instead of damaging the environment and scarring the landscape to build toll lanes to accommodate traffic that does not exist.

I urge MDOT to take a step back and reevaluate the need for this project and consider other solutions that will not adversely affect our environment and health.

Sincerely,

Wendy Aaronson
[REDACTED] Harvard Ct.
Rockville, MD 20850

[REDACTED]
[REDACTED]

From: Nancy Abeles [REDACTED]
Sent: Tuesday, November 3, 2020 3:13 PM
To: MLS-NEPA-P3
Subject: 495-270-P3 NEPA Comments

Nancy Abeles
[REDACTED] Cedar Croft Drive
Bethesda, MD
[REDACTED]

**Maryland Department of Transportation
State Highway Administration
1-495 & I-270 P3 Office
Re: I-495/I-270 Beltway Expansion**

I write to you as both a Bethesda resident who lives within a mile of I-495 at the East-I-270 spur Interchange to MD355 south, and as a community leader with extensive service on road project advisories and in transportation planning participation (Chair, Bethesda BRAC SHA projects Integration Committee, MD355 BRT CAC member; Chair, WMCOG's Transportation Planning Board CAC, TPB CAC Alternate Delegate to the COG Visualize2045 Task Force.

I support the No-Build Alternative because I do not agree with *any* of the current alternatives, and, because of regional travel and land use transformation underway that is being accelerated by Covid-19 pandemic. Maryland also must first address the Purple Line/P3 debacle which has evidenced tangible risks and pitfalls to citizens, communities, and businesses imposed by P3 Design/Build/Operate contracts.

Of equal concern:

- a. The proposed I-495/I-270 project contradicts long range transportation plans adopted by directly impacted jurisdictions and the WMCOG region. Visualize2045, the TPB's that repositioned LRP positions the region to remediate traffic congestion by revised land use, multi-modal transit, and non-motorized transportation solutions as opposed to highway widening, which has proven to induce further demand and increase VMT;
- b. The project's DEIS omits or incompletely studies critical environmental impacts to multiple categories of regional assets, increased GHG emissions, noise pollution, and poses grave loss of remaining parkland and tree canopy in rapidly urbanizing sectors, among multiple additional negative impacts cited by multiple Montgomery County planning and governing entities;
- c. The plan lacks transparency about hidden steep increases of monthly infrastructure fees to all regionwide taxpayers (including low income populations) plus profound interruptions of these services to families and businesses, for the project's relocation of critical infrastructure. As cited on October 28, 2020 by Maryland Matters, those elements include Water and Sewer Service, Electricity, Gas, and Telecom. This belies Governor Hogan's promise that this project as having no cost to citizens. This revelation, combined with the Purple Line P3 having imploded, makes this project proposal misleading and indefensible.
- d. Impacts to Maryland's citizens and economy from Covid-19 are still unfolding with no definable end; this demands a reevaluated Purpose and Need to be performed for potentially long-term travel and societal transformations. Governor Hogan should first help his struggling citizens and "Main Streets" deal with Covid impacts before embarking on a poorly studied highway with a risky P3 contract that incurs uncalculated costs to taxpayers during what might become be a Global Depression.

As a resident on a main road (MD355) just beyond the I-270 East Spur Interchange (L), I particularly object to the already insufficient environmental impact studies bearing on health concerns. I am further alarmed by the lack of guaranteed NEPA-equivalent accountability for health impacts from Interchange L redesign under a P3 arrangement.

The P3 contract would allow the contractor to implement radical interchange alterations, including elevated Fly Ramps, that the DEIS neither succinctly defines nor visually illustrates. The contractor would not be obligated to equal NEPA-required accountability for public engagement with area residents for use to learn of or weigh in on Alternatives.

- Charts from in project's DEIS already indicate increased emissions from Interchange L to MD 355 and the local road network but fails to calculate increased GHG health impacts combined with existing MD355 emissions. This is MoCo's main arterial and main local route for SOVs and heavy commercial vehicles. The project would amplify air quality compromise further by tree buffer removals and Rock Creek parkland loss.
 - Widening is proven to increase VMT, traffic congestion, and GHG emissions in the short and long runs by a 1:1 relationship between increased lanes and increased traffic, with failure by highway planners and DOTs to incorporate this proven fact into modeling for design or environmental impact analysis. As notable, this project conflicts with TPB's Air Quality Conformance Analysis recordation and projection of increased GHG emissions; rendering this project hypocritical for Maryland, a leading member of TCI, the 12 state Transportation and Climate Initiative consortium formed to reduce this sector's GHG emissions.
 - Air and Noise Pollution are especially health concerns because my community, just outside the study area, already hears constant Beltway hum, overpowering MD355 noise, plus noise from Metrotrains emerging from below ground, plus helicopters, ambulances, and fire engines from local stations, NIH, and Walter Reed. My street, from previous NEPA documentation, already has an un-remediable ambient decibel level of one point short of dangerous.

Traffic Concerns: Insufficient study was performed for impacts to local road networks, which, as applies my home and community, is directly along MD355.

- This DEIS's egregious traffic analysis omission, which should have formed the study's fundamental basis, was identification of trip originations and destination around 495 (and/or) as contiguous with I-270, for both peak and off-peak travel. This makes the project an overkill solution for undefined root problems. Rather than blanket expansion, the project should have parsed, for example, specific problem areas such as merges and bottlenecks, to identify easier-to-achieve localized solutions such as:
 - Repurposing during peak hours and traffic flow of mainline I-270 center HOV lanes into two reversible managed lanes--as per MoCo request. From empirical "reverse commuting" experience, I can attest that the flow side opposite of peak direction is typically empty and fast moving, and is currently wasted space.
 - Employing Transportation Technology at my locale of Interchange L, the East I-270 Spur, instead of adding lanes and air and noise polluting fly ramps.

This project contradicts the region's Visualize2045 Long Range Plan and Performance-Based Planning and Programming, despite claims otherwise. TPB states because we can no longer build our way out of congestion, Visualize2045's Initiatives are:

1. **"Bring jobs and housing Closer Together":** This is diametrically opposed by this project's Purpose & Need to increase commuting distance in constant time span to reach farther away jobs. WMCOG TPB jurisdictions have rather committed to (WMCOG's Housing Initiatives and Targets) increasing affordable, Transit-Oriented Housing closer to job centers and High Capacity Transit Stations for shorter commutes, greater transit assess and reduced congestion, while expanding local economies.
 - The proposed project is outmoded because it does not fit the evolved, current layout of the region. Over the past decades, the region's buildout and travel network have shifted by market forces and design from Wheel/Spoke to densified infill sub-areas around the inner core and throughout the suburbs, including Activity and Town Centers. These hubs feature residential, retail, employment, and transit access that have reduced the need for local or highway driving.
 - This highway expansion project directly contradicts MoCo's state of the art, best practice, land use and transit-focused smart growth, anti-sprawl Master and Sector Plans and "Thrive 2050" General Plan to prevent further (and farther) suburban sprawl and to reduce regional emission levels.
2. **"Expand bus rapid transit and transit ways.":** This plan fails to realize Visualize2045's intent to prioritize highways use of commuter/express buses. The project also opposes Montgomery County's comprehensive BRT Plan already undergoing implementation. And if successfully completed, Purple Line will travel parallel to I-495, lessening car use and traffic congestion. Moreover, the region's business community has identified local buses and BRT as the modes most critical to sustain regional economic success and make jobs most equitably accessible and affordable. In response, WMATA's Bus Transformation Project serves to bring this to fruition in terms of both local and interjurisdictional access, and more inclusively than this project.
3. **Move more people on Metrorail":** Maryland and the other states, during and after the pandemic, must prioritize Metrorail before road projects especially to preserve, fix, and enhance Metrorail; Metrotrains are the backbone of travel in this region for residents, workers, and the tourism industry. Metrorail cries out for state of good repair and expansion to continue to serve the region and all its demographic

populations--especially Equity Emphasis area communities of low-income minority populations who rely on it for personal needs and to reach work or education.

- As cited by Carol S. Rubin, Special Project Manager I-495 & I-270 Managed Lanes Study, Montgomery County Council, in her June 8, 2020 report, this project's "DEIS does not sufficiently address impact to economically challenged populations or social equity as required under NEPA."
- In response to inequities made more obvious by Covid-19 and exposed Systemic Racism, WMCOG TPB adopted TPB R1-2021, the *Resolution to Establish Equity as a Fundamental Value and Integral Part of All Transportation Planning Board Activities*. This project's DEIS also failed to fulfill this Resolution's call for public outreach to all populations or assurance of related historic preservation.

4. **"Increase telecommuting and other options for commuting"**: This project contradicts TPB presentation by Chair Kelly Russell to the Maryland House of Delegates Transportation & The Environment Committee in August, 2020 calling for a Maryland State Initiative on Travel Demand Management as supported by the following evidence:

- A small percentage of teleworkers reduces workday commute trips by as much as 10%; Increased telework would further and greatly reduce traffic congestion.
- A Maryland statewide incentive would encourage telework by Maryland private and government workers. (Currently only 14% of state and local government workers telework, but half of all federal workers already telework.)
- 60% of all commuters reported having telework-suitable jobs, with 59% percent already teleworking one or more days per week.

Cited in TPB's *Commuter Connections 2020 Employer Telework Survey*:

- Productivity benefits from and readiness for telework by 80% of companies, with 61% percent already having telework policies and 62% expanding them.
- 97% of worksites had some telework pre-pandemic, and more than half of worksites anticipate a higher post-pandemic telework level, this region being one of the nation's metro areas that went most quickly and easily to telework by nature of much area employment.
- 92% of employees report benefits of working of home by not having to commute, including increased productivity, more comfortable environment, more personal savings, better work-life balance, and reduced stress.

5. **"Expand the express highway network"**: This does not require, advocate, or mandate width expansion. Rather, the intent is to institute high occupancy express lanes that may or may not be tolled or congestion-priced, and to add commuter buses in these lanes.

6. **"Improve Walk and Bike Access to Transit"**: This DEIS makes no provision to enhance safety, improve access, or prevent disruption to or loss of existing paths.

7. **"Complete the National Capital Trail"**: Even before Covid-19, for health and environmental reasons more people are biking to work or on personal trips, lessening car trips. This mode has grown rapidly as result of Covid. The National Capital Trail identifies how to travel inside and around the combined Washington Metropolitan and suburban bike networks. As cited by Carole Rubin in her MoCo County Council report, this project's DEIS omits "bike and ped crossing in its design for better connectivity to transit and to break down the barriers to local communities created by I-495 and I-270

- I grew up in 1960's New York, where Robert Moses' highway projects made bike and ped travel impossible. It also destroyed entire Boroughs (notably the Bronx) by physically dividing them and communities. That is what happens when Transportation becomes more about cars than about people. Thus, this project contradicts all that has been learned and is in the process of now being corrected here and throughout the nation. Maryland should not go backwards.

In conclusion and compliance with TPB's Visualize2045 LRP 2022 Update, there needs to be research and consideration of Covid-related travel and commuter impacts. This necessitates shelving this retrogressive project and reexamining its Purpose & Need when recommenced to capture changed conditions and societal transformations, updated and full calculations of all costs, and to include initially absent participatory collaboration with government and planning departments of impacted jurisdictions.

Thank you for the opportunity to comment.
Most Sincerely,

Nancy Abeles

CC Lisa B. Choplin, Hard Copy

DATE: September 25, 2020

TO: U. S Army Corps of Engineers, Baltimore District john.j.dinne@usace.army-mil
Attn: Steve Hurt MD Department of the Environment, Wetlands and Waterways
Program MDE.SHAprojects@maryland.gov

RE: COE Application Number NAB-2018-02152 (MDOT SHA/I-495 I-270 Managed
Lane Study) and MDE, Nontidal Wetlands and Waterways Tracking Numbers 20-NT-
0114 / 202060649 / AI 168251

As a landowner, I am expressing my concern about the flooding of my property at [REDACTED]
Muirkirk Road, Beltsville, MD 20705.

Will this project direct storm water to my property?

Linda Abell Blake

[REDACTED] Chicamuxen Road

Indian Head, MD 20640

[REDACTED]

[REDACTED]

From: Georgette Abramowitz [REDACTED]
Sent: Thursday, October 8, 2020 4:49 PM
To: MLS-NEPA-P3
Subject: buildouts of 495 and 270

we oppose these plans.

Sent from my iPhone

Allison Abramson

I oppose the I 495 and I270 project. I don't think it is necessary to expand the highway, especially with so many people now converting to telecommuting. It will create more traffic and environmental damage than it is worth.

I support the no build option.

Linda Adams

Good afternoon,

I oppose the I-495 and I-270 project. I support the no-build option. I do feel as we strive for equity in our county, creating tolls will negatively affect those with the least resources but the most need. I am concerned as to how this would affect my neighborhood and the environment as a whole (air, water, noise pollution -- negative impact on parks, native habitat & waterways). I do not feel that tolls collected come back in any way to support the county or its infrastructure.

Sincerely,
Linda Adams

Proposed Expansion of the
American Legion Bridge

Testimony by
Lowell Adams
Columbia, Maryland
November 7, 2020

Dear MDOT Officials:

Thank you for the opportunity to comment on this draft environmental impact statement (EIS). I am **OPPOSED** to the highway expansion project, including the American Legion Bridge expansion part. I support the **NO BUILD OPTION**. None of the other alternatives presented in the draft EIS are acceptable to me.

I have been an active member of the Washington Biologists' Field Club (WBFC) since 1984, and I know the WBFC has submitted detailed comments. I hope you will give them due consideration. Plummers Island is unique. The research conducted on the Island by WBFC members and others has been, and continues to be, of international significance to science. In my opinion, Plummers Island is as valuable as any of the museums in Washington, D.C. and it should be recognized as such.

The draft EIS reflects a lack of understanding or recognition of the value of the extensive historical and ongoing biological research on Plummers Island and the WBFCs 120 years of contributions and commitments to that. Records of many rare plants, animals, and habitats on the Island were not considered.

Because the draft EIS analysis is incomplete, it is impossible for the concerned agencies to assess, and the public to comment on, the proposed project's impacts. The agencies cannot wait until a final EIS is complete to analyze the project's full impacts, as it will then be too late for the public to meaningfully comment on them and for the agencies to consider the public's comments and choose the alternative that best alleviates the impacts based on this information. We respectfully request that the agencies conduct a supplemental EIS to provide the public the ability to meaningfully review and comment on the impacts before a final EIS is produced.

The Draft EIS is seriously flawed in many ways. The most pertinent to the WBFC is the failure to discuss and evaluate the impact of the destruction of part of Plummers Island, a historical and biological treasure within the Chesapeake and Ohio Canal National Historical Park.

Miranda Adams

The impact of expanding I-495 is going to cause not only harm to the environment but force many who live along the beltway be forced from their homes. There is no need to expand I-495 or I-270. If you really want to reduce traffic, find another means to increase public transportation so people would not be forced to drive. During a time where people are spending more time at home due to the pandemic, people do not need to worry about having to be forced out of their homes because the state government has decided to expand a major highway instead of looking at other means to ease traffic. After the pandemic, people might still be working from home which means that expanding the highway would be a waste of government funds. Virginia expanded their section of I-495 with ridiculously priced toll lanes that are hardly used. If MD goes forward with expanding I-495 and I-270, it will just be expensive toll lanes that aren't used and no one in the areas want.

Ross Adelson

I do not support the addition of lanes to 270 under a p3 system. I think the e state should be the sole owner and operator of roads in md. I also believe that there should be increased public transport and bus lanes on the highways

From: Grey Adkins [REDACTED]
Sent: Tuesday, August 18, 2020 9:57 AM
To: 495-270-P3
Subject: Re: I-495 & I-270 P3 Program Newsletter

This is so poorly thought out. I wish y'all would stop this [REDACTED] work on mass transit, don't just lay down more asphalt.

On Tue, Aug 18, 2020 at 8:00 AM MDOT SHA P3 Program Updates <495-270-p3@mdot.maryland.gov> wrote:



Program Updates Summer 2020

Greetings,

In an ongoing effort to keep you informed of the latest and most accurate information about the I-495 & I-270 Public-Private Partnership (P3) Program, I am pleased to share with you the [Summer 2020 Newsletter](#).

The I-495 & I-270 Managed Lanes Study has entered an important phase for public input. We encourage your involvement in this process by reviewing the [Draft Environmental Impact Study \(DEIS\)](#) and by participation in one of the [virtual or in-person public hearings](#). Further details are included in the attached newsletter.

We understand how COVID-19 is impacting all Marylanders today – in how we work, in how we spend our free time, and in how we travel. While MDOT's number one priority is the health and safety of Marylanders, we continue with our efforts to ensure transportation improvements are being developed to meet our State's needs not only for today but for the next 20-plus years. We will continue to work collaboratively with all our stakeholders in the development of the I-495 & I-270 P3 Program.

We will continue to keep you updated on P3 developments and welcome your feedback. Please visit 495-270-P3.com for the latest information.

Sincerely,

Lisa B. Choplin, DBIA
Director, I-495 & I-270 P3 Office

MDOT SHA P3 Program | 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202

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Sent by 495-270-p3@mdot.maryland.gov powered by



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Ana Aguilera

As a resident of Rockville, MD, I strongly oppose the widening of I-270 for many reasons:

1. The negative impact of this plan on people's homes will be substantial. I am greatly concerned that the increase of noise and air pollution closer to our homes will be very detrimental to the health and well-being of many families, including my own.
2. The negative impact on the Upper Watts Branch and the invasion and destruction of our beloved neighborhood Woodley Gardens Park. This peaceful ecosystem has provided our family a sense of belonging and integration with nature that is the main reason why we moved here.
3. The destruction of local businesses whose proximity to I-270 puts them in danger, specifically the shops in the Woodley Gardens neighborhood of Rockville.
4. Making life worse for years both from construction hardships and the increase in taxes to pay for this unnecessary decision.

I oppose this project and support the NO-BUILD option.

Instead, I support increasing public transportation options for commuters and others. Inclusive options include building more parks and green open spaces for the community, rapid buses, increase frequency of public transportation, and encourage more sustainable and healthier ways of transportation

Thank you for considering the negative impact of widening I-270 and finding other more sensible ways of handling transportation issues in Maryland.

From: Caroline Ailanthus [REDACTED]
Sent: Wednesday, October 21, 2020 7:59 PM
To: MLS-NEPA-P3
Subject: Protect parks from the I-495 and I-270 expansions

Dear Director of the I-495 and I-270 P3 Office Lisa B. Choplin,

Please do not move forward with the proposed expansion of I-495 and I-270. I understand that expanding these highways would directly impact six National Parks, and indirectly impact a seventh, plus 41 local parks. This is ridiculous and unacceptable.

We do not have enough protected land. Our forests and wetlands are under threat as it is. Taking the protections we have seriously is the least we should do.

We need MORE protected land, not cutting supposedly protected forests down for some highway.

If you want to ease traffic congestion, support carpooling and mass transit.

Regards,
Caroline Ailanthus
[REDACTED] Croppers Island Rd
Newark, MD 21841

John Alagash

I am troubled to see the hands of one controversial firm all over this preliminary study. When will the State of Maryland learn? This firm cooked the traffic numbers on the ICC project, screwed up the Red Line in Baltimore City and County and torpedoed the Purple Line in PGCo - MoCo . Might as well had the Grim Reaper prepare the documents.Sad by how our taxes are being wasted.

Husain Alaskari

I oppose this project and support the NO-BUILD option. pump the \$11 Billion into public transportation, bike lanes, renewable energy, and public free healthcare. instead of wasting the money on an unnecessary project that will create an increase in pollution-producing traffic.

Elliott Alderman

I strongly oppose the expansion of 495 and support a no build option. There is already too much traffic in the area, particularly on Georgia Avenue near Forest Glen -- which is among the most dangerous intersections in Montgomery County.

In addition, I am deeply concerned about the environmental impact to Sligo Creek and Rock Creek parks. There are already flooding and other issues without the assault and destruction of widening already overburdened roads.

From: Lisa Alexander [REDACTED] Sent You a Personal Message
Sent: Tuesday, July 28, 2020 3:19 PM
To: 495-270-P3
Subject: Extend the I-495 and I-270 comment period to at least 120 days

Dear Lisa Choplin,

In the age of climate change, how can our state and regional leaders unconscionably truncate an environmental review process in the interest of forwarding a project that will dump additional CO2 into our air and speed up the rate of climate change? We need a full comment period to review this project in contrast to fair and equitable solutions that will affordably move all people around our region without adding to the planet wide problem of climate change. That means we need good public transit planning now more than ever. Our leaders can do better than the antiquated and unimaginative answer of dumping more cars onto the road. With a 120 day comment period, the public can adequately address the real danger to our regional access to green space - access that is more important than ever now during the pandemic. How can decision makers think that destroying parkland is a good idea and not listen to the public that desires future-facing decisions, not concrete highways and more cars!

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.?

Sincerely,

Lisa Alexander
[REDACTED] WASHINGTON AVE
CHEVY CHASE, MD 20815
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lindsey Mendelson at Sierra Club at [REDACTED] or [REDACTED].

Ryana Ali

I commented on this before, but I would like to reassert, more than a year later, that I find this proposal ridiculous and just a way for the state of Maryland to profit off a public resource that our county practically requires for daily commutes. It's like a classist avenue saying "oh, only those with money to spare for a toll shall avoid traffic" ...how is that fair? And I speak as someone with an EZpass...

From: Kelsey Allagood [REDACTED]
Sent: Monday, November 9, 2020 7:27 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Halt I-495/I-270 expansion: Bad for communities, bad for climate

Dear MDOT officials, Comptroller Franchot and State Treasurer Kopp,

As a resident of Montgomery County who lives near the Beltway and as a citizen concerned about the increasingly irreversible impacts of climate change, **I respectfully request that you halt plans to expand the Beltway and seek alternatives that do not lock Maryland into expensive and polluting highway infrastructure.**

Expanding the Beltway with luxury lanes when we're already on a disastrous trajectory to unconstrained global warming, especially at a time of great traffic pattern uncertainty during the pandemic, is nothing short of irresponsible. Though zero-emissions vehicles are on the rise, we should not be encouraging inefficient consumption through the subsidization of highways and the private cars that drive on them. Instead, we should be funding zero-emissions public transportation options that redirect congestion away from the Beltway entirely. The draft EIS you produced does not address climate change in any way and countless studies demonstrate that adding lanes to a highway only results in additional congestion over time.

Thank you for hearing my concerns and halting I-495/I-270 expansion, which clearly warrants much deeper analysis.

Sincerely,
Kelsey Allagood
[REDACTED] Lorain Ave, Silver Spring, Maryland, 20901

From: Jan Allen [REDACTED]
Sent: Saturday, November 7, 2020 11:04 AM
To: MLS-NEPA-P3
Subject: In support of No build option with respect to proposed 495/270 expansion

I oppose the 495/270 expansion. I support the no build option for a multitude of reasons.

- 1. Any short term traffic relief will be short-lived and the roads will fill up again through induced demand*
- 2. Damage to local parklands that can not be mitigated such as the playgrounds near the Indian Spring YMCA*
- 3. Too close to large schools such as Montgomery Blair HS with taking of school grounds for a for-profit companies benefit*
- 4. Cost of moving utilities will not be paid by the for profit company or the road users but by consumers who may or may not use the tollroad--this is inequitable and wrong*
- 5. We need a visionary viewpoint on transportation to move people not cars. The toll road is a 20th century viewpoint*
- 6. Changed work patterns owing to the COVID-19 crisis show that there is an alternative to building more roads so workers must commute to the city--the expansion of telework.*
- 7. Potential loss of my and my neighbors property*
- 8 Water runoff into the local neighborhoods will undo local storm water control measures and result in additional costs to local residents*
- 9 Evidence of the problems that can occur with a P3 when the contractor walks away from the Purple Line P3.*
- 10. Too long of a time period and trying to sell a "free road" to current residents. The decision makers will not be around to deal with the attempt to get a "free lunch" to build a new roadway. There are no free lunches. The consequences will fall on future taxpayers of Maryland.*

These are reasons why I support the no build option.

*Jan Allen
Silver Spring, 20901*

Nicholas Allen

As a life long silver spring and Takoma Park resident I can say that we as citizens do not want the beltway any larger than it is. The county needs to look into alternative plans, or whether in the age of COVID there is even a needs for expansion. Also, privately run hot lanes is a terrible idea and does not benefit our county in the long run.

I am opposed to expanding the beltway.

lauri alsaffar

No need for additional highway lanes on 270/495 More consideration is needed for public transportation, such as light rail, heavy rail (including rail alignment on the Cabin John Bridge, such as the Woodrow Wilson Bridge has(the cable stay technique), monorail, and/or bus rapid transit. (Hogan--who will be voted out of office in 2022 didn't even LOOK at these proposals,) There IS climate change and the environmental costs are unacceptable. The Virginia Transurban deal is NOT a success and promises have not been kept. It would also cause discrimination against the people who cannot afford to use the lanes for which they had to pay (tolls in virginia that Transurban promised would not be more than \$4 are now more than \$20) People will avoid the tolls and go through neighborhoods, as they are doing in Virginia. That deal was done in secret. Transurban pays no taxes and the bond termination is now 2087 Also, trucks need to be rerouted onto dedicated lanes. They will soon be driverless and imagine a truck like that behind your FAMILY CAR Also, the pandemic has changed everything, there is much less traffic and more need to put people and trees ahead of oil and gas and asphalt Thankyou for the opportunity to share my views, as a taxpayer and a Maryland resident for most of my 76 years>

Peter Altman

To whom it may concern:

I oppose the I-495 and I-270 project. I support the no-build option.

The planning process leading to the I-270 and I-495 expansion and the current proposal:

- fail to account for the well-documented fact that widening highways doesn't work to reduce congestion because widened roads attract more cars - something we clearly saw with I-270 last time it was widened. In fact, the draft environmental impact statement (DEIS) shows that traffic congestion on I-270 north will be worse after lanes are added (DEIS Appendix C, page 124.)
- fail to adequately examine alternatives such as transit options, traffic management or the ICC (MD Route 200) alternative proposed by Montgomery County.
- fail to consider how a greater reliance on working from home could curb traffic. Especially given that the pandemic has already shown us that many jobs can be performed from home, this option should get more attention.
- Will cost taxpayers a lot of money. The project, which was originally marketed as costing taxpayers nothing, will in fact cost taxpayers \$1 billion and WSSC customers as much as \$2 billion.
- Poses significant threats to our climate, air and water. For example,
 - It would harm 45 public parks and open spaces, including Greenbelt Park, Sligo Creek Park, Rock Creek Park, Woottons Mill Park, Cabin John Regional Park and Cherry Hill Road Park.
 - It will increase air pollution including increased particulate matter, carbon monoxide, ozone, nitrous dioxide and global warming emissions.
 - It will increase dirty stormwater runoff that will harm our creeks, streams and rivers.
 - It will increase stormwater runoff, which could increase flooding risks for communities near the highways.
 - Over 50 acres of wetlands could be negatively impacted.

Overall, this is an ill-considered, counter-productive proposal that will worsen rather than improve our quality of life here in Montgomery County, and do little over the long-term to sustainably address traffic congestion.

Sincerely,

Peter Altman

From: Madeline Amalphy [REDACTED]
Sent: Saturday, October 3, 2020 12:38 AM
To: MLS-NEPA-P3
Subject: No Beltway I-495/I-270 Expansion

Lisa Choplin,

As a Gaithersburg resident who is extremely concerned about the climate crisis, I strongly oppose the proposed Beltway I-495/I-270 expansion. Adding more cars on the road will not solve traffic congestion. Instead, the resulting increase in air pollution and carbon emissions will exacerbate climate change and public health crises that currently threaten our region, our country, and our planet. We need solutions such as expanded and more accessible public transportation and increased teleworking that decrease sprawl and reduce greenhouse gas emissions and water pollution.

The expansion would also propose a significant financial risk to residents of the region. The Washington Suburban Sanitary Commission (WSSC) has predicted that it would cost \$2 billion to move all the sewer systems in Montgomery and Prince George's Counties in order to accommodate the highway expansion.

Please do not move forward with the proposed highway expansion. Instead, we must invest in a swift and just transition to 100% renewable energy and replace polluting cars with clean public transit before it's too late to stop the climate crisis from claiming millions of lives.

Madeline Amalphy

[REDACTED]
[REDACTED] Saybrooke Oaks Boulevard
Gaithersburg, Maryland 20877

From: Emmalee Aman [REDACTED] Sent You a Personal Message
Sent: Thursday, July 16, 2020 7:21 PM
To: 495-270-P3
Subject: Extend the I-495 and I-270 comment period to at least 120 days

Dear Lisa Choplin,

I don't want 140 acres of public parks and historic sites, 70 acres of wetlands and 1,400 acres of forest canopy lost. We need smart growth planning and better public transit, not to take out trees and public parks for expanding roads and encouraging more cars on the road. I want my tax dollars used to protect our trees, water, public green spaces, and public health.

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.?

Sincerely,

Emmalee Aman
[REDACTED] Neelsville Church Rd
Germantown, MD 20876
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lindsey Mendelson at Sierra Club at [REDACTED] or [REDACTED]
[REDACTED]

Paula Amann

When it comes to Beltway expansion, the upsides are few or illusory; the downsides are many. A wider Beltway would rip up residential neighborhoods, shrink the already meager housing stock in our area, reduce green space in Rock Creek Park and Sligo Creek Park, spew more CO2 and particulate pollution into our air, and increase the already thunderous noise. It would be bad for our community, for public health, and for general quality of life. Our local wildlife, too, would be adversely affected, as a larger Beltway would further disrupt and fragment already challenged natural habitats.

I live about 1.5 mi. away, but can still hear the Beltway traffic at night.

Expanding highways generally does not relieve traffic but multiplies it. Let's spend our state dollars on better things.

From: Anne Ambler [REDACTED]
Sent: Monday, November 9, 2020 11:52 AM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; Treasurer@treasurer.state.md.us;
county.council@montgomerycountymd.gov
Subject: Comments on Managed Lane DEIS
Attachments: Beltway_I270 toll lane DEIS comments.pdf

Please see attached comments regarding the Beltway-I-270 Managed Lane Study Draft Environmental Impact Statement.

I oppose all Build Alternatives.

Thank you for the opportunity to comment.

Anne Ambler
[REDACTED] Kuhl Road
Silver Spring, MD 20902

**Comments on the Maryland DOT Managed Lanes Study
Draft Environmental Impact Statement
November 9, 2020**

My name is Anne Ambler. I have lived at [REDACTED] Kuhl Road, Silver Spring, MD 20902 since 1970, but grew up on the edge of Rock Creek Park.

I oppose all of the “Build” alternatives. I support the “No-Build” option.

I was here when the beltway rerouted Beach Drive, put streams into culverts, and cut a loud, polluting swath through Rock Creek Park, and when I-270 was initially built and expanded numerous times. The beltway also cut communities along its path in Montgomery and Prince George’s counties and created a barrier for alternate means of transportation—walking and biking.¹ The beltway and I-270 belong to the era when the car ruled supreme and people gave little thought to air or water pollution and none at all to the potential for destroying the natural systems we depend on, including a livable climate.

Then when we should have known better, the Intercounty Connector (ICC) paved over the wooded links that had enabled wildlife to go from one stream valley park to another, although at least the stream valleys got bridges rather than culverts. Extraordinary measures were taken to preserve the quality of Paint Branch—pumping ICC road and parking lot runoff over to the Northwest Branch. But Paint Branch died anyway, having lost its base flow. How many people remember that all this damage was sold to the public as necessary to relieve congestion on the beltway? So...why is it now a question of expanding the beltway?

The good news is that people are finally coming to realize that new solutions to mobility must be found, or the neighborhoods and the planet we leave to our children will be at first very unpleasant, and then unlivable. Times have changed. COVID-19 has shown that physical movement is not even always necessary.

Regarding the current Draft Environmental Impact Statement (DEIS), it has become increasingly clear that the true monetary and environmental costs of this project are unknown, although likely more than stated, while the benefits are few and limited to the wealthy. A deep dive into the DEIS traffic analysis by traffic modeling experts shows that the plan creates more congestion delay for most people, not just on the highways in the project, but on the roads feeding the highways, while the alleged traffic benefits apply to only those few who can afford tolls of nearly \$50 for a one-way trip.

The costs of the project for the rest of us include loss of valued parkland, increased polluted runoff into our streams, and increased air pollution. These constitute a huge step backward to

¹ See the recent blog post, <https://ggwash.org/view/79513/bike-and-ped-connectivity-is-threatened-by-highway-expansion-how-to-weigh-in>

our efforts to reduce greenhouse gases causing climate change as well as our efforts to comply with MS4 clean water requirements. Along with those costs will be our increased WSSC costs to cover half (or more) of the \$2 billion relocation of major water mains in the I-270 corridor.

Legal Requirements are not met. The lawyers will provide chapter and verse for requirements of the National Environmental Policy Act (NEPA), Transportation Act Section 4(f), and the Historic Preservation Act. I will just summarize that NEPA Environmental Impact Statements must start with a Purpose and Need (P&N) Statement honest enough to include multiple options *with different expected effects*. But the present DEIS P&N statement simply defined out transit because it would not pay for itself—which the toll roads would not either, as the DEIS reveals. Transportation Demand Management was dismissed because it didn't add "capacity," that is, additional lanes. Unsurprisingly, after dismissing everything other than adding toll lanes, all the alternatives chosen for further study have virtually the same environmental impact, undercutting part of the purpose of an environmental impact study.

NEPA requires the DEIS to describe the expected damage from the project and possible mitigation in enough detail that environmental consequences can be realistically evaluated.

The damage to our parks and streams, even as described, is considerable—but it would surely be much more than what is described. Consider, for example, the effect of gouging switchbacks 50 feet wide nearly 140 feet down almost vertical slopes on both sides of the Northwest Branch to enable cranes to descend to stream level, break up and lower the bridge span pieces onto trucks and carry them back up. The plan also includes service roads cut through the park on both sides of the valley to connect with the existing roadway and a temporary bridge 140 feet up, 45 feet wide and 105 feet long with deep footings constructed over the valley. All of this is before construction can even begin on the new much wider spans. Mitigation consists of switchbacks on only the south side, so the limit of disturbance extends out from the ROW only on that side.

Although the report fails to describe the impact, as it is supposed to do, we can easily imagine the resulting muddy surges of runoff, especially with increasingly heavy rains from our changing climate. And post construction, the Northwest Branch would be dealing with runoff from an additional 4 lanes of roadway.

The Northwest Branch is but one of our several streams, all of which are subject to Clean Water Act standards as yet far from attained. The existing beltway had no stormwater controls, yet the proposal is to provide stormwater management for just 50% of the few lanes dug out to underlying dirt, and then add more than 550 acres of new impervious surface. Adding insult to injury, the damage to streams in places where MDOT already has either ownership or an easement (e.g., the Northwest Branch) and the distance under the existing hundreds of culverts *are deducted from the calculation of stream feet needing to be offset. Yet the streams have been suffering from confinement in those culverts since the initial construction of the beltway!*

The DEIS acknowledges that overall, the project would negatively affect 120 acres of 100-year flood plain, 50 acres of wetlands, nearly 30 miles of streams, and 1500 acres of forest canopy—essential to protect streams. It affects dozens of local parks and 86 acres of national parks. Proposed mitigation involves projects elsewhere in the state and water trading credits! Where will this leave our ability to meet our MS4 requirements?

As for air quality, the DEIS admits that the project would increase carbon monoxide, ozone, nitrous dioxide, particulates, and greenhouse gases—without addressing mitigation.

Conclusion:

The 19,000 pages of the Draft Environmental Impact Statement (DEIS) fail to provide the information necessary to evaluate such a huge undertaking, while offering abundant evidence that the project should not proceed.

It boils down to this: What kind of a community and world do we want for ourselves and our descendants? One where we walk beside blown-out muddy streams devoid of fish, and breathe toxic air? Or one where we use the knowledge gained from years of mistakes to create a healthy, green community? We know the importance of tree canopy to water quality. We know what happens to streams from runoff from hot, polluted pavement. We know that air pollution damages young brains, lowering IQ and causing asthma. Are we willing to just write off communities near these highways? We know the importance of green space overall to human health. And we know that continuing to pour greenhouse gases into the air will result in a climate where humans cannot thrive or ultimately even survive.

I urge you to reject this DEIS and this project. Convene a regional meeting. Determine what is really needed, and if it involves building something, plan to pay for it directly. We have ample experience now with P3s—the Purple Line fiasco and others around the country-- to know they are not in the best interest of Marylanders.

Our children and grandchildren will live with the choices we make. Let us make responsible ones that enhance their future and promote a vibrant, green, healthy, sustainable Maryland.

Thank you for the opportunity to comment.



Anne Ambler
[REDACTED] Kuhl Road
Silver Spring, MD 20902
[REDACTED]

Anne Ament

Why are we spending money on this? We know cars pollute the air. We know the damage stormwater from impervious surfaces causes our streams, rivers, bays, and oceans. Why should we continue on this "road"? We need to invest in clean energy and clean mass transit now. Stop the damage now.

Name: Ramin Amin

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Afternoon

Transcription:

Can you hear me? Oh Ok. My name is Ramin Amin. I live on [REDACTED] Broad Brook Drive Bethesda, Maryland 20816.

R-A-M-I-N, the last name is A-M-I-N. I live on [REDACTED] Broad Brook Drive, Bethesda Maryland 20816. Today, I'm testifying against and oppose to the 495 270 expansion project, which to date has reached \$11 billion dollars of taxpayers money and will continue to rise due to many factors that have not been considered today. As an engineer for many years of experience in civil and construction, I can assure you that this project will not achieve the goals due to the fact that expanding the highway will not remedy the traffic issues that we have currently have. But promote more vehicles and the cycle will continue in a few years from now. This is only a bandage. In addition, the survey that was taken for the current traffic was prior to the great pandemic that we have. Today many companies, including Federal Government, has successfully tested the telework and continue on this path, regardless of future cures for the COVID-19. This new great strategy has reduced the traffic as I have personally experienced it myself. Last, I encourage instead of spending billions of taxpayer's money on highway expansions for the government to promote additional tax benefits to corporations for exercising the telework program and our aging transit system, such as monorail or current metro systems. The corporations can also benefit the tax incentives to provide not only telework, but flexible work hours and compressed hours. I'm sure if we exercised the options, we can reduce the traffic without much cost to the taxpayer. As a result, I'm totally against a plan that has not studied properly the current conditions that we are living with and the nice package of different options that they provided is just an icing, like an icing on the cake. It's all outdated. It's from 1970s and it doesn't factor any future that we are progressing into the future for other means. As a result, I'm not in favor of this program.

From: David Anderson [REDACTED]
Sent: Wednesday, October 21, 2020 10:03 AM
To: MLS-NEPA-P3
Subject: Public Comment on I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement

I am vehemently opposed to any expansion of I-495 and I-270 because the air here is already impossible to breathe - we need to invest in clean pollution free transportation!

[Sent from Yahoo Mail on Android](#)

Andrey Andreev

I oppose this project and support NO-BUILD option.

My family wake up sometimes because of motorcycle and trucks noise in the middle of the night. I think there must be a wall built. New lanes does not make sense. I live in this area for 15 years and I think roads are wide enough. During covid-19 outbreak I did not noticed any traffic issues, so obviously all traffic generated by office workers driving each day to work. Invest into public transportation instead of building new lanes.

I wish I could travel to Reston/Tyson Corner by bus or metro in 30 minutes, instead of driving 45 minutes in traffic or spend 2 hours in metro.

Virginia increased number of lanes on the beltway, traffic become even worse.

Suggestions:

- 1) Don't ruin our lives and woods by this long term construction. This will not help solve traffic issues.
- 2) Invest into public transportation
- 3) Build bicycle trails. Many people can use electric scooters, boards and bikes to commute.
- 4) Build a wall along highway to protect us from the high frequencies/amplitude noise.

From: Andrey Andreev [REDACTED]
Sent: Wednesday, October 14, 2020 7:09 PM
To: MLS-NEPA-P3
Subject: I oppose the I-495 and I-270 widen project. I support the no-build option

I oppose the I-495 and I-270 project. I support the no-build option

A lot of noise from the road. we need to build a wall. build more lanes - not possible, it will be to close to our homes.

namrata andriessens

No luxury lanes on 270 -495. Invest in public transport, light rail.bus. POST and thanks to COVID Nature has revived and a lot of us will be working from home so traffic patterns will change and we don't need major investment in roads and anticipated traffic problems anymore

Sarah Ankrapp

I oppose the I-495 and I-270 project. I support the no-build option.

I do not agree that toll lanes, especially resulting from P3 partnership, are the proper solution for our highways. They create not only a literal lane divide but an economic divide among travelers on these roadways. The state would be building lanes that few travelers would use and be able to afford.

The study clearly presents findings of great concern, including evidence that the P3 toll lane options would not solve our traffic issues and cause significant residual issues to many communities adjacent to the corridor.

Unfortunately, of the remaining options in the plan, the only one without such lanes is the no-build option.



I-495 & I-270 Managed Lanes Study DEIS/
Draft Section 4(f) Evaluation
COMMENT FORM

MEETING LOCATION: N/A - because this project is being rushed

IS YOUR COMMENT RELATED TO THE DEIS OR JPA? and there have not been

DRAFT Environmental Impact Statement (DEIS)/ Draft Section 4(f) Evaluation Joint Permit Application for Wetlands and Waters

enough meetings.

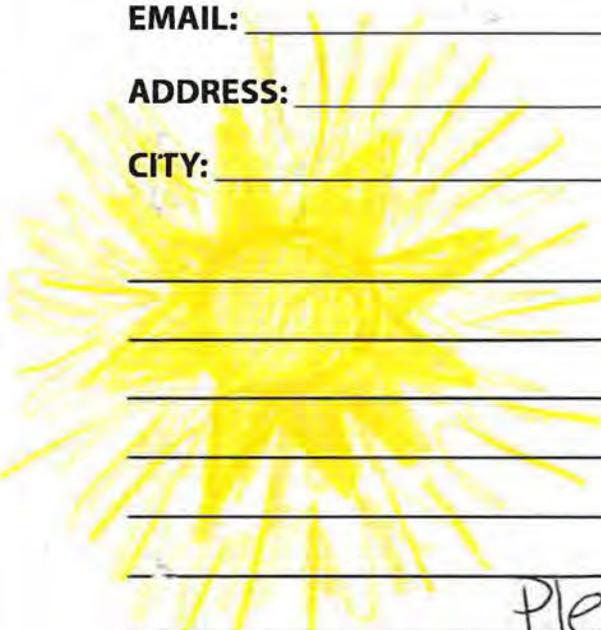
(PLEASE PRINT)

NAME: _____ DATE: 10-3-20

EMAIL: _____

ADDRESS: _____

CITY: _____ STATE: MARYLAND ZIP: 20901

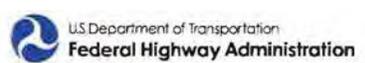


Our family supports the NO BUILD OPTION.

Please do not expand the beltway. A faster commute for the few is not a good trade for increased pollution for ALL.

MAILING LIST*: Add my name Delete my name
**Individuals who have received a copy of the Joint Public Hearing announcement through the mail are already on the Program mailing list.*
 Check here if you prefer email communications only

You may use this form or complete a comment form at the Program website, 495-270-p3.com/DEIS/. Comments may also be sent via email to MLS-NEPA-P3@mdot.maryland.gov, or by mail to Lisa B. Choplin, DBIA, Director, I-495 & I-270 P3 Office, Maryland Department of Transportation State Highway Administration, 707 North Calvert Street, Baltimore, MD 21202. Comments must be received by 11:59 PM on October 8, 2020. The public comment period may be extended 30 days. Please visit the Program website, 495-270-P3.com/DEIS/, for updates.





BALTIMORE MARYLAND 21298-6521
707 NORTH CALVERT STREET MS P-601
STATE HIGHWAY ADMINISTRATION
MARYLAND DEPARTMENT OF TRANSPORTATION
DIRECTOR, 1495 & 1270 P3 OFFICE
ATTN: LISA B. CHOPLIN, DBIA

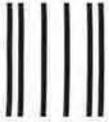


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UNITED STATES



Do Not
Build!

From: [REDACTED]
To: [Dinne, John J CIV USARMY CENAB \(USA\)](#)
Subject: [Non-DoD Source] I oppose the I-495 and I-270 project
Date: Thursday, November 05, 2020 4:37:15 PM

John Dinne,

I oppose the I-495 and I-270 project. I support the no-build option.

Here are my reasons.

1. Environmentally speaking, if we are to take seriously the Greenhouse Gas (GHG) Emissions Reduction Act Reauthorization of 2019 which stipulates a GHG reduction of 40% from the levels of 2006 by 2030, it does not make sense to continue in the rut of the past, adding ever more lanes to our highways. We cannot build our way out of congestion with more highway lanes, we need a transition to smarter transportation, like rapid transit buses, trolleys, high speed rail etc.. Unlike most developed countries, shamefully we do not even have a Metro line from the capital and the suburbs all the way to the international airport yet. Additionally, experience shows that building more lanes only encourages more people to move further out of the DMV area, thus setting off a new cycle of traffic congestion.
2. Luxury lanes with high cost for the users fly in the face of affordable transportation for an equitable community; only wealthy drivers can afford those luxury lanes in a pay to play arrangement. Experience also shows that P3 projects for toll lanes do not have a good financial track record and often do not achieve the expected profits, leaving the taxpayer to pick up the tab. This is a serious social justice issue.
3. As widely shown in similar public private partnerships (P3), they tend to dump costs on the taxpayer, in this case for example the cost for moving water and sewage pipelines (estimated at up to \$2 billion) which are not even part of the estimated project cost. But there is also the risk of a lot of other unforeseen downstream costs, such as litigation costs, delays, overestimation of the expected usage resulting in less than the projected profits etc.. It already seems clear that the state will have to subsidize the project in one way or another. That means privatizing profits and socializing the costs.
4. One of the reasons why my partner and I chose to live in this area is that we love the surrounding public parks and use them very frequently, almost daily. We have already observed considerable loss of parkland and of trees due to new housing construction and wide-spread erosion around the creeks. These beautiful parks in Montgomery County were supposed to be protected natural spaces but now 45 of them seem to be on the chopping block. They provide an important function for CO2 absorption but also healthy recreation and education for children. Destroying these protected areas only to face clogged highways again in a few years like in California would be irresponsible.
5. The inevitable major disruption of traffic and resulting traffic chaos around the construction sites to be expected for the next years, as well as the air and groundwater pollution and increased traffic make this ill-conceived project unacceptable for concerned citizens.

We need a true 21st century long-term vision for our transportation challenges, not shortsighted fixes.

(USACE Application Number: NAB-2018-02152)

(MDE Tracking Numbers: 20-NT-0114 / 202060649)

[REDACTED]
Inverness Ridge Rd
Potomac, Maryland 20854

<Blocked<https://u1584542.ct.sendgrid.net/ss/o/sKx> 9Tusut-

g iwfMaIEa /36m/sjr3J1WLRrqGpUujlG6tcw/ho.gif>



ATTN: LISA B. CHOPLIN, DBIA
 DIRECTOR, 1495 & 1270 P3 OFFICE
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 707 NORTH CALVERT STREET MS P-601
 BALTIMORE MARYLAND 21298-6521

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CAPITAL DISTRICT 208
 7 NOV 2020 PM 1 L

This questionnaire is for the purpose of evaluating the effectiveness of the Joint Public Hearings.

1. The information presented was easy to understand?

Good



Okay



Poor



2. The presentation was informative and useful?

Good



Okay



Poor



3. The presenters responded well to my questions?

Good



Okay



Poor



4. Meeting information was in the language I requested?

Good



Okay



Poor



5. How can MDOT communicate more effectively?

*By waiting until after
 covid is under control.
 so that people can
 discuss the issue in person*

MEETING LOCATION: not applicable

IS YOUR COMMENT RELATED TO THE DEIS OR JPA?

- DRAFT Environmental Impact Statement (DEIS)/ Draft Section 4(f) Evaluation
- Joint Permit Application for Wetlands and Waters

(PLEASE PRINT)

NAME: _____ DATE: _____

EMAIL: _____

ADDRESS: _____

CITY: Bethesda STATE: MD ZIP: _____

I support the "no build" option. Please stop this project as soon as possible. There are much better, more targeted approaches. And I do not feel comfortable passing this environmental and financial burden on to our children. This project is not a good idea and is also being rushed.

MAILING LIST*: Add my name Delete my name

**Individuals who have received a copy of the Joint Public Hearing announcement through the mail are already on the Program mailing list.*

Check here if you prefer email communications only

You may use this form or complete a comment form at the Program website, 495-270-p3.com/DEIS/. Comments may also be sent via email to MLS-NEPA-P3@mdot.maryland.gov, or by mail to Lisa B. Choplin, DBIA, Director, I-495 & I-270 P3 Office, Maryland Department of Transportation State Highway Administration, 707 North Calvert Street, Baltimore, MD 21202.

Comments must be received by 11:59 PM on October 8, 2020. The public comment period may be extended 30 days. Please visit the Program website, 495-270-P3.com/DEIS, for updates.

Eliot Applestein

I oppose the I-495 and I-270 project. I support the no-build option. The current plan to build is short-sighted. A Wall Street Journal article: "Working From Home?" published Oct. 26, 2020, noted that "A recent survey of more than 4,000 people working full time remotely during the pandemic found that 65% would like to make the arrangement permanent...." If remote work, even of one or two days a week becomes the new normal, traffic on 495 and 270 will go down substantially. Moreover, the current plan appears to affect a number of low income residents who may lose their homes. This is a common scenario played out in many jurisdictions and has been referred to as environmental racism. It's time to keep hands off this group of citizens. Lastly, if the tolls do not generate the revenue "promised" the private builders, we, the public will be responsible for paying these private entities. For these reasons, I do not support the build plan.

From: Bill Arcieri [REDACTED]
Sent: Tuesday, November 3, 2020 9:36 AM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; kumar.barve@house.state.md.us;
Cheryl.Kagan@senate.state.md.us
Subject: Opposition to the I-270 Widening Project

To whom it may concern:

I oppose the I-495 and I-270 project and support the no-build option.

The main reason is that I believe that the widening plan will simply not work. I based this on my observations of the I-495 Capital Beltway traffic in Virginia. Despite the presence of toll lanes, traffic backs up frequently.

My office is in Tysons Corner off of VA 7 and as I enter the Beltway towards Maryland, I see the traffic going towards Springfield/I-95 as I go over the Beltway overpass which is backed up as far as I can see.

This backup occurs by early to mid-afternoon. So, despite a tremendous effort on the part of Virginia's government, traffic on the Beltway in Virginia remains heavy. Toll lanes have not solved the problem.

I-270 in Rockville is already 6 lanes in each direction. If more lane capacity is needed, simply removing the Jersey barriers and reconfiguring the road would do it. It is not necessary to undertake a massive construction project that will ultimately fail.

Please contact me with any questions.

Bill Arcieri
[REDACTED] Columbia Ave
Rockville, MD 20850

--
Bill Arcieri
[REDACTED]

From: Diane Arcieri [REDACTED]
Sent: Sunday, October 18, 2020 3:33 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; Cheryl.Kagan@senate.state.md.us;
nancy.king@senate.state.md.us; kumar.barve@house.state.md.us
Subject: Don't Widen 270

Dear MDOT,

I oppose the I-495 and I-270 project to widen the roads. I support the no-build options.

I oppose the widening of I270. I do not feel the addition of more lanes is going to ease congestion on this road because the majority of the traffic is going past where the widening will occur and will just cause the backup to occur lower down on I-270.

This project would cause destruction of and great harm to many homes, businesses and the environment along its path. The noise, dust, poor air quality and effect on trees and streams would be horrendous.

It would also cause a burden on taxpayers for the road and water improvements that would need to be made for this project. Many of the bridges over I-270 would need to be removed and made bigger which would ultimately be funded in part by taxpayer money. The cost for WSSC to make its improvements would be reflected in our water bills.

The worst part is it would all be for nothing because it will not fix the congestion problem. I support reversible lanes and commuter bus lanes within the current footprint of the road. It works in DC to have reversible lanes.

Please do not do this to the area we love.

Sincerely yours,
Diane Arcieri
[REDACTED] Columbia Ave.
Rockville, MD 20850
Sent from my iPad

Carmen Arenas

I oppose the project 1-270/I-495 and support the NO-BUILD option.

From: Ann Arevalo [REDACTED]
Sent: Wednesday, August 12, 2020 11:38 AM
To: MLS-NEPA-P3
Subject: Beltway/I-270 expansion

Lisa Choplin,

Replacing precious parkland (not to mention tearing down people's homes!) & replacing it with miles of asphalt to accommodate more & more vehicles is exactly the wrong thing to be doing when we urgently need to address climate change by discouraging our dependence on private transportation in order to reduce greenhouse gas emissions.

Ann Arevalo

[REDACTED]

[REDACTED] Torrance Dr

Kensington, Maryland 20895-2800

From: Scott Aronson [REDACTED]
Sent: Sunday, November 8, 2020 9:49 AM
To: MLS-NEPA-P3
Subject: opposed to 495 expansion

Dear MDOT,

Our household strongly opposes any and all expansion plans for 495. The P3 projects of a similar nature all across the country have been failures. They not only charge exorbitant amounts for the toll lanes, the net game is they end up increasing congestion. As well as leaving the state municipalities on the hook for costs. This also is in stark contrast to the Governors promise of the project not costing the taxpayers a dime. The state's transparency on this project has been dubious from day one and has only gotten worse. The money could be better spent on public transportation and alleviating the need to drive, like the purple line. In every instance of a road expansion you simply invite more people to drive and fill up the increased capacity and not alleviating congestion and pollution.

We do not need a many yeared project that will cost BILLIONS that will in the end be a major regret and we'll be worse off than before.

Thank you for your time,

Scott Aronson
[REDACTED] Granville Drive
Silver Spring, MD 20901

Voicemail Testimony added to file on Oct. 23, 2020

Joint Public Hearing— August 25, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

Name: Diana Artemis

Joint Public Hearing Date: 8/25/2020

Type/Session: Voicemail

Transcription:

Hello, my name is Diana Artemis. I've lived in the DMV area since 1985 and I want the no-build option. This, this is throwing more money away at roads when we need more public transportation options. We, I don't want to continue to damage our environment and our communities and raise taxes to pay for all of this and I definitely want you to not widen 270. We need reversible lanes not high-priced tolls. We need expanded transit and you need to fix the upper 270 bottlenecks first. Please don't continue to destroy the environment, make us pay more tolls, and harm the air quality of our region. And I ask you to select the no-build option. Thank you.

Joseph Artrip

1. A third general purpose lane in each direction from Clarksburg to Frederick should be built before any toll lanes are built on 270.
2. The local lanes of 270 should be maintained as part of any plan to build toll lanes on 270. The local lanes greatly reduce congestion by minimizing weaving and merging. Removal of these lanes will result in congestion levels as seen on the Beltway.

Paul Arveson

I oppose the I-495 & I-270 toll lane project and support a no-build option. I live a mile from I-270 and the air and noise pollution are already serious problems. This is the time to shift out of traditional thinking and toward better, more imaginative solutions to commuter traffic. These include reversible lanes, light rail, electric buses, and work from home. These options deserve more consideration and will save taxpayer money.

Richard Ashford

As Benjamin Franklin said about the Constitution, it seems a perfectly good plan, if you can keep it. I think it is fine, but on the other hand, look at the Purple Line dispute over unforeseen costs which the government will not secure. How can one expect better with a far more complex endeavor? Build the bridge over the Potomac, and finish the outer Beltway (a far simpler endeavor, once you take on rich NIMBYS).

Stephen Ashurst

I support the no-build option. There should be no new lanes added to any portion of I 270 or I 495. Current space can be adjusted to allow bus transportation only. A better option would be allowing rail to run down the center of I 270 from Frederick. Again, no new lanes.

Giorgia Atchison

I live right next to I-495. I love my neighborhood and my community. Please don't devastate it by widening the highway. Noise pollution and air pollution are already at high levels as it is. Please don't make our lives miserable. Also, a project like this will have a negative impact for all tax payers in Maryland and for the environment, of course. Please look for alternative options that won't contribute to more destruction and to global warming. It's time to be part of the solution and not the problem.

Thanks

Giorgia Atchison

Michael Atlas

I'm all for widening these roads but I want no part of a toll hellscape as exists in Virginia. Widen the roads and don't charge tolls We pay enough taxes already in Maryland.

Falah Atrakchi

We strongly oppose this luxury lanes project and we hope this state will reconsider and find a better long term solution that goes well with the future in light of COVID-19 and the option of teleworking. Our family lived in the Rockshire neighborhood for 15 years and we like it to stay the way it is and no get destroyed by this illogical project

Charles Atwell

I oppose the project. My house and neighborhood would be adversely affected.
I support The no-build option. More bikeways/walkways and transit should be built.

From: John Ausema [REDACTED]
Sent: Wednesday, October 14, 2020 9:10 PM
To: MLS-NEPA-P3; aklase@marylandtaxes.gov
Subject: Beltway widening

Hello, I would like to record a comment regarding the Beltway/270 widening project.

I strongly support the expansion of the American Legion bridge. That portion of the project should be advanced as soon as possible. The bridge should include a bike/ped connection to trails on both sides of the river.

I think the HOT lanes should be constructed from the bridge to the 270/495 split. However I am not convinced that there is space to expand the beltway further east without undue influence on park land and homes near the roadway, especially in the Bethesda area. Instead, the focus should be on improving rail and bus service along the 270 corridor and express bus service with a dedicated lane (or shoulder use) on 495.

Also a full interchange for the Greenbelt metro station should be built, even if the HOT lanes are not constructed through that area. They should be designed along with a new parking garage and mixed use development for the current parking lot.

thanks,

John Ausema

--

John Ausema
Greenbelt, MD

Robert Ausura

I have lived in Gaithersburg since 1972 and watched the steady expansion of I270 and I495. Each expansion relieves the horrid traffic for several months until increased traffic flow necessitates a new expansion plan and several more years of debate and construction. Every "improvement" simply invites more vehicles. We are chasing our tail when it comes to automotive transportation, and we've got to stop. Each expansion not only claims more private and public land, consumes more resources, and costs more taxpayer dollars but also encourages behavior that directly opposes efforts against climate change.

Rather than pursuing a road project that is "more of the same" and no one expects to provide a longterm solution, why not be bold and visionary and pioneer a public transportation strategy--light rail, increased bus service--that has at least a chance of reducing automotive inflation? Yes, there will be public resistance. People want their individual conveniences. But if the current COVID-19 situation has taught us, [most] people will adapt to new ways if they see the benefit.

Tom Autrey

I do not think you should advance any of the build alternatives until you have provided a detailed explanation of the assumptions, methodology, and results of a new travel forecast analysis using post COVID travel patterns as a baseline.

From: Davit Avagyan [REDACTED]
Sent: Thursday, October 22, 2020 1:49 PM
To: MLS-NEPA-P3
Subject: Regarding I270 Widening

Here is my feedback for your consideration:

Instead of widening the roads, please use the money to bring in more companies and jobs to the state and cities, so people can spread out instead of all committing to VA for jobs...

Davit Avagyan
[REDACTED]

From: c.l. avery [REDACTED]
Sent: Friday, October 23, 2020 1:18 PM
To: MLS-NEPA-P3; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: I oppose beltway widening

1) I oppose widening

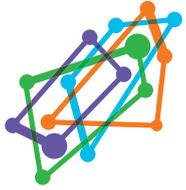
2) I support the no-build option. I don't support the alternatives that would add lanes to both highways.

We cannot build yet more roads and pave over yet more of our congested land to foster yet more fossil fuel using cars. We must have safe, convenient and affordable public transport, not private one-occupant vehicles.

Carolyn Avery
Bethesda, MD
[REDACTED]

Uri Avin

The file attached is a study just completed by the University of Maryland's National Center for Smart Growth which addresses the Managed Lane Study in the context of a broader analysis of future scenarios for the Baltimore-Washington Region, which explicitly include the managed lanes.



PRESTO

PROSPECTS FOR REGIONAL SUSTAINABILITY TOMORROW

Can our region maintain its dynamic economy and quality of life if the future promises inexorable traffic gridlock? We tackle the congestion part of this question by creating scenarios of possible futures that address congestion in various ways. The prospect of autonomous vehicles sharply differentiates these scenarios. We assess policies that do very little, add new tolled roads, or assume smarter growth patterns. We analyze their impacts on population location, travel patterns, transit ridership, and greenhouse gases. We develop policy recommendations, some of which differ from ones currently being considered.

Smarter Roads, Smarter Cars, Smarter Growth?

Baltimore-Washington 2040

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2	Models, Assumptions, and Indicators
5	Existing Conditions and Baseline Projections
6	The Scenarios and their Impacts
12	Key Findings
14	Policy Recommendations
15	Appendices
15	A. Findings in Perspective
16	B. Comparison with the MDOT Study
17	C. Population Impacts
17	D. Travel Impacts

September 2020

This report is dedicated with much honor and respect for the memory of Andrew McMillan who led and conducted much of the critical technical work for this report with commitment and care. We couldn't have completed this work without him.

Letter from our Executive Director

The National Center for Smart Growth Research and Education is pleased to contribute this report to the ongoing dialog on the proposal to add toll lanes to Interstates 495 and 270. Of course, we are not the first organization to analyze this question. Our intent is not to challenge the analyses of other organizations, but to offer a new approach and to raise new issues of timing and technology that have not yet undergone critical analysis.

Toward this end, we employ a well-tested set of computer models, used by us and others, to examine how alternative transportation scenarios address traffic flows, traffic congestion, transit ridership, development patterns, greenhouse gas emissions, and more. What makes our analysis unique is the simultaneous examination of those issues in loosely coupled models that permit feedback between the models, including how transportation expansions indirectly affect population redistribution. Also unique is our consideration of autonomous vehicles to explore how this disruptive technology might influence the choice of alternative strategies. While our analysis is far from comprehensive and the insights we uncover are not definitive, we believe they are worthy of serious consideration.

First, we suggest that the adoption of autonomous vehicles has the potential to alter the relative efficacy of alternative transportation strategies well within the planning horizon. More specifically, we suggest that the case for new tolled freeway lanes is less compelling if autonomous vehicles alone provide significant increases in freeway capacity.

Second, with or without autonomous vehicles, we find the case for new lanes on I-495 to be stronger than the case for new lanes on I-270. This suggests it might be wise to consider these lane expansions as two distinct decisions, and perhaps decide on I-495 before deciding to expand I-270.

Finally, we find that smart growth strategies that provide for more development or redevelopment in core cities and inner suburbs plus selective transit expansion can provide some congestion relief, with smaller increases in vehicular travel and greenhouse gas emissions, if autonomous vehicles are rapidly adopted.

Like most of the work at the NCSG, this report represents the collaboration of many faculty, students and staff but does not reflect the views or perspectives of the University of Maryland or the four schools with which the NCSG is affiliated. We also acknowledge the Town Creek Foundation, which has generously supported our work in this area for nearly a decade. We alone, however, bear responsibility for the contents of this report.

To stay in touch or find additional information go to www.umdsmartgrowth.org/projects/presto and click on Keep in Touch.

Sincerely,



Gerrit Knaap
National Center for Smart Growth

Introduction

Growth in the Baltimore-Washington region continues to fuel debate about the best ways to address the resulting traffic congestion. This congestion, among the worst in the nation, is seen as an individual burden in wasted time and productivity as well as a barrier to regional economic development. Multibillion-dollar proposals to overhaul and expand the region’s Metro system vie with even larger plans to add tolled lanes to major expressways, as proposed in the Maryland Traffic Relief Plan (TRP).¹

Debates swirl around the impacts of these initiatives on transit, air quality, and land use. On the last point, county land use plans, over the past decades, have taken a smart growth approach and advocate for denser development around transit nodes in the name of congestion reduction and improved job access for all. Looming in the background is speculation about the impacts of autonomous vehicles (AVs) on congestion, travel behavior, transit viability, and land use. Furthermore, congestion solutions are increasingly viewed through the wide-angle lens of sustainability, with its emphasis on reduced energy consumption, resource conservation, and access to opportunity.

To explore the interplay of these uncertainties and forces, we present here an exploratory scenario approach, with the intent to identify both robust strategies, or policies that could work with all of these futures, and contingent strategies, that would help only under certain conditions.

We’ve created five scenarios for the year 2040 depicted as the various combinations in Figure 1. They are the result of combining two possibilities over which the State has little influence—the penetration of autonomous vehicles, at zero or at 25 percent—and three policy options: implementing existing plans, adding tolled freeway lanes, and adopting an even smarter growth land use and transit strategy. The maintenance of existing plans trends yields a 2040 baseline case against which the impacts of the other scenarios are measured.

Even though our focus is the greater Baltimore-Washington region, the potential impacts of transportation and other policy changes will reach beyond this region.

Figure 1. The Baseline and the Five Scenarios

Policy Options	External Factors	
	No AVs	25% AVs
Trends	Baseline	x
Additional Tolled Lanes	x	x
Smarter Growth	x	x

Modeling a larger study area captures these effects and allows for a broad consideration of impacts. The study area thus extends into the neighboring states of Virginia, West Virginia, southern Pennsylvania, Delaware and into D.C. By 2040 this study area will have a population of 15.6 million, with the Baltimore-Washington region at about 10.6 million residents.

We use various models to analyze selected impacts of the scenarios, as measured by primarily six indicators:

- Population growth shifts
- Traffic (measured as Vehicle Miles Traveled or VMT)
- Travel time (measured as Vehicle Hours Traveled or VHT)
- Delay (measured as Vehicle Hours of Delay or VHD)
- Transit ridership
- Vehicular emissions (greenhouse gases or GHG in tons per day)

After describing the models and indicators, we present the baseline conditions for the region’s population, job distribution, and transportation conditions in 2015 and as projected to 2040, absent any significant policy and infrastructure interventions. We then test the five scenarios, organized by different geographies, and highlight key findings. We conclude with policy recommendations.

The report presents scenario results in percentage differences from the baseline, color coded for clarity, while the Appendix presents numerical results and a more detailed narrative of traffic impacts. Full tabular model results are online at <https://www.umdsmartgrowth.org/projects/presto/>. There, we present results in absolute numbers and as percentages, with and without AVs, and adding four lanes, both with and without tolls to see their land use and other impacts. On the website, we also present these impacts (called MSTM only) without assuming any indirect population or land use changes that might result from the proposed toll facilities, which is the way such analysis is conventionally done. We also include the full tables for transit and GHG Impacts.

1. <https://www.roads.maryland.gov/mdotsha/pages/pressreleasedetails.aspx?newsId=2979&PageId=818>

Models, Assumptions, and Indicators

We divide the region into four subareas (Figure 2) with impacts reported for the region as a whole and for each subarea. The four subareas are the core cities of Baltimore and Washington, DC, (where the core includes both Arlington County and Alexandria City); the six inner counties around the cores; the eleven outer counties; and the remainder of the study area beyond the Baltimore-Washington region. We also report impacts for the proposed I-495 and I-270 toll and untolled facilities. We believe that their impacts, however, should be viewed within a larger, regional context to create a balanced picture of where and how changes are felt.

Modeling the future, or alternative futures, is a challenging enterprise. As is often said: all models are wrong; some models are useful. This section describes our models, some key assumptions, and our indicators. These indicators are not comprehensive and omit analyses needed for a proper understanding of sustainability, such as environmental, economic, fiscal or social impacts. Our analysis we believe, however, adds new and useful information. While much of it is relevant to the TRP's four proposed additional toll lanes on I-495 and I-270 (Figure 3) our models also incorporate the effects of autonomous vehicles on the region's freeways, as well as the effects of extending current smart growth plans and transit networks.

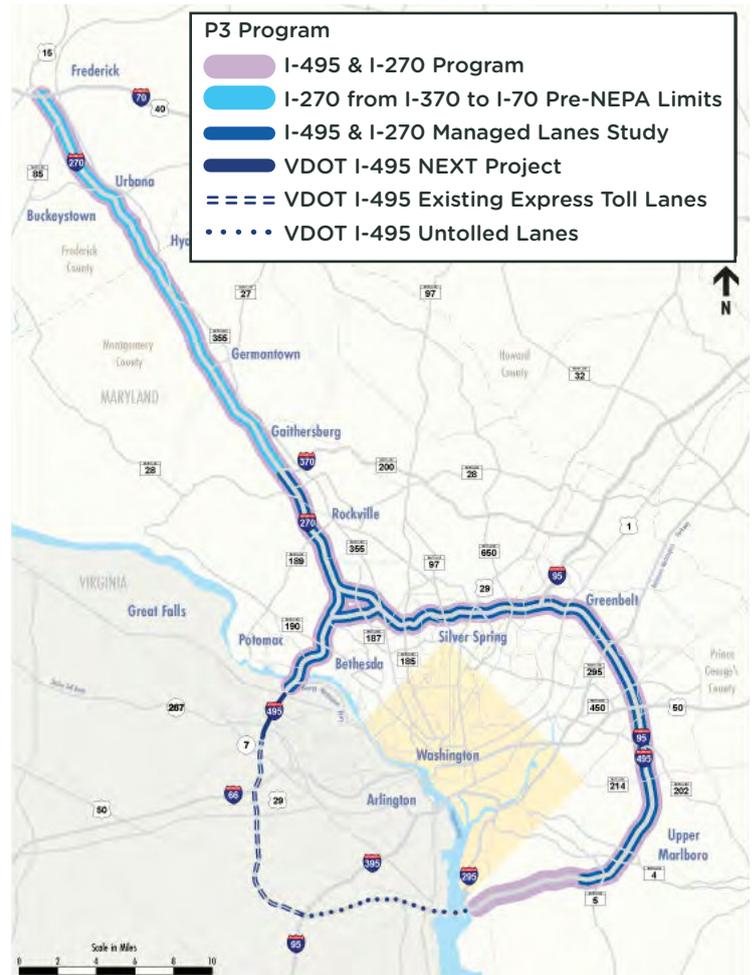
The Models

Our models include the Maryland Statewide Transportation Model (MSTM), a Mobile Emissions Model (MEM), and a land use model called the Simple Land Use Orchestrator (SILO) all of which cover the study area (Figure 2). These models interact so that shifts in population locations influence travel behavior and, likewise, changes in transportation networks or

policies influence land use by changing accessibility.

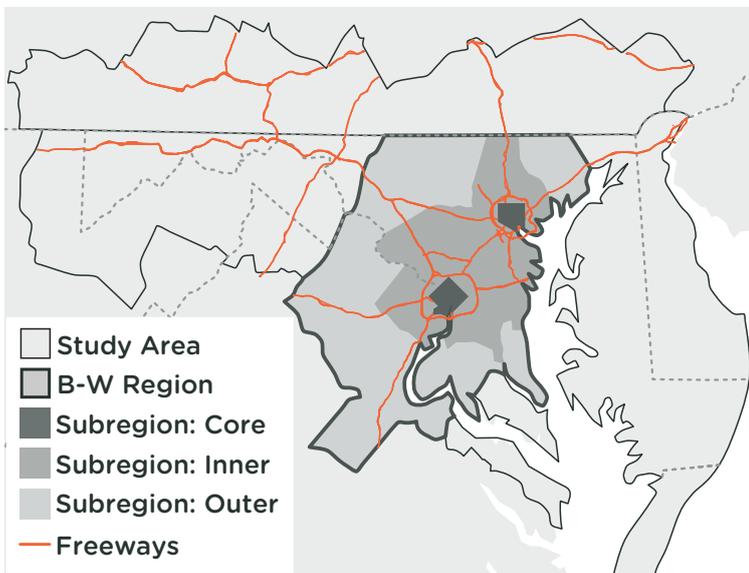
This two-way interaction is a key aspect of this study since most analyses of new highway capacity ignore its potential effects on population redistribution and thus land use. This produces results for delay and congestion, for example, that vary significantly from the standard modeling approach that considers only transportation impacts, as a comparison of outcomes on the relevant website tables attests. Capturing these effects is an important strength of our analysis.

Figure 3. MDOT's Proposed Traffic Relief Plan



Source: Maryland Department of Transportation I-495 & I-270 P3 Program <https://495-270-p3.com/>

Figure 2. The Region and Subareas



MSTM This statewide four-step travel demand model was developed for the Maryland State Highway Administration (SHA) for the entire study area. It was built by Parsons Brinkerhoff (now WSP) and the University of Maryland's National Center for Smart Growth (NCSG) between 2010-2013 and has been used in several studies by NCSG, SHA, and MDOT. The road and transit networks used in this report's 2040 baseline include all existing and committed projects (such as the pending circumferential Purple Line connecting Montgomery and Prince George's Counties inside the Beltway). Our model does not add detail such as interchange reconfiguration or ramp metering. It is a broad brush tool suitable for the level of analysis applied in this study

MEM The Mobile Emissions Model is a customized tool where the emission rates are applied from the US EPA's Motor Vehicle Emissions Simulator (MOVES) to MSTM-generated traffic flows to model transportation emissions. In the baseline and in all the scenarios, we make the conservative assumption that by 2040 zero-emission vehicles (ZEVs)² will comprise 10 percent of the vehicle fleet.³

SILO This model, initially developed as a research project by Parsons Brinckerhoff, Inc. for Minneapolis/St. Paul, was later implemented for Maryland, and has now been applied in seven metropolitan areas across the globe.⁴ It micro-simulates individual decisions by developers and households within a region, based on housing costs, transportation costs (including accessibility measures), and household budget tradeoffs. The model allocates housing units and households throughout a study area. SILO is particularly useful because it models real constraints in household budgets and in travel time to work. Notably, our implementation of SILO also incorporates the behavioral effects of racial segregation tendencies, school quality, crime, and development constraints represented by zoning. (Technical detail on SILO is provided on the project website.)

In this study we influence, rather than mechanically direct, SILO's residential growth allocation. We do this by modifying land development capacity by assuming zoning changes, a tool under the control of local policy makers. Because of central Maryland's constrained supply of developable land,

land capacity is an important factor influencing growth allocation.⁵ For the smarter growth (SG) scenario, we allow more growth and density in the core and inner subareas. The model then allocates growth based on this changed capacity and households' decisions.

Assumptions Regarding Autonomous Vehicles

Despite the growing consensus that Autonomous Vehicles (AVs) will be adopted more slowly than earlier imagined,⁶ their inevitability is widely accepted, as is their impact as a disruptive technology. The extent of AV adoption and its impacts are topics of extensive research and debate. AVs are seen as having at least two impacts on travel. First, they increase capacity on freeways by enabling vehicles to operate closer together. Second, because AVs allow drivers to do other things while driving, (reading, working, meeting remotely, relaxing etc.), time spent in the vehicle is less onerous and drivers are more willing to tolerate longer travel times and delays; this lowers the implicit cost of driving. The delay or congestion (VHD or V/C ratios) indicators in our AV analysis should thus not be seen as having the same adverse impacts for time spent in AVs as time spent in conventional vehicles.

In reviewing relevant AV research and modeling, including our own, we make the following conservative but plausible assumptions for travel and land use modeling.

- By 2040, 25 percent of the passenger car fleet will be AVs.
- AVs will increase vehicle capacity on all freeways by 25 percent because they operate closer together in narrower lanes.
- No capacity changes occur on arterial or collector roads.
- The value of time driving will fall by 33 percent for AVs, reflecting a more efficient or pleasurable use of travel time.
- Auto operating cost per mile will fall by 25 percent, reflecting expected cost savings from AV operations, such as lower fuel costs.
- Parking costs will fall 50 percent since AVs can seek lower cost, remote parking or can return home
- The value of general accessibility as a factor in household location decisions will fall by 15 percent.
- The value of travel time to work as a factor in household location decisions will fall by 15 percent.

2. A vehicle that never emits exhaust gas from the onboard source of power.

3. Fan, W., Erdogan, S., Welch, T.F., Ducca, F.W., 2017. Use of Statewide Models as a Decision Tool for Zero-Emission Vehicles Deployment. Transportation Research Records, 2828, 78-86.

4. <https://wiki.tum.de/display/silo>

5. NCSG, Engaging the Future, 2018, 27

6. Kuhr, J.; Juri, N.R.; Bhat, C.R.; Archer, J.; Duthie, J.C.; Varela, E.; Zheng, H. Travel Modeling in an Era of Connected and Automated Transportation Systems: An Investigation in the Dallas-Fort Worth Area; Data-Supported Transportation Operations; University of Texas at Austin: Austin, TX, USA, 2017

Indicators

The indicators are defined below. The first four travel metrics are applied at the regional and subregional scale. We introduce and apply the congestion metric of volume-to-capacity ratios (V/C) in discussing impacts on the Interstates, where we also present data on traffic volumes and volume per lane. Given the finer scale and issues of the toll lanes, these are appropriate indicators at the facility rather than at the subregional scale. All travel metrics are for the PM peak, the heaviest travel period of the day.

Impact Indicators and their Definitions:

Population growth shifts

The number of people who move into or leave the study area and its subareas in response to changes in land use capacity and accessibility.

Traffic: Vehicle Miles Traveled (VMT)

Calculated by multiplying the number of vehicles using a roadway link by the length of roadway link. This common measure of how much travel occurs says nothing about travel quality.

Travel time: Vehicle Hours Traveled (VHT)

Calculated by multiplying the number of vehicles on a road link by the time spent on the link. It does not address the nature of the time spent.

Delay: Vehicle Hours of Delay (VHD)

Calculated by comparing travel time without congestion (free flow) to travel time with congestion. A trip may be two hours with congestion and one hour without congestion, yielding one hour of delay.

Transit ridership

The counts of transit ridership on all existing and proposed transit networks in a scenario, broken out by bus, commuter rail, and other rail (heavy and light).

Vehicular emissions of GHG

These primarily comprise three measured GHGs - Atmospheric CO₂, Methane (CH₄), and Nitrous Oxide (N₂O). They are expressed in terms of Carbon Dioxide equivalents (CO₂Eq), a combined measure of GHGs weighted according to the global warming potential of each gas, relative to CO₂. Among the criteria pollutants, we output emissions of Nitrous Oxides (NO_x) and Volatile Organic Compounds (VOCs).

Value-Explicit Presentation of Findings

We have sought to be sensitive to language and value bias in presenting our findings. For example, we use the word “decentralization” rather than the “sprawl.” In a similar vein, increased traffic is often considered a negative impact because it generates more pollution, wasted time, and congestion. But more traffic throughput on a freeway can also be interpreted as an economic development gain for a region, implying more freedom of movement and choice for employees and employers and so we make this point explicitly when presenting results. Furthermore, fleet electrification and autonomous vehicles, with their lower emissions and increased road capacity, could upend the typical negatives associated with increased traffic, travel time, and delay. We thus note explicitly that in an AV world, delay should not be viewed in the conventional way.

Existing Conditions and Baseline Projections

We compare our scenario results not to current conditions (the travel model’s base year of 2015) but to a future in 2040, called the baseline. While this makes for a useful apples-to-apples comparison, it requires an imaginative leap. To support that leap by grounding the reader in current realities, this section provides a snapshot of where population and travel measures are today and in the 2040 baseline.

Our baseline scenario incorporates the study area’s population, housing, and jobs projections, as officially adopted by the region’s two Metropolitan Planning Organizations (BMC and MWCOG). These projections are reflected in the 2040 baseline indicators. But because our modeling links the population and land use effects of transportation or land use policy changes, our scenario projections vary slightly from the “official” baseline projections (Figure 4).

Population Distribution with and without AVs

Using SILO, we model existing and projected population distribution in the region with and without AVs, but without adding lanes, tolls, or transit, which is done later in the scenarios. Unlike population, job locations are held constant in our 2040 scenarios and reflect official State projections. Job projections reflect an annual average increase of 1 percent per year while population increases at a much slower pace, about 0.25 percent per year. Figure 4 shows the 2015 and SILO-projected 2040 populations for the subareas and their change over this time.

In both 2015 and 2040, about 40 percent of the region’s more than 10 million people are located in the six-county inner subarea. Since the added toll lanes run through this subarea, it may be expected to experience the largest impacts. This, however, is not the case.

Figure 4. Existing and Projected Baseline Population

	Population				
	2015	2040		Change	
		No AVs	25% AVs	No AVs	25% AVs
Core	2,259	2,576	2,535	317	276
Inner	6,098	6,334	6,299	236	201
Outer	1,573	1,769	1,813	196	240
Region	9,930	10,678	10,647	748	717
External	4,672	4,931	5,029	258	357
Total	14,602	15,609	15,676	1,007	1,074

1/1000

We find that development patterns respond strongly to the accessibility changes generated by AVs—increased highway capacity, reduced travel time penalties, and a reduced value of accessibility—by pushing new growth farther out. Without AVs, the increment of growth going to the outer and external subareas totals 49 percent; with AVs it totals 57 percent, an increase of 8 percent. This, of course, is the same growth percentage lost by the core and inner subareas. These percentages equate to about 100,000 people who are redistributing themselves.

Traffic Conditions without AVs

In 2015 and 2040, Vehicle Miles Traveled (VMT) in the Baltimore-Washington region (the core, inner, and outer subareas) amounts to about 60 percent of all VMT in the study area, impacting a very large portion of drivers. Figure 5 shows travel indicators in 2015 and in 2040. Most striking in the projections is the virtual doubling of delay on all roads in the region. This highlights the importance of addressing congestion in our scenarios.

Figure 5. Existing and Projected Traffic Conditions

		2015	2040	% Change
VMT	Freeways	22,388,116	25,390,851	13.41
	Other Roads	26,103,701	32,391,042	24.09
	Total	48,491,817	57,781,893	19.16
VHT	Freeways	501,145	649,010	29.51
	Other Roads	1,257,780	1,863,816	48.18
	Total	1,758,924	2,512,826	42.86
VHD	Freeways	115,860	210,138	81.37
	Other Roads	420,398	814,181	93.67
	Total	536,258	1,024,319	91.01

1/1000

The Scenarios and their Impacts

Given the relatively slow rate projected for population growth, we would not normally expect dramatic population shifts or travel pattern changes over the 2015 to 2040 timeframe. In land use-transportation studies of large metropolitan regions with modest rates of growth, changes in travel indicators are typically in the plus-or-minus 5 to 15 percent range. In this study, however, we test policies that add significant capacity to two key freeways, assume that AVs enhance capacity on these freeways, and also include a strong smarter growth scenario. We may, therefore, expect to produce much larger changes in travel patterns than usual.

In experimenting with tolls, we found that travel behavior is very sensitive to toll pricing. Accordingly, we assume a moderate, fixed, three-hour peak toll charge of \$0.40/mile for the proposed toll roads. In the smarter growth scenario, we also add significant new transit capacity (Figure 10 on page 10) and remove the added tolled freeway lanes included in the other scenarios. This reveals the effects of land use and transit changes without any new lanes. We test smarter growth in both AV and non-AV futures to see their separate effects.

Population Impacts

The study area will grow by just over one million people, from 14.6 million in 2015 to 15.6 million in 2040. The metropolitan region is anticipated to grow by between 713,000 and 783,000 people. We earlier presented the distribution of this growth for the baseline condition. Figure 6 shows how our different scenarios affect population shifts in 2040.

Toll Lanes vs. AV Impacts

Adding tolled lanes, but not AVs, significantly adds to growth in the external areas (22 percent more than baseline) and shrinks it slightly in the core and inner areas. With more freeway capacity, people choose to decentralize. Interestingly, just adding AVs has an even stronger decentralization effect in the external subareas (38 percent). This reduces core and inner area growth more noticeably, by about 30 percent, or about 80,000 people. Adding tolled lanes to the AV scenario has a similar decentralizing effect (42 percent).

Impacts of Changing Development Capacity

SILO shows that AVs strongly encourage decentralization. In the absence of AVs, however, the housing market's strong pressure for growth in the inner and core subareas is very evident when these subareas' development capacity is increased by 20 percent, as in the SG scenario. Almost a third more people move into these subareas than in the baseline case. When AVs are added into the mix, however, and all

subareas increase their capacity by 20 percent, then the centralizing effects of SG are much dampened, with only 7 percent more people in the core and inner areas than in the baseline, but decentralization is still strongly checked (only 15 percent move to the external and outer subareas vs. 62 percent in the AVs only case). This scenario also attracts slightly more people into the region and many more into the study area—over 800,000. Within the region the smarter growth policy grows the core and inner areas by one third more than the baseline case, equating to about 93,000 people. This recentralizing effect is much reduced when the policy is coupled with AVs.

A 2007 study⁷ suggested that significant freeway lane additions might show, on average, a 9% shift in land uses after eight years, with the great majority of shifts falling between 0 and 18%. Our analysis is in the ballpark with an overall maximum population shift of 5%. This same research suggested that much of the new capacity from new freeway lanes does not remain freely available but is absorbed by general growth in population and jobs as well as through route shifts, mode shifts and time of day shifts in response to the new capacity. Our models capture all these shifts except time of day shifts.

Figure 6. Population Redistribution in 2040 from Policy Options

	Baseline	No AVs		25% AVs			
		Tolls	SG	AV	Tolls	SG	
Population	Core	317	310	380	276	272	325
	Inner	236	227	266	201	197	247
	Outer	196	201	137	240	241	178
	Region Subt.	748	739	783	717	710	750
	External	258	315	305	357	368	320
Total Study Area	1,007	1,054	1,088	1,074	1,078	1,071	
Percentages	Core		-2.0	20.0	-12.9	-14.2	2.5
	Inner		-3.6	12.7	-14.7	-16.4	4.8
	Outer		2.7	-29.8	22.4	23.0	-8.9
	Region Subt.		-1.3	4.7	-4.2	-5.1	0.3
	External		21.8	18.0	38.3	42.3	23.9
Total Study Area		4.7	8.1	6.7	7.1	6.3	

1/1000 people

7. Avin, Cervero, Moore and Dorney, Program Forecasting the Indirect Land Use Effects of Transportation Projects, National Cooperative Highway Research, 2007

Note that while population changes imply land use change, these relationships are not proportional in terms of land consumption. Land consumption from population growth in the core is limited and is often achieved through redevelopment while population growth in the outer and external subareas is typically at low densities. In short, adding AVs has much more impact on population redistribution patterns and, as we'll see, on travel behavior than the added lanes.

Travel Impacts

Results from the travel indicators should be viewed in relation to each other to properly understand their impacts. For example, increases in travel miles (VMT) would likely be accompanied by increases in travel time (VHT), although if there are more trips, but they are faster, travel time could actually decrease. This may or may not produce more delay (VHD) depending on road capacities. More traffic and increased travel time but on an expanded road network may actually still yield reduced delay.

Figure 7 is composite summary of all regional and subregional impacts. The figure shows percentage change compared to the baseline. The actual numbers are presented in Appendix C and other additional data are on the project website. In our narrative, we use the terms significant, moderate etc. consistent with the numerical thresholds of the color legend of Figure 7.

The two left hand columns of Figure 7, showing results with conventional vehicles (No AVs), supports our earlier observation that most transportation studies in large, mature regions yield insignificant (<5 percent change) to moderate (5 to 15 percent change) travel behavior impacts. This picture changes noticeably, however, when we look down the 25 percent AV columns and see numerous instances of changes in the significant (>15 to <25 percent) and very significant (+25 percent) categories, especially in freeway delay changes, and most markedly at the subarea scale.

In several of the scenarios, the core realizes the most reductions in travel time and delay, especially on freeways. The inner subarea realizes increases in travel changes, except for some significant freeway reductions. The outer subarea sees some of the largest increases or decreases. Results for

Legend: Percentage Changes from Baseline		
<-25	25+	Very Significant
-15 to -24.9	15 to 24.9	Significant
-5 to -14.9	5 to 14.9	Moderate
-0.1 to -4.9	0 to 4.9	Insignificant

Figure 7. Summary of Scenario Impacts (% Change)

		No AVs		25% AVs			
		Tolls	SG	AV	Tolls	SG	
Region	Population	4.7	8.1	6.7	7.1	6.3	
	VMT	Freeway	1.2	-1.7	14.6	17.2	7.3
		Other Roads	-0.7	0.9	3.5	3.7	-0.8
		Total	0.1	-0.3	8.4	9.6	2.8
	VHT	Freeway	-0.5	1.2	3.3	5.5	-4.9
		Other Roads	-0.8	5.7	11.1	11.7	-0.4
		Total	-0.7	5.3	9.1	10.1	-1.6
	VHD	Freeway	-3.6	6.0	-20.1	-18.6	-31.5
		Other Roads	-0.8	14.4	21.6	22.8	2.4
		Total	-1.4	12.7	13.0	14.3	-4.6
Transit Ridership	0.0	22.0	-18.8	-19.4	1.4		
GHG	-0.1	-3.8	8.1	7.1	0.3		
Outer	Population	2.7	-29.8	22.4	23.0	-8.9	
	VMT	Freeway	-0.3	-4.2	15.2	16.9	8.6
		Other Roads	-0.4	-4.9	11.1	11.4	2.0
		Total	-0.4	-4.6	12.6	13.4	4.3
	VHT	Freeway	-0.3	-3.1	8.0	11.0	-0.3
		Other Roads	-1.0	-4.3	29.7	30.3	6.0
		Total	-0.8	-4.0	25.4	26.5	5.6
	VHD	Freeway	0.0	-10.5	-22.0	-14.1	-38.9
		Other Roads	-1.9	-3.7	60.2	61.2	12.7
		Total	-1.7	-4.5	50.8	52.6	6.8
Transit Ridership	-0.8	43.8	-21.3	-25.8	5.5		
GHG	-0.5	-2.6	13.8	12.4	4.5		
Inner	Population	-3.6	12.7	-14.7	-16.4	4.8	
	VMT	Freeway	1.9	0.1	15.4	18.2	7.5
		Other Roads	-0.7	7.6	1.3	1.6	-2.8
		Total	0.6	3.9	8.3	9.9	2.3
	VHT	Freeway	-0.5	5.6	4.8	6.7	-4.9
		Other Roads	-0.2	16.2	7.7	8.8	-2.3
		Total	-0.3	12.8	6.8	8.1	-3.1
	VHD	Freeway	-4.6	15.0	-15.9	-15.6	-29.7
		Other Roads	-0.6	28.0	16.8	19.0	-1.3
		Total	-0.8	24.5	8.0	9.7	-9.0
Transit Ridership	-0.1	16.3	-21.1	-0.1	-0.7		
GHG	0.4	-0.8	8.6	7.5	3.0		
Core	Population	-2.0	20.0	-12.9	-14.2	2.5	
	VMT	Freeway	-0.2	-8.7	8.9	11.4	3.1
		Other Roads	-1.2	-11.0	-3.0	-3.4	1.0
		Total	0.0	-5.3	1.1	1.6	2.6
	VHT	Freeway	-0.6	-16.5	-9.9	-7.2	-10.3
		Other Roads	-2.0	-8.0	0.7	0.2	-2.4
		Total	-1.7	-9.4	-1.1	-1.0	-16.8
	VHD	Freeway	-1.2	-23.9	-37.3	-34.1	-35.1
		Other Roads	-2.6	2.6	3.9	3.4	2.0
		Total	-2.4	-0.8	-1.4	-1.5	-21.6
Transit Ridership	0.2	28.7	-15.5	-15.5	4.1		
GHG	-1.1	-18.3	-2.1	-2.3	-17.0		



The Region

At the regional scale, without AVs, the traffic impact of adding freeway toll lanes is insignificant—traffic and travel time increase marginally. In the smart growth scenario, traffic and travel time also increase very slightly but delay increases notably. Inserting AVs magnifies the impacts on traffic and travel time and, notably, on delay, where significant freeway traffic reductions are counterbalanced by significant arterial/collector increases in traffic. This outcome seems puzzling. Typically, one would expect to see the added capacity on freeways result in delay reductions on local roads as more traffic is attracted to the freeways. This does happen in the No AV tolls scenario where freeway delay drops by 4 percent and other roads reduce by almost one percent. As noted, however, AVs, both increase freeway capacity and reduce the value of time and these two factors together reduce freeway delay significantly but because travelers care less about delays, and choose these shorter and cheaper routes overall, we see an increase in delay on other roads.

Note that, regionally, adding toll lanes with AVs has very similar delay reductions to just adding the AVs alone. Coupling AVs with SG, however, yields similar delay on freeways but does not increase delay on other roads as much. This is also a seemingly a puzzling outcome. The explanation is that the combined effects of SG's shorter work trips (concentrating more people in the core and inner subareas, near most jobs) plus the transit enhancements cause these large reductions in delay. These large impacts are masked by the insignificant reduction in overall delay.

Adding tolled lanes doesn't affect transit ridership overall but adding AVs significantly reduces it. GHG impacts range from insignificant reductions from tolls plus SG to moderate increases from AV plus tolls.



Outer Subarea

This subarea is the most affected by the various scenarios. As the least populous (1.5 million people) of the subareas and the farthest from job centers, the impacts of changes in population and transportation loom largest here. The large reduction here in population (30 percent) in SG (No AVs), for example, helps explain the slight lessening of traffic impacts. The contrasts between No AV tolls and 25 percent AV tolls is very striking but the tolls add very slightly to the overwhelming impact of AVs. The AVs result in very big differences in travel behavior—moderately increasing traffic, very significantly increasing travel time and dramatically increasing congestion. This congestion, however, really occurs on arterials and collectors, while freeways actually see significant reductions in delay. SG plus AVs seem to capture the best of both worlds with generally moderate increases in traffic, travel time, and delay but very significant reductions in freeway delay. Transit, especially rail, sees very significant percentage reductions in ridership under AV and AV tolls, reflecting the small existing ridership base. However, transit from SG (with No AVs) realizes very significant increases, especially in buses. The AV and AV plus tolls scenarios moderately increase GHG.



Inner Subarea

In this subarea, adding tolled lanes has an insignificant effect on traffic, travel time, and delay. Only SG has some impact, causing moderate to significant increases in travel time but significant to very significant increases in delay, especially on other roads. With AVs, traffic increases moderately overall but significantly on freeways. Tolled lanes cause a moderate increase in travel time. AVs cause a slight decline in travel time but have a very mixed impact on delay, reducing it significantly on freeways but significantly increasing it on other roads. We addressed these unusual outcomes when explaining the similar results for the region overall. Adding tolls does not change these mutually offsetting impacts. In this subarea, SG plus AVs reduces freeway delay even further but with an insignificant increase on other roads for an insignificant reduction in overall delay. Transit use is essentially unaffected by the tolls but all AV scenarios reduce ridership. Only SG strengthens transit but this is cancelled when coupled with AVs. GHG emissions are unaffected by tolls and SG; adding AVs, with or without tolled lanes, moderately increases emissions.



Core Area

As in other subareas, the toll lanes have an insignificant effect on traffic, travel time, and delay. Inserting AVs, however, with and without new lanes, confers on the core the region's most significant percentage reductions in delay, albeit small in absolute terms (Figure C.4). Only the core subarea realizes significant travel time and delay reductions from SG, with or without AVs, but these do not approach the reductions of AVs alone or AVs plus tolls. Shorter trips and enhanced transit likely account for these SG benefits. Transit is unaffected by the toll lanes and is very significantly enhanced by SG, but this gain is cancelled by coupling SG with AVs. The core benefits the most of any subarea in GHG reductions from all scenarios, most significantly from SG, but insignificantly from AVs plus tolls.



Interstate 495

Adding just the extra lanes causes traffic to increase moderately, as expected, but travel time to drop slightly; delay, however, is very significantly reduced, by over a third (Figure 8). SG produces moderate to significant declines in traffic, travel time, and volumes but no real reduction in Beltway delay. Inserting AVs attracts significantly more volume but a lot less than adding the toll lanes. Adding tolls plus AVs, however, boosts volumes, which then equal those induced by the lanes alone. Travel time increases moderately with AVs but is halved by the addition of toll lanes. Reductions in delay from AVs alone are moderate but adding toll lanes reduces delay very significantly—by one third. SG produces moderate increases in traffic, insignificant declines in travel time and moderate declines in delay. (See Figure C.5 in Appendix C for data comparing traffic volumes and congestion on the free vs. the toll lanes.)

Figure 8. Summary of Scenario Impacts: I-495

I-495 % change	No AVs		25% AVs		
	Tolls	SG	AV	Tolls	SG
Traffic	14.6%	-6.5%	21.0%	30.0%	7.0%
Travel Time	-6.3%	-7.1%	8.4%	4.4%	-3.6%
Delay	-35.9%	2.7%	-10.2%	-32.7%	-12.9%
Total Volume	19.9%	-2.3%	20.0%	33.2%	10.6%



Interstate 270

Toll lanes add a moderate amount of traffic but no travel time to this interstate compared to the Beltway (Figure 9). The new toll lanes also carry a smaller percentage of the traffic than do the Beltway's (Figure C.6 in Appendix C). The new lanes do reduce congestion very significantly, by over a quarter. Interestingly, SG moderately reduces congestion in this corridor. Adding AVs amplifies these impacts and adding the toll lanes does so even more, yielding a reduction in delays of almost a quarter compared to the baseline. Implementing SG without lanes but with AVs produces moderate reductions in delay compared to the baseline. (See Figure C.6 in Appendix C for data comparing traffic volumes and congestion on the free vs. the toll lanes.)

Figure 9. Summary of Scenario Impacts: I-270

I-270 % Change	No AVs		25% AVs		
	Tolls	SG	AV	Tolls	SG
Traffic	11.6%	-1.2%	15.1%	21.3%	12.1%
Travel Time	-1.1%	-4.0%	7.1%	8.2%	9.9%
Delay	-28.7%	-6.4%	-13.7%	-24.2%	-15.2%
Total Volume	17.9%	-0.1%	14.9%	21.2%	13.5%

Transit Impacts

The transit additions in the SG scenario are extensive (Figure 10) but are limited to major rail transit system expansions. For the Smarter Growth scenario, the MARC commuter rail line was expanded to Elkton, MD and the VRE was extended to Gainesville, VA. In addition, the Baltimore Red Line, that runs east-west through the Baltimore region, was added while a Core Loop line was added to the DC Metro. Also, MARC and VRE commuter rail lines were merged. We did not add or modify bus routes. While transit impacts were noted in the traffic impacts for each subarea, this section brings these impacts together for an overall perspective.

The great majority of transit trips (81 percent) captured in our model are via heavy rail (Metro) and light rail. Only 2 percent are via commuter rail (MARC and VRE). Our model understates transit ridership, particularly for buses, because our mode-choice model does not consider car ownership as a factor and thus doesn't properly capture transit dependent populations, especially prevalent among bus riders. We made no extra efforts to allocate growth or jobs to TOD areas. Neither did we adjust the first mile/last mile interface or service characteristics such as frequencies to improve transit performance.

In the baseline, 57 percent of the region's projected 2040 peak hour transit trips occur in the inner suburbs, 41 percent in the core and only 2 percent in the outer subarea. The very small existing ridership in the outer subarea explains why scenario impacts there are so large in percentage terms.

In general, adding toll lanes reduces transit use only marginally (Figure 11). SG significantly increases transit use (above 20 percent) in all transit modes, especially in the outer subarea. Introducing AVs, both with and without toll lanes, significantly reduces transit ridership by just over 20 percent regionally, most in the outer subarea (approaching 30 percent) and least in the cores (around 18 percent). Coupling SG with AVs cancels out transit ridership increases, leaving transit ridership essentially the same as in the baseline.

Figure 10. Smarter Growth Scenario Transit Additions

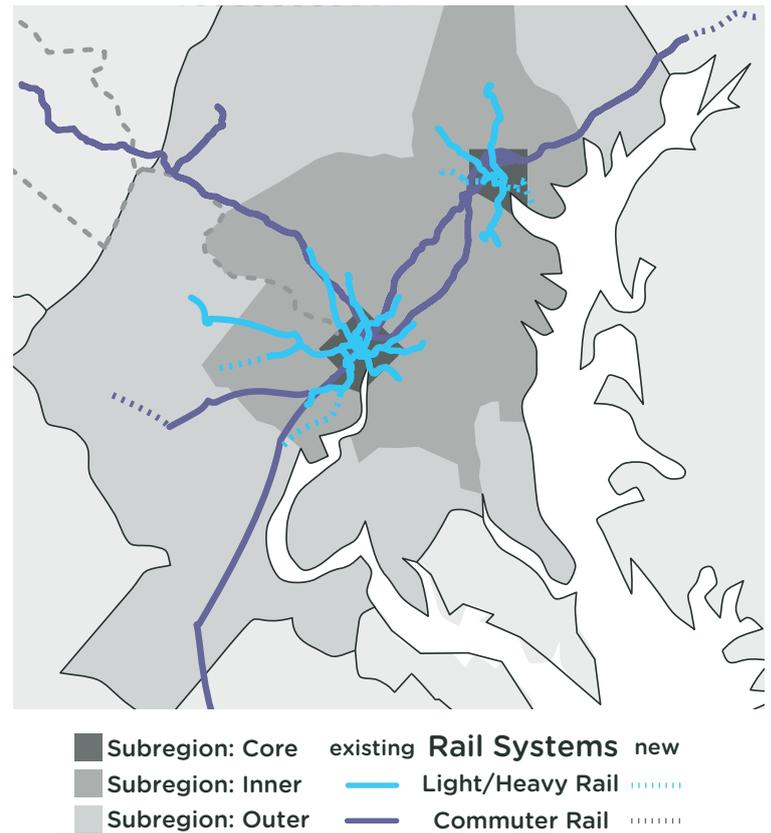


Figure 11. Scenario Impacts: Transit Ridership (%)

	No AVs		25% AVs		
	Tolls	SG	AV	Tolls	SG
Region	0.0	22.0	-19.5	-20.7	1.4
Bus	0.0	26.9	-10.0	-10.6	4.5
Commuter Rail	-0.6	22.8	-27.9	-28.4	1.2
Light/Heavy	0.0	21.0	-21.3	-22.5	0.8
Outer	-0.8	43.8	-26.6	-30.7	-1.5
Bus	-1.0	147.1	-8.0	-11.0	56.7
Commuter Rail	-0.3	41.7	-21.4	-22.6	-8.2
Light/Heavy	-0.8	38.2	-28.1	-32.5	-4.2
Inner	-0.1	16.3	-21.7	-22.4	-1.2
Bus	-0.1	15.1	-7.0	-7.5	-0.4
Commuter Rail	-0.6	19.7	-28.5	-30.2	-2.5
Light/Heavy	-0.1	16.3	-23.4	-24.1	-1.3
Core	0.2	28.7	-17.7	-15.6	0.8
Bus	0.1	33.2	-12.8	-11.4	4.2
Commuter Rail	-0.4	34.5	-16.4	-15.1	-2.1
Light/Heavy	0.2	27.2	-19.2	-17.0	-0.3

GHG Impacts

Figure 12 shows the GHG impacts in terms of carbon dioxide equivalent (CO₂Eq). For the detailed emissions output, please see the project website. Note that GHG impacts accrue at a global level, making them the primary measure used in evaluation of climate change mitigation efforts. The impacts of criteria pollutants such as Nitrous Oxides (NO_x) and Volatile Organic Compounds (VOCs), on the other hand, accrue at a local level varying spatially, making them the primary measure of air quality, thus closely related to public health.

We see a wide range in emissions. Regionally, they range from insignificant to moderate. Apart from vehicle and fuel characteristics, GHGs are a function of congestion and driving patterns, which can be increased by stop-and-go and high-speed driving. (While emissions impacts move generally in the same direction as traffic, they don't mirror traffic because of these factors.) In the baseline, 57 percent of the region's projected 2040 peak hour transit trips occur in the inner suburbs, 41 percent in the core and only 2 percent in the outer subarea. The very small existing ridership in the outer subarea explains why scenario impacts there are so large in percentage terms.

The core exhibits the most dramatic impacts with significant declines in all scenarios but most markedly for smarter growth. This reflects shorter commute trips and more transit use in the core. The outer subarea sees some of the most significant impacts, reflecting increased AV travel and the large percentage increases in traffic above low baseline traffic. The differences in emissions among scenarios in the entire study area are insignificant, however - under one percent in non-AV or just over 2 percent in AV conditions. The project website provides the actual numbers behind the percentages.

Figure 12. Summary of Scenario Impacts: GHG (%)

	No AVs		25% AVs		
	Tolls	SG	AV	Tolls	SG
Region	-0.1%	-3.8%	8.1%	7.1%	0.3%
Outer	-0.5%	-2.6%	13.8%	12.4%	4.5%
Inner	0.3%	-0.8%	8.6%	7.5%	3.0%
Core	-1.1%	-18.3%	-2.1%	-2.3%	-17.0%
Total	0.0%	-0.9%	2.1%	2.0%	0.5%

Key Findings

The previous sections compared the impacts of several transportation and land use scenarios for the Baltimore-Washington region and described their impacts in some detail at both the regional and facility levels. Here we try to synthesize our key findings from this analysis and move them toward policy options that can work across all scenarios as well as those that will work for more specific outcomes.

Impact of AVs on Regional Travel

The analysis clearly shows the potentially significant impact of AVs on regional traffic and development patterns. In fact, given AVs, a technology bound to become more commonplace, adding lanes makes little difference to travel outcomes. Regionally, AVs alone or AVs plus toll lanes both attract moderate amounts of new traffic (8 and 10 percent respectively) and increase delay by similarly moderate amounts (13 and 14 percent respectively). However, they reduce regional freeway delay by a significant amount (20 and 19 percent respectively). And while they manage to add traffic and still reduce freeway delay, they also significantly increase traffic delay on the region's local roads (22 and 23 percent respectively). These countervailing impacts make for a difficult tradeoff, even though the value of time is reduced in an AV world.

The significant impact of AVs raises the the whole cost-benefit question of building tolls if AVs are on the horizon. One answer is that on the Beltway and I-270, AVs and AVs plus toll lanes have much greater impacts than they do at the regional scale and these impacts suggest different policy decisions and actions.

Impact of AVs Plus Toll Lanes

On the Beltway, adding lanes attracts more traffic than AVs alone (30 vs. 21 percent) but provides three times the reduction in delay than AVs alone—a decrease of 33 rather than 10 percent. On I-270 the differences are less dramatic. Adding lanes attracts less traffic than AVs alone—21 vs. 15 percent—but doubles the reduction in delay that AVs alone provide—24 vs. 14 percent.

Impact of AVs Plus Smarter Growth

What is the impact of AVs when combined with smarter growth land use strategies? Regionally, smarter growth attracts less traffic into the region than AVs plus toll lanes (3 vs. 10 percent) and reduces regional freeway delays slightly more than AVs plus tolls—22 vs. 19 percent. Moreover, local traffic does not increase, and the region overall sees delay increase only insignificantly.

These benefits are not as marked for the Beltway and I-270. This scenario only provides a third of the congestion

relief on the Beltway compared to the AV plus tolls scenario (a 13 percent reduction vs. a 33 percent reduction). Similarly, on I-270, SG plus AVs yields a 15 percent reduction in delay vs. a 24 percent reduction with AVs plus tolls. On the other hand, SG plus AVs adds only 12 percent to I-270 traffic vs. 21 percent for AVs plus tolls.

Tolls and Smarter Growth Without AVs

But what if AVs are not going to arrive anytime soon? Then we have a rather different set of impacts and possibilities to consider. These vary by region and road.

At the regional level, toll lanes and SG make very little difference in freeway or arterial road traffic. Tolls very slightly reduce delay on freeways and other roads. SG adds a moderate 6 percent to freeway delay but adds 12 percent to overall delay because of increased delays on arterial roads. SG seems to fare poorly as a delay reduction strategy at the regional level.

On the Beltway and I-270, the differences between tolls and SG impacts grow. On the Beltway, tolls increase traffic by a significant 15 percent while SG decreases traffic by 7 percent. Delay is a different story. Tolls reduce delay on the Beltway by a very significant 36 percent while SG increases it insignificantly (3 percent). Traffic and delay impacts are less clear on I-270. Here, tolls increase traffic moderately—by 12 percent, but SG reduces it slightly—by 2 percent. Tolls and SG both reduce delay, but tolls achieve a very significant reduction of 29 percent and SG achieves only a moderate reduction of 6 percent.

Scenario Impacts in Summary

Figure 13 summarizes all the above impacts at both the regional and facility scales. Regionally, without AVs, the toll lanes help a little, SG does not. The impact of 25 percent AVs is similar to those of tolls; both help freeways but worsen local travel; SG helps all round, sometimes more, sometimes less. At the facility level, the summary suggests that tolled lanes make sense on the Beltway under any of the future scenarios considered; they provide more congestion relief regionally and at the facility scale than SG. On I-270, while tolls still perform better than AVs or SG, their relative benefits are less pronounced and therefore the cost-effectiveness of this initiative is open to question.

Figure 13 implies some appropriate strategies if congestion reduction were the primary criterion for policy choices. But it is fair to ask how much reduction is enough. At 65 mph, it only takes an additional 20 percent in traffic to drop from the good Level of Service C to a less desirable LOS D, but from there, another 13 percent increase in traffic brings us to a poor LOS E. In other words, traffic reductions of 15 percent may be adequate, depending on the congestion level, if the cost of getting to a 25 percent reduction is extremely high.

Beyond congestion, there are other indicators that should be weighed in policy making against one's concerns and values. Some of those we've presented in this study and we summarize in Figure 13. Note that we show more traffic as a negative impact although increased traffic throughput can be viewed positively as well. As noted earlier, the importance of delay may be moot in an AV world.

Figure 13. Generalized Summary of Scenario Impacts

		No AVs		25% AVs			
		Tolls	SG	AV	Tolls	SG	
Region	Traffic Volume	Freeways	↑	↓	↑	↑	↓
		Other roads	↓	↑	↑	↑	↑
	Congestion	Freeways	↓	↑	↓	↓	↓
		Other roads	↓	↑	↑	↑	↑
	GHG	No change	↓	↑	↑	No change	
	Transit	No change	↑	↓	↓	↑	

I-495 and I-270						
Congestion	↓	I-270 ↓	↑	I-495	↓	↓
Traffic Volume	↑		↓		↑	↑

Legend: Percentage Changes from Baseline

% Change		Definition	Positive Impacts	Negative Impacts
<-25	25+	Very Significant	↓	↑
-15 to -24.9	15 to 24.9	Significant	↓	↑
-5 to -14.9	5 to 14.9	Moderate	↓	↑
-0.1 to -4.9	0 to 4.9	Insignificant	↓	↑

Policy Recommendations

Facing ever-increasing congestion, should Maryland invest in new tolled lanes, in smarter land use, or let things play out as AVs begin to shape a new reality? Is there some combined approach that can provide both robust and contingent strategies for an uncertain future? To help sort the jigsaw of outcomes and shift the previous section's key findings into policy directions, we surface five recommendations. The first two recommendations affect decision-making in the short and medium terms. The other three are longer term policies in response to the advent of AVs.

Revisit toll lanes in light of AVs.

By 2040, a 25 percent ownership rate of AVs and a resultant 25 percent increase in freeway lane capacity, seem like reasonable, even conservative, assumptions. Since even this modest level of AV adoption yields significant reductions in delays, especially on freeways, the AV trajectory must be considered seriously as substituting for toll lanes. Monitoring their progress and preparing for their adoption is crucial. The State has a role in shaping how AVs use the roadway system with actions such as incentives for shared fleets, ZEVs, new types of curbside management, and disincentives for single-occupancy vehicles in denser neighborhoods. This suggests that I-270 could be the State's pilot corridor to explore different AV approaches—personal, shared, transit-supportive, electric and combinations thereof.

Decouple decision-making on I-495 and I-270.

Based on our findings, summarized in Figure 13, the case for toll lanes on I-270 is somewhat weaker than for I-495. Their different impacts suggest that separating the implementation and phasing of the toll lanes requires further research and that other options for traffic management in the I-270 corridor deserve more consideration.

Provide more housing capacity in the cores and inner suburbs.

Since AVs will increase development pressure on the outer subareas and beyond the region, land use measures to increase the development capacity of the inner and core subareas must be considered. More capacity, including modest expansion of urbanized areas or increasing infill and redevelopment capacity, will mitigate congestion, support transit, and help relieve high housing prices. Housing demand in these areas is substantial and will remain so, as evidenced by escalating housing prices (see Appendix A for prior NCSG work on this point) even when some households choose to live farther out.

Anticipate development pressure from AVs on the outer suburbs and hinterlands.

Some outer jurisdictions may choose to accommodate this growth and some may resist. If most resist, regional housing prices may rise faster and farther flung counties and neighboring states may absorb this growth. If jurisdictions accommodate this growth, new forms of rural and suburban clustering and innovative public or private utilities and technologies may be needed.

Develop smarter growth and expanded transit as surgical initiatives, not blanket policies.

Maryland's land use is already concentrated within and around its metropolitan beltways and local land use planning has implemented this concentrated pattern for over four decades. We find that further intensifying that pattern across the board while concurrently investing billions in heavy rail transit expansion increases congestion significantly in the inner suburbs, does not relieve it in the core (though it lowers emissions there), but does boost transit ridership. These transit gains would be undermined by AVs without any strong mitigation and adaptation policies. Therefore, both selective densification and transit expansion must be careful initiatives to balance cost-effectiveness, equity considerations, and broad public benefit (See Appendix A for prior studies which address this point).

Appendices

Appendix A. Findings in Perspective

The nexus of transportation, land use, and sustainability has been a topic of considerable interest in the Baltimore-Washington region over the past 15 years. The NCSG has conducted several in-depth studies that address these issues. Our findings in this report are generally consistent with our prior work. These previous studies also created scenarios that systematically varied aspects of the future and then tested their impacts using simulation models. Our previous scenarios, for example, have varied transportation investments, economic assumptions, travel costs, development capacity, and transit-oriented development intensity. On the output side, we have measured impacts such as travel characteristics, land use change, environmental impacts, housing affordability, and mobile and building emissions (See *Engaging the Future*, 2018). Figure A.1 summarizes the findings of these prior studies in the Baltimore-Washington region.

All these studies find that pricing mechanisms have the greatest impact on travel behavior, consistent with other studies. The greatest reductions in highway congestion result from a regional network of toll roads. Where new toll roads parallel non-tolled roads they provide congestion relief on the non-tolled roads by drawing traffic onto the tolled segments. (Note that the introduction of AVs changes these relationships). Changing transit headways and fares has minimal impact on transit ridership; however, significant increases in transit speed can have a major impact on transit ridership. Changes in land use such as transit-friendly development can have a small impact, provided it is strategically located, but the fact that most future land uses are already in place very much dampens the impacts of land use change. Finally, all of these studies were done with behavioral models that rely on somewhat old survey data (i.e. 2008) and do not include newer options such as ridesharing, microtransit, BRT, micromobility etc.

Figure A.1 Findings from Prior NCSG Studies

Projects, Sponsors, Dates	Variables Adjusted	Key Outcomes and Findings
Maryland Scenarios MDOT 2010-2012	Land use location, transit speeds and fares, toll roads	<ul style="list-style-type: none"> Increasing transit speed has the greatest effect on shifting travel from vehicle to transit, thus reducing freeway travel, and thereby VMT and VHT. Reducing transit fares and headways has small impacts on transit use. Toll road revenues rise, then fall with toll increases. Maximizing toll road revenues is not always best for congestion reduction. New, transit friendly development has modest impact on total travel, since most development in 2040 is in place today.
PRESTO Engaging the Future Town Creek Foundation 2013-2018	Fuel cost, technology innovation (AVs), land use regulations (zoning)	<ul style="list-style-type: none"> Development capacity (zoning) and its location proves important given development capacity constraints of the inner suburbs. AVs significantly reduce transit use, especially outside the core and inner suburbs. Favoring forest land protection over farmland protection reduces nutrient runoff. For GHG building emissions, retrofitting existing structures is more effective than merely constructing new green buildings.
Two Decades of Smart Growth in Maryland Urban Planning and Transport Research, Rolf Moeckel and Rebecca Lewis, NCSG affiliates 2017	New development only in PFAs/new development only in TODs auto operating costs increased/ parking costs doubled	<ul style="list-style-type: none"> Transit ridership increases by 1% in TOD scenario. Increased auto operating costs marginally increase transit ridership. Travel (VMT and VHT) increase in PFA and TOD scenarios.
Regional Scenarios Greater Washington Partnership 2017-2019	Toll network, rail schedules and speeds, cordon fees to enter downtown DC.	<ul style="list-style-type: none"> Population and employment locations were the same in all scenarios, with the greatest congestion reduction from a toll road network; but toll roads can cause congestion on access routes. The cordon benefits downtown DC but causes congestion elsewhere. Faster rail service may relieve congestion on parallel routes.

Appendix B. Comparison with the MDOT Study

[This analysis was conducted before MDOT’s release of the July 2020 DEIS for the Managed Lane Study]

In September 2017, Maryland’s Governor announced planning for a Traffic Relief Plan (TRP), a \$9+ billion project described as the largest public-private partnership (P3) for highway construction in North America. The plan aims to reduce Maryland’s lengthy commute times, high congestion rankings, and the increasing financial burden of congestion by expanding some key highways in the greater Baltimore-Washington region.

The TRP proposals have been advanced through MDOT’s Managed Lanes Study that is focused on the Beltway and I-270. We use one of the stronger-performing alternatives in that study, Alternative #9, for our comparisons. This alternative would add four new tolled “express” lanes on each of those highways (two in each direction), while retaining the existing footprint of untolled lanes on each road. The planned additions in Maryland would be coordinated with recent investments in highway infrastructure in neighboring Virginia. I-495’s course around Washington through its suburbs takes it twice over the Potomac River. Facing ever worsening

traffic congestion and continued economic and demographic growth, Virginia chose to invest in highway expansion through P3 projects in the early part of the last decade and has now mostly completed a similar expansion of its regional highways. In Virginia, I-495, I-95, and I-395 have been expanded with added toll lanes; and by 2022, I-66 west of I-495 will have been expanded in a similar fashion.

The current MDOT study for the TRP cites the reduction of congestion as its primary goal and states that indirect effects will be improved regional economic competitiveness and savings in personal travel time and cost. While our study, using different methods and tools, incorporates an analysis of the TRP’s congestion impacts, we have also looked at other impacts. These include probable indirect population effects, the likely impact of autonomous vehicles, and the impacts of a smarter growth land use/transit initiative. Despite different models and methodologies, our results show similar impacts to MDOT’s or at least ones that move in the same direction, despite specific differences. The MDOT results shown in Figure B.1 are culled from information presented by MDOT at a public meeting in Spring 2019.

Figure B.1 Comparison of MDOT TRP and NCSG Outcomes

MDOT feature compared	TRP	NCSG	Comments
Percent increase in people moved vs. 2040 no-build “people through-put”	+10%	+13%	We assume these indicators measure actual increases in volume comparing our pm peak to MDOT’s.
• I-270 at Montrose Road			
• American Legion Bridge (north side)	+35%	+30%	
• I-495 west of I-95	+40%	+11%	
• I-495 at MD Route 5	+15%	+3%	
Congestion relief (reduction in delay) on combined facilities (I-495 and I-270) at pm peak	-33%	-27%	Seems like a straightforward apples-to-apples comparison.
Reduced daily delay on local network	-6.8%	-1.0%	We use regional pm peak combined reduction for arterials and collectors, not daily reduction.

Appendix C. Population Impacts

Figure C.1 shows the entire study area population by subarea for 2015 and as projected to 2040 by scenario. It also presents this information as percentages of the total population by subarea and scenario. Of note are the relatively small percentage changes when seen as part of the total population rather than as part of the incremental growth as in Figure 6.

Figure C.1 Share of Incremental Population Growth by Subarea

	No AVs			25% AVs		
	Baseline	Tolls	SG	AV	Tolls	SG
2015 Population						
External	4,672	4,672	4,672	4,672	4,672	4,672
Outer	1,573	1,573	1,573	1,573	1,573	1,573
Inner	6,098	6,098	6,098	6,098	6,098	6,098
Core	2,259	2,259	2,259	2,259	2,259	2,259
Total	14,602	14,602	14,602	14,602	14,602	14,602
Total Population, 2040						
External	4,931	4,987	4,977	5,029	5,040	4,992
Outer	1,769	1,774	1,710	1,813	1,814	1,751
Inner	6,334	6,325	6,364	6,299	6,295	6,345
Core	2,576	2,569	2,639	2,535	2,531	2,584
Total	15,609	15,656	15,609	15,676	15,680	15,609
% Share of Total Population, 2040						
External	25.7%	29.9%	28.0%	33.3%	34.1%	29.9%
Outer	19.5%	19.1%	12.6%	22.3%	22.4%	16.7%
Inner	23.4%	21.6%	24.4%	18.7%	18.3%	23.1%
Core	31.4%	29.4%	34.9%	25.7%	25.2%	30.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Population values = 1/1,000

Appendix D. Travel Analysis

The five scenarios were evaluated using the following indicators:

- Population growth shifts
- Traffic (measured as Vehicle Miles Traveled or VMT)
- Travel time (measured as Vehicle Hours Traveled or VHT)
- Delay (measured as Vehicle Hours of Delay or VHD)
- Transit ridership
- Vehicular emissions

The sections below offer a more detailed and complete narrative than that in the body of the report. Each area's results are described in the order of the indicators, first for without AVs, then with 25 percent AVs. These tables show absolute values while those in the body of the report show percentage change from the baseline.

D.1 The Region (see Figure D.1)

Travel Impacts without AVs. Adding toll lanes does not affect overall regional VMT although it increases it slightly on freeways (1.6 percent). Likewise, the effects on VHT and VHD are marginal; although a small decrease (4 percent) is registered for freeways, likely the result of the added toll lanes drawing traffic from the free lanes. This pattern generally holds in the other subareas as well. Transit ridership is unaffected by the added lanes.

In a smart growth scenario (adding transit, no new lanes), VMT is essentially unaffected but freeway VMT decreases 2 percent and VHT overall increases 5 percent. VHD, however, increases substantially (13 percent), likely the result of increased population concentration in the core and inner subareas, where drivers use already-congested roads, and the larger growth increment resulting from SILO's indirect transportation impacts that attract more people into the region.

SG's population redistribution and transit expansion also contribute to a significant increase of 22 percent in transit ridership, spread evenly across all modes. Adding tolls doesn't affect transit ridership but assuming AVs significantly reduces it. GHG impacts show marginal reductions from added tolls and from SG.

Travel Impacts with AVs. Adding AVs changes results across the board. Even without added toll lanes, they add 8 percent to regional VMT, mostly due to more freeway travel (14 percent). With toll lanes, the AV effect

increases both overall and freeway VMT by only 2 percent (from 8 to 10 percent and 15 to 17 percent). In other words, introducing AVs has a much larger impact than adding toll lanes on regional travel behavior. Adding AVs increases VHT by 9 percent; AVs plus toll lanes increases VHT by 10 percent, particularly on collectors.

The impacts on regional delay are interesting. AVs alone increase VHD by 13 percent overall but is reduced by 20 percent on freeways. This riddle is explained by the equally large increase in delay on arterials and collectors. Travelers will tolerate delay on arterials and collectors to access faster travel on freeways. This same pattern is evident when adding toll lanes; delay increases 14 percent overall, freeway delay declines by 19 percent, while arterial and collector delay increases by 22 percent. AVs, with or without added toll lanes, also reduce transit trips—overall by 19 percent and on rail

between 21 and 27 percent.

In the SG scenario, introducing AVs has a small impact on VMT—a 3 percent increase overall and a 7 percent increase on freeways. The SG plus AV scenario’s impacts on delay are noteworthy; overall delay is increased by 2 percent but freeway delay is reduced by 21 percent, reversing the 6 percent increase in congestion from SG alone. Without added lanes and using a SG population distribution brings transit ridership back to the baseline.

AVs plus tolls generate a moderate increase in GHG impacts.

Figure D.1 Regional Outcomes by Scenario

		No AVs			25% AVs		
		Baseline Totals	Tolls	SG	AV	Tolls	SG
Population*		10,678	739	783	717	710	750
VMT (mi.)	Freeway	25,390,851	25,694,625	24,953,732	29,106,461	29,754,722	27,240,924
	Other Roads	32,391,042	32,166,390	32,668,657	33,533,074	33,588,577	32,142,402
	Total	57,781,893	57,861,015	57,622,389	62,639,536	63,343,299	59,383,326
VHT (hrs.)	Freeway	649,010	645,968	656,735	670,444	684,805	617,065
	Other Roads	1,863,816	1,849,354	1,970,833	2,071,026	2,081,911	1,855,848
	Total	2,512,826	2,495,321	2,627,568	2,741,471	2,766,716	2,472,913
VHD (hrs.)	Freeway	210,138	202,659	222,688	167,949	171,141	163,600
	Other Roads	814,181	807,546	931,376	989,985	999,434	876,318
	Total	1,024,319	1,010,205	1,154,065	1,157,934	1,170,576	1,039,919
Transit Ridership		3,017,301	3,017,991	3,681,686	2,383,512	2,393,573	3,004,920
GHG**		27,993	27,976	26,927	30,256	29,971	28,072

*All values /1,000

**All values /1,000,000

D.2 Outer Subarea (see Fig. D.2)

Travel Impacts without AVs. With only 11 percent of the baseline population, these 11 counties still generate about 26 percent of regional peak hour travel (VMT). This is because residents commute longer distances to central job locations and have few transit options. Since the new lanes are far from these outer jurisdictions, however, they have almost no effect on VMT, VHT, or VHD.

SG produces a modest increase in VMT and VHT of 4 and 5 percent respectively. It also decreases overall delay by 5 percent and freeway delay goes down 11 percent.

Transit ridership is unaffected by added lanes, but the SG scenario generates more impact in the outer subarea than anywhere else; overall ridership increases by 44 percent with buses being the beneficiary of a massive increase in ridership (see transit ridership by mode on the project website). This anomaly is a result of a very small existing base of bus ridership in this subarea.

GHG emissions are reduced only marginally from tolls plus SG.

Travel Impacts with AVs. Adding AVs increases VMT significantly—13 percent overall and 15 percent on freeways. New toll lanes reduce this marginally. VHT increases even

more, by 26 percent, especially on arterials and collectors, and adding the tolled lanes slightly increases these numbers. VHD sees the biggest increases, 51 percent without new lanes and 52 percent with them. VHD also increases very significantly on arterials and collectors, between mid-50 and mid-60 percent, with or without toll lanes. These are among the largest percentage impacts found in this study and can be attributed to the relatively small existing population base. Freeways, on the other hand, decongest by 22 percent without toll lanes and 14 percent with toll lanes. In the outer suburbs, longer distance trips benefit at the expense of more local trips, more markedly than in any other subarea.

Coupling SG with AVs delivers the “best” travel outcomes in the outer subarea: small increases in VMT and VHT (4 and 6 percent respectively), very significant VHD reductions on freeways (30 percent), but with significant increases in overall delay (21 percent). Transit use increases by 6 percent overall, but bus ridership increases by 62 percent.

Transit ridership suffers losses of 21 percent with AVs alone and 26 percent with added lanes, most notably for rail, with buses much less affected (losses of between 5 and 8 percent).

GHG shows moderate increases in the AV and AV plus tolls scenarios.

Figure D.2 Outer Subarea Outcomes by Scenario

		Baseline Totals	No AVs		25% AVs		
			Tolls	SG	AV	Tolls	SG
Population*		1,769	201	137	240	241	178
VMT (mi.)	Freeway	25,390,851	5,208,611	5,006,621	6,020,039	6,108,418	5,677,833
	Other Roads	32,391,042	9,546,227	9,118,930	10,654,358	10,683,268	9,778,153
	Total	57,781,893	14,754,838	14,125,551	16,674,397	16,791,686	15,455,986
VHT (hrs.)	Freeway	649,010	104,037	101,059	112,642	115,771	103,692
	Other Roads	1,863,816	425,277	411,260	557,063	559,551	455,193
	Total	2,512,826	529,314	512,319	669,705	675,322	558,885
VHD (hrs.)	Freeway	210,138	20,491	18,337	15,980	17,611	14,391
	Other Roads	814,181	156,774	153,952	256,017	257,684	203,031
	Total	1,024,319	177,265	172,289	271,998	275,295	217,422
Transit Ridership		3,017,301	69,782	101,108	51,645	48,754	69,270
GHG**		27,993	6,095	5,969	6,973	6,887	6,404

*All values /1000

**All values /1,000,000

D.3 Inner Subarea (see Fig. D.3)

Travel Impacts without AVs. This subarea produces 60 percent of all regional VMT giving it an outsized effect on regional travel behavior. As with the regional and outer subarea impacts, adding toll lanes has almost no effect on overall VMT, VHT, and VHD. Freeway VHD stands out here, declining by 5 percent.

SG has progressively larger impacts, from a minor increase in VMT of 4 percent, a notable increase in VHT of 13 percent, and a very significant increase in VHD of 25 percent.

Transit ridership, as in the other subareas, is unaffected by the added lanes. SG produces modest 16 percent increase here, transit being more established than in other subareas.

GHG is essentially unaffected in the no-AV policies.

Travel Impacts with AVs. As in the region and outer subarea, adding AVs alone increases VMT overall (8 percent), especially on freeways (15 percent). AVs plus toll lanes increases these

impacts marginally. A similar pattern is evident in VHT and is spread more evenly across road types. Unlike the outer subarea, overall VHD impacts are moderate (8 percent increase without tolled lanes and 10 percent increase with lanes). A reduction in freeway VHD (16 percent) is more than offset by increased delays on arterials and collectors, though much less than the percentage reductions in the outer subarea. The large existing population and established travel patterns mute the impacts of added growth.

SG plus AVs marginally increases VMT (2 percent) and marginally reduces VHT (3 percent). The interesting impacts occur in VHD where overall delay is reduced by 4 percent but freeway delay goes down by a significant 22 percent. Transit ridership drops the same amount with AVs and with AVs plus toll lanes (20 and 21 percent respectively). SG plus AVs restores ridership to the baseline.

GHG increases moderately in the AV scenarios and only marginally in the SG scenario.

Figure D.3 Inner Subarea Outcomes by Scenario

		Baseline Totals	No AVs		25% AVs		
			Tolls	SG	AV	Tolls	SG
Population*		6,334	227	266	201	197	247
VMT (mi.)	Freeway	25,390,851	17,707,368	17,403,851	20,055,275	20,545,946	18,691,966
	Other Roads	32,391,042	17,353,621	18,805,858	17,705,856	17,756,965	16,976,714
	Total	57,781,893	35,060,990	36,209,709	37,761,131	38,302,912	35,668,681
VHT (hrs.)	Freeway	649,010	454,451	482,107	478,483	487,330	434,411
	Other Roads	1,863,816	991,205	1,153,474	1,069,413	1,080,012	969,621
	Total	2,512,826	1,445,656	1,635,582	1,547,896	1,567,342	1,404,032
VHD (hrs.)	Freeway	210,138	147,377	177,565	129,923	130,346	121,315
	Other Roads	814,181	420,273	534,595	488,031	497,057	430,086
	Total	1,024,319	567,650	712,160	617,954	627,403	551,402
Transit Ridership		3,017,301	1,710,049	1,990,495	1,339,733	1,328,443	1,690,292
GHG**		27,993	17,405	17,208	18,834	18,646	17,861

*All values /1000

**All values /1,000,000

D.4 Core Area (see Fig. D.4)

Travel Impacts without AVs. This subarea contains about 26 percent of the region’s population and produces about 23 percent of its VMT. Adding the tolled lanes has a marginal effect on VMT, VHD, and VHD.

However, in this subarea SG pays dividends with a large decrease in freeway congestion (24 percent) and no increases on collectors or arterials. In these dense areas, trips tend to be short and transit enhancements have some payoff. The effect of SG on enhancing transit ridership is marked overall (29 percent increase), but especially noticeable on bus and commuter rail.

GHG is essentially unaffected without AVs.

Travel Impacts with AVs. AVs add 1 percent to overall VMT in this subarea but on freeways they add 9 percent alone and 11 percent with toll lanes. Unlike in other subareas, VHT is marginally reduced overall (1 percent) but significantly for

freeways (10 percent for AVs alone and 7 percent for AVs with lanes).

VHD sees modest overall decreases of 1 percent but very significant freeway decreases occur both with and without added lanes—34 percent and 37 percent respectively. A small amount of freeway traffic occurs in the cores on freeway spurs so that these large percentage reductions really reflect small absolute numbers.

SG, despite increasing growth and VMT in the cores, produces significant reductions in overall VHT (17 percent), and an insignificant reduction in delay overall but a significant reduction in freeway delay (21 percent). By enhancing transit and moving people closer to their workplaces, the SG scenario shortens trips, lowering VMT and probably VHT.

AVs reduce transit ridership by about 16 percent overall but SG offsets this, adding 4 percent to ridership.

GHG increases moderately in the AV scenarios and slightly in the SG scenario.

Figure D.4 Core Subarea Outcomes by Scenario

		No AVs		25% AVs			
		Baseline Totals	Tolls	SG	AV	Tolls	SG
Population*		2,569	310	380	276	272	325
VMT (mi.)	Freeway	25,390,851	2,778,646	2,543,260	3,031,148	3,100,357	2,871,124
	Other Roads	32,391,042	5,266,542	4,743,869	5,172,860	5,148,343	5,387,535
	Total	57,781,893	8,045,188	7,687,129	8,204,008	8,248,701	8,258,659
VHT (hrs.)	Freeway	649,010	87,480	73,569	79,320	81,704	78,962
	Other Roads	1,863,816	432,872	406,099	444,550	442,347	431,034
	Total	2,512,826	520,352	479,667	523,870	524,051	440,618
VHD (hrs.)	Freeway	210,138	34,791	26,786	22,046	23,184	27,894
	Other Roads	814,181	230,499	242,830	245,936	244,693	243,201
	Total	1,024,319	265,290	269,616	267,982	267,877	271,595
Transit Ridership		3,017,301	1,238,159	1,181,674	751,120	748,702	926,500
GHG**		27,993	4,180	3,454	4,139	4,130	3,508

*All values /1000 **All values /1,000,000

D.5 Interstate 495 (see Fig. D.5)

Note that for the Interstate impacts we add an indicator for traffic volume and volume to capacity ratios (V/C ratios) and compare free lane to toll lane performance. Volume should not be confused with VMT (Vehicle Miles Traveled), which multiplies volumes by trip length and which we call traffic.

Travel Impacts without AVs. As might be expected, the added toll lanes create large changes on the Beltway in all indicators.

The added tolled lanes increase traffic volumes by a very significant 39 percent. Toll lanes carry 30 percent of the volume of free lanes. On a per lane basis, however, this ratio increases to 52 percent. VMT increases by 15 percent with toll lanes carrying 19 percent of the VMT of the free lanes. Beltway VHT decreases by 6 percent.

The biggest impact of the added lanes is realized in changes in delay. VHD goes down by a very significant 36

percent overall, with essentially no delay on the toll lanes. The V/C ratios that measure congestion show that the free lanes would operate at an average V/C ratio of 0.80 (LOS C) and the toll lanes at an average V/C ratio of 0.39 (LOS A).

With SG, volumes actually decline by 2 percent but VMT declines by 7 percent. VHT declines by 7 percent and VHD increases by 3 percent.

Travel Impacts with AVs. Introducing AVs without adding toll lanes increases traffic volumes (not VMT) by 21 percent. Adding the tolled lanes boosts this increase to 38 percent. The toll lanes carry 18 percent of the total volume of free lanes, which increases to 41 percent on a per lane basis.

VMT increases by 21 percent just by inserting AVs and by 30 percent when adding toll lanes, which carry only 10 percent of the VMT of the free lanes. Beltway VHT increases 8 percent

but drops to 4 percent with added toll lanes since they take pressure off the free lanes; lowering the value of time makes the toll price more acceptable.

VHD from AVs alone decreases by 10 percent, and when adding toll lanes, to a very significant 33 percent, though not quite the 36 percent without AVs reported above. This can be explained by the larger increase in volumes and VMT attracted by the capacity increases from AVs plus new lanes. Congestion, measured in V/C ratios, sees the free lanes operating at an average V/C ratio of 0.81 (LOS C) and the toll lanes at an average V/C ratio of 0.37 (LOS A).

SG with AVs produces some interesting results; while volumes and VHT increase by 5 and 7 percent respectively, VHT decreases by 4 percent and delay by a noteworthy 11 percent.

Figure D.5 I-495 Outcomes by Scenario

		No AVs		25% AVs		
		Tolls	SG	AV	Tolls	SG
VMT (mi.)	Free Lane	1,850,549	1,844,488	2,322,808	2,276,132	2,052,838
	Toll Lane	349,164	NA	NA	218,196	NA
	Total	2,199,713	1,844,488	2,322,808	2,494,329	2,052,838
	% Change from Baseline (Total)	14.6%	-3.9%	21.0%	30.0%	7.0%
VHT (hrs.)	Free Lane	45,029	48,628	58,507	52,973	49,843
	Toll Lane	5,570	NA	NA	3,371	NA
	Total	50,599	48,628	58,507	56,345	49,843
	% Change from Baseline (Total)	-6.3%	-9.9%	8.4%	4.4%	-7.7%
VHD (hrs.)	Free Lane	13,214	21,479	18,792	14,063	18,721
	Toll Lane	199	NA	NA	14	NA
	Total	13,412	21,479	18,792	14,078	18,721
	% Change from Baseline (Total)	-35.9%	2.7%	-10.2%	-32.7%	-10.5%
VOLUME (cars)	Total Volume Free Lane*	3,214	3,030	4,062	3,941	3,571
	Total Volume Toll Lane*	844	0	0	567	0
	Total Volume*	4,058	3,030	4,062	4,508	3,571
	% Change from Baseline (Total Volume)	38.52%	-13.10%	21.02%	38.20%	5.25%
	Ratio of free lane to toll lane	0.30	NA	NA	0.18	NA
	Free Lane Vol/Lane	5,553	6,089	7,254	7,038	7,302
	Toll Lane Vol/Lane	2,894	NA	NA	2,894	NA
	Toll to Free Lane Ratio	0.52	NA	NA	0.41	NA
	Volume/Capacity ratio Free Lanes	0.80	0.88	0.84	0.81	0.84
	Volume/Capacity ratio Toll Lanes	0.39	NA	NA	0.37	NA

*Volume numbers 1/1,000

D.6 Interstate 270 (see Fig. D.6)

Note that for the Interstate impacts we add an indicator for traffic volume and volume to capacity ratios (V/C ratios) and compare free lane to toll lane performance. Volume should not be confused with VMT (Vehicle Miles Traveled), which multiplies volumes by trip length and which we call traffic.

Travel Impacts without AVs. Compared to the Beltway, I-270 toll lanes attract less new volume (adding 18 percent compared to 39 percent) and see lower VMT increases (adding 12 percent compared to 15 percent). Toll lanes carry 16 percent of this overall volume, increasing to 33 percent on a per lane basis. VMT increases by 12 percent.

VHT sees a marginal decline but VHD is very substantially reduced (29 percent). Congestion, measured in V/C ratios, shows the free lanes operating at an average ratio of 0.79 (LOS C) and the toll lanes at an average ratio of 0.36 (LOS A).

The SG story in this corridor shows modest declines in volumes, VMT, VHT and VHD.

Travel Impacts with AVs. Inserting AVs attracts more traffic volume (15 percent), which adding lanes increases to 21 percent; the toll lanes carry 10 percent of this volume and 11 percent of the VMT.

As on the Beltway, VHT increases modestly (7 percent) with AVs, which goes up to 8 percent with toll lanes, reflecting the increased volumes and VMT from the added lanes. Delay drops significantly (14 percent) from AVs alone and much more substantially (24 percent) when adding toll lanes. Congestion, measured in V/C ratios, sees the free lanes operating at an average ratio of 0.92 (LOS E), the lowest in this analysis, and the toll lanes at an average of 0.19 (LOS A).

Combining AVs with SG adds moderately to volumes (14 percent), VMT (12 percent), and VHT (10 percent) but reduces congestion by 10 percent.

Figure D.6 I-270 Outcomes by Scenario

		No AVs		25% AVs		
		Tolls	SG	AV	Tolls	SG
VMT (mi.)	Free Lane	539,783	537,146	630,078	646,151	633,978
	Toll Lane	117,226	44,291	47,638	67,920	38,321
	Total	657,010	581,437	677,716	714,071	632,550
	% Change from Baseline (Total)	11.6%	-1.2%	15.1%	21.3%	12.1%
VHT (hrs.)	Free Lane	12,764	13,538	15,147	15,002	14,945
	Toll Lane	1,904	691	733	1,046	702
	Total	14,669	14,159	15,880	16,048	16,048
	% Change from Baseline (Total)	-1.1%	-4.5%	7.1%	8.2%	9.9%
VHD (hrs.)	Free Lane	2,864	3,894	3,589	3,151	3,710
	Toll Lane	101	0	0	1	0
	Total	2,964	3,530	3,589	3,152	3,710
	% Change from Baseline (Total)	-28.7%	-6.4%	-13.7%	-24.2%	10.1%
VOLUME (cars)	Total Volume Free Lane*	1,621	1,662	1,922	1,940	1,916
	Total Volume Toll Lane*	311	99	107	201	102
	Total Volume*	1,932	1,761	2,029	2,140	2,018
	% Change from Baseline (Total)	17.9%	-0.1%	19.4%	35.4%	13.5%
	Toll to Free Lane Ratio	0.19	0.06	0.06	0.10	0.05
	Free Lane Vol/Lane	5,410	5,540	6,405	6,466	6,386
	Toll Lane Vol/Lane	2,672	2,598	2,060	1,928	1,960
	Free to Toll Lane Ratio/ Lane	0.49	0.47	0.32	0.30	0.31
	Volume/Capacity ratio Free Lanes	0.79	0.63	0.91	0.92	0.93
Volume/Capacity ratio Toll Lanes	0.36	0.19	0.20	0.43	0.19	

*Volume numbers /1,000

Caveats

The modeling of transportation impacts is always a fraught enterprise. It is important, therefore, to be transparent about the limitations of our work. Despite the caveats noted below, however, we believe that our analysis and findings are valid and useful. They are quite consistent with the AV impacts found in similar studies, which tend to be less conservative than ours. If anything, then, we understate their impacts.

Travel Model Limitations

Our four-step travel demand model is the type most commonly used by metropolitan planning agencies. However, more sophisticated models called Activity Based Models (ABMs) are increasingly used by large agencies because they show more realistic and dynamic aspects of travel behavior (such as combined trips for different purposes called trip chaining). Furthermore, Dynamic Traffic Assignment (DTA) models that capture the time of day of travel on a second-by-second basis are also coming into wider use. Because the four-step model does not capture these nuances, the results from our model cannot be readily compared to results from ABMs or DTA models. We also do not attempt to model the potential long term effects of COVID, teleworking and e-commerce. Certainly the recent, large, COVID-related trip reductions suggest that in a post-COVID world, a 20% regional telework share is plausible. If so, with less AVs than assumed, this alone might modify how and when toll lanes are implemented.

AV Model Limitations

Given the high uncertainty around AV adoption and their impacts on travel, our study projects their potential impacts based on well-established assumptions in the research literature. Therefore, rather than treating AVs as a separate mode, we reflect their impacts by changing model inputs and parameters based on assumptions about freeway capacity, value of time, operating cost, etc. However, AVs may also encourage more travel by the elderly and very young or more discretionary trips, since capacity and time penalties are removed, which might offset some of the additional freeway capacity. We do not explore these important possibilities here as they remain speculative and hard to bracket. We do not address the possibility that households will reduce car ownership with the adoption of a fleet of on-demand AVs or Shared AVs (SAVs). Furthermore, we also don't address the potential of AVs outside the study area, and so assume that AVs don't affect the points at which vehicles enter or leave the study area.

Transit Ridership

MSTM produces overall transit ridership on bus, rail, and commuter rail but does not reflect changes in transit service and fares. As noted, our model somewhat underestimates transit ridership, especially for buses. Despite substantial investments in new or extended heavy rail lines, our transit ridership results did not show a significant increase. Though some research has shown that improved rail service will influence long-term land use by changing the locations of population and employment, the land use impacts of improved rail service were not considered. Nor did we adjust service characteristics such as frequencies to improve transit performance.

Toll Charges

The scenarios are based on a non-variable toll charge of 40 cents/mile. Because tolls are dynamically adjusted, they would, in reality, vary significantly during the day. Current toll rates on the Virginia Beltway can range from 20 cents/mile in the off-peak to up to \$2.00/mile in peak periods. We tested alternative toll charges in our modeling (e.g. from 20 to 90 cents/mile) and found that results are very sensitive to toll costs. Since our model cannot incorporate those dynamic changes, we used a moderate toll value of 40 cents/mile. Our analysis assumes the added toll lanes are complete by 2040.

PRESTO was funded by grants from the Town Creek Foundation and the National Socio-Economic Synthesis Center.

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The National Center for Smart Growth Research and Education is a non-partisan center for research and education on smart growth in Maryland, in metropolitan regions around the nation, and around the world. The Center's independent, objective, interdisciplinary research uses the diverse resources of the University of Maryland and a network of national experts to explore issues related to land use and the environment, transportation and public health, housing and community development, and international urban development.

The Center, with the support of the Town Creek Foundation, has developed PRESTO, a futures testing framework to inform Maryland's citizens, advocacy groups, and decision-makers about the major forces that will affect the region's development over the next 25 years. By examining these forces and combining them into scenarios, PRESTO provides a picture of their potential impact, individually and in combination.

For more information on the PRESTO project, data and the models: <https://www.umdsmartgrowth.org/projects/presto>



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A. James Clark School of Engineering
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College of Agriculture and Natural Resources
School of Architecture, Planning and Preservation



Merryl Azriel

I object to both the outcome and the process of the Managed Lanes Study. All alternatives that did not include tolls we eliminated without sufficient study. The use of tolls, especially occupancy-based tolls, disadvantages poor commuters. This problem is rooted in a faulty needs statement that discarded out of hand a public-funded approach to the problem that would keep our roads free at point of use. My second objection to the toll lane scenario is that we have seen this option implemented on I-495 as Express Lanes and in the I-200 intercounty connector. Both were marketed as reducing traffic flow in the non-toll main lanes, neither one delivered on that promise. If you drive either of those roads during a heavy commute, you will see that they are never near capacity, while the main lanes remain at near stand still. All these toll lanes accomplish is to allow wealthy individuals to travel more quickly than those who cannot afford the daily tolls. There is no benefit to the majority of the road users. On top of this, the environmental impacts are unconscionable and 34 people should not lose their homes to give a privileged few a faster ride to work. There is now a note on the DEIS site that says they will take the aftermath of COVID-19 and many companies' presumed long term shift toward more telework into account. The right thing to do at this juncture is to scrap the Managed Lanes Study and start again in light of shifting commute needs and with a needs statements that does not privilege the wealthy.

Sincerely,
Merryl Azriel
Gaithersburg MD Resident and Routine I-270 Commuter

Nirmal Babar

Hello. I am a resident of the Wyngate neighborhood in Bethesda. My house backs up to 495 and that is already a dampener on the property values on my lane. Widening the beltway would directly impact not only my home value, but also my quality of life drastically since my husband and I spend a significant amount of time in our backyard growing vegetables, flowers and making sure we are doing what we can to support the bee population in the area. We are strongly opposed to this widening effort! It won't help anyone and only make things worse for the residents directly affected.

From: Gloria Babashan [REDACTED]
Sent: Sunday, November 8, 2020 1:31 PM
To: 495-270-P3
Subject: 1-270 CONGESTION

AFTER READING THE RECENT PROPOSAL, THE MONORAIL SYSTEM IS BY FAR THE MOST PRACTICAL SOLUTION. PLEASE CONSIDER THE POSSIBILITIES. THANK YOU.

Gloria BABASHAN

A MONORAIL SYSTEM IS THE WAY TO GO.

CAROLYN BAGIN

I am against the I-495 and I-270 project as it is now proposed. I want a no-build option.

The task force has not adequately considered viable, less disruptive, less costly options and has not considered how our neighborhoods will be affected and how the pandemic has changed work and transport issues. Fewer people will be using the highway. More will be working from home. The monorail from Frederick to Shady Grove is viable and not put on the table. The high costs of the toll road will disproportionately affect lower income people. So, there are so many reasons to stop this ill-considered project that will cost us all billions in the years to come.

Richard Bagin

Alternatives seem to be ignored; local government leaders say estimates do not include lots of local road, bridges and water management issues creating major unfundable budget requests and property demolition and movement. All at a time when budget woes will be getting worse.

Halt it now. Listen to your constituents; don't bulldoze your plans on us and our properties and way of life.

Thanks.

Rich Bagin

From: Baker, Carol A [REDACTED]
Sent: Monday, October 19, 2020 1:59 PM
To: MLS-NEPA-P3; aklase@marylandtaxes.gov; kumar.barve@house.state.md.us;
nancy.king@senate.state.md.us
Cc: [REDACTED]
Subject: I-495 and I-270 Toll Lane Project

Dear Officials,

I am writing because I oppose the I-495 and I-270 toll lane project and I support a no-build option.

I live in a sixty year old beautiful neighborhood, Woodley Gardens, that will be significantly impacted by this project. Some of my neighborhood will be destroyed. The already incredible noise pollution in our neighborhood will be far worse.

I am against taxpayers having to pay "Lexus" fees to travel along our highways that our tax dollars have paid for and continue to pay for. It is disgusting to me what was done in Northern Virginia in regard to toll lanes. When we travel to see relatives in North Carolina, we will see fast moving "Lexus" lanes that most drivers cannot afford and we will see the overcrowded, backed up highways for the "commoners". It makes far more sense to make the roadway available to all and use reversible driving lanes to mitigate traffic. It is wrong to force taxpayers to pay for infrastructure that their taxes are supposed to pay for.

And, my third reason for strongly opposing this project is because, in this day and age of global warming, it is crazy to believe that we are not implementing a solution that will be good for future generations. Instead, we are building something that makes it so that more traffic will be on our roadways, encouraging people to live farther from work. There will never be enough acreage to support this!

We should, instead, use reversible lanes in the interim while we build a mass transit system that will be good for next generations, and the health of generations to come.

Carol Baker
[REDACTED] Azalea Drive
Rockville, MD 20850

From: Baker, Chris (A&C Finance) [REDACTED]
Sent: Monday, October 19, 2020 3:19 PM
To: Baker, Carol A; MLS-NEPA-P3; aklase@marylandtaxes.gov;
kumar.barve@house.state.md.us; nancy.king@senate.state.md.us
Subject: I-495 and I-270 Toll Lane Project

Dear Officials,

I am writing because I oppose the I-495 and I-270 toll lane project and I support a no-build option.

I live in a sixty year old beautiful neighborhood, Woodley Gardens, that will be significantly impacted by this project. Some of my neighborhood will be destroyed. The already incredible noise pollution in our neighborhood will be far worse.

I am against taxpayers having to pay "Lexus" fees to travel along our highways that our tax dollars have paid for and continue to pay for. It is disgusting to me what was done in Northern Virginia in regard to toll lanes. When we travel to see relatives in North Carolina, we will see fast moving "Lexus" lanes that most drivers cannot afford and we will see the overcrowded, backed up highways for the "commoners". It makes far more sense to make the roadway available to all and use reversible driving lanes to mitigate traffic. It is wrong to force taxpayers to pay for infrastructure that their taxes are supposed to pay for.

And, my third reason for strongly opposing this project is because, in this day and age of global warming, it is crazy to believe that we are not implementing a solution that will be good for future generations. Instead, we are building something that makes it so that more traffic will be on our roadways, encouraging people to live farther from work. There will never be enough acreage to support this!

We should, instead, use reversible lanes in the interim while we build a mass transit system that will be good for next generations, and the health of generations to come.

Chris Baker
[REDACTED] Azalea Drive
Rockville, MD 20850

From: June [REDACTED]
Sent: Thursday, November 5, 2020 12:03 PM
To: MLS-NEPA-P3
Cc: Tim Baldwin
Subject: Don't widen I-270

To whom it may concern:

I oppose the I-495 and I-270 project. I support the no-build option. Even if the pandemic had not occurred, it was not a good solution. Now that the pandemic occurred and many corporations have a work-from-home workforce, there may be a future trend to less use of office space, which will mean fewer commuters and then the I-270 project will be a moot point.

Sincerely,
June Baldwin
Resident and homeowner
Hitching Post Lane
Rockville, Md. 20852

Sent from my iPhone

June Baldwin

I strongly oppose the I-495 and I-270 project. I support the no-build option. Thank you.

Stephen Baldwin

Our comments on the DEIS are attached. We urge that the "no build" option be chosen by the State of Maryland. Sincerely Stephen and Kate Baldwin

Comments on DEIS, Widening I-270 and I-495

We oppose the widening of the two highways as outlined in the DEIS and urge that the “no build” option be selected. Our opposition is based on both economic and environmental grounds.

Adverse impacts on the Environment:

- The project would require the taking of some private property and public lands for widening the footprints of the highways (including an historically significant African American cemetery). This would affect both specific homeowners and the general public who would lose access to green space. The tree canopy and vegetation which help reduce pollution and global warming would be reduced.
- Paving over previously open ground adds to the area of impervious surface, increasing runoff from storms, and adds polluted water to our streams and rivers.
- The construction process itself will add to air pollution via the operation of fossil-fueled machinery.
- The production of construction materials, e.g., concrete, requires extractive activities with their own pollution-generating impacts.
- Based on personal experience travelling the Virginia express lane system, the narrowing from six to four lanes at the end of the toll lanes causes significant backups across all lanes, leading to increased pollution and lengthened travel times. This effect would likely be present in the northbound lanes of I-270 also.

Adverse impacts on the Economy:

- Advocates have claimed that the project will not require additional taxpayer contributions. This seems unrealistic, based on the experiences of other major infrastructure projects, e.g. the Purple Line. The taxpaying public would be signing a blank check on their future incomes.
- The State proposes that a contractor build the project in return for receiving tolls far into the future. This arrangement is similar to the one Virginia established for its Express Lane project, but recently the Australian company holding the contract indicated it was seeking to sell its interest. What makes this completed project unattractive? Lower anticipated revenues?
- A key concept in economic analysis is the relationship between benefits and costs. The widening costs mostly would be incurred in the next few years, while the benefits are anticipated to accrue over the next half-century. The rate of interest or “discount rate” underlying the analysis can alter the net estimated impacts. To the extent interest rates rise from the current historically low levels, the present value of future benefits will be lowered, reducing any gains from widening.
- The Covid-19 pandemic has strained both public and private budgets and has had negative impacts on people’s lives and work patterns. To the extent that there is a permanent reduction in the need for work-related travel and regular commuting, traffic, air pollution

and congestion may be reduced, so that future social gains alleged from highway widening would also be less, while the present-day costs will be largely unaffected.

For all these reasons, we urge that the State of Maryland abandon the idea of toll lane widening on these important transportation corridors.

Thank you for considering our views. We would appreciate learning your reactions to our and others' comments.

Sincerely,

Stephen E. Baldwin

Kate M. Baldwin

████ Kenhowe Drive, Bethesda, MD 20817, █████

From: Melissa Bannett [REDACTED]
Sent: Saturday, November 7, 2020 9:44 AM
To: 495-270-P3; treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov; MLS-NEPA-P3
Subject: My opposition to the widening of I-495 and I-270

Hello,

As a long-time Silver Spring homeowner I am writing to express my strong opposition to the Maryland Department of Transportation's (MDOT) \$11 billion public-private partnership (P3) to widen I-495 and I-270 for privatized toll lanes. I oppose this project and support the "no-build option" for several reasons:

- Tolls have the greatest impact on low-income people. Having special lanes for people who can afford to pay contributes to widening inequality and is the wrong direction for public policy at a time of growing awareness of inequality.
- We don't need anything to encourage more cars on the road. Climate change is a dire threat to our existence and we need public policy to reduce it, not increase it.
- We need more and better public transportation. For example, high speed buses are an affordable and environmentally responsible option that use existing roads.
- We do not need another expensive, disruptive transportation fiasco that could potentially cost taxpayers millions of dollars like the Purple Line. I pass currently abandoned construction sites on Wayne Avenue almost daily. Although I support light rail, this particular route is unlikely to attract the amount of usage to justify it. It does, however, give developers new opportunities to make taxpayer-fueled massive profits on projects in downtown Silver Spring that will not benefit my community.
- New major roads will contribute to more storm runoff, with detrimental environmental impact.

We need sensible, affordable and environmentally responsible public transportation as this area continue to grow, NOT bigger freeways and highways.

Thank you,

Melissa Bannett
[REDACTED] Dale Drive
Silver Spring, MD 20910

From: Tom Bannister [REDACTED]
Sent: Monday, September 21, 2020 3:32 PM
To: MLS-NEPA-P3
Subject: I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft 4(f) Evaluation comment

Lisa B. Choplin, DBIA
Director, I-495 & I-270 P3 Office
Maryland Department of Transportation State Highway Administration

Ms. Choplin:

My wife and I are very much opposed to the proposed expansion of the Beltway (I-495) adjacent to North College Park and the Greenbelt Metro Station.

We live across the street (Edgewood Road) from the Polish Club property that is threatened by the expansion. The Polish Club property and the property owned by the Maryland National Capital Park and Planning Commission (MNCPPC), east of the Polish Club property, contain wetlands, trees, and wildlife (including deer, foxes, raccoons, rabbits, squirrels, turtles, turkey vultures, hawks, migrating birds, and a wide variety of local birds). This is one of the few natural areas remaining in College Park. The Polish Club president had hoped these properties would be made into a dedicated "green space". Instead, the state wants to mow down the trees so it can park construction vehicles and materials there.

This project would radically change our neighborhood from being a green sanctuary to a construction zone. Instead of enjoying walks in the woods and the view of trees from our windows, we would see a construction site.

The expansion of I-495 here would also require tearing down the buffer wall -- that we lobbied for many years to get -- that serves as a barrier to keep vehicle exhaust and noise from the Beltway out of our neighborhood.

The loss of the buffer wall would mean that our neighborhood residents, young and old, will once again be subjected to the vehicle exhaust that causes asthma, COPD, and cancer. I am a cancer survivor. That makes this expansion project a threat to my health and possibly my life. There is a K-8 school and preschool just east of our house (adjacent to the MNCPPC property). Those children -- who are more vulnerable than adults -- will again be at increased risk for asthma and cancer.

The loss of the buffer wall would also mean that our neighborhood residents will once again be subjected to the sounds of vehicles on the Beltway 24 hours a day, 7 days a week. And we will be subjected to the sounds of construction vehicles and workers from early morning, when some would prefer to be sleeping.

We bought our house in 1996. We renovated our house to make it "clean" and "green" thereafter (including installation of costly solar electric and hot water systems). Others in the neighborhood have made significant costly improvements to their properties, too. As a result, property values in our neighborhood have risen in recent years. But all our investments will be wiped away by this project. When it comes time to sell our properties, we will pay for the Beltway expansion with our own money because our properties will be worth much less than they are now. Who would want to live here after the trees are gone and it becomes a construction zone? Who would want to live here when the homes front the Beltway?

This draft environmental impact statement (EIS) does not adequately reflect the adverse impacts the project would have on the wetlands, the trees, and the wildlife that live in the wooded area across from our home. This draft EIS does not adequately reflect the adverse impacts that the increase in vehicle exhaust deeper into our neighborhood would cause

on human health (e.g., asthma, COPD, and cancer). This draft EIS also does not adequately reflect the adverse impact that the project would have on our property values.

In order to see the natural area that will be destroyed by this project, paste this link in your browser, scroll down, click on the "street view" and, on the image to the right, pull the cursor to the left. Straight ahead at the end of 53rd Avenue, on the far side of Edgewood Road, to both the left and the right, are the beautiful woods that will be destroyed.

https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.google.com%2Fsearch%3Fsource%3Dhp%26ei%3DOC_kXcnAGpK25gLMgZH4BQ%26q%3D%2B53rd%2BAvenue%252C%2BCollege%2BPark%252C%2BMD%26oq%3D%2B53rd%2BAvenue%26gs_l%3Dpsy-ab.1.0.38.2869.2869..4878...0.0..0.69.69.1.....0....2j1..gws-wiz.CHU1UD0ab18%23spf%3D1575235390339&data=02%7C01%7CMLS-NEPA-P3%40mdot.maryland.gov%7C5d202ce851b144b9311108d85e651e71%7Cb38cd27c57ca4597be2822df43dd47f1%7C0%7C1%7C637363135679485022&sdata=hKCN808t4yGP4ykEqn8InBkKymHtRlgM2mYwdBsPhnE%3D&reserved=0

Please do not let the expansion of I-495 adjacent to North College Park and the Greenbelt Metro Station destroy this beautiful wooded area. Please preserve this little sylvan paradise for the residents who live here and for the many creatures who live in it. And please do not let the expansion of I-495 result in demolition of the buffer wall that keeps vehicle exhaust and noise from I-495 out of these woods and out of our neighborhood. Please don't let them make these beautiful woods and our neighborhood into a construction zone and a staging area for construction vehicles.

If the Beltway absolutely has to be widened, MDOT should only take down the fewest trees necessary to widen it, and rebuild the buffer wall.

MDOT should park their vehicles and store their materials elsewhere, where they wouldn't have to adversely affect our environment. There must be more appropriate locations to store vehicles and materials.

Thank you for your consideration.

Tom Bannister
53rd Avenue
College Park, MD 20740

William Banta

This is to express my concern over proposed toll lane changes from I-295 onto Connecticut Avenue.

I object to this proposed project and to all other attempts to finance these changes because I think taxpayer money on transportation should be allocated entirely to public transportation, such as the Purple Line. These proposed I-295 plan would only deepen human footprint on the earth's carbon budget by encouraging more automobile use.

The Republican plans for the Purple Line have failed because greedy private companies gobbled up money that should have gone to the project instead of private pockets. It's a flop. Worse, this project would only pour more money into a device that would disproportionately benefit the rich and destroy valuable forests.

Never vote Republican. That goes for you, Governor Hogan, in spades.

—
WC Banta

██████████ Stewart Dr

Chevy Chase, MD, 20815

████████████████████
████████████████████
████████████████████

Kristine Barbieri

Please do not let the expansion of I-495 adjacent to North College Park and the Greenbelt Metro Station destroy the buffer wall and wooded area that serve to keep vehicle exhaust and noise from I-495 out of the neighborhood. My friends have a beautiful forested view from their house and this would be destroyed. Also, noise and fumes from the road would degrade the environment in that neighborhood, making it unbearable for residents and lower the resale value of their homes. Thank you for your consideration.

From: Yefim Bargman [REDACTED]
Sent: Thursday, October 1, 2020 11:06 AM
To: aklase@marylandtaxes.gov; MLS-NEPA-P3; kumar.barve@house.state.md.us;
nancy.king@senate.state.md.us
Subject: Do not widen 270

Dear all,

I am not supporting widening of 270

Widening of 270 will **not reduce** congestion even for a short time. It will become a **moving parking lot** from the moment this project started, plus (immediately following) a rapid increase of businesses and population, even many years before reconstruction of the road will be finished.

Creating tolled lanes will help only the richest ones, but they, naturally, will care less about rest of us, they will get an easy pass.

Public transportation is the solution!

It will **reduce for all:** the traffic congestion, accidents, pollution, stress.

I am against rework of 270.

I am for public transportation.

Regards,

Yefim Bargman
[REDACTED] Winding Rose Drive
Rockville, MD 20850

From: Jeff Barham [REDACTED]
Sent: Monday, November 9, 2020 10:16 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

To Whom It May Concern:

My name is Jeff Barham. My family and I live in the Indian Spring neighborhood of Silver Spring, which is bordered on its northern edge by the Beltway between Colesville Road and University Boulevard. Our home lies within a block of land that would be impacted by the proposed widening of 495.

I support the no build alternative.

I am concerned that the proposed expansion of the beltway has the potential to inflict significant harm on my community with negligible corresponding benefits.

The project will reduce the primary public park space used by my children, friends and neighbors for play and exercise. The widening of the beltway would encroach upon Indian Spring Local Park, my neighborhood's outdoor hub and the most easily walkable area appropriate for youth sports practices, adult pickup soccer games, throwing baseballs or frisbees, and flying kites. (Perversely, taking away such local space from Indian Spring residents will not only make the neighborhood a less attractive place to live, but it will force us into cars to find such space further from our homes.)

The project will worsen the noise and pollution that already impacts our neighborhood by bringing the highway even closer to our homes, potentially exacerbating the asthma that I and my children already experience. These issues will be even more acute for my neighbors whose homes sit directly across from the beltway's current retaining wall.

Given the recent collapse and in-fighting associated with the public-private partnership to build the Purple Line, I am skeptical that the state will come away from this venture without foisting significant new burdens on Maryland's taxpayers. Indeed, the already threatened increases to residents' water bills to help finance construction costs would seem to be a harbinger of more bad news to come on this front.

At a minimum, it would be appropriate for planners to pause and take stock of the current and future projected changes to traffic patterns driven by the COVID 19 pandemic before undertaking a lengthy infrastructure project conceived of when a far smaller percentage of our population was teleworking.

While I sympathize with the desire for lessening congestion on the beltway, I find it hard to believe that creating additional high-priced toll lanes (which will predictably remain financially inaccessible and unused by the vast majority of drivers) carries the potential to solve the problem.

Thank you for your consideration.

From: Scott Barman [REDACTED]
Sent: Wednesday, July 15, 2020 4:21 PM
To: MLS-NEPA-P3
Cc: Cheryl.Kagan@senate.state.md.us; kumar.barve@house.state.md.us;
julie.palakovichcarr@house.state.md.us; jim.gilchrist@house.state.md.us
Subject: DEIS Document is inaccessible

I am very disappointed with the Maryland Department of Transportation in the way they are providing information to the public for the I-270 Managed Lanes Study Draft Environmental Impact Statement.

After downloading the PDF document of the study, here are my findings on regarding the document and not its contents:

1. The document fails to meet accessibility features that PDF documents are supposed to provide. Although it can support a reader function for low sighted people, most navigation features are missing.
2. The table of contents and the page numbering are useless in an electronic environment. Most PDF readers do not understand the Chapter-Page format if you do not mark the chapters. A sequential page numbering system would make it easier to navigate.
3. The table of contents is a static table without links. It is a basic function of most PDF creation applications to create a table of contents that could be used to navigate PDF documents. This document is missing this accessibility option.
4. Keyword usage is inconsistent throughout the document. While trying to search for specific terms, the inconsistent use of keywords makes it difficult for the electronic reader to search for specific areas of concern.

While analyzing the PDF document and the metadata, it is clear that some of the links were removed from the document or care was taken to ensure they were not included. As a former information security professional with experience analyzing PDF documents for forensic information, I can also see that links exist for figure captions and footnotes but not for other navigation purposes. It is either a willful attempt to make the document less than publicly accessible while meeting the minimal standards for public release or it is ignorance on making the document accessible. Either way, this should not be how the Maryland government should be fulfilling its public role.

Another concern is the manual accessibility required to download the document by chapters. Individually, the chapters can be scanned by PDF programs to create a table of contents. However, MDOT provides links to each chapter as a single download. Either I will have to employ a program that will download every link on a page or manually download each chapter. Again, this is either a willful move to make the document minimally accessible while meeting minimal standards for public release or it is ignorance with making the document accessible. Again, this should not be how the Maryland government should be fulfilling its public role.

According to the metadata in the file, the document was created using "Acrobat PDFMaker 20 for Word." This is software created by Adobe that has been provided by Microsoft to convert Word documents to PDF. It is capable software providing the document is authored with the appropriate controls. Microsoft Word is very capable of creating the controls without additional effort. By not providing the controls, and given prior personal history with MDOT, it appears that the agency likely does not care about public opinion and is doing what is minimally required.

The document is formatted for printing. It is obvious that electronic access was not considered. Software to view properly formatted PDF documents is widely available including a free viewer from Adobe, the creator of the Portable Document Format. The Maryland government should provide its work products in a form that is electronically friendlier to concerned constituents. Maryland should make these dead tree (paper) versions a relic of the past.

I have included my representatives from District 17 on this note. I would like my representative to discuss with MDOT how they will make these very long reports more accessible to the public. I would like my representatives to consider that if MDOT will not cooperate on making their work products more than minimally accessible then they should submit legislation requiring more accessibility for their documents.

Scott Barman, Constituent

█ Royal Crescent
Rockville, MD 20850

█

Perish Barnette

Do the right thing!- reject Hogan's plan

Gary Barone

"I oppose the I-495 and I-270 project. I support the no-build option."

This is a ridiculous proposal and does not solve the problem other than for toll collectors who are seeking outrageous fees for use of our roadways.

Steve Barone

"I oppose the I-495 and I-270 project. I support the no-build option." Terrible idea. It can be done cheaper and more environmentally friendly.

From: SUZANNE BARONE [REDACTED]
Sent: Monday, November 9, 2020 3:43 PM
To: MLS-NEPA-P3
Subject: Comment on Draft EIS on I-495/I-270 expansion
Attachments: I-495-I-270 expansion draft EIS comment - Barone.docx

Attached, please find my written comments on the draft EIS on the proposed I-495/I-270 expansion.

Suzanne Barone
[REDACTED] Bellevue Drive
Bethesda, MD 20814

Comments on the I-495 and I-270 Expansion Draft Environmental Impact Statement (DEIS)

November 9, 2020

To Whom it May Concern:

My name is Suzanne Barone and I am the owner and resident of a house on Bellevue Drive in Locust Hill Estates in Bethesda. The development is wedged between Rockville Pike, I-495, and Cedar Lane. Part of Bellevue Drive parallels the beltway. **I oppose widening and I support the No-Build Option.**

The impact to Bellevue Drive in Locust Hill Estates will be far greater than that outlined in the document. While no houses will be directly taken according to the existing proposal, several of the yards in the neighborhood will be, leaving the highway much closer to residences. The values of our homes and the quality of our lives will be adversely affected forever but especially during the multiple-year build where the disruption area is vast.

This neighborhood has a noise pollution and road dirt/dust issue which will be compounded, not helped by this project. The neighborhood can look forward to years of construction noise in addition to the existing noise from the I-495 traffic, Rockville Pike traffic, and the Metro Car signal as it enters the tunnel. This will be especially true for my residence if they build. This is currently the case when the roads are razed and repaved at night for short periods of time. The traffic and large equipment noise and the dust generated by this potential I-495 expansion project will be unbearable for months to years that it will take to complete with predictable delays and cost overruns as we have seen from other projects such as the purple line and Silver Spring metro station. While, recommended, it is not assured that a sound barrier would be replaced or added to those area currently without one. Although proposed, the final size and placement will depend on the engineering. While a sound barrier would help with noise abatement it would further decrease the value of the houses by putting a proposed 22-foot high wall much closer to several residences.

In addition to decreases in housing values, additional monetary impacts will be felt by the major changes to the utilities that must occur to expand the road. These costs must be paid by someone, presumably by the customers as rate increases.

While I understand that there is a need to look at costs and benefits, the benefits seem to be overstated in light of the Covid-19 pandemic and the unknown lasting effects on traffic in the region. The State readily admits that it does not know of a model to predict the lasting effects of such a decrease in commuting traffic. In light of such a statement, it seems inappropriate to push ahead and assume that all will return to “normal.”

Again, I support a no build option.

Thank you for the opportunity to comment.

Suzanne Barone

■■■■ Bellevue Drive

Bethesda, MD 20814

Julio Barrera-Oro

As a near life long resident of MD and current homeowner in MOCO, I understand the gridlock of I-270 and the beltway well. However, while I feel going from 2 to 3 lanes from Clarksburg to Frederick could be warranted, expanding the beltway with more lanes is not. The green spaces around the beltway provide a critical break from car noise and pollution as well as give vital, natural trails for residents to enjoy. Expanding the beltway would shrink them even further and to what end? The beltway is already 3-5 lanes and added lanes do not mean lower traffic long term. Otherwise, Los Angeles's 6-lane highways would not be the country's most congested. I strongly urge you consider all modern options such as a light rail between the existing division before pursuing the destructive, futile effort of more lanes on the beltway. Let's make MOCO's transportation one reflective of modern day possibilities, not the failed and environmentally damaging methods of the past.

From: Maria Barrera-oro [REDACTED]
Sent: Thursday, October 1, 2020 10:57 AM
To: MLS-NEPA-P3
Subject: I-495 & I-270 Managed Lanes Study

Name: Maria Barrera-Oro
[REDACTED] Lindenwood Dr.
Olney, MD 20832
Email: [REDACTED]
I-495 & I-270 Managed Lanes Study DEIS/Draft Section 4(f) Evaluation

As a resident of Md for more than 40 years and current owner in MOCO, I understand the gridlock of I-270 and the beltway well. However, while I feel going from 2 to 3 lanes from Clarksburg to Frederick could be warranted, expanding the beltway with more lanes is not. The green spaces around the beltway provides a critical brake from car noise and pollution as well as give natural trails for residents to enjoy. Adding lanes will only increase pollution and increase bad air quality. I strongly urge you consider all modern options such as light rail between the existing division before pursuing the destructive effort to add more lanes to the beltway.

Maria Barrera-Oro Sent from my iPad

From: Linda Barrett [REDACTED]
Sent: Tuesday, November 3, 2020 8:44 PM
To: MLS-NEPA-P3
Subject: DEIS (Draft Environmental Impact Statement) Comment Form

Hi

I'm Linda Barrett and I have lived in Montgomery County for all my life - 62 years.

My address is [REDACTED] Hermleigh Road Silver Spring MD 20902. I live approximately 2 miles away from the Silver Spring corridor of the Beltway expansion.

I am a retired teacher in MCPS, having worked most recently at Eastern Middle School. The Eastern MS and Blair HS communities will be significantly impacted by these changes. The DEIS acknowledges that 1,500 properties will be negatively impacted, and up to 34 homes will have to be bulldozed completely (Table ES-2). The project will disproportionately impact local communities, particularly low income communities and communities of color. We talk about equity - but the fact is that the people most negatively impacted by these changes are the people least able to afford the toll lanes. They will be stuck with all of the impacts, such as

1. increased air & noise pollution ... Being a former Physical Education teacher, I'm concerned that a child's asthma will be worsened by increased vehicle emissions. DEIS acknowledges that the project will lead to increased particulate matter, carbon monoxide, ozone, nitrous dioxide, and greenhouse gas emissions in local communities (Section 4.8.3) yet it fails to adequately address and mitigate these concerns. I am also very concerned about a considerable increase in noise pollution in the community.

2. increased risk of flooding and water pollution ... As a Master Gardener, we are constantly trying to reduce water runoff by planting rainscapes, conservation gardens or other water management initiatives. This expansion of the beltway will

add 550 acres of new impervious surfaces & drastically increase stormwater runoff, pollution, and flash flood risks for local communities. In addition, moving water pipes for this project could cost up to \$2 billion dollars. This cost would be placed on taxpayers, not the private partner, potentially leading to a 277% increase in water and sewer rates over the next 40 years, according to the Washington Post.

3. loss of green spaces ... parks, schools, churches, recreation centers. Dozens of local parks- Greenbelt Park, the C&O Canal, Cabin John Regional Park, Indian Spring Terrace Local Park, Rock Creek Stream Valley Parks, and many, many more (Table 4-5)- will be negatively impacted. We will all lose precious greenspace to pavement and park features such as trails and basketball courts will be destroyed. People need to be active - walking to school or church ... walking/hiking/playing in park & recreation spaces.

I support the NO-BUILD option. I believe that we can improve the bus system, finish the purple line, construct more biker trails, more teleworking, and do more to encourage ride sharing. We've reduced cars on the road during the pandemic ... I think we can continue to reduce the number of cars on the road & ease the congestion on 495.

Please take another look at alternative means of reducing the congestion on all of our major roads in the DMV.

Thank you, Linda Barrett

Edward BARROWS

November 8, 2020

RE: I-495 and I-270 P3 Program DEIS

1. Thank you for the opportunity to comment on the DEIS. I am a professional biologist who has undertaken biological research in the Potomac Gorge. I have written a book entitled the Washington, D.C., Area Ecosystem which includes some information about the Gorge and references some of the research students and I have done in the Gorge.

2. Based on all relevant data I have seen (including the Washington Biologists' Field Club DEIS Comments and Testimony, November 2020), I support the NO BUILD OPTION. As the Washington Biologists' Field Club (WBFC) wrote to you, the DEIS is legally faulty and incomplete for many reasons. I am opposed to any disturbance of Plummers Island, Rock Run, and parkland of the Chesapeake & Ohio National Historical Park (CONHP). The Potomac Gorge which contains Plummers Island and adjacent Mainland is a world-class biodiversity hotspot with many rare habitats and organisms, including some endangered ones. Plummers Island is a priceless living museum and the site of many biological studies made over the last 120 years. It is a site of some long-term biological studies, e.g., a lichen study, highly important in this time of fast global change. Globally endangered River Bedrock Terrace Hardpan Forest occurs on the Island. Besides being a research site, the Island has been important to me as a place where I have been with family and friends. The Washington Biologists' Field Club DEIS Comments and Testimony provides a great amount of information about the Island, so I'm keeping my feedback short.

3. Maryland and Virginia should carefully study all appropriate alternatives to the current DEIS and hold public hearings on them before proceeding with any highway expansion.

Sincerely,

Edward M. Barrows, Ph.D.
Professor of Biology, Georgetown University
Washington Biologists' Field Club member

Barrows, E. M. 2020. The Washington, D.C., Area Ecosystem. ylocopa Press, Bethesda, MD.
Kindle print book. I'll update this book in December 2020.

From: [REDACTED]
Sent: Friday, August 14, 2020 10:07 PM
To: geoghb
Subject: What does Republican Governor Larry Hogan plan to do to save the USPS from Trump's demolition derby ?

What does Governor Larry Hogan plan to do to save the USPS ?

The Trump administration and his crony postmaster General are ripping the USPS to pieces as fast as possible. WE ALL KNOW WHY.

Maryland's Republican Gov. Hogan is chair of the National Governors Association. Does he support the Trump approach to destroying the USPS because Trump can lose the election by mail in votes during the Covid 19 virus?

Does Governor Hogan have the intestinal fortitude to stand up to this viscous scheme or will he sit idly by doing nothing and allow Trump this extraordinarily flagrant egregious misdeed?

Article 1, Section 8 of the U.S. Constitution in 1789 authorized Congress to establish the Post Office. It does not authorize Trump and his crony mobster pal to destroy it.

Governor Hogan take action now or resign.

George Barsky

From: [REDACTED]
Sent: Tuesday, August 18, 2020 9:08 AM
To: 495-270-P3
Subject: Re: I-495 & I-270 P3 Program Newsletter

What is needed is more public rail transit and not more congested roads. Every "improvement" in the highway system has led to more traffic, congestion and pollution including more traffic accidents. The administration only knows roads and cares little about rail. Trying to use the CSX RR for more rail is futile. At one time there was multi-modal. In truth that meant small, medium, large and huge rubber tired infernal combustion vehicles. But, you will continue to pursue road nonsense no matter how bad it will make future travel. That's what you get paid to do - not make travel better in Maryland. Its simple but there is no administration care or comprehension to consider more rail.

I know the Purple Line is in trouble but that is not due to the mode. It is due to mismanagement.

George Barsky

From: "MDOT SHA P3 Program Updates" <495-270-p3@mdot.maryland.gov>
To: [REDACTED]
Sent: Tuesday, August 18, 2020 8:00:34 AM
Subject: I-495 & I-270 P3 Program Newsletter



Program Updates Summer 2020

Greetings,

In an ongoing effort to keep you informed of the latest and most accurate information about the I-495 & I-270 Public-Private Partnership (P3) Program, I am pleased to share with you the [Summer 2020 Newsletter](#).

The I-495 & I-270 Managed Lanes Study has entered an important phase for public input. We encourage your involvement in this process by reviewing the [Draft Environmental Impact Study \(DEIS\)](#) and by participation in one of the [virtual or in-person public hearings](#). Further details are included in the attached newsletter.

We understand how COVID-19 is impacting all Marylanders today – in how we work, in how we spend our free time, and in how we travel. While MDOT's number one priority is the health and safety of Marylanders, we continue with our efforts to ensure transportation improvements are being developed to meet our State's needs not only for today but for the next 20-plus years. We will

continue to work collaboratively with all our stakeholders in the development of the I-495 & I-270 P3 Program.

We will continue to keep you updated on P3 developments and welcome your feedback. Please visit 495-270-P3.com for the latest information.

Sincerely,

Lisa B. Choplin, DBIA
Director, I-495 & I-270 P3 Office

MDOT SHA P3 Program | 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202

[Unsubscribe](#) [REDACTED]

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Sent by 495-270-p3@mdot.maryland.gov powered by



Try email marketing for free today!

From: [REDACTED]
Sent: Friday, July 10, 2020 10:41 AM
To: 495-270-P3
Subject: Re: FHWA and MDOT SHA releases I-495 & I-270 Managed Lanes Study Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation

The I-270 corridor desperately needs a rail solution. Also, the Purple Line stalemate MUST be overcome to properly finish the LRT. A long term I-270 corridor rail plan has never been studied. With the super abundant traffic and congestion it is obvious other transportation solutions are needed and not more traffic lanes. MARC trains are insufficient and the route very roundabout with only part time weekday service. It is criminally negligent and unprofessional to avoid having all day frequent electric rail service between Montgomery County and Frederick or Hagerstown. There is more than enough justification for it. Stop being an ostrich burying your head in pavement. Rail can be achieved economically and quickly. Ask any European transit system.

From: "MDOT SHA P3 Program" <495-270-p3@mdot.maryland.gov>
To: [REDACTED]
Sent: Friday, July 10, 2020 10:04:52 AM
Subject: FHWA and MDOT SHA releases I-495 & I-270 Managed Lanes Study Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation



Greetings.

The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) have completed the Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the Managed Lanes Study, with the Notice of Availability published in the Federal Register on July 10, 2020. The DEIS includes traffic, environmental, engineering and financial analyses of the Build Alternatives and the No Build Alternative. This DEIS provides an opportunity for the public, interest groups and other agencies to review and provide comment on the proposed federal action and the adverse and beneficial environmental impacts and proposed mitigation for unavoidable impacts.

FHWA, MDOT SHA, and the Maryland Department of the Environment (MDE) will conduct six Joint Public Hearings. The U.S. Army Corps of Engineers (USACE) will participate in one hearing on August 25 to meet the Department of the Army requirements. Comments will also be accepted on the Joint Federal/State Application (JPA) for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland. USACE is responsible for reviewing the JPA per the Clean Water Act, Section 404(b)(1) and MDE is responsible for reviewing the Application per Environment Article §5-503 and §5-906, Annotated Code of Maryland.

From: [REDACTED]
Sent: Sunday, August 9, 2020 10:47 AM
To: geoghb
Subject: Who is the rail transit poster George Barsky ?

I have a long list of political and government people in Maryland who I occasionally send my opinions to about public rail transit. I have been doing that for many years and have hopefully and thoughtfully provided much information about light rail tram systems to them. My opinions are based on real life experiences and an interest in the topic that goes far beyond the casual.

I grew up in New York City when there were still many streetcar lines in four of the five boroughs [by that time Staten Island no longer had any streetcars]. I relocated to Maryland in 1965 and have lived, worked and commuted throughout the region. I have extensively used MARC on the Penn and Brunswick lines, as well as all Metrorail lines. Long ago I also traveled on the D.C. and Baltimore streetcar lines. Of course, even the Hagerstown and Frederick 80 mile trolley system once existed and so did the Washington and Old Dominion electric Interurban line in northern Virginia and let's not forget the Washington, Baltimore and Annapolis high speed electric interurban line. Now, all are history.

Most American cities and towns had streetcar systems and many had long distance interurban [high speed trolleys] lines connecting them. I have been fortunate to have been able to experience first hand many streetcar or trams systems here in the USA, in Europe and Asia. For example places like New York, Boston, Philadelphia, Baltimore, Washington DC, Pittsburgh, Chicago, Minneapolis, Los Angeles, etc. had very expansive networks. Except for a few remnants most are history. A few new lines now called light rail transit [LRT] have been built starting in the 1980's with San Diego.

Given the mega car culture, ignorance and disinterest of electric tramways in this country by the larger population and almost all politicians, attempts to economically build tramways has been lost. The real experts have passed on along with the domestic industrial base. The so-called contemporary expert consultants also lack the knowledgeable expertise that thrives in Europe and Asia which actually achieves great success in building new electric surface tram lines and maintaining and enhancing their huge number of historical systems crushed by war. On the other hand the USA merely ripped out its infrastructure and decided dirty fuelish buses are better.

Unfortunately the Purple Line demonstrates the severe inability of this country, and particularly this state to adequately understand the need for simple solutions to create a viable economic electric surface rail transit line. I would hope readers could understand there are better ways and more economical ways to create electric transit here. All they have to do is examine places like France or most anywhere in Europe. The monumental over engineering in places like Silver Spring and Bethesda is, in my view, utterly needless. I am quite familiar with both both locations and the entire Purple Line route.

Yes, there are many other big problems to deal with today but pubic transit is a very long term need and has many significant ramifications. More roads and highways have not produced the wonderful outcomes suggested by the road building community and the road champion governmental agencies. But they are blinded and hindered by their own preoccupation and survival.

FYI - I have a BS in Math, and Masters in government along with post graduate work. I have worked for both large and small companies, owned my own business and also employed by the U.S. government, now retired. I know the difference between a GG-1 and a T3.

George Barsky

From: [REDACTED]
Sent: Wednesday, October 21, 2020 10:05 AM
To: MLS-NEPA-P3
Subject: STOP THE ROAD BUILDING

WE NEED MORE RAIL TRANSIT. STOP WASTING OUR MONEY ON ROADS.
AN ABUSE OF POWER BY GOV. HOGAN AND SHA.

GEORGE BARSKY

From: [REDACTED]
Sent: Saturday, October 31, 2020 1:19 PM
To: geoghb
Subject: An I-270 Monorail - NO WAY - Here's why

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fichef.bbci.co.uk%2Fnews%2F800%2Fcpsprodpb%2F2A15%2Fproduction%2F_108837701_gettyimages-167076270.jpg&data=04%7C01%7CMLS-NEPA-P3%40mdot.maryland.gov%7Cf612c55deba4e2820ea08d87dc10c47%7Cb38cd27c57ca4597be2822df43dd47f1%7C0%7C0%7C637397615380771423%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IkhhaWwiLCJXVCi6Mn0%3D%7C1000&data=xQUYeAA0Rg95ZWJwO5ltoLNqMN7JkYmFzaGn19MGMfw%3D&reserved=0>

A monorail sounds like a futuristic solution to transport people. However, compared to conventional ground based rail systems there are several distinct and detrimental problems surrounding the mode.

Monorails can be essentially two types: straddling or hanging. The vast majority of those existing monorail systems are straddling. And many of those systems are in amusement parks. Monorails that are actually used as public transit are very few compared to conventional ground based rail.

Monorails need 100% large structural support systems such as those used by highways and elevated conventional rail. A monorail can be built near the ground or even in a subway but still needs its structural support wherever it goes. Generally, monorails are highly elevated to clear vehicular traffic or other things below it. In that respect it requires massively elevated and expensive complex stations.

The straddling monorail operates on top of a massive beam whether concrete or steel. It is not a simple very narrow single rail. It is big and heavy and requires a massive support system. The monorail car or train has side panels which hang along the sides of the beam which are used for stability, guidance and power.

The need to switch from one beam to another whether for reversing direction or changing to another route requires massive expensive beam switches completely different from conventional simple rail switching. Its like moving the entire beam from one direction to another.

In the event of a breakdown, mechanical or electrical failure or even a fire there is no way for the passengers to evacuate quickly and safely and usually requires some ladder or bucket method such as used with fire trucks or utility trucks.

Also, most monorails are built with proprietary designs for the structural track, power and rolling stock. Thus, there is very little interchangeability as is possible with conventional standardized rail systems. Normally the monorail rolling stock cannot be coupled into longer trains as is easily done with conventional rail rolling stock. Thus, the proprietary design leaves little room for competitive replacements or expansion. The monorail train length is also restricted by the station platform lengths.

These are a few of the factors and concerns about constructing monorails. They are generally less speedy than conventional ground based rail. There is really no advantage and many disadvantages to the seemingly transit of the future. Nice for amusement parks and futureland but not good as public transit.

George Barsky

From: [REDACTED]
Sent: Sunday, November 8, 2020 1:47 PM
To: geoghb
Subject: A Lesson From Oslo, Norway

Oslo Norway Knows How

<<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fyoutu.be%2FSMsqo0pP1E4%3Ft%3D0&data=04%7C01%7CMLS-NEPA-P3%40mdot.maryland.gov%7C6f74c100054e4ff8112a08d88416b8e2%7Cb38cd27c57ca4597be2822df43dd47f1%7C0%7C0%7C637404580414351677%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&odata=JxIWjR5XZikFFNmZErcDEScjj5sbfGRk9h%2BsOnqhts8%3D&reserved=0>>
>

Here is a video of a ride on a tram [light rail] line in Oslo, Norway. Its a good way to go sight seeing for visitors. It just seemed to me that the amount of space needed for the right of way [ROW] is quite minimal compared to new roads, highways and traffic lanes. It also is high capacity and virtually without any pollution. Its also smooth and comfortable. In other words, a very good ride. Additionally, Oslo also has a Metro Rail Rapid Transit system. The Oslo population is approximately 700,000.

I also noticed the stations in the countryside are very sensible and require minimal space and cost. I also noticed when traveling through the urban core the streets are quite narrow but roomy enough for trams and other traffic. There are numerous junctions with other tram routes that operate throughout the city, in other words a system of convenient public rail transport. But the number of buses can be counted on just 2 fingers while the number of trams goes beyond both hands.

Lastly, the safe high speed of the trams is interesting. Whether in the countryside or on city streets travel time is minimized. Thus, it strikes me a system like this would be fabulous for suburban Maryland such as in Montgomery and Prince Georges Counties, especially in the I-270 corridor region. Just imagine not having to drive on those absolutely awful congested [in "normal" times] roads.

But, and there is always a but, trams might be fine for other places BUT in Montgomery County there is ZERO VISION for such a system. Even IF the Purple Line is actually completed [heaven only knows if and when and how] it is only a single tram line being built in a needless hyper expensive way leaving a very bad taste in the public wallet. And its only half each of a single line in Montgomery and Prince Georges Counties, not a system.

So, we should applaud Oslo and the many other cities like it world wide while looking at the pitiful, painful lack of interest and the NO HOW, NO WAY example set by the Maryland politicians. When will the state appoint a transportation secretary who came from the rail sector? When will they ever learn??

George Barsky

From: [REDACTED]
Sent: Monday, November 9, 2020 9:27 AM
To: geoghb
Subject: Just one more view of Oslo, Norway by tram [light rail]

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fyoutu.be%2FzdyMUuOGQ6c%3Ft%3D0&data=04%7C01%7CMLS-NEPA-P3%40mdot.maryland.gov%7C9c8b86aff59f4accbcc708d884bb8725%7Cb38cd27c57ca4597be2822df43dd47f1%7C0%7C0%7C637405288245930474%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&odata=xqm%2F4dbY40neEWzyBDo2AylcP82CK7SyxsSwXb2%2Bfmg%3D&reserved=0>

Just one more view of Oslo by tram.

It is interesting this tram [LRT] line starts in combination with the Oslo Metro [rapid transit] system. Both the tram and the Metro use the same tracks. The tram line then switches off onto its own private right of way [PRW], i.e., no street running. When it enters operations in the street it is in an upscale neighborhood. Eventually it runs through the urban core with numerous junctions with other tram routes. Along this line we also see many buses being used in Oslo. Much of the urban core has narrow streets.

It seems to me the city is highly populated with a young generation - maybe the so-called X generation. In any event they use the fine public transportation in Oslo.

Thus, another lesson and opportunity to be learned by Maryland and the suburban counties. However, based on experience and history here it is not likely this lesson will be learned. It is even less likely that politicians and planners here will make it their business to visit and learn from cities worldwide like Oslo and then implement the lesson. Here they are all stuck in the quagmire of pavement, congestion and pollution. Too bad they have already and will continue to earn a grade F in public transportation.

Voting matters.

George Barsky

From: [REDACTED]
Sent: Friday, August 7, 2020 8:48 PM
To: geoghb
Subject: What does Lyon, France have that Montgomery County doesn't ?

Take a ride on Lyon's LRT line 4. Lyon population in 2019 1,705,000.

<https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fyoutu.be%2F6xaPl1lj4CA%3Ft%3D0&data=02%7C01%7C495-270-p3%40mdot.maryland.gov%7C7f5705570e9942056e3608d83b34aaca%7Cb38cd27c57ca4597be2822df43dd47f1%7C0%7C0%7C637324444680112702&odata=tcu85tuKuq6e2PdNodKhoV%2FH1XdQbFAIWJ8iaWPAFsQ%3D&reserved=0>

Lyon now has 6 LRT lines with the last finished in 2019, the first in 2001. The system uses Alstom 100% low floor LRVs. All the rail is girder rail - a one piece economical grooved rail historically the better rail used by the vast majority of LRT and street railways. The overhead wire is the simple single trolley wire. Many preexisting trees and shrubs were not cut down along the line. The stations are simple curb height platforms with a weather shelter. Most of the line has grass tracks and simple tracks in concrete where necessary. The line is designed with a right of way absent of motor vehicles. There is no major infrastructure such as expensive elevated or tunnel construction and no crash walls are never needed anywhere.

The line is well patronized with a reasonable schedule frequency. It connects with the other new 5 LRT lines in Lyon. It appears to be efficient, effective, well patronized and did not cost excessive amounts of money or take many years to plan and construct. Apparently the French KNOW HOW to design, finance, build, operate and maintain their LRT systems - unlike the American Maryland Purple Line designed with monstrous over engineering and being built, if it is ever finished, by neophyte inexperienced LRT organizations - simply put they are the NO HOW group. A horribly expensive pathetic wasteful collaboration.

The French and other Europeans have a great LRT legacy while Maryland has none. Yes, there is the one line only Baltimore LRT - not a region wide system at all.

Lyon also has a multi line automated metro system, a high speed LRT to the airport called the Rhone Express, a funicular that climbs very steep hills, the SNCF French National Railway and even a river boat shuttle. Montgomery County has none of these, no major airport, no river, no funicular, and only the one U shaped Metrorail Red line, and a very part time MARC train commuter service but nearly 100 Ride-On bus lines. And it still struggles to build the one Purple Line.

One can easily determine which place has the better balanced transportation network without needing immense sprawling congested roads and highways. Maybe the French people know something that Maryland and Montgomery County can't figure out?

George Barsky

PS: How many fingers are needed to count the number of transit buses seen in Lyon?

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, September 09, 2020 8:14 PM

To: geoghb [REDACTED]

Subject: [Non-DoD Source] I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement
<Blockedhttps://youtu.be/O-FFigtDN6E?t=5>

It is my understanding the DEIS is about 18,000 pages. I have not read it.

My view is take no action with regard to increasing the highway system.

If anything we need a modern electric rail system such as the one above in Utrecht, NL. Since the photographing of the line it now has 100% low floor light rail cars that can be coupled into trains.

The station platforms have also been converted to low level.

You will note the speed and simplicity of the system along with its capacity.

Evidently the day photographed must have been a Sunday or holiday.

These light rail systems do not have to cost at the level of the Purple Line.

Experienced light rail professionals can make this work far better than additional lanes or more automotive traffic. This would be good between Montgomery County, Frederick and even Hagerstown. Who in their right mind wants to drive long distances in hellish I-270 traffic when they could ride comfortably and safely on smooth rail.

Only the Governor and his highway clansmen want more roads at a very steep price with added congestion and pollution and traffic madness.

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How can they do this in Utrecht while Montgomery County is paralyzed with traffic?

"Working with elected, civic and business leaders to build great communities"

-----Original Message-----

From: [REDACTED]

Sent: Monday, September 21, 2020 11:12 PM

To: geoghb [REDACTED]

Subject: [Non-DoD Source] Fwd: Gary Hodge—"Chasing 'Free Money': The Fatally-Flawed Scheme to Outsource MD's Interstate Highways to Toll-Road Profiteers"

On September 21, 2017, three years ago today, Governor Larry Hogan and his former Secretary of Transportation, Pete Rahn, announced their 495-270-295 "traffic relief" P3 plan.

Here's a link to my commentary in today's Maryland Matters, and attached is the full text of my essay:

Blocked <https://www.marylandmatters.org/2020/09/21/gary-hodge-the-fatally-flawed-scheme-to-outsource-md-s-highways-to-toll-road-profiteers/>

Sincere regards,

Gary

GARY V. HODGE

President, Regional Policy Advisors

P. O. Box [REDACTED]

White Plains, Maryland 20695

"Working with elected, civic and business leaders to build great communities"

CHASING ‘FREE MONEY’: THE FATALLY-FLAWED SCHEME TO OUTSOURCE MD’S INTERSTATE HIGHWAYS TO TOLL-ROAD PROFITEERS

BY GARY V. HODGE

A 495-270-295 “traffic relief” plan was announced on September 21, 2017 by Governor Larry Hogan and Pete Rahn, his former Secretary of Transportation. Their plan was to privatize and widen I-270, the Capital Beltway and MD295, the Baltimore-Washington Memorial Parkway, with two new express toll lanes in each direction. As proposed, the State would enter into a public-private partnership, or P3, with a lead project developer and outsource the responsibility for designing, building, financing, operating and maintaining the managed lanes at no cost to the State, in return for granting them the right to collect toll revenue on the highways for the next 50 years. The State has not persuaded the federal government, or Maryland’s members of Congress, to agree to transfer ownership of the B-W Parkway to the State, so it’s no longer in the plan.



For the past month the State has been taking testimony from elected officials, government agencies, regional planners, community groups, advocacy organizations and private citizens at public hearings on the 19,600-page Draft Environmental Impact Statement (DEIS) on the I-495 and I-270 Managed Lanes Study. The Draft EIS, a requirement of the National Environmental Policy Act (NEPA), is the current step in the march of the Governor’s plan toward implementation.

If the goal was to maximize public participation, the timing of the hearings couldn’t have been worse, in the middle of a pandemic, an economic crisis, massive unemployment, a superheated Presidential campaign, and unprecedented weather events. During the second and final in-person hearing on September 10 in Rockville, the day I testified, the area was paralyzed by a torrential rainstorm and flash flooding.

I had given testimony on this project before, more than a year ago at the Maryland Board of Public Works meeting in Annapolis on June 5, 2019. I said there were three questions that needed to be answered before the State decided to move forward with the project:

First, “Will it work?”

Second, “Is it worth the risk?”

And third, “Is it the best we can do?”

The Governor said these were “good questions.” Back then the answer to all three questions was “no.” Today the answer is still “no.” It won’t work, It’s not worth the risk. And it’s not the best we can do. The nearly 20,000 pages of the Draft EIS hasn’t changed that—only confirmed it.

This project will result in more traffic congestion, not less, defeating its “purpose and need.” And in spite of initial assurances, the P3 will need to be subsidized by Maryland taxpayers after all. Even if one accepts the optimistic cost estimate of \$9.6 billion, the few minutes saved in commute times are hardly worth the price of the ordeal that lies ahead: Years of delays, detours and traffic snarls; constructing new entrance and exit ramps, interchanges, and bridges; and new traffic patterns, followed by high tolls to use the express lanes.

How much longer will the thousands of Marylanders who live in the shadow of this project be dangling on tenterhooks waiting for the sword of Damocles to fall on them, their homes, their neighborhoods, their security, and their daily lives?

The one indisputable fact is that chronic traffic congestion will need to continue indefinitely in the “free” lanes or there’s no incentive for motorists to pay to use the toll lanes. That’s the business model. To make this scheme work, the State’s private sector partner in the P3 will need to harvest vast amounts of toll revenue, make a profit, and pay big dividends to their investors. And in these uncertain times they’ll expect the State to minimize their risk with a safety net made of titanium.

Before embarking on a project this massive and costly, touted as “the largest P3 traffic relief project in the world,” the right sequence of steps would be to correctly diagnose the problem; prescribe the best possible solution after considering all the alternatives; and then find the means to pay for it, minimizing risks to the State and Maryland’s taxpayers. The State should have engaged in a deliberate, thoughtful, collaborative and comprehensive search for solutions. Instead, it took a “ready, fire, aim” approach. Private capital investors decided what kind of solution they were willing to invest in, and the State complied, instead of taking the measures more likely to deliver the results that are needed.

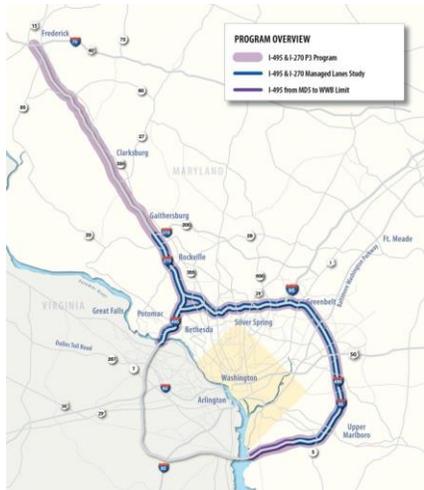
Politicians in the United States and around the world are proving to be no match for international toll highway privateers like Australia’s Transurban, the leading contender

for the Maryland 495-270 P3. There's good reason to worry that in contract negotiations their team will run circles around State lawyers.

The federal government is failing in its historic responsibility to invest in the nation's infrastructure. To fill the funding gap, state leaders are chasing "free money." Maryland isn't the only state being seduced by the siren song of P3's. But Maryland is one state with a sterling reputation for sound fiscal management, with a AAA bond rating, and the ability to borrow money at the lowest interest rate in history. Unfortunately, in the aftermath of P3 deals, when the politicians who made them are gone, taxpayer bailouts have become commonplace. The truth is, there's no such thing as "free money." One way or another, sooner or later, Marylanders will pay—in tolls or in taxes—or both tolls and taxes.

It's been said that this project doesn't need legislative approval or support. Now that it's been acknowledged that State funding will be needed, it probably will. For almost three years a fire bell in the night has been ringing in the General Assembly's ears about the wisdom of this scheme. Legislation has been introduced, heard by the committees, and debated. A few bills have even been passed by the House of Delegates. But in spite of the valiant efforts of a few Delegates and Senators, the legislature as a whole has been indifferent, and has done nothing to assert its oversight authority, demand transparency and accountability, and take concrete action to slow or stop this juggernaut. Next January, legislators will have one more opportunity. Hopefully, for the sake of their constituents' wellbeing and their own election prospects in 2022, they won't leave Annapolis empty-handed a fourth year in a row.

On January 8, the three-member Board of Public Works, the State's most powerful decision-making body that most Marylanders have never heard of, decided in a 2-1 vote to greenlight the first phase of the project, with Governor Hogan and Comptroller Peter Franchot voting yes and Treasurer Nancy Kopp voting no. The BPW reduced the footprint of the first phase of the project to cover I-495 from the vicinity of the George Washington Memorial Parkway to the I-270 west spur, across and including replacement of the American Legion Bridge, and continuing on the I-270 west spur to I-370. Future phases of the project would eventually continue north on I-270 to I-70, and around the Beltway to the Woodrow Wilson Bridge.



The list of the project’s fatal flaws and risks is long and still growing. Here are some of the most serious and critical concerns that have been expressed:

- It fails to address the original “purpose and need”: To relieve traffic congestion
- It doesn’t deliver significant savings in reduced travel times, only a few minutes at most
- Congestion will continue on the “free” lanes
- Tolls to use the express lanes will be costly during peak rush hours
- The viability of the project is questionable without public funding, which contradicts original assurances
- It shifts financial risk from the private sector to the State, with taxpayer subsidies that could count against the State’s debt limit
- It would reduce the State’s fiscal capacity for investment in rail transit and other multi-modal infrastructure
- Future toll revenues are unknown
- Construction costs are incomplete and likely to exceed estimates
- Moving WSSC water and sewer infrastructure in the project’s path would cost an additional \$1-2 billion
- There will be loss of protected parklands, and impact on 1,500 properties
- “Limits of disturbance” will need to be expanded
- There will be a significant increase in stormwater runoff to rivers and streams
- There is no standalone transit option; Public transit alternatives were eliminated from consideration
- Details of the “Capital Beltway Accord” between the Governors of Maryland and Virginia are unknown; No written agreement has been made public
- There is no provision for accommodating rail transportation on the new American Legion Bridge

- Rush-hour traffic north on I-270 would be worse, not better; Travel times to Frederick for all alternatives would be worse
- Upper I-270 is included in Phase 1 of the 495-270 P3 project, but is excluded from this Draft Environmental Impact Statement
- The toll lanes will impact local road networks, where there may be no excess capacity or potential for expansion, leaving fixes up to local governments
- Increasing highway capacity on I-495, I-270, and connected arterial roads, will increase long-term traffic demand
- A State plan that maximizes driving and perpetuates automobile-dependence for the next half-century fails to respond to the climate change crisis

In the history of bad ideas, this scheme is still just a footnote that would be quickly forgotten. My advice would be, don't make it a whole chapter, with potentially dire and long-lasting consequences for decades to come. Take a cold, hard look at the critical mass of facts, including the State's own analysis, disenthral yourselves, and let go.

This new round of hearings on the Draft EIS is merely "bouncing the rubble," to borrow a phrase from Churchill. The only thing preventing this dubious scheme from collapsing is the wreckage and debris of unconvincing justifications piled up around it. Not even the 20,000 pages and million words of the DEIS can save it. After almost three years, the fatal flaws and risks of this project have already been dissected. The *post mortem* has already been written.

This isn't the best we can do. Pouring rivers of concrete to create a magic carpet for rich people is not what we ought to be doing to put Maryland in the vanguard of America's most competitive states. A massive \$9-11 billion investment in new highway construction is not the path to Maryland's future. It would only perpetuate the unfair and inequitable gap between "haves and have nots" that we should be working to close. What we need now is a multi-modal strategy that will meet the mobility needs of all our people.

We need to put the financing of Maryland's transportation program on a solid and sustainable foundation, in spite of the federal government's failure to play its historically important role. Privatizing our interstate highways and outsourcing our State transportation program to international toll highway profiteers is not the answer. We don't ever want our Secretary of Transportation flying to Australia to get his marching orders, or to find out what projects he can put in the State's new six-year capital program.

Many steps remain before the NEPA process is completed and the project moves toward implementation: Responding to comments on the DEIS, getting federal concurrence on the Final EIS (possibly during a Presidential transition), writing the

Record of Decision. Assuming the normal slippage in the schedule of a project of this size and complexity, it's not hard to imagine that the procurement process, selecting the contractor, negotiating the P3 deal to build, operate and maintain the toll lanes, setting limits on future tolls, the required legislative review and Board of Public Works approval, will leave many critical decisions looming in the run-up to Maryland's 2022 election.

The cornerstone of the first phase of the 495-270 project is the American Legion Bridge, a huge and expensive undertaking by itself. A written bi-state agreement between Maryland and Virginia covering the details of the plan to replace the Bridge is crucial. If the "Capital Beltway Accord" is more than a handshake, and a written agreement exists, its contents have not been made public.

If this project is allowed to advance, the implementation and construction phase will land squarely on the desk of the next Governor. It would be unfortunate if the unintended consequences, collateral damage and financial risks of this misguided venture were to hang like an albatross around the neck of the State's next chief executive, diverting attention and resources from more vitally important priorities.

Investments in transportation infrastructure are some of the most consequential the State makes, with far reaching impact on our future economy, growth and development. After a promising start a half-century ago with the construction of the Washington metrorail system, Maryland has become more automobile-dependent than ever. The full potential of MARC commuter rail, and the promise of the Purple Line and Southern Maryland Rapid Transit project has not yet been realized. A successful mobility strategy for the 21st century will require new investment in seamless rapid rail transit network connecting communities and jobs that's fast, safe, and accessible.

Let's clear the decks for action and build the modern transportation system our people need and deserve, not make highway-building the default setting for our capital infrastructure investments. Let's restore Maryland's tradition of collaboration and consultation between the State, the counties, and affected local governments, as mutually respected partners.

If the 495-270 P3 project moves forward, in years to come we won't find any consolation in knowing that we were right to oppose it, when we consider how much progress we could have made working together on a bold new vision for Maryland's future.



GARY V. HODGE

The writer is president of Regional Policy Advisors, Vice Chair of the Maryland Transit Opportunities Coalition and a former Charles County Commissioner, executive director and chairman of the Tri-County Council for Southern Maryland. He has been engaged in State and regional transportation projects, programs and advocacy for 50 years, as a planner, an appointed and elected public official, consultant, and citizen activist.

This is his third in a series of essays published in Maryland Matters on the proposed 495-270 P3 plan announced by Governor Hogan and former Transportation Secretary Pete Rahn on September 21, 2017.

His previous two essays were “Pete Rahn’s Return to ‘Hip Pocket’ Government,” April 23, 2018; and “‘Largest P3 Traffic Relief Project in the World’ Needs More Scrutiny, Not Less,” March 8, 2019

Jeannette Bartelt

Dear MDOT, Do Not Approve the highway expansion proposed by Gov. Hogan. It's environmentally unsound. It makes much more sense to put in more rail systems and maybe even a Monorail

Nathan Barthel

Dear Maryland Dept of Transportation,

I am writing to comment on the proposed widening of I-495/270. As a resident of a neighborhood that borders 495 one might assume that I would be automatically opposed to the expansion. I am actually not opposed but would like to raise a few concerns in the way the project may impact me and my neighbors, wider environmental concerns, and longer term trends that are likely to impact road use.

First, the construction period for this road is likely to take years and I'm concerned about the disruption during that period. Like building an addition on a house, while the end goal may be desirable, the building period is painful. What will be done to mitigate noise, light and other related construction related issues during the building phase?

Second, I know that some trees will be removed, I'd like the project consider planting replacement trees even if they aren't in the immediate project area. Perhaps trivial in terms of the big picture, we don't need to, collectively, lose more trees.

Lastly, and perhaps most important is the long term use of the road. Today it may seem that autonomous vehicles are still a fantasy but sooner, rather than later, they will become a reality and even common - practically on our major highways.

While I don't know how roads should be best used with the onset of autonomous vehicles the chosen partnership must be flexible enough to revisit how lanes, managed lanes or otherwise, are used. We cannot be stuck in a public-private partnership that does not take into account the revolution of transportation in the US. Any agreement should be written in a way to allow for adoption of new technologies.

Thank you.

-Nate

Nathan Barthel

I just want to comment on the traffic models used to determine traffic under the various options. The entire project hinges on these models and yet there is little explanation, in laymans terms, how those models were developed, run and any associated assumptions. The public simply is expected to trust that what the models show is indeed reality.

I reached out to the individuals who developed the model 2.3.70 and my understanding is that p3 while it used the model did not rely on the organization that developed the model. Again, there is a degree of uncertainty into how those models were implemented and associated assumptions that are simply not shared with the public.

These models are dense and highly mathematical, yet there must be a better effort in explaining these so that the public can have confidence in decisions/directions made.

From: Olivia Bartlett [REDACTED]
Sent: Monday, November 9, 2020 4:46 PM
To: MLS-NEPA-P3; Lisa Choplin; Jeanette.Mar@dot.gov; john.j.dinne@usace.army.mil; MDE.SHAProjects@maryland.gov
Cc: Olivia Bartlett
Subject: Comments on I-495 and I-270 Managed Lanes Study DEIS/Draft Section 4(f) Evaluation and Joint Federal/State Application (JPA) (USACE Application Number (NAB-2018-02152) and the MDE Tracking Numbers 20-NT0114 / 202060649)
Attachments: Bartlett comments on DEIS 11-9-20.pdf

Attached please find my comments on the I-495/I-270 Managed Lanes Study DEIS/Draft Section 4(f) and Joint Federal/State Application (JPA) (USACE Application Number (NAB-2018-02152) and the MDE Tracking Numbers 20-NT0114 / 202060649). I oppose adding managed lanes to these roads and support the no build alternative.

Olivia Bartlett
[REDACTED] Beacon Terrace
Bethesda, MD
[REDACTED]

November 9, 2020

Submitted via email to: MLS-NEPA-P3@mdot.maryland.gov, LChoplin@mdot.maryland.gov, Jeanette.Mar@dot.gov, john.j.dinne@usace.army.mil, MDE.SHAProjects@maryland.gov

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, MD 21201

Jeanette Mar
Environmental Program Manager
Federal Highway Administration, Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Jack Dinne
USACE Baltimore District
2 Hopkins Plaza
Baltimore, MD 21201-2930

Steve Hurt
MDE Wetlands and Waterways Program
1800 Washington Blvd., Suite 4300
Baltimore, MD 21230-1708

Re: Comments on I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft Section 4(f) Evaluation and Joint Federal/State Application (JPA) (USACE Application Number (NAB-2018-02152) and the MDE Tracking Numbers 20-NT0114 / 202060649)

I oppose all of the proposed build alternatives retained for detailed study -- all of which propose addition of managed toll lanes to expand I-495 & I-270 -- and support the “no build” alternative. I completely agree with the extensive and detailed analyses prepared and submitted separately by the Maryland National Capital Park and Planning Commission and by the Sierra Club Maryland Chapter that the Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation are flawed in myriad important ways and that the project should not go forward.

The DEIS and Draft Section 4(f) Evaluation do not adequately analyze or present the true costs of the project or its numerous significant impacts on public or private property. The DEIS presents vague and incomplete estimates of costs that will be borne by Maryland taxpayers. The project will irreparably damage our regional environment, increase air, water and noise pollution, harm human health, particularly in low income and minority communities, and will historic and cultural assets along the proposed route. However, the DEIS does not adequately consider these harms or adequately define how they will be avoided or mitigated. Therefore, the DEIS does not provide the public or the deciding agencies with a meaningful opportunity to review and consider the impacts of the proposed road expansion. In addition, the joint Clean Water Act § 404 permit application for the

expansion should be denied because it fails to meet Clean Water Act requirements and is not in the public interest.

This project has been fundamentally flawed from the start – with an unreasonably narrow purpose and need statement designed to support one favored alternative, failure to consider multi-modal transit and transportation alternatives adequately, failure to consider public opposition to the project adequately, and use of inaccurate traffic and financial assumptions. The proposed managed lanes will only monetize traffic congestion, The DEIS confirms what many have suspected from the inception of this project: that the project will, in fact, cost Maryland taxpayers a lot of money but will not measurably benefit the vast majority of commuters.

In addition, by limiting the scope of the DEIS to a segment that is only part of the overall P3 Program, the DEIS restricts consideration of partial or full public transportation options (such as expanding the Maryland Area Regional Commuter line) that would be viable if evaluated based on the entire P3 Program. Going forward with this segmentation will also prevent similar public transit options from being considered when the other two segments go through the NEPA process.

Ignoring Upper I-270 issues in this DEIS also precludes an adequate evaluation of the overall P3 project's direct and indirect impacts, cumulative effects, and foreseeable project risks (such as the private developer not being willing to complete Upper I-270, and the fact that that portion would not meet the narrow purpose and need or be profitable without state subsidy). Furthermore, former Transportation Secretary Pete Rahn disclosed during an October 2019 interview that I-270 was divided into two phases because of issues related to the Monocacy Battlefield. Monocacy National Battlefield, which directly touches the current Upper I-270, is on the National Register of Historic Places. Any attempts to expand that highway will create significant environmental and Section 4(f) impacts. Attempting to avoid analysis of a unique segment is not a valid reason to segment a proposal's NEPA review. End points may not be created simply to avoid proper analysis of environmental impacts. No action on Lower I-270 should proceed without completing a NEPA-compliant evaluation of impacts arising from widening Upper I-270 and studying the cumulative impacts of this single project.

Furthermore, the perils of using P3 agreements have been made abundantly clear by the recent problems with the Purple Line P3 partnership. MDOT needs to pause any further consideration of this even larger P3 project until the lessons learned from the Purple Line P3 are fully known and thoroughly analyzed to avoid putting Maryland taxpayers at even more risk.

Finally, work situations, commuting, and traffic have been forever altered by telework and Zoom. The proposed highway project is an outdated 1950s solution to traffic management, and both the project and the DEIS completely ignore the new reality in our post-COVID 21st century. Similar toll lanes in our region, around the US, and around the world are losing money. This is not the correct path forward for Maryland.

Therefore, this project should be terminated. MDOT should go back to the drawing board and focus on mass transit options for our entire extended region which are favored by a majority of affected residents.

Olivia Bartlett
[REDACTED] Beacon Terrace
Bethesda, MD

From: Kathleen Bartolomeo [REDACTED]
Sent: Monday, November 9, 2020 11:18 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

I am very concerned about the cost to the I-495/I-270 Tollway Expansion. These points need to be addressed:

1. The cost of moving the water pipes and impact on citizens throughout Montgomery and Prince George's Counties.
2. There is no monitoring station of air quality near the southern segment of the I-495 study area.
3. High Occupancy Toll (HOT) Lanes should be free for vehicles with three or more passengers rather than just a reduced rate. This will promote more sustainable commuting by encouraging carpooling.
4. MDOT SHA needs to address future traffic conditions. Since Covid, traffic may be much different, as many changes have affected residents' work schedules from home.
5. MDOT SHA must provide details to storm water management mitigation and methodologies. Our future runoffs may vary due to our climate.
6. MDOT SHA needs to address noise levels impacting surrounding communities.
7. Great concern about the financial cost, especially in light of what has happened to the Purple line project and Covid.
8. We need to know more about the extent to which the phasing will exacerbate socio-economic impacts. This includes suburban sprawl, economic gap in the Washington Metropolitan Region with regard to minority communities, African-American cemeteries and communities of color within MWCOG economic areas.
9. High Occupancy Toll Lanes should be free for vehicles with 3 or more passengers so as to promote more carpooling.
10. The County residents expect assurance that the State is meeting with impacted individuals and providing ample and accessible notification throughout the process. We have concerns regarding the overall manner of transparency, timing and notice given for public outreach considering the length of the document.

Sincerely, Kathleen Bartolomeo

[REDACTED] Laurel Hill Rd. Unit [REDACTED]
Greenbelt, Md. 20770
[REDACTED]

Ashley Bassich

This is only going to bring future problems. It is still unclear what the impact of COVID-19 will have on metropolitan cities, this expansion may not even be necessary long term if people start moving out farther anyways. I'm so concerned about the environmental impact this expansion may have for my children's future. Please at least postpone this project until we can see what the impact of COVID and do another environmental study before committing to such a large and expensive project that may not even provide as much benefit as it was expected a year or two ago.

From: Rebecca Basu [REDACTED]
Sent: Monday, November 9, 2020 10:50 PM
To: MLS-NEPA-P3; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us; Citizens Against Beltway Expansion
Subject: Opposition to I-495/I-270 Tollway Expansion

I am writing to express my opposition to the I-495/I-270 tollway expansion. I am in support of a no-build option. We cannot build our way out of traffic and congestion problems. We need a multi-modal transportation solution. I live in a neighborhood that is not far from the highway; I live within biking and walking distance of the two dozen Rockville homes threatened with demolition. It's appalling that the government thinks that demolition of livable, affordable homes -- be it 24 homes or 2,400 -- is an acceptable solution in transportation, particularly when people need homes to live in and communities are in need of housing.

Furthermore, enough research and evidence shows that highway expansions do not help with traffic congestion and that they can, in fact, bring about worsening traffic and congestion. Equally important is the environmental degradation and what has come to light about the DEIS provides enough evidence to show how the highway expansion will only harm the environment.

Lastly, the pandemic has brought about major changes in how we live, work, play and travel. To move ahead with the highway expansion when the U.S. population is undergoing a seismic shift in its daily habits because of COVID-19 is completely ignoring reality and the fact that congestion may not be the issue that it once was pre-pandemic and that travel patterns have been altered for the foreseeable future.

Highway expansion in a congested urban area such as ours is a 20th century solution to 21st century issues. I want our government to work on consensus among its constituents for our transportation with innovative rail solutions, shoring up Metro and working on systemic issues like changing and evolving our car culture into a culture that is inclusive of myriad ways to travel our communities without relying on cars.

Please halt the plans for highway expansion. Please transition your state workforce in transportation to achieving innovative transportation solutions for our region instead of this misguided, 20th century method that is outdated and will harm future generations.

Rebecca Basu
Rockville resident

Name: Becky Batt

Joint Public Hearing Date: 8/25/20

Type/Session: Live/Afternoon

Transcription:

Good afternoon. My name is Becky Batt (B-a-t-t). My address is [REDACTED] Anderson Avenue, Rockville 20850. 20850.

I am absolutely opposed to the Managed Lane Plan to add lanes to 495 and 270. Maryland is in the midst of a serious public health crisis which produced a severe economic crisis. The plan to widen 495 and 270 would be extremely expensive for taxpayers, would cause devastating destruction to our fragile environment, and would not even help traffic to move faster. According to the Washington Post on July 11, 2020, adding toll lanes to 270 and 495 could require a government subsidy of up to one billion dollars. The Post reported on March 12, 2020, that the Washington Suburban Sanitary Commission estimated that moving 70 miles of water pipes will cost up to two billion dollars. The Post also reported that if the P3 that is building the Purple Line pulls out, Maryland taxpayers will be left with a debt of one billion dollars. The International Bridge, Tunnel and Turnpike Association recently asked Congress for a bailout of more than nine billion dollars. Nine billion dollars. MDOT's claim that P3s won't cost the taxpayers a penny is definitely not true. The Post reported on July 11, 2020, that the plan would impact about 1,500 properties, decimate 1,500 acres of forest, and negatively impact 47 parks. This means that countless trees would be destroyed which will mean even more noise and air pollution. We are still in an environmental crisis. The plan to widen the highways would exacerbate environmental damage rather than do anything to combat climate change and plan for Maryland's future. Finally, the Draft Environmental Impact Study, itself, states that evening rush hour traffic on northbound 270 will be worse in the regular lanes if toll lanes are added and states that traffic north of Shady Grove Road will back up even more than it does now. This makes no sense whatsoever. Please, think about what is best for Maryland and choose the No-build Option. Thank you

Ms. Rebecca Batt
[REDACTED] Anderson Avenue
Rockville MD 20850
[REDACTED]

It is time to STOP the plan to widen 495 and 270. Widening the highways would cause a severe financial burden on MD taxpayers during a financial crisis, would cause irremediable harm to our fragile environment, and would not help traffic to move faster. All of this information is in the DEIS. MD taxpayers will probably end up paying for the Purple Line. They do not want to pay for widening 270 and 495. Maryland should NOT move forward with a destructive, expensive plan that will not reduce traffic congestion. The NO Build option is the only option that makes sense for our state.

From: Marion Harris <MHarris10@mdot.maryland.gov>
Sent: Tuesday, October 20, 2020 7:34 PM
To: [REDACTED]
Cc: Jeffrey Folden <JFolden1@mdot.maryland.gov>
Subject: Batt 826581 Response: I-495 and I-270 Managed Lanes Study

Mrs. Batt:

Please find the following response to your attached inquiry, sent on behalf of Lisa B. Choplin.



I-495 & I-270 P3 Office
601 North Calvert Street
Baltimore MD 21202

Mailing Address
707 North Calvert Street
P-601
Baltimore MD 21202

Marion Harris
Executive Administrative Assistant
I-495 & I-270 P3 Office

Email – mharris10@mdot.maryland.gov
Office - 410.637.3300
www.roads.maryland.gov
www.495-270-P3.com



Dear Mrs. Batt:

Thank you for contacting Governor Larry Hogan regarding the I-495 and I-270 Public-Private Partnership (P3) Program and Managed Lanes Study. I am honored to respond on behalf of the Hogan Administration.

The I-495 & I-270 Managed Lanes Study Draft Environmental Impact Statement (DEIS) became available for public review on July 10th. The DEIS provides a summary of the myriad of technical analyses completed for the Study. The DEIS and supporting technical reports that can be viewed on the P3 Program webpage at www.495-270-P3.com/DEIS or in hard copy at 21 locations around the study area. The list of DEIS viewing locations can also be found on the P3 Program webpage.

The Maryland Department of Transportation State Highway Administration (MDOT SHA) and the Federal Highway Administration will consider and evaluate comments on the DEIS and will respond to substantive comments in the Final Environmental Impact Statement. Comments on the DEIS will be accepted until November 9, 2020 by 11:59 pm. Comments received after November 9, 2020 will be reviewed and considered to the extent practicable.

Thank you again for contacting Governor Hogan. We appreciate hearing from you. If you need further assistance, please feel free to contact Jeffrey T. Folden, P.E., DBIA, MDOT SHA I-495 & I-270 P3 Office Deputy Director at 410-637-3321, or via email at jfolden1@mdot.maryland.gov. Mr. Folden will be happy to assist you.

Sincerely,

Lisa B. Choplin, DBIA
Director, I-495 & I-270 P3 Office
lchoplin@mdot.maryland.gov
410-637-3320

From: REBECCA Batt [REDACTED]
Sent: Thursday, October 29, 2020 2:27 PM
To: MLS-NEPA-P3
Subject: We oppose the plan to widen 270 and 495

Dear MDOT,

We strongly oppose the plan to widen 270 and 495.

The plan to widen 495 and 270 would be extremely expensive for Maryland taxpayers, would cause devastating destruction to our fragile environment and would not even help traffic to move faster. This plan would be a disaster to our state and our citizens.

No one wants to pay tolls that could reach \$50 one way from Frederick to Rockville. This figure came from an analysis by the Metropolitan Washington Council of Governments. The Washington Post reported on 7/11/20 that adding toll lanes to 270 and 495 could "require a government subsidy of \$482 to \$1 billion". The Post reported on 3/12/20 that the Washington Suburban Sanitary Commission estimated that moving 70 miles of water pipes, which would be necessary if toll lanes are added, will cost up to \$2 billion. The Post reported on 8/12/20 that if the P3 company that was building the Purple Line dissolved, taxpayers would be stuck with \$1 billion. That is exactly what happened. The P3 that was supposed to build the Purple Line may be a little different from the P3 MDOT proposes to widen 270 and 495, but they are basically the same. The International Bridge, Tunnel and Turnpike Association, an organization that represents private toll companies, recently asked Congress for a bailout of more than \$9 billion. P3s around the country are failing. P3s are not free. **Maryland cannot afford the prohibitively expensive plan to widen 495 and 270 during the current economic crisis.**

According to the National Parks Conservation Association, the plan to widen 270 and 495 would adversely affect 47 different parks, 1500 acres of forest canopy, 30 miles of streams, 53 acres of wetlands and 410 acres of "unique and sensitive areas" as defined by the state. Maryland's Greenhouse Gas Reduction Act states that greenhouse gas reductions should be reduced by 40% by the year 2030. The plan to widen the two highways would increase greenhouse gases and increase air pollution. Widening the highways would also increase noise pollution. The Washington Post reported on 10/18/20 that the plan to widen the highways would adversely impact an historic Black cemetery. We have lived quite close to 270 for over 30 years. There is a small grove of trees that provides a little protection between our home and the highway. The plan to widen 270 would destroy the trees so it would feel as if 270 was coming through our bedroom. The world is facing a climate crisis. **Maryland needs to protect our environment, not escalate the climate crisis by widening highways.**

Finally, the Draft Environmental Impact Study states that evening commute traffic on northbound 270 would actually be **slower** in the regular lanes if toll lanes are added and states that traffic north of Shady Grove Road will **back up more** than it did prior to the pandemic. This makes no sense. All of the traffic data used to promote this plan is completely outdated because it was conducted prior to the pandemic. Business will be conducted differently in the future as more people work from home

indefinitely and more companies give up brick and mortar buildings. **Maryland should not move forward with an expensive, destructive plan that will not reduce traffic congestion.**

We support the No-Build option.

Sincerely,

Rebecca and Mitchell Batt
█ Anderson Ave.
Rockville, MD 20850

Anthony Batteli

More concrete when more mass transit systems should be the lesson of the day. Technology allows for smart use of green energy to shuttle workers and visitors throughout the beltway efficiently and cost effective than the billions of dollars to construct and maintain for the life of additional concrete ribbons of parkway.

Lauren Bauer

I oppose this project.

James Baughman

I oppose this project and support the NO-BUILD option.

Karen Baughman

I oppose this project and support the No-Build option.

From: Ken Bawer [REDACTED]
Sent: Monday, August 17, 2020 9:48 PM
To: MLS-NEPA-P3
Cc: Montgomery County County Council; County Executive Marc Elrich
Subject: Comments on the I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement (DEIS)

I DO NOT support this project.

The following are two of my concerns with the I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement (DEIS):

Prior to the DEIS, the Agencies unreasonably defined the study's purpose and need so narrowly that they only considered alternatives which involved two to four managed highway lanes. The Agencies did not analyze reasonable public transit options. For example, the Agencies did not compare the carbon footprint per passenger-mile of adding the considered alternatives versus public transit options.

Also, the DEIS does not analyze how increased stormwater runoff from the proposed expansion will impact local waterways.

Thank-you for your consideration,

Kenneth Bawer
[REDACTED] Cleveland Ct
Rockville, MD 20850

Bonnie Beavers

I strongly support the no-build option. Please focus on finishing the Purple Line. Spending huge sums and taking property for a project that will only increase traffic is counterproductive. Think progressively and of mass transit. A monorail would be an excellent solution to the 270 problem.

Krisna Becker

The proposed expansion will further exacerbate climate change and hurt Maryland's ability to reduce its greenhouse gas emissions by 40% by 2030 under Maryland's Greenhouse Gas Reduction Act. DEIS falsely minimizes this impact by relying on estimates of fuel efficiency increases based on fuel efficiency standards which have been revoked.

The DEIS does not consider how COVID-19 will impact the financial viability of the proposed project. MDOT SHA intends to build the project as a public-private partnership ("P3"). Under this model, any reduction in anticipated toll revenue can derail funding potential. Tollway revenue in Maryland is down 40% and hundreds of millions of dollars, and tollway operators across the country have sought billions of dollars in taxpayer bailout money. Therefore, it is vital that MDOT SHA analyze COVID-19's long-term impact on toll revenue and the financial viability of the proposed project. Taxpayers should not be subsidizing or bailing out this project.

Megan Beecham

The Beltway highway expansion is the worst solution imaginable for our transportation problems. All studies have shown that when you add more lanes or more roads, you simply bring in more cars to fill them and traffic gets worse, not better. The highway expansion will lock us in to more sprawl for the next 50 years, impose enormous financial risks, and threaten the lives of people, wildlife, waterways, and the environment. we see the havoc being wreaked by climate change every day and this project will only exacerbate that.

Brian Belanger

I think this project is a mistake. I fear that a public private partnership is likely to fail just like the Purple Line project. Toll lanes are unfair. Rich people can pay the tolls. Poor people cannot afford to pay and get stuck in traffic. If the state does go ahead with more lanes, it should be paid for with state money and there should be no tolls

Dian Belanger

Do NOT widen I-270 and/or I-495 with Lexus Lanes. More traffic lanes, and more traffic, threaten the fragile environment (pollution, heat, runoff) and cruelly impact homes, parks, and forests along the route. Tolls impose a heavy financial burden on those who have the slimmest resources and most need to use the road.

Expand mass transit--with rolling stock of quantity, quality, frequency, and reliability sufficient to attract riders.

We have seen the failure of public-private partnership with the Purple Line. Infrastructure used by all should be the property of and paid for by all. Taxes are the price of civilization.

11/8/2020

Re: I-495 and I-270 Draft Environmental Impact Statement

To whom it may concern:

I request that the state consider delaying making a decision on the I-270 project and issuing a final environmental impact statement until a few years after the pandemic has ended. I would ask that the state consider the following:

- 1) The pandemic is changing the way in which we do business in the United States. Companies and government agencies are working entirely remotely. We should anticipate an increase in telework that will remain even after the pandemic. According to a survey by the Metropolitan Council of Governments, even after the pandemic twenty percent of businesses in the region will continue to let their employees telework at pandemic levels. Far more are likely to permit more telework than before the pandemic but not 100% telework as is common during the pandemic. The frequency with which people will need to commute for work is in shift. We should delay making such a large decision with significant economic and environmental impacts until a few years after the pandemic to better predict the need for the project and to evaluate the alternatives. See: <https://www.bizjournals.com/washington/news/2020/09/16/teleworking-survey-mwcog.html>.
- 2) The economic impacts of the project cannot be predicted. The DEIS states that additional state subsidies may be necessary if revenue is less than expected (i.e., traffic demand is less than expected (2-49)). Rather than take a risk on projected revenues at this time, it would be more prudent to delay a decision until traffic projections can be better predicted.
- 3) If the project cannot be put on hold, consider making decisions in a segmented way. For example, begin making decisions on the portions of the project that are most unlikely to be impacted. For example, 495 is largely a four-lane highway. It would be reasonable to assume that 495 may need widening regardless. However, I-270 which is already a six lane highway may not need further widening. Consider moving forward on 495 expansions and delay making a decision on I-270.
- 4) If a decision must be made on I-270, opt for the MD-200 traffic diversion option. The DEIS states, "In the near term, the premise of this alternative has merit due to the currently available capacity on MD 200, a Maryland Transportation Authority (MDTA) facility." If the state feels that the need is so great to move forward with changes to I-270, this option could be adopted in the interim. This would give the state additional time to see how dramatically traffic patterns have shifted following the pandemic.

- 5) The state is required by law to reduce its greenhouse gas emissions under the Maryland Greenhouse Gas Reduction Act. The DEIS states that the build alternatives will increase greenhouse gas emissions. The single largest source of greenhouse gas emissions today comes from the transportation sector. Rather than invest in a transit option that will increase greenhouse gas emissions, making it that much more difficult to reach our emission reduction requirements, lets reevaluate whether all of the project is needed or whether only portions are needed.

Thank you very much for considering my comments.

Sincerely,
Alana Bell

chris belles

Hello. I would like to express my enthusiastic support for the 270/495 express lanes project. These lanes work great on the beltway in Virginia. It makes complete sense to continue them north into Maryland and up 270. Once Covid is done, people may not commute as much, but they will indeed travel for pleasure. And off-peak delays on 495/270 are often just as bad as delays during "rush hour". So even in a post-Covid world, the express lanes make sense. Please build the express lanes. They have been great in Virginia, and I think adopting them on a regional basis is a fabulous idea. Thank You.

Jordan Benderly

I am a property owner in Montgomery County, although I reside in DC.

I am an urban planner, retired at this point. It is a well known fact that building more lanes or more highways is a very temporary solution, actually a non-solution. The result in no time will be even more traffic and congestion. I am opposed to the expansion of 495 & I-270 on professional planning grounds.

As a citizen concerned about the environment, I am also distressed at the expansion plans. Again, I am opposed from a conservation standpoint as well.

Thank you for the opportunity to comment.

Jordan Benderly

Craig Berk

I strongly favor widening 495 and 270 in Montgomery County. The time wasted every day sitting in traffic due to congestion is unacceptable for an area that is considered one of the wealthiest in the Country. During rush hour a 10 mile trip can take an hour, sometimes more. The same trip on a weekend takes 15 minutes.

Having the same number of lanes as over 25 years ago, is a disaster. More than doubling the number of cars on the road, but not increasing the capacity of those roads is the wrong thing to do, or in this case not do.

From: Janet Varga Berry [REDACTED]
Sent: Saturday, November 7, 2020 10:22 AM
To: MLS-NEPA-P3
Subject: No to Beltway Expansion

I oppose the I-495 and I-270 project. I support the no-build option.

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.

It is clear that continued attempts to expand our streets and highways through private often foreign support are not economically feasible resulting in bankruptcy for the state when the costs exceed the planned expansion. The failure of the Purple Line is just one example. If we want to save our neighborhoods and parks for future generations we must choose other options for transportation and work spaces.

I support reversible lanes on I-270, more telecommuting, increased, transit, commuter bus lanes, and a dedicated funding source for highway and transit.

(USACE Application Number: NAB-2018-02152)

(MDE Tracking Numbers: 20-NT-0114 / 202060649)

Sincerely ,
Janet V. Berry

Rick Berzon

To Whom It May Concern:

I oppose the I-495 & I-270 toll lane project and support a no-build option.

I believe the plan to widen I-270 will only add to the traffic congestion that many of us experience as we travel to and from work. In addition, construction will affect numerous communities and neighborhoods that are currently home to Maryland citizens. And then there is the cost, using monies that can be better directed within the state.

Please consider alternative approaches to achieve the same ends; and allow more time for the legislature to debate and consider other possibilities.

Sincerely,
Dr. Rick Berzon

Name: Janna Bialek

Date/Hearing: 8/25/20

Type/Session: Live/Afternoon

Transcription:

Thank you. My name is Janna Bialek. J-A-N-N-A B-I-A, B as in boy, I-A-L-E-K and I live at [REDACTED] Glenmoor Drive in North Chevy Chase. My house backs onto the Beltway between Kensington Parkway and Beach Drive overpasses. I am speaking in support of the No Build alternative as I believe no other alternatives are even mildly realistic in addressing their stated goals. Specifically, the DEIS and JPA do not adequately consider the fact that the Beltway retaining wall in our section of the inner loop is stacked in two parts. An approximately 20-foot-high barrier of fill that brings the road to grade, and then another 20 feet of noise barrier. You can find this area in the Impact Plate 13A, page 24 of Part 2 of the JPA. The LOD shown on this and other maps in the DEIS ignore, among many other things, the environmental sound pollution and engineering impact of bringing in this huge amount of fill. The specified 30, 300 feet from baseline LOD does not seem realistic. While I am not an engineer, the results of this action hits close to home; in fact, right in my backyard. This project would impact my home directly as well as those of my neighbors. We have one of the last remaining spring-fed ponds in a neighborhood that used to have, before the Beltway and other development, an abundance of them.

There was a wildlife corridor along the Beltway wall that extends the habitat possibilities of Rock Creek Park and the Audubon. I have discussed with Montgomery County biologists the importance of this area as a pathway for countless deer, birds, rabbits, fox, and the other wildlife that are regularly seen here. It is heavily wooded with mature sycamore, oak, maple, and other trees. But more importantly, it has the increasingly rare thing that wildlife desperately needs to survive and thrive; a source of clean fresh water, one that will suffer degradation from every build alternative in this project. Believe it or not, this wildlife habitat and artisanal springs can be found right behind the Beltway wall. The 15-foot natural pond in my backyard is missing from the map I referenced in the JPA and feeds into a culvert under the Beltway and into the main stem of Rock Creek. Most of the other ephemeral and intermittent water sources in this area are also missing from the map. The stream from my property is marked as intermittent; however, it is never, even in the driest years, dried up. The snakes, crayfish, birds, families of deer, and even occasional heron, testify to its importance as a reliable water source. Please don't, please don't ignore their needs by pursuing this ill-considered project. Thank you for your time.

Voicemail Testimony added to file on Oct. 23, 2020

Joint Public Hearing— August 25, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

Name: Janna Bialek

Joint Public Hearing Date: 8/25/2020

Type/Session: Voicemail

Transcription:

My name is Janna Bialek and I live on Glenmoor Drive which backs onto the Beltway between Kensington Parkway and Beach Drive over passes in north Chevy Chase.

I am speaking in support of the No-build Alternative as I believe that no other Alternatives are even mildly realistic in addressing their stated goals. Specifically, the DEIS and JPA do not adequately consider the fact that the Beltway retaining wall in our section of the inner loop is stacked in two parts. An approximately 20 foot high barrier of fill that brings the road to grade and then another 20 feet of noise barrier. You can find this area in the Impact Plate 13A, Page 24 of Part 2 of the JPA. The LOD shown on this and other maps in the DEIS ignore, among many other things, the environmental sound pollution and engineering impact of bringing in this huge amount of fill. The specified 300 feet from baseline LOD does not seem realistic. While I am not an engineer, the results of this action hit close to home; in fact, right in my backyard. This Project would would impact my home at [REDACTED] Glenmoor Drive and those of my neighbors. We have one of the last remaining spring-fed ponds in a neighborhood that used to have, before the Beltway and other development, an abundance of them. There was a wildlife corridor along the Beltway wall that extends the habitat possibilities of Rock Creek Park and the Audubon. I have discussed with Montgomery County biologists the importance of this area as a pathway habitat for the countless deer, birds, rabbits, and fox that are regularly seen here. It is heavily wooded with mature sycamore, oak, maple, and other trees. But more importantly, it has the increasingly rare thing that wildlife desperately needs to survive and thrive; a source of clean fresh water...one that will suffer further degradation from every Build Alternative in this Project. Believe it or not, this wildlife habitat and artisanal springs can be found right behind the Beltway wall. The 15 foot natural pond in my backyard is missing from the map I referenced in the JPA and feeds into a culvert under the Beltway and into the main stem of Rock Creek. Most of the other ephemeral and intermittent and water sources that dot this area are also missing from the map. The stream from my property is marked as intermittent; however, it is never, even in the driest years, dried up. The snakes, crayfish, birds, families of deer, and even occasional heron, testify to its importance as a reliable water source. Please don't ignore their needs by pursuing this ill-considered project.

From: [REDACTED]
Sent: Friday, November 6, 2020 1:55 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@state.md.us
Subject: Comments on DEIS for P-3 proposal

November 5, 2020

Dear Ms. Choplin,

For 26 years as a resident of [REDACTED] Glenmoor Drive in North Chevy Chase, a 20-foot retaining wall topped by a 20-foot noise barrier has separated my backyard from the Beltway. Air pollution and excessive noise are part of my daily life, but the mature trees, nature trails, a lovely and transit-friendly neighborhood, and easily accessible parks and a nature sanctuary offset the noise, pollution and degradation of this road to the quality of our lives.

The proposed P-3 partnership makes no sense in alleviating the impact of traffic on my quality of life, and in fact would degrade it irreconcilably in both the short and the long term. Already, our street's property values (in this booming market) are impacted by the uncertainty of this project and the problems it would cause.

The DEIS is woefully inadequate in addressing the problems brought about by this project. The only appropriate use of taxpayer money (and taxpayers WILL be paying the bill, no matter what your estimates say!) is to cut our losses and go with the NO BUILD ALTERNATIVE.

NOISE

The "extensive" charts and analysis provided in Appendix J of the DEIS are completely meaningless to a neighborhood that borders the beltway. My neighborhood, identified as NSA 1-36, will not even receive noise abatement improvements, due to "topography", which I assume means the problem of needing 20 feet of fill to reach the grade of the road. I could not find evidence that noise levels were even taken at our section.

As you are hopefully aware, the beltway between Connecticut and Georgia Avenues is a long, curvy hill. Trucks apply airbrakes descending the hill, which are heard from far away; ascending it they struggle to navigate the curves, leaving clots of traffic in their wake. This topographical problem, whose effects are heard day and night, will not be alleviated by any of the build alternatives, and in fact will be made much worse during what would be a nightmare of construction. Regardless of the numbers you have included which try to prove the contrary, noise barriers do little to offset the constant thrum of the beltway to our neighborhood.

While your measurements define ambient parameters, it is also the INTERMITTENT sounds—the blurt of air brakes, the hourly buzz of cars with illegal mufflers, the crash of vehicles—that diminish our quality of life. New lanes will not mitigate this issue, but in fact will make it worse, in three ways: by (during construction) increasing the backups and noise, *especially at night when we are sleeping*; by making it harder for trucks to navigate the turns, since the road will not in any way be straightened or flattened; and by offering what I call "midnight riders" who will undoubtedly race their sports cars with illegally altered mufflers on what will now be a less-trafficked lane.

While I am not a sound engineer, someone who has lived beside the beltway for 25 years has an equally expert knowledge of the intersection of noise and quality of life. While the DEIS addresses noise monitoring in a perfunctory way, I view noise differently—as ambient, and as sporadic. We call, in my neighborhood, the ambient, constant noise of beltway traffic "falling water," perhaps kidding ourselves into a kind of acceptance of its presence. But sporadic noise—the bull-elephant blurt of a semi's airbrakes, the illegal noise of an altered muffler (so loud that it can be heard from

three exits away as it rounds the turns of the road), the horns and brakes of rush hour, and the terrible sound of a crash and sickening silence afterward—these are life-disruptors that also never go away, and are hidden inside aggregated noise measurements. Perhaps this is a quality of life issue as well, but it is not addressed anywhere in this huge and incomplete document.

TREE LOSS

In addition, noise will be exacerbated by the resulting tree loss necessary to make way for the lanes. Anyone who has driven the beltway between I-270 and I-95 knows that it is lined by a wide corridor of trees stretching for most of its length. They did not grow there overnight—they are mature, canopy trees. All build alternatives have, according to your document, an estimated tree loss impact of 1,434 to 1,515 acres. Given that these are mature trees, even if there is a loss at this level, it will be 50 years or more before this canopy is restored. *There is no way to mitigate this loss* in the face of fighting global warming. Trees capture carbon, filter pollution, store and filter groundwater and maintain healthy soil communities. The impact of losing these trees is unconscionable and irreconcilable. **Further, the DEIS does not even address the impacts this project will have on climate change or calculate in any meaningful way the impact of the loss of these trees.**

HABITAT LOSS

In addition, the DEIS did not consider that this corridor bordering the beltway wall on both sides is especially important to several animals, both as habitat and for connectivity between habitats. Since it borders parkland, the value of park habitat is increased when ancillary areas such as the backyards in our neighborhood are available. And the impact of construction in opening an area where deer are habituated to follow a formerly-closed path will certainly increase the number of deer/vehicle collisions, a fact not considered in the DEIS. In conversation on another matter with county wildlife biologist Ryan Butler, he told me that, for my neighborhood alone, the estimated deer population was near 100 individuals per square mile. The habitat value of this corridor has increased considering the deer barriers erected by the Audubon Naturalist Society. My backyard has nurseried two fawns last summer; there are at least 3 family groups that I have detected using the pathway of streams and brush between the neighborhood and the retaining wall. I have counted 5 species of woodpeckers using these trees for nesting and foraging, as well as a wood thrush (almost completely gone from our area), raptors, migratory songbirds and even a heron that fished the artesian pond in our backyard. The streams of this wet area behind our houses have housed crayfish and provide birds with an important water source.

I appreciate your time in considering these comments, and look forward to their being addressed if a final document is ever developed. We were told by the MDOT that the problems of Beltway traffic would be mitigated by building the ICC. Admitting this failure, you are proposing another one, and my support of the No-Build Alternative is informed by your outdated approach to solving our transportation issues in a way that is sustainable and makes real sense. Building more roads to solve traffic problems has not worked ANYWHERE (witness your own ICC); it is time to consider this reality and move toward real solutions for transit, not just car-oriented failures.

Sincerely,

Janna Bialek

North Chevy Chase
[REDACTED]

Name: Ron Bialek

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Evening

Transcription:

Good evening, my name is Ron Bialek, B-I-A-L-E-K. My house abuts the Beltway at [REDACTED] Glenmore Drive, Chevy Chase, Maryland. I am a public health professional more than 35 years of experience, including 10 years on the faculty of Johns Hopkins School of Public Health and 25 years as CEO of the Public Health Foundation. Well, we've helped one of 500 organizations around the country in their efforts to achieve healthier communities. I support the no build option moving forward with any of the alternatives retained and evaluated in this EIS will impact my health, my family's health and the health of individuals and communities in and around the study area and areas not studied, such as roads to and from the Beltway and 270. By law and reinforced by the CDC, an EIS must consider human health. Simply stating in the EIS, quote, human health has been considered end quote, with no backup fact, no data, data sources being provided does not meet the legal requirements for considering human health. The study must be redone using facts and data, respected valid and reliable data sources and modeling of impacts of human health. I know what it means to consider human health in the study and how agencies can skirt the issue when they don't want damaging information exposed. The study is either negligent and not adequately considering human health or a decision was made to hide the facts. One of the most grievous examples of how human health was not adequately considered is found in Chapter four in Appendix 8, both addressing environmental justice and the impact on minority communities. The study notes that there are 199 black groups within the Environmental Justice Analysis area and 107 have minority populations equal to or greater than 50 percent. Unfortunately, the health impacts of minority communities have been excluded from the document. Chapter four in Appendix E states that excess emissions may be reduced. Even in the unlikely event this is true, those emissions will be closer where people live and play with many fewer trees to filter the pollutants. And what about emissions increases on the roads to and from the Beltway to 270? In Chapter four, there are 61. The following statement is made. Information is currently incomplete or unavailable to credibly predict the study's specific health impacts. This is an inaccurate statement. Valid and reliable data exist and science exists to model and predict health impacts. Unfortunately, none of these are addressed in the study. And looking at the study team of over 70 individuals, I was unable to find a single individual with an MPH degree in epidemiology, with the expertise to analyze the data and human health impacts. The absence of facts, data and data sources about the impacts on human health and no evidence sound public health science has been used in developing D- DEIS is unacceptable and is an embarrassment to the state and to the citizens. In the event that any of the global trends continue to be considered, this DEIS must be redone. That is a legal requirement. Thank you.

From: [REDACTED]
Sent: Sunday, November 8, 2020 6:27 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Comments on I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft Section 4(f) Evaluation
Attachments: undefined; Written Comments - 11-8-2020.pdf

Dear Ms. Choplin:

Please find attached comments on I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft Section 4(f) Evaluation. Potential impacts on human health have been ignored in this DEIS, the environmental justice analysis is woefully incomplete, and realities of traffic flow have not been considered.

I look forward to hearing that the State of Maryland will redo the DEIS to be compliant NEPA requires to analyze and assess potential impacts on human health.

Sincerely,



Ron Bialek
[REDACTED] Glenmoor Drive
Chevy Chase, MD 20815

Ronald Bialek
█ Glenmoor Drive
Chevy Chase, MD 20815

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, MD 21201

November 8, 2020

Dear Ms. Choplin:

First and foremost, I support the no build option. The Draft Environmental Impact Statement (DEIS) is incomplete, contains erroneous and fictitious information, and does a disservice to the NEPA process and the citizens of the State of Maryland. Potential impacts on human health have been ignored, the environmental justice analysis is woefully incomplete, and realities of traffic flow have not been considered.

Moving forward with **any** of the alternatives retained and evaluated in the DEIS will impact my health, my families health, and the health of individuals and communities in and around the study area, and areas not studied, such roads to and from I-495 and I-270.

As a public health professional with more than 35 years of experience and President of the Public Health Foundation, I work to support healthier communities. My organization has helped hundreds of communities understand what is impacting individual and community health, and actions that are necessary for preventing adverse health impacts and improving health. It is unfortunate that this DEIS failed to use sound public health data and science to more completely analyze and assess impacts on human health.

Potential Human Health Impacts Have Not Been Adequately Analyzed and Assessed

By law, and reinforced by the Centers for Disease Control and Prevention (CDC), an EIS must consider human health. Simply stating in the DEIS, "human health has been considered," with no backup facts, data, or data sources being provided **does not meet the legal requirement for considering human health**. The study **must** be redone using facts and data; respected, valid, and reliable data sources; and modeling of impacts on human health. I know what it means to consider human health in a study, and how agencies can skirt the issue when they don't want damaging information exposed. This study is either negligent in not adequately considering human health, or a decision was made to hide the facts.

There are many relevant and essential data sources that should have been considered in conducting this DEIS, but were either ignored or underutilized. These data sources include:

- Vital Statistics
- Maryland CRISP
- Maryland Health Services Cost Review Commission hospital discharge data

- Behavioral Risk Factor Surveillance System
- National Health Interview Survey
- National Health and Nutrition Examination Survey

These, and other data sources, are essential for: 1) determining baseline health information; 2) assessing trends and health impacts of I-495 and I-270; and 3) modeling potential impacts on health based on the various build alternatives.

In Chapter 4-61, the following statement is made, "Information is currently incomplete or unavailable to credibly predict the study-specific health impacts." This is an inaccurate statement. Valid and reliable data exist, and the science exists to model and predict health impacts. Unfortunately, none of these are addressed in the study. And, looking at the study team of over 70 individuals, I was unable to find a single individual with an MPH, or a degree in epidemiology, with the expertise to analyze the health data and model human health impacts.

Chapter 4 and Appendix E state that excessive emissions may be reduced. Even in the unlikely event this is true, those emissions will be closer to where people live and play, with many fewer trees to filter the pollutants. And what about emissions increases on the roads to and from I-495 and I-270? With more cars on these highways, feeder roads such as Connecticut Avenue will see increased traffic. Many families live along this road, and with the new development on Connecticut Avenue and Manor Road, there is likely to be a significant impact on human health. The fact that emissions will indeed increase on feeder roads, Connecticut Avenue and many others, was entirely ignored.

One health issue partially addressed was lead exposure. But, the analysis misses the boat. The DEIS suggests that lead may have entered the soil due to accidents. True, but the majority of lead entering the soil is due to vehicle traffic over the years prior to lead being banned in gasoline. The DEIS suggested that lead may need to be addressed as part of the Preliminary Site Investigations. However, the lead issue must be addressed now. There are studies in the peer reviewed and grey literature noting how disturbing lead in soil results in childhood lead poisoning. Sampling the soil around the study areas is essential prior to any additional studying of build options.

The DEIS goes on to suggest that human health implications may be addressed in the FEIS (4-143). There is no indication of how this will be done and no commitment to do this at all. There is no indication anywhere in the DEIS that there is a plan to more completely and accurately analyze and assess impacts on human health. It is unacceptable for the DEIS to have ignored potential health impacts such as cardiovascular disease, chronic obstructive pulmonary disease, childhood lead poisoning, asthma, various cancers, and many other health conditions. To comply with NEPA, human health **MUST** be considered using data and science.

Environmental Justice Analysis is Incomplete and Woefully Inadequate

One of the most grievous examples of how human health was not adequately considered is found in Chapter 4 and Appendix E – both addressing environmental justice and the impact on minority communities. The study notes that there are 199 block groups within the Environmental Justice Analysis Area, and 107 have minority populations equal to or above 50 percent. Unfortunately, the **health impacts on minority communities** have been excluded from the study.

It is a known fact that childhood lead poisoning impacts communities of color at a far higher rate than other communities. As noted by CDC and many research organizations, childhood lead poisoning results in life-long social, economic, and health damage resulting from lower IQ, lower school performance,

lower ability to pay attention, and other health and behavioral-related problems. Additionally, in a recent study completed by the University of Wisconsin-Milwaukee, the researchers found that over half of gun violence perpetrators and victims in Milwaukee had elevated blood lead levels as children. The long-term damage childhood lead poisoning causes makes it unacceptable for any DEIS to ignore potential childhood lead exposure that may be caused when soil containing decades of lead is disturbed during construction.

4-136 of the DEIS states "...consideration also is given effects on....human health and safety..." (4.21.5). Where is there attention being paid to human health? There is a single paragraph in Appendix E, a section of the DEIS that allegedly addresses environmental justice. One single paragraph!! The treatment of environmental justice issues in the DEIS is potentially damaging and is yet another contributor to systemic racism.

Realities of Traffic Flow Not Considered

4-137 of the DEIS states that excessive emissions may be reduced. In the unlikely event this is true, putting the emissions closer to people will increase human exposure. In addition, reducing trees to filter the air will absolutely increase human exposure. This reality of traffic patterns and the impact on human health were not addressed in the DEIS.

The DEIS also suggests that emissions will be reduced on feeder roads. This is unrealistic and lacks any factual information in this determination. Cars will exit and enter these highways from feeder roads. Increasing the number of cars on I-495 and I-270 will increase traffic on those roads and impact human health.

Poor design of I-495 also is ignored by the DEIS. There are many dangerous curves that both slow down traffic and result in accidents. If lanes are added to I-495, the curves will become even more dramatic. This will either slow traffic (the opposite of the intent of the build options) or increase accidents. As noted in 2020 by the Maryland State police, serious crashes have increased around the "Big Curve." Between March 2020 and September 2020, there have been 36 serious crashes involving commercial vehicles on I-495 where I-270 merges with I-495. The Maryland State Highway Administration (MSHA) has noted that this is a serious problem, and initially recommended a maximum speed of 50 miles per hour. More recently, the MSHA has posted electronic signs on this portion of I-495 to encourage a maximum speed of 45 miles per hour. While the Maryland State police and MSHA have diagnosed this tremendous health and safety problem, this problem has been entirely ignored in the DEIS. Additionally, the design elements of road expansion do not reduce the problem of dangerous curves on I-495.

The absence of facts, data, and data sources about the impacts on human health, and no evidence that sound public health science has been used in developing the DEIS, is **unacceptable**. In the event that any of the build alternatives continue to be considered, this DEIS **MUST** be redone.

Sincerely,



Ron Bialek

cc: Peter Franchot, Maryland State Comptroller
Nancy Kopp, Maryland State Treasurer

From: [REDACTED]
Sent: Tuesday, November 10, 2020 12:00 AM
To: MLS-NEPA-P3
Subject: no build option

I want to be on the record against the beltway and 270 widening.

Secondary impacts will be beyond the Chesapeake Bays ability to recover.

Bonnie Bick

[REDACTED] Oxon Hill Road
Oxon Hill MD 20745

Sent from [Mail](#) for Windows 10

GAIL BIEDSCHEID

PLEASE PLEASE DO NOT NOT ADD "TOLL" LANES RIGHT NOW to 270....THERE ARE SO MANY PEOPLE STRUGGLING JUST TO KEEP UP WITH THE MORTGAGE AND FOOD....MAYBE DOWN THE ROAD AS THINGS CHANGE...BUT THIS IS JUST NOT THE TIME AND PRAY YOU ALL CONSIDER STRUGGLES WE ARE ALL GOING THROUGH...IT WOULD BE LIKE ADDING SALT TO OUR WOUNDS>>>PLEASE DO NOT GO FORWARD WITH THIS RIGHT NOW...WE HAVE ENOUGH TO CONSIDER AND WORRY ABOUT RIGHT NOW..

Edward Bielaus

Please consider the monorail study that goes from Shady Grove metro to Frederick Md. The benefits outweigh the costs and are much better for the environment with less noise and disruption. We do not need more than 12 lanes of pavement. We do not need privately run roads in our community. There are some choke points that can be remedied with less destruction and costs.

Peter Billingsley

I oppose the I-495 and I-270 project. I support the no-build option.

My major objections to this misguided plan are economic and environmental.

This proposal is stuck in old thinking of continued growth being the fix for all things economic, yet a careful look at economic history shows that such thinking is highly flawed. It is impossible to continuously accommodate growth. Impossible. What we are seeing now, congested highways, log-jammed traffic, the resultant road degradation and pollution, are all a consequence of such outdated growth economics. It is very obvious that the response to the plan will be not only to transiently reduce travel times for commuters for a while, but also increase the numbers of travelers, resulting in slower travel times, etc. and so the vicious spiral begins again. In several years' time, be it 10, 20 or 30, if any of the alternate proposals are enacted, your successors will be undertaking the same process all over again, rather than having inherited a long-term fix. In essence, the proposal is just not radical enough. It dismisses any plans that do not have cars and roads as the central solution, and it hands over financial income to a for-profit third party. The plan should therefore better accommodate population and commuter growth in ways are less costly, have potential for incremental long-term changes, and establishes a true transport network rather than making it easier for more vehicles to enter unnecessarily into an already congested city.

The environmental impacts here are profound. While the proposal makes light of the impact by presenting percentage impacts, one should remember that once those green spaces, those trees, those water ways are taken from us, replacing them is impossible. We live in an era of climate change and climate change denial. The scientific evidence demonstrating the impact of man on the warming world is overwhelming. This proposal chooses to ignore this, couching the impact in terms of "minimal impact". This means, though, that there is indeed impact and that it will be permanent. Large parts of the proposed build(s) affect the water table that feeds into the Chesapeake bay, a stunning water body that is already over-threatened and fragile, polluted and with fisheries in periodic danger of collapse. Even the alternative 1, "No Build", still has environmental impact (and as such the study is flawed) because current infrastructure will have to deal with increasing traffic volumes. Again, I urge you, be radical. Look for alternatives that respect the environment, that not only encourage zero environmental impact but actually aim to take cars off the road.

The recent pandemic has shown that there are alternatives to how many of us can work, how this reduces the need for commuting and hence reducing traffic movement. Rather than saying that the MDOT will track trends, why aren't MD, VA and DC administrators forcing these trends? Pushing people to work more from home, making incentives for reducing traffic needs and the like would be a far more effective alternative solution.

Libby Bingham

With what happened with the Silver Spring Transit Center (shameful), the Purple Line project (debacle), a new reality of increased remote working (even post Pandemic) and all the environmental concerns raised in this report, I believe it would be irresponsible to move ahead with this project. There are many other ideas to consider that would help alleviate traffic congestion in the area. Let's get our house in order with the Purple Line before taking on another invasive, expensive and time-consuming project.

Melanie Biscoe

To Whom It May Concern,

I am opposed to the I-495 expansion for many reasons, including:

- Reduction of tree cover and open space in our parks that would reduce wildlife habitat, contribute to global warming, and reduce already limited recreation space
- Additional runoff into Sligo Creek from paved lanes, which is antithetical to anti-runoff objectives in the county and will also cost taxpayer dollars to address
- Displacement of my neighbors and reduction of housing available in the area, when there are already limited housing opportunities
- Drastic increase in noise pollution - I moved to my house to specifically be out of earshot of 495, and my mental health would be impacted with the constant noise post-expansion
- Promotion of modes of transport that rely on fossil fuels when emissions need to be curbed to combat climate change at the county and state level; it would at least be advisable to see how Transportation patterns shift after COVID, when we can utilize public transit and many may be working from home on a more regular basis.

Thank you for your consideration,
Melanie Biscoe
Forest Glen

From: Catic [REDACTED]
Sent: Sunday, November 8, 2020 7:12 PM
To: MLS-NEPA-P3
Cc: aklase@comp.state.md.us; treasurer@treasurer.state.md.us
Subject: I support the no build option

I strongly support the no build option and strongly oppose the 495/270 expansion.

Particularly now - as we deal with monumental uncertainties and changes in our day-to-day lives due to CoVid, economic uncertainty, political upheaval, drastic changes in our workplace, commuting, traveling and shopping patterns - we need to step back from making irreversible changes and choices for a future that is sure to change, simply based on studies from a past that does not now reflect our future.
What is the point of risking so much on a study that (probably never was) and is not now viable?

There are so many concerns.

Community;

Our community will be forever and irrevocably changed by the destruction, construction, noise and pollution to come. We stand to lose homes, backyards, natural barriers, peace and privacy.
We stand to lose our neighborhood recreation center, tennis and basketball courts, playground.
We will lose our wooded wetlands which not only protect our flood-prone neighborhood but shelter wildlife: deer, foxes, birds and a place to enjoy nature and walk our dogs as well as provide a measure of relief from the incredible noise and pollution of the current Beltway.

Blair High School, which supports an economic mix of underserved students, will lose valuable playing fields and be exposed to years of construction as well as permanent greatly increased noise and air pollution.

Our entire neighboring communities will lose our YMCA with its swimming pools, playing fields, exercise facilities, day care and community gardens. This is irreplaceable.

We KNOW all of this firsthand because those of us who live in and love our thriving, diverse, friendly neighborhood put up with what is already barely acceptable noise and pollution in order to stay here.
There is no detailed plan to deal with or mitigate both the vastly increased noise and pollution we know to expect.

Business:

Our thriving neighborhood business area - a desirable model and walkable mix of small businesses and restaurants - will suffer greatly with expanded roads and traffic.

Parkland

Huge swaths of public parkland.. so precious and rare in our close-in suburbs .. will be lost forever. " Giving " us parkland in a further out part of the county does NOTHING for those of us near the Beltway. We can't walk to a nearby park. We lose animal habitat. We lose wetlands. We lose animal habitat.

It feels as though we are losing everything that makes a neighborhood great. Thus we are left with a vastly less desirable close-in neighborhood which inevitably leads to declining property values, home ownership etc. Our vibrant, multi-cultural, economically- diverse neighborhood disappears.

PPP

Other PPP models have proven that this is NOT a risk-free or even guaranteed fix to our traffic problems.

Cost overruns, conflict, taxpayer bailouts, endless construction and delays.

Purple Line problems should be a warning.

The roads are built, the 'free' lanes fill and within 5 years - according to verified studies - we are back to gridlock.

Only the rich can afford the rush hour tolls and traffic relief while it lasts.

Little consideration has been given to making the InterCounty Connector a more desirable, better used alternative to the more congested sections of the Beltway that it parallels. Built at great cost and the destruction ecological destruction of much open space, it is seriously underutilized and should be included as a viable part of any commuter improvement plan.

Taxpayer impact

In addition to the huge risk of cost overruns, mis-management, etc above... the taxpayer is going to be stuck footing the bill for costs of managing new stormwater runoff.

In sum, this risky, last -century -thinking plan is simply not what we need.

Catherine Blais,
Indian Spring 20901
40 year resident.

Slated to lose woods across the street to a construction site for many years, and then face a wall directly across from my house, with 12 lanes of traffic.

We had prepared our home and garden to age-in-place.

Sigh.

Sent from my iPhone - Where Autocorrect thinks it knows what I want to say and how to spell...

Simon Blanchard

495 is already loud enough. Please do not written it.

From: Andrew BLECK [REDACTED]
Sent: Monday, November 9, 2020 7:49 PM
To: MLS-NEPA-P3
Subject: No extra lanes

Don't add lanes to the beltway.

Sent from my iPhone

Max Bliss

I'm pro widen it's been put off long enough

Vanessa Bliss

I am opposed to this and wish you would have not killed the redline project which would have been great for Baltimore City and the region.

Phyllis Blum

Personally & speaking for Markwood Citizens (30 homes) we DO NOT want the toll roads like Virginia into DC where tolls are excessive - we would be ok if the tolls were like the ICC tolls- we are also opposed to taking property - people who would have to relocate would have to pay MUCH MORE for a new place than their current home & do not have the funds to do so-
Phyllis Blum

From: Jill Bochicchio, Bochicchio Photography [REDACTED]
Sent: Sunday, November 8, 2020 1:41 PM
To: MLS-NEPA-P3
Subject: GFCA Statement I-270 DRAFT ENVIRONMENTAL IMPACT STATEMENT #community
Attachments: GFCA Statement on the Managed Lanes DEIS November 6, 2020.pdf

Attached is our neighborhood Presidents letter that I fully agree with. I am against the widening of I-270. It will hurt more people living here next to I-270 than it will help. It will also hurt the environment, even more.

Please do not go thru with this fiasco.

Jill A. Bochicchio

Master, Craftsman, Certified
PPA, SEPPA, MDPPA, ASP
MDPPA Past President & Chairman of the Board
NAPP
2015 Elite Photographer Award PPA
2015 Silver Medalist Award PPA
2015, 2014, 2012, 1988, 1987, 1986, 1985, 1984 Loan Collection PPA
2014 Master Portrait Photographer Of The Year
2013 Life Member, PPA
2010 National Award Recipient
2009 Life Member, MDPPA
2009 SEPPA Award Recipient
Illustrative Photographer of the Year 1985 - 1991 & 2011
5 Kodak Gallery awards (most recently) 2011
International Award Winning Photography
Official Photographer for The National Philharmonic- 17+ years
Bachelor Of Science in Commercial Art
Master Of Science in Counseling

Bochicchio Photography

[REDACTED] Farmland Drive
Rockville, MD 20852

[REDACTED]

E-mail: [REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Thank you clients & friends, your referrals are the best compliments

**STATEMENT OF ED RICH, PRESIDENT
GREATER FARMLAND CIVIC ASSOCIATION
MARYLAND DEPARTMENT OF TRANSPORTATION
I-270 & I-495 MANAGED LANE STUDY
November 3, 2020**

These comments on the Draft Environmental Impact Statement (DEIS) are submitted on behalf of the Greater Farmland Civic Association (GFCA), representing a community of 981 homes in the Old Farm, Tilden Woods, Hickory Woods, and Walnut Woods neighborhoods. From our location just south of Montrose Road and adjacent to I-270, we have had a front row seat for repeated I-270 expansions, all sold as “traffic solutions.” We have followed the current P3 program of proposed managed lanes with increasing skepticism. Having processed the hundreds and hundreds of pages of the DEIS and the Joint Federal/State Application (JPA) for impacts to wetlands, waterways and floodplains, we find our skepticism has been well founded. We share the concerns expressed by the Maryland National Capital Park and Planning Commission (M-NCPPC) in their October 19, 2020 rejection of the plan and by many members of the Maryland General Assembly in their letter of September 23, 2020, to Lisa Choplin, the Director of this project for the Maryland Department of Transportation’s State Highway Administration (MDOT-SWA). The financial risks of the P3 structure; the ecological, social, and cultural sacrifices necessary; and the proposed 50-year term of the contract which substantially limits how we will meet future needs—each of these, in our view, is a deal-breaker. We also question the numerous assumptions and guesses made in forecasting future traffic demand, in predicting motorist behavior, and in determining air quality. Our rejection of the P3 program and its alternatives, however, is ultimately based on the flawed goal of the project: to create additional roadway capacity to carry more cars (Executive Summary, 4-10). Not only will a project focused on a simplistic solution to a complex issue fail to alleviate traffic congestion, but it will

further degrade our environment and propel climate change at a sensitive period of time when urgent action is required.

Previous expansions of I-270 and of highways across the country have repeatedly shown that increasing roadway capacity for cars to drive at speed is at best a temporary solution and ultimately self-defeating. At a July 2018 gathering of the American Association of State Highway and Transportation Officials, Roger Millar, the director of the Washington Department of Transportation, stated that the underlying cause of traffic congestion is not insufficient road infrastructure but the lack of “affordable housing and transportation solutions” that would encourage persons to live closer to their jobs. As Brian Woods so eloquently stated, “By accommodating people before cars and reducing the number of road projects, driving doesn’t become the default option. That leads to fewer cars on the road. These options work best together: reducing reliance on automobiles by changing the built environment while simultaneously making transit, walking, and bicycling more convenient and affordable.” The solution is clearly more emphasis on telecommuting, off-peak commuting and alternatives to the single occupancy vehicle for getting around. But the P3 project focuses exclusively on roadway expansion, thereby ensuring that the future will be a roadway full of more cars traveling at slower speeds and an increasingly negative impact on our climate and quality of life. Smart Growth is designed to get cars off the road. Getting cars off the road is the key expressed goal of Visualize 2045 and of Montgomery County’s I-270 Corridor Forward initiative. It should be the goal of Maryland in considering how to handle the traffic congestion of today and of tomorrow on I-270 and I-495.

Maryland, in fact, has ambitious goals with respect to emissions, but the DEIS makes clear the P3 project is unlikely to help achieve them. The Maryland Draft Plan to Achieve

Climate Goals (October 15, 2019) states that transportation accounted for 40% of Maryland’s gross greenhouse gas (GHG) emissions in 2017. It is hard to see how the P3 will help accomplish the reduction of emissions when, as Chapter 3 of the DEIS specifies, the I-270 managed lanes in 2040 will support an average daily traffic of more than 300,000 cars. The few P3 alternatives which retain HOV lanes would operate at HOV-3, and nowhere is there a provision for approved plug-in EVs to use the HOV or HOT lanes even if they are traveling solo, as is provided in the Clean Cars Act of 2017. While the DEIS bases projections of air quality on projections of future car efficiency, the Climate Goals report admits that challenges to lowering GHG emissions include the EPA’s rolling back rules to earlier, lesser standards for fuel economy. The Climate Goals draft plan also states that public transportation “emits roughly 40% to 50% less GHG emissions per passenger mile than an average single occupancy vehicle,” and calls for expanded investment in public transit—a position extremely limited in the P3 program, which has dismissed transit-only alternatives. According to the DEIS Executive Summary, the P3 agreements will provide for “specific transit investment,” and mentions two particulars: allowing BRT to ride free on the managed lanes, and building a ramp on I-270 to the Montgomery Mall Transit Center. In fact, the DEIS presents no comprehensive plan to develop an accessible and reliable Bus Rapid Transit (BRT) system. It refers us to the Transit Service Coordination Report, released in June 2020, which lauds the managed lanes as an “opportunity to create a suburban transit network that is a time competitive alternative to driving.” This report posits “new transit centers” and “new transit services” to support an “underserved transit market” of nineteen to twenty-two thousand commuters who currently drive between Montgomery County and Fairfax County. The report fails to provide details or a plan to actually develop these services, however, and admits that there is no money to do so.

With transit-only alternatives dismissed and providing no actual commitment to BRT, the DEIS' boast that the project aligns with Visualize 2045 is all the more objectionable. The writers are guilty of cherry-picking here. Visualize 2045 clearly states that its goal is to get cars off the road, and six out of seven points advocate car-less options, including transit such as BRT and rail. Far from aligning with Visualize 2045, the project as made clear by the DEIS is all about the car—about its convenience and the revenue that the project planners and advocates expect to generate from it.

The P3's goal of enabling substantially more cars on the road is an overly simplistic response to growth that, far from "free" as Governor Hogan touts this scheme, comes at too high a price, both in taxpayer dollars and damage to the environment. And for what? The DEIS clarifies that the managed lanes, to be built at a high cost to the environment and those who live in it, will save commuters less than 10 minutes during a peak-time trip. Table ES-2 indicates that "system-wide delay savings" for motorists range from 33% to 35%. Like good marketing, this figure sounds compelling until one reads in Chapter 3 that the system-wide delay savings of 33% in the PM peak for Alternative 9 in 2040 equates to 7.9 minutes saved. Considering what is lost to build the new managed lanes, these few minutes come at a price much higher than the money to build them or the money earned from them. This includes the loss of an Early Woodland archeological site near the river, the loss of the historic Moses Hall Cemetery, and the significant degradation of the Glenarden historic African-American community. The DEIS dismisses the importance of the slender habitat of trees along the road, but the wildlife living there will be forced into isolated and small tracts that cannot adequately support them. The law requires trees removed from parkland to be replaced 1:1; however, it is unclear where the replanting will happen. And the list goes on.

In Chapter 4, section 24, the DEIS considers the “irreversible and irretrievable commitment of resources,” including the “irreversible dedication of land to transport use.” The P3 contract would be for 50 years. It is disingenuous at best for the writers to say, “if a greater need arises for the land or if the transport facility is no longer needed, the land can be converted to another use.” How would the contract be voided to provide space for transit, should transit become essential in a near-future world heavily affected by a climate change driven by car GHG emissions? The DEIS confirms for us that the cost of building four extra lanes on the highways is too high for what we in fact get. We get an expensive set of toll lanes that keep drivers in their cars, living far from work, paying high tolls, and sending lots of greenhouse gases into the air. We get impoverished ecosystems and diminished communities and quality of life along the highway. We sign over control of a key portion of land that might be used instead for rail or other transit alternatives to a for-profit private company for 50 years, a period of time that scientists acknowledge to be the most critical for fighting climate change. And in exchange, some commuters may, for a few precious years, save a few minutes on their commutes and some local entities and the state get some money for other things (which, if the Purple Line debacle is any indication, is a pipedream). It is a bad bargain.

This P3 Managed Lanes study should be scrapped before too many more precious tax dollars are spent on an approach that is doomed to failure and that will have a significantly negative effect on the quality of life in our neighborhood, our county and our state.

From: L. Boice [REDACTED]
Sent: Wednesday, July 29, 2020 12:18 PM
To: MLS-NEPA-P3
Subject: Draft EIS for 270/495 expansion is inadequate

Lisa Choplin,

I reviewed dozens of DEISs and EISs during my 42 year government career. One thing I learned - sheer size doesn't matter, especially if the original proposal is flawed.

This proposed highway expansion is just that - flawed. Perhaps most of all for the social justice issues it fails to adequately address, and for the assumption that commuting patterns will quickly return to normal once the pandemic is finally behind us. But, there's a strong probability that now that thousands and thousands of Marylanders have experienced teleworking, they won't want to go back to the previous model. And, it's equally likely that many companies will see increased benefits and decreased costs from a mostly remote model. Rather, we should be developing better mass transit options for those of us who cannot work from home - the very same people who have valiantly kept us and our essential services large;y afloat during these challenging times. THAT's where these billions of dollars should be invested.

L. Boice

[REDACTED]

[REDACTED] Harrington Rd

Rockville, Maryland 20852-1028

Name: Margaret Boles

Date/Hearing: 8/25/20

Type/Session: Live/Morning

Transcription:

My name is Margaret Boles. I reside at [REDACTED] Cleary Lane in Mitchellville within sight of the noise, noise wall for Route 50. I'm firmly opposed to this project and I am for the No Build option. After several days of going over the Environmental Impact Statement, I found that this plan will impact many low-income home, homeowners in Prince George's County. Over 1,500 homes will be subject to increased air, water, and soil contamination because of the increase in nitrous oxide and greenhouse gases and water runoff. Over 30 miles of local streams will be negatively impact, along with 86 acres of national forest, and 1,500 acres of woodlands that clean our air and filter our water. This is yet another environmental justice issue that unequally effects our black, brown, and low-income neighbors' health and safety with no appreciable benefit to them. I respect the efforts of the environmental team but find this is a very flawed document. Just a quick perusal of the wetlands and Waterways, Waterways Impact Plates showed much disturbance both in Paint Branch Creek area, Greenbelt, New Carrollton and Route 50 interchanges, and Branch Avenue. Maps 28 to 40 and document Tables - page 4; 107; 108 are my reference for that. Also Maps 140 to 159 in the Environmental Resource Mapping document show detrimental effects in these regions, as did Table 4-33 and page 4-94 to 97. We've seen the effect of less traffic during COVID shutdowns: cleaner air, clearer skies, safer roadways and walkways. The percentage of traffic was off, was off the road. Increased numbers of people learned to work from home and that is what made the difference. I think that if we feel that this is going to have no cost to the State – that's the taxpayers - then we are dreamers and we have not been reading papers of how P3s has affected other states and our own.

We need to move forward and think seriously of other ways of addressing public transit and climate change that will not exasperate, exacerbate the one, and give service to a few people who will not suffer the consequences of this building project. Voting No Build alternative. Thank you.

From: Margaret Boles [REDACTED]
Sent: Sunday, November 8, 2020 7:06 PM
To: MLS-NEPA-P3
Subject: Comments on the Expansion of Rt. 270 and the Beltway
Attachments: Draft 2 Environmental Impact Statement for Toll Lanes Speech.docx; Environmental Impact Statement for the Addition of Toll Lanes.docx

Please find attached my comments on the use of toll lanes to expand use of 270 and 495.

Testimony for Joint Public Hearings for the Draft Environmental Impact Statement
for the Addition of Toll Lanes to I-495 and I-270

Maryland Highway Planning

Greetings MDOT staff and officials,

My name is Margaret Boles, I reside at [REDACTED] Cleary Lane, Mitchellville, MD 20721 within site of the noise wall of Route 50. I firmly oppose this project and am for the NO BUILD option. After several days of going over the Environmental Impact Statement I found that this plan will impact the homes of many low income home owners in Prince George's Counties; over 1500 home will be subject to increased air, water and soil contamination because of the increase in nitrous oxide and greenhouse gases and water run-off; over 30 miles of local streams will be negatively impacted along with 86+ acres of National Forest and 1500+ acres of woodlands which clean our air and filter our water. This is yet another **Environmental Justice issue** that unequally affects our Black, Brown and low income neighbors' health and safety with no appreciable benefit to them. I respect the efforts of the environmental team, but find this to be a very flawed document. Just a quick perusal of the **Wetlands and Waterways Impact Plates** showed much disturbance both in the Paint Branch Creek area, throughout Greenbelt, the area around the New Carrollton and Route 50 interchanges, and down in the Branch Ave. area(Maps 28-40)(document tables p.4-107 and 108). Maps 140-159 in the **Environmental Resource Mapping document** also show detrimental effects on these regions, as did tables 4-33 and p. 4-94 to 97. We have seen the effect of less traffic during the Covid 19 shutdowns: cleaner air, clearer skies, safer roads and walkways. The percentage of traffic that was off the roads as increased numbers of people learned to work from home made that difference. If we would put on our 21st century thinking caps and not stay stuck in 20th century thinking, Eisenhower, we could come up with some better plans that would give advantages to people of lower incomes who need to ride the buses and rapid transit.

While the trailer hours are very limited and the access of documents in line did give the non-engineering public some opportunities to get a quick view of the some of the 18,000 pages of this study, it surely did not provide the kind of education

one would need to be knowledgeable about all of the impacts of this wrong approach to alleviating our traffic problems.

Lastly, if we think that this will not cost the state and thus the taxpayers anything, we are dreamers and we have not been reading the papers about how P3's have affected other states, and our very own Purple Line construction. We need to move forward and think seriously of other ways to address public transit and Climate Change that will not exacerbate the one to give service to the few who will not suffer the consequences of building this project. I vote NO BUILD, ALTERNATIVE ONE.

Olivia Bonnette

Don't expand the highway it's very bad for pollution, including noise and light pollution. Shrink the highway it's already too big and causing lots of problems

Thanks

Olivia

JOAN BOROS

My comments are the product of careful researching over the many months that the I-495 and I-270 project has been pending and the DEIS has been available. The material and professional studies have been submitted by the entities so my comments will be concise conclusions.

1. Contrary to the environmental views and goals of Maryland and Montgomery County by increasing the water and air pollution and increasing global warming gases.
2. Destroys about 1500 acres of the essential forest canopy.
3. Intrudes on innumerable parks.
4. Contributes to the already ecologically rush hour troubled main avenues - Wisconsin Ave., Connecticut Ave., and Georgia Ave. to name just three. This is in addition to impact on I-270.
5. Adversely economically and environmentally affects countless houses with pollution and noise during and after years of construction.
6. Destroys about 40 houses.
7. Adversely effects WSSC's water supply system
8. Creates a substantial risk of taxpayers' future responsibility.
9. Relies on a questionable need and use for Luxury Lanes.
10. Inconsistent with the long term impact and recovery needs generated by the pandemic.

ABANDON THE PROJECT

Yuri Borovsky

Dear PPP team of MDOT,

I would like to express my concern as to how opaque the process is. It is a process that is impossible to follow despite the pretension by the MDOT to be transparent described below:

I receive two copies of the mailer (both in my name and what a waste of paper) that is not clear about where we are with any of the previously proposed alignments.

There was a poor chap, staged as a local USPS office (in the midst of the pandemic and Hogan-mandated quarantine) with a project binder that could kill an elderly both trying to read it through all of it or if thrown at one. Who does that? Perhaps an organizations that wants to overwhelm the stakeholders that's who.

Your website, sleek and modern and useless (well, not so useless since I can pen in this form no-one will read) impossible to figure out the project details.

Bottom line: Which alignments are making the next cut and why? I am closely following this process ad don't know because MDOT is not clear about it.

Best regards,
Yuri Borovsky

Kristina Borrer

I am against beltway expansion because:

- MD should be supporting cost-effective, affordable transportation for all commuters, not expensive "luxury lanes" for the rich.
- Although CO2 pollution from cars and trucks is one of the primary drivers of climate change and has already caused millions of deaths, the DEIS does not take account of this future impact.
- The financing for the project does not include costs for required water and sewer infrastructure and for mitigating environmental degradation.
- Widening the highways would destroy many homes and small businesses and hundreds of acres of parklands.

Ethan Bowen

Our continued focus on expansion of interstates in the region is short sighted. As the region grows we will never support all the cars we want to support. It's just not realistic.

You should investigate spending the money on transit like BRT or other things that could have a much greater impact.

From: Tanara Bowie [REDACTED]
Sent: Monday, November 9, 2020 11:49 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: No 495/270 beltway widening for luxury lanes
Attachments: 495 widening.docx

Dear Mr. Slater,

Please find my letter opposing the expansion of I-495.

Sincerely,

Tanara Bowie

*“What is important and meaningful to my life is that I shall live as fully as possible to fulfill the divine will within me.” --
Carl Jung*

November 9, 2020

Mr. Gregory I. Slater, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Re: I-495/I-270 Managed Lanes Study Draft Environmental Impact Statement Comment

Dear Secretary Slater:

As a Prince George's County resident who lives in the Suitland area I am very concerned about the financial and health impacts of an expanded I-495. My community is already deprived of many of the amenities of other parts of the state. Just a few years ago, a swath of trees that had provided beauty and cooling to my 98% concrete neighborhood were mowed down for apartment buildings. I was told an equal number of trees would be planted elsewhere. Where those trees are I still do not know. It is time that Governor Hogan and other officials give Prince George's a break. We do not need any additional projects that will increase noise, impact limited green spaces and subject our neighborhoods and kids to the admittedly not fully studied impacts on air quality in my predominantly African-American community.

At a time when so many are stressed, why does Governor Hogan want to bring greater stress. We need more green spaces, less noise and more studies of the environmental impact on already hurting Black and Brown communities. The impacts of on many levels of this expansion have not be fully studied. That needs to be the focus rather than ramming unnecessary expansion through.

Also, as COVID has resulted in many workers working from home, the need to address any congestion has significantly decreased. This all begs the question of who these "luxury lanes" will actually benefit because it won't be any one in my neighborhood.

Sincerely,
Tanara Bowie

From: Ann Bowker [REDACTED]
Sent: Thursday, October 8, 2020 10:49 PM
To: MLS-NEPA-P3
Subject: Fwd: Comments on DEIS for I-495 and I-270 Managed Lanes Study

I am a resident/property owner in a neighborhood directly adjacent to I-270 and near I-495. I do not have expertise or resources to fully review and provide technical comments on the massive, complex DEIS. My comments therefore consist of 1) a link to information on Yale University research on non-combustion-related sources of chemical emissions from asphalt that should be taken into account in the air quality analysis, and 2) my own limited comments.

1) The link below provides information on a recent study by Yale University researchers which found that chemical emissions from asphalt in roads are a significant source of air pollutants, especially on hot and sunny days. Since the new lanes would add large amounts of asphalt paving, I urge that this study be included in the EIS's air quality analysis.

2) The new managed HOT and ETL "Lexus" toll lanes would benefit well-to-do people who can afford to pay tolls repeatedly, and the private "Developer." The environment and the general public — especially the thousands of people who live and/or own property near I-270 and I-495 — would bear the devastating, exorbitant costs of the proposed P3 project, including:

- major environmental and property damage;
- destruction of parkland and other permeable green spaces, including forested screening/buffer between the highways and homes — and loss of environmental benefits and physical and psychological recreational benefits these green spaces provide;
- significant increases in air pollution, noise, and stormwater runoff;
- seizure of private yards, homes, and businesses; and
- significant decrease in quality of life and loss of property values near the highways.

I am disappointed that Alternative 10 — which apparently would have the widest footprint and would cause the most damage affecting my neighborhood — has been retained.

Among preferable alternatives are:

- improving public transit;
- adding well-planned non-toll lanes, such as reversible lanes, within the existing highway footprints;
- using the Intercounty Connector (MD 200) to divert traffic;
- curbing up-zoning of Montgomery County property and stopping excessive population growth (and related increased traffic); and
- adding more parkland, not destroying existing parkland.

Ann Bowker
[REDACTED] Grosvenor Lane
Bethesda, MD 20814

Sent from my iPhone

Begin forwarded message:

From: Ann Bowker [REDACTED]
Date: October 3, 2020 at 10:44:40 PM EDT
To: Ann Bowker [REDACTED]
Subject: Comments on DEIS for I-495 and I-270 Managed Lanes Study

<https://news.yale.edu/2020/09/02/asphalt-adds-air-pollution-especially-hot-sunny-days>

Sent from my iPhone

From: Laura Boyer [REDACTED]
Sent: Monday, November 9, 2020 5:51 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; Treasurer@treasurer.state.md.us
Subject: I support the NO BUILD OPTION

From Laura Boyer, Silver Spring, Maryland 20901

The plan to expand the Beltway and 270 is a very, very bad idea.

It is bad when looked at from almost any angle. Bad for the public, bad for the environment, bad for our communities, bad for Maryland's financial well-being, and indicators show us that it would be bad for Transurban. Because unless commuters are driven to desperation by severe congestion (or unless they are rich and don't mind a little extortion), they won't feel forced to use Transurban's toll lanes, which is what the Australian Corporation counts on to make its profits.

It was a bad idea before the Corona Virus, now it makes even less sense. People have shifted to telecommuting, and are likely to stay in that mode after Corona. Telecommuting is a time saver, and a money saver for workers and employers alike. It is likely to stay, and in any case, wouldn't it be smarter to wait and see?

It is a bad idea in that it is a waste of fossil fuel to drive a car if it is not needed to get to work. Please tell me where the DEIS analyzes this bad idea's impact on climate change.

Make no mistake, this is about not making a mistake. A very, very bad one.

Again, I support the no-build option

From: william Boykin [REDACTED]
Sent: Thursday, October 15, 2020 1:17 PM
To: MLS-NEPA-P3
Subject: USACE Application Number (NAB-2018-02152) and the MDE Tracking Numbers 20-NT-0114 / 202060649.

Do not build this project. I strongly oppose it.

Will worsen rush hour on i-270 north
Will impact 1500 homes and destroy 34
Will increase air and water pollution
Will cause 4-5 years of construction misery
Invade dozens of parks
Destroy nearly 1500 acres of forest canopy
Put taxpayers at risk for years

This project is un-needed given the radical shift in telecommuting and reduced traffic with COVID-19 that will continue in to the future
We don't need Luxury Lanes on I 270. We already have HOV lanes. Re-examine the data used to justify this project using current information.

William Boykin
Potomac, MD

Cecile Brach

I object to the plans to widen 495 and 270. I live in Silver Spring and work in Rockville and commute this route and would stand to gain from reducing congestion. However, I think this whole study was premised on the assumption that building roads was the best way to improve the quality of life of those of us who use them. The DOT should be exploring alternatives such as increasing telecommuting (which we've now proven is very viable) and greener transportation alternatives. Furthermore, I object to the ceding of a governmental function to a private developer. By definition a developer is only going to be interested in this project if it can make money. That is money coming from the taxpayers that are commuting on the roads - so we're not only paying for the roads, we're also paying for the developer's profits. I am affronted by the assertion that this is "no cost" to Marylanders. It would make much more sense to levy a larger fee on car registration to pay for the cost of road maintenance. But rather than risk being accused of raising taxes, you'd rather let us pay more to a developer. The "alternatives" are all shades of the proposition, and getting "public input" into them does not allow the public to express its support for other options that haven't been put on the table.

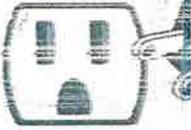


Mr Dennis Braden
Thomas St
Rockville MD 20850-2807

CAPITAL DISTRICT 208

15 OCT 2020 PM 3 L

Energy Awareness



ATTENTION: Lisa B. Choplin, DBIA
Director, I-495 & I-270 office
Maryland Department of Transportation
State Highway Administration
I-495 & I-270 office
707 North Calvert St.
mail stop P-601
Balt. MD 21201

21202-366899



Dennis + Lisa Braden
Thomas St. Rockville, MD.

Oct. 17, 2020

Dear Ms. Choplin,

Hope you are doing well and staying safe during this difficult time.

We are writing to express our opposition to the widening of I 270 and 495, this is not the solution to the problem of traffic congestion.

We believe in a solution that eases the congestion and protects our environment, and preserves the homes that will be destroyed, and prevents the excessive commercial development that will certainly spring from this proposal. All of these costs seem far greater than the limited - short term - benefits this proposal promises. Widening I 270 and 495, will not solve the traffic problem.

We support a solution that does not contribute to global warming and air pollution, preserves homes and neighborhoods, while offering methods of transportation: like rapid transit buses, dedicated bicycle lanes, and tele-commuting, and walkable communities.

Thank You for your attention to our concerns,

Sincerely,

Lisa and Dennis Braden -
westend Rockville MD

Jessica Braider

I would like to express my opposition to the expansion of both 495 and 270. This is a short-sighted and environmentally irresponsible solution to the problem of congestion. Time and time again we have seen that when roadways expand the congestion is not improved, instead more cars fill the roadways. Instead we should focus on investing in public transit solutions to the congestion.

In addition, with the onset of the pandemic, we have seen that there are many jobs that can be successfully completed by working from home and many companies are already discussing shifting their work forces to work from home. This will very likely have an impact on congestion.

So I beg you to focus on mass transit, see how things change as more people continue to work from home, and protect our environment for future generations.

Name: Elizabeth Brandt

Date/Hearing: 8/25/20

Type/Session: Live/Morning

Transcription:

Hi, my name's Elizabeth Brandt. And, I'm so sorry. I think when you were calling Christy Taylor before, that was my other phone. So, so this is Elizabeth Brandt. [FACILITATOR SPEAKS]. Oh sure. No, of course. Sorry for the confusion. My address is [REDACTED] Grubb Road, Chevy Chase, Maryland, and I'm a member of Moms Clean Air Force and a Field Manager for that organization as well. And I'm concerned because I use transit and drive and walk in the areas that you would expect commuters coming off of the 270 expansion and the Beltway to use and I find those areas to be actually very dangerous at this point and I'm very very concerned about having additional traffic on roads like Connecticut Avenue where my daughter goes to preschool. We typically take the bus to her preschool and I walk to the Metro in Bethesda. It's about a mile away. I have to cross Connecticut Avenue several times on foot to make all of this happen and I've nearly been hit more times than I can count. I have completely stopped using crosswalks that don't have traffic lights and even still, people drive on these streets as if they are part of the Interstate. And, particularly since we are going to a preschool that is right on Connecticut Avenue, that's very concerning to me as a parent.

In addition to the pedestrian challenges that I'm concerned that this may present from my neighborhood and neighborhoods all around the Beltway. I'm concerned about the air quality and the climate impacts of expanding our highway system. Already 88 percent of people in Maryland live in counties that are in non-attainment of air quality standards set by the EPA. This can only exacerbate that problem. I feel as a parent that we have to be watching out for the air quality that causes asthma problems, heart problems, can contribute to cancer, and now at this point, air quality problems that may be contributing to Coronavirus. And I'm concerned that this, this plan puts commuters ahead of the needs of our families in multiple ways. So, I really appreciate your patience and your interest in listening today. And, and I thank you so much for your time.

Nancy Breen

The Rockville Bicycle Advisory Committee opposes the I-495 and I-270 widening project. We support the no build option. The proposed widening project would have significant deleterious impacts on the environment that the draft Environmental Impact Statement fails to take into account. In addition, its rationale is now outdated.

The construction period would present a major barrier to biking and walking in Rockville and beyond. Widening the interstate from 12 to 16 lanes could block the use of at least six bridges in Rockville, including a dedicated bike-only bridge. Having these bridges unavailable would compel bicyclists to cycle miles out of their way, making their trips less safe and less convenient. It would predictably reduce cycling and increase pollution from increased car traffic.

In the long term, expanding I-270 could have major negative impacts on bicycle safety and usage, which the draft EIS does not take into account. Adding exits at Gude Drive, blocking the Friendship Bridge, or interrupting Montrose Road would negatively impact bicycling routes for transportation and recreation throughout Rockville. I-270 already divides the city, making it difficult to walk and bike between key locations. The Rockville Bicycle Advisory Committee has worked with the city of Rockville to reconnect these areas. The proposed widening project threatens to disrupt these efforts.

Most importantly, there is now much less need to expand the highway. The COVID-19 pandemic has demonstrated the strengths and potential for extensive telecommuting. Numerous firms and agencies that previously did not encourage remote work from home have been able to adjust. It appears very likely that the number of telecommuters will remain high in the future as employers reduce costs related to office use by expanding telecommuting. Bicycling and walking have also increased during the pandemic. Although it was at first for exercise and recreation, increasing numbers of people are walking and biking for transportation. Both of these trends will reduce the use of automobiles and increase the need to support sustainable transportation. In short, our area is moving away from single-car use. Our policies and construction plans must reflect these changing priorities.

In conclusion, the plan to widen I-270 did not sufficiently consider the complete transportation environment or the environmental impact on Watts Branch. Recent events also appear to have rendered the plan out of date. Widening I-270 is costly and not necessary. Moving forward with widening I-270 would have widespread negative impacts for the City of Rockville, especially on more sustainable forms of transportation.

Sincerely,
Nancy Breen, Chair
Rockville Bicycle Advisory Committee

From: Brenner, Linda [REDACTED]
Sent: Tuesday, August 18, 2020 2:21 PM
To: MLS-NEPA-P3
Subject: Strongly Against Proposal to Add Lanes to I-270 or I-495

Good afternoon,

I am a long-time resident of Rockville, MD, and I am writing to strongly state that I am against the proposal to add lanes to I-270 and I-495. I believe that added lanes will lead to greater traffic and congestion and have a very negative impact on the environment and the quality of life for residents of the cities near these two major highways. And I certainly do not think the project is economically feasible—especially given the pandemic, which has contributed to a decline in traffic. A much better use of taxpayer money would be further investment in public transportation and support for telecommuting.

Thank you,

Linda Brenner
[REDACTED] Larkspur Terrace
Rockville, MD 20850

[PRIVACY POLICY](#) | [ABOUT ICI](#)

Patricia Bricmont

I oppose this project and support the NO-BUILD option.

Anton Briggs

I oppose this project and support the NO-BUILD option. Increasing car usage is not a viable option to alleviating traffic. All efforts should be directed to finding environmentally sound and sustainable solutions to improving public transportation. When given the option, commuters will choose convenient, safe, and efficient public transport in lieu of inefficient and fundamentally unsafe travel by car. It is the responsibility of our government to provide good public transport.

From: Roselie Bright [REDACTED]
Sent: Sunday, November 8, 2020 8:21 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Comment on the I-495/I-270 Draft Environmental Impact Statement

Hi,

I oppose this project and support the NO-BUILD option. I oppose widening I-495 and/or I-270 ("495/270"). During this time of climate crisis, it is the wrong time to encourage the use of private vehicles, including expanding highway capacity. Maryland should focus all its transportation resources on expanding and encouraging public transportation.

I live in a house I own two blocks from Montgomery College, near the I-270 interchange with Route 28. I am close enough to I-270 to hear the drone of its traffic. I am proud of my neighborhood and do not want to see its amenities (plan, parks, moderate traffic level) destroyed by widening the highway. Route 28 is already heavily congested and the metered access to I-270 that is being installed will push more stalled traffic into the neighborhood, lowering the quality of life and adversely affecting Montgomery College students, staff, and faculty who use I-270. When in session, Montgomery College traffic is already heavy periodically throughout the day.

I am a professional epidemiologist with **expertise in the effects of the environment on health**. I am also a **tax-paying voter**.

Even if it were true that private vehicles do not contribute to adverse environmental impacts, **there are many problems with the current plans and alternatives** for 495/270, and the current DEIS is inadequate:

- I have observed that when HOV lanes are in effect, the neighboring lanes are much more congested. The same thing will happen, maybe moreso, if a lane is dedicated to tolls. Increased traffic in the free lanes will increase congestion on local alternate roads. The increased congestion will increase the disadvantages of the current situation:
 - - more pollution from fossil fuel vehicles moving at slow speed. This pollution:
 - -- directly increases asthma rates among children. It is not ok to knowingly threaten the health of our children, whom we are charged to value and who are our future fellow voters.
 - -- increases the severity of other lung diseases among everyone who is exposed, thus increasing healthcare costs and shortening lives.
 - -- poisons the soil. If people eat plants grown in it anyway, their health suffers.
 - -- smells bad, thus reducing quality of life for the people who live nearby.
 - - more resident and rider irritation due to increased traffic and noise, leading to stress-related mental- and physical ill health.
 - - higher healthcare costs due to the above points. They are already high and Maryland can ill afford an increase in public and private healthcare costs.
- Increasing 495/270 will negatively impact neighboring green spaces and parks:
 - - Trees will be removed on over 1400 acres. We need those trees to mitigate the climate crisis by:
 - -- cooling the local area.
 - -- removing carbon from the air, which we know will increase with more cars on the road.
 - -- absorbing rain in increasingly severe storms.
 - - The increased run-off due to more pavement will threaten to reverse decades of efforts to clean up streams (including recent work to my neighborhood stream) that feed the Chesapeake Bay. The Bay is a major economic resource (fishing and recreation) for Maryland. Buying up streams in other parts of Maryland will do nothing to mitigate the damage from 495/270 to nearby streams and downstream waterways.
 - - The increased run-off will increase the risk of flooding the streams and thus destroying downstream wetlands. Those wetlands are crucial to mitigating damage from storms by protecting the coast and inland. The climate crisis is causing increasing numbers and severity of storms, so we need buffering wetlands more than ever.
 - - Green space buffers between 495/270 and neighboring parks and homes will be reduced, thus reducing the:
 - -- quality of life for residents
 - -- property values (thus reducing government revenues)
 - -- quality of parks for human visitors and wildlife.
- Taxpayers, including me, will pay more to expand 495/270.

- - At least \$1 billion is already in the plan.
- - WSSC estimates it will have to raise \$2 billion in extra fees to move water and sewer lines.
- - There is no safeguard against the private party incurring costs that we the taxpayers will have to bail out.

The State's efforts to reduce congestion **may be moot**; let's wait and see rather than rush to implement the project. Even if public transportation is not increased, congestion on 495/270 will likely stay decreased even after the pandemic ends. Many employers and staff have realized that commuting is no longer necessary for their productivity and will be reluctant to resume commuting as much as they had before the pandemic. Most work in this area can be done remotely.

In sum, I'm against paying (taxes, ill health, ruined air and water, poorer quality of life, reduced property value, reduced climate crisis resilience) to expand 495/270 to, in essence, cater to the few private vehicle riders who don't mind paying \$50 for a quicker trip. The rest of us think that toll is absurd and reflects how much this administration is out of touch with average Marylanders. If that price is what it takes to pay for the expansion, that should be a message that the project is not worth the costs, many of which aren't reflected in the toll price.

I close with a repeat of **my number one priority objection**: encouraging fossil fuel use throws good money after bad by making the climate crisis worse and prevents the use of that money for improving public transportation infrastructure. The climate crisis is upon us and we need to move Maryland away from fossil fuels as fast as possible to avoid major damage over the next decades. Norway is doing it; we can too.

Sincerely,
Roselie A. Bright, Sc.D.
█ Mannakee St.
Rockville, MD 20850

David Briglia

I oppose this project and support the NO-BUILD option. Thank you.

From: Lisa Choplin <LChoplin@mdot.maryland.gov>
Sent: Thursday, October 8, 2020 2:18 PM
To: MLS-NEPA-P3
Subject: FW: Public comment on 495 expansion

From: cybrind brindle [REDACTED]
Sent: Thursday, October 8, 2020 1:08 PM
To: Lisa Choplin <LChoplin@mdot.maryland.gov>
Cc: pfranchot@comp.state.md.us; governor.mail@maryland.gov; Treasurer@treasurer.state.md.us; councilmember.glass@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.jawando@montgomerycountymd.gov; councilmember.riemer@montgomerycountymd.gov
Subject: Public comment on 495 expansion

Attn: 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, MD 21201

Please be **advised: I support the no build option.**

Sincerely,
Jeffrey R. Brindle
[REDACTED] Horseshoe Lane
Potomac, MD 20854

Lawrence & Marianne Broadwell

The historic Moses Morningstar cemetery, located between the present I-495 alignment and Seven Locks Road, is threatened by the draft plan. As one of the very few vestiges of the Black community that grew in this area after the Civil War, the cemetery should be protected. Another Black cemetery off nearby River Road was callously destroyed, and the church adjacent to Moses Morningstar has fallen on hard times. Please do not take any portion of this last remnant of such a historically important community.

From: Mark Brochman [REDACTED]
Sent: Monday, November 9, 2020 10:44 PM
To: MLS-NEPA-P3; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

My name is Mark Brochman, and I live at [REDACTED] Roanoke Ave, in Takoma Park. I am against the I-495/I-270 Luxury Lane P3 Expansion, and I support the no-build alternative for two reasons:

First, we need our local parks more than ever. I frequent Greenbelt Park, Rock Creek Stream Valley Parks, and the many others (86 total acres) that would be negatively affected or destroyed. This project will not benefit our local communities, and will only hurt them, and all so some people who don't even live in our area, "might" have a shorter commute? No way.

Secondly, this project will cost up to 1 billion in state subsidies. We do NOT NEED THIS PROJECT, and we CAN'T AFFORD IT!

Thank you,

Mark Brochman

From: Caroline Broder [REDACTED]
Sent: Tuesday, July 28, 2020 1:47 PM
To: MLS-NEPA-P3
Subject: The Beltway Expansion is Ill-Advised

Lisa Choplin,

Dear Director Choplin,

I believe the beltway expansion is not a smart transportation solution nor a wise investment for the state of Maryland at a time when the pandemic has changed norms around commuting and working from home that are likely to last well into the future. Why expand roads now and jeopardize the environment for something that's not needed?

Thank you for considering halting this project.

Best,

Caroline Broder

Caroline Broder

[REDACTED]

[REDACTED] NORMANDY DR

Silver Spring, Maryland 20901

Caroline Broder

I do not believe the environmental impacts are worth the tradeoff. Please choose the no build option. The purple line disaster makes clear that the PPPs do not work in these instances and are not in the best interest of the taxpayer.

Gayle Brooks

Please DO NOT widen 270/495 with luxury lanes. It will make traffic worse. It will disrupt too many homes and families. It will negatively impact the environment by destroying tree canopies, parks, air, and water. It will impact residents' pocketbooks. Learn from the unused luxury lanes in Virginia and their impact on the remaining, overcrowded lanes

From: Karen Brooks [REDACTED]
Sent: Friday, July 10, 2020 10:31 PM
To: 495-270-P3
Subject: Re: FHWA and MDOT SHA releases I-495 & I-270 Managed Lanes Study Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation

I can't believe you are sending out all these pages of "findings" for people to read when during this pandemic, we are just trying to keep our heads above water. ENOUGH, you are trying to push through this road widening agenda, which will affect tax payers property values, at the WORST possible time. Really, is it safe to attend these public forums you are offering?- ridiculous. Glad you all intent on keeping your jobs. Karen Brooks

Sent from my iPhone

On Jul 10, 2020, at 9:04 AM, MDOT SHA P3 Program <495-270-p3@mdot.maryland.gov> wrote:



Greetings.

The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) have completed the Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the Managed Lanes Study, with the Notice of Availability published in the Federal Register on July 10, 2020. The DEIS includes traffic, environmental, engineering and financial analyses of the Build Alternatives and the No Build Alternative. This DEIS provides an opportunity for the public, interest groups and other agencies to review and provide comment on the proposed federal action and the adverse and beneficial environmental impacts and proposed mitigation for unavoidable impacts.

FHWA, MDOT SHA, and the Maryland Department of the Environment (MDE) will conduct six Joint Public Hearings. The U.S. Army Corps of Engineers (USACE) will participate in one hearing on August 25 to meet the Department of the Army requirements. Comments will also be accepted on the Joint Federal/State Application (JPA) for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland. USACE is responsible for reviewing the JPA per the Clean Water Act, Section 404(b)(1) and MDE is responsible for reviewing the Application per Environment Article §5-503 and §5-906, Annotated Code of Maryland.

Public and agency comments on the DEIS and JPA will be accepted between July 10 and October 8, 2020.

[Provide Feedback on the DEIS and JPA](#)

Document Availability

James Brown

As a nearly 30 year property owner and Montgomery County taxpayer, this project is absurd. The fact that you are considering removing homes, damaging the limited parks that surround this area, and trying to satisfy a flawed idea of increased congestion is truly a lack of reality. This is not necessary and yet another example as to how the governments around this area operate. They are not here to serve the interests of the tax paying citizens, they are merely serving their own agenda and perceived personal needs. Rather than "widening" roads, why don't you spend the money in FIXING the current roads and highways. There is a reason why the population in the area is declining. Poor management, extraordinarily antiquated tax structures, inefficient fiscal decisions, and complete incompetence. This project is as bad as the "Purple Line" concept. Spend your time developing plans to allow the residents of these jurisdictions to provide a decent quality of life for their families rather than taxing them to a point whereby they leave the area. This is the worst example of poor decisions, which continues to exceed my expectations every year for the last 30 years of owning MC property. Once again, ignoring more basic governing issues to create unnecessary chaos in the lives of the current residents. Terrible idea, terrible plan, driven by self serving individuals.

Name: Lauren Brown

Date/Hearing: 8/25/20

Type/Session: Live/Afternoon

Transcription:

Hi, my name is Lauren Brown (L-A-U-R-E-N). Brown like the color and I, I live, [REDACTED] Glenmoor Drive, Chevy Chase, Maryland, and I've lived here my whole life. Ok, so I believe that the proposed I-495 & I-270 Beltway expansion Draft Environmental Impact Statement, DEIS, presents incomplete and inadequate analysis. The project will not be good for Maryland citizens and will cause harm to the environment. I support the No Build option. Instead of spending between \$482 to \$1 billion on state subsidies, we should be focusing on improving mass transit and public transportation like the Purple Line. There is not enough analysis on how the highway expansions will impact the environment, especially stormwater runoff and local waterways. We need a more appropriate analysis of how this expansion will pollute waterways and wetlands and how we can protect against these negative impacts.

The agencies plan to rely on water quality trading credits purchased from other MDOT SHA programs to meet permitting requirements instead of reducing water pollution where the project is located. Importantly, on-site and localized mitigation must be considered when addressing impacts to waterways and parklands. Also, the DEIS does not adequately show that there's no practical, practical, alternative with less severe impacts to wetlands and streams than the proposed expansion. Also, the DEIS does not do a good enough job of analyzing how the construction and footprint of the proposed expansion would increase flood risks because it may change the hydraulic function and elevation of floodplains. Also, very seriously, the proposed expansion will result in a lot of air pollution. We all know with fossil fuels and increasing that, so things like fine particulate matter, carbon monoxide, ozone, nitrogen dioxide, and all kinds of green gas emissions. The No Build Alternative, or the public transit alternative, will protect against these air pollutions, and as opposed to the expanded highway plan. So, just overall, the proposed expansion will further exacerbate climate change and impede Maryland's ability to reduce its greenhouse gas emissions by 40 percent by 2030, which is what we are pledged to do under the Maryland Greenhouse Gas Reduction Act. So rather than going forward with public [inaudible]. Thank you for your time. [FACILITATOR SPEAKS]. Yeah yeah-all right. Anyways, so the proposed highway expansion is not good for public health, especially those living close by the highway like me. I actually have [inaudible] right behind my, my next-door neighbor's backyard. So, these air pollutants - car emissions - are very harmful to Maryland citizens. This kind of fine particulate matter has been shown to cause all kinds of public health problems - from lung cancer, to cardiovascular, nervous system, and even mortality. That's even when the levels are below the national ambient air quality standards, but I just feel that- [FACILITATOR SPEAKS] Okay. I just I feel that the DEIS ignores these harms and completely fails to take a hard look at the impacts and they need to do more studies. Thank you for your time. I hope we can find public transit options that will be a much better alternative for Maryland. Thank you.

Lauren Brown

My name is Lauren Brown and I am testifying as an individual. I live in Chevy Chase, MD. The current Beltway is right behind the houses on my street (Glenmoor Drive, Chevy Chase, MD). As a resident living right next to the highway, increased air pollution could be a public health problem for me and others living in the North Chevy Chase community. I am currently a student in a masters' program at University of Maryland and John Hopkins, studying public health and social work. I studied environmental policy in my undergraduate and am a volunteer for many environmental advocacy groups. I am on the board for Conservation Montgomery. I strongly support the no-build option.

Due to COVID, many organizations are learning how to better organize teleworking from home, reducing the need for beltway expansion. We should recognize the effect of increasing work from home on transportation models. Teleworking may become more popular even after the worst of COVID is over. We need to consider these powerful trends.

We need to work towards smart growth and not increase sprawl. We should be providing access for citizens to use public transportation, rather than encouraging beltway use which will increase greenhouse gas emissions. Transit alternatives should be included in the DEIS, such as rail and public transportation. The air quality section needs to address environmental justice and communities that are disproportionately affected by increases in pollution. There is an issue with beltway expansion going through a historic African American cemetery. The DEIS needs to provide a full environmental justice review.

The expansion of the beltway would add 550 acres of impervious surfaces to the area. The DEIS plan does not have enough consideration of stormwater management, both right now and certainly in the future. Even existing highways are degrading lands near them, and this was not included in the DEIS. This is a major weakness of the DEIS which needs to be addressed as it will detrimentally affect the health of our waterways. The DEIS should focus more on mitigation methods, such as stream restoration, especially considering its plan to increase impervious surfaces. The path of the beltway expansion will impact our public park lands, including vulnerable wetlands, waterways, and wildlife. To be more specific, 1500 acres of canopy would be lost, as well as 50 acres of wetlands. Thirty miles of local waterways will be affected. For example, the portion of Rock creek that would be in the path of the planned expansion area includes vital wetlands, critical floodplain habitat, and homes. On appendix page 66, it shows 243 threatened species but there is not a clear plan as to how to protect these species were the expansion to take place.

DEIS does not show how induced demand will be included in the study. The high price of such a project needs to be underlined. It will take between \$500 million and \$1 billion in public revenue. The DEIS is not clear on exactly how much this expansion will cost taxpayers. Water and sewer relocation would increase water bills on residents. The Washington Suburban Sanitary Commission (WSSC) noted that it would take approximately \$2 billion to move all of Montgomery and Prince George's water and sewer pipeline and associated systems due to the highway expansion.

Widening the beltway would be a mistake because of the negative impact on the local environment and residents. We need to focus on transit alternatives that will reduce air pollution and provide a safer alternative for residents. In the context of climate change, we need to move forward towards a clean energy future with smart growth and away from sprawl and ever-increasing air pollution from additional vehicles on the highway.

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From: Wendy Brown [REDACTED]
Sent: Saturday, October 17, 2020 9:13 PM
To: MLS-NEPA-P3; aklase@marylandtaxes.gov
Subject: Opposed to widening of I-270 & Beltway

I am opposed to the plans for widening I-270 & the Beltway and adding toll lanes.

I've lived in the area since 1980 and it seems that construction on some part of the beltway or 270 has been happening almost constantly over the years. Every plan is supposed to ease congestion, instead it adds to the congestion while the multi-year project is underway. Once finished it has just seen an increase in the number of cars rather than an easing of congestion.

At this point we have seen the environmental harms created by more and more cars, even as they get more efficient, they still add to the pollution and the noise level. It is time to consider alternative transportation that may be better for both the environment and people. We need to be thinking in terms of moving people between destinations not cars.

What happened to considering the monorail next to 270, or increasing the MARC service so people who use MARC do not feel stuck?

We have already seen that the claim of no tax payer dollars would be required for the addition of toll lanes is not factual. I've had to commute into Virginia and see the relative use of the toll lanes between the Dulles Toll and Route 50, the toll lanes are not worth the toll.

Please stop this plan for widening the roads and consider plans for more intelligent travel instead.

thanks,
Wendy Brown
[REDACTED] Russell Rd
Silver Spring, MD 20910

chris bruch

I fully support the I-495 and I-270 P3 project and urge you to move it forward as fast as possible. Maryland has fallen considerably behind Virginia and traffic congestion levels in Maryland are causing Montgomery County to lose businesses, jobs and high-net-worth individuals.

Matt Bruening

I oppose the I-495 and I-270 project. I support the no-build option.

Francine Bryant

My major concern is the area of 270 that is very near my house in the Rockshire area. Having lived in this house for 16 years and in a townhouse for the previous 14 years in Regent Square, the traffic pattern has only gotten worse. The result of this is the HUGE traffic jam going south every AM made worse by the fact that the road shrinks to fewer lanes as it joins into 495. There are BIG businesses on each side of that stretch as road shrinks. Cars are sitting and/or going VERY slowly so all that exhaust is unloading onto Rockshire and Regent Square. As important, the NOISE will only be hugely increased if the 270 roadway between the 2 communities is widened. I love Rockville and I hate to see any homes taken to do this widening. Respectfully submitted Joyce Bryant

Francine Bryant

As I have stated before, The congestion is not going to be reduced by the plan as I understand it. What will happen is increased congestion and exhaust as the traffic merges to go South on 495. That point is right by homes in Rockshire. Now with the Covid, traffic is light but when we are back up to full speed, the pollution will be awful. And taking anyone's home or townhouse is simply not acceptable.

From: Barbara Bryniarski [REDACTED]
Sent: Friday, November 6, 2020 3:17 PM
To: MLS-NEPA-P3
Cc: managed.lanes@montgomerycountymd.gov; aklase@marylandtaxes.gov;
treasurer@treasurer.state.md.us
Subject: Re: Comments on DEIS, Widening I-270 and I-495

Ms. Lisa B. Choplin, DBIA

Director, I-495 & I-270 P3 Office

Maryland Department of Transportation

State Highway Administration

707 North Calvert Street, Mail Stop P-601

Baltimore, MD 21202

Dear Ms. Choplin,

I am writing to express my opposition to widening I-270 and I-495 as proposed in the DEIS. I think the state should pursue the “no build” option as the project would carve up local parks, increase air pollution and water runoff, worsen noise pollution and detrimentally impact the finances of local jurisdictions and taxpayers.

I’m particularly opposed to increasing the size of the highways and decreasing the size of public parks. And the seizing a number of private homes and uprooting an African-American cemetery of historical significance is also problematic. We need our green space...both the residents and the environment. Paving over open ground expands the area of impervious surface, increases storm water runoff and contributes to the pollution of Maryland rivers and streams.

The pandemic has altered many residents' work habits. Many people will continue to work from home, thus reducing traffic. This needs to be part of the equation and I believe negates the need for the expansion.

Sincerely,

Barbara Bryniarski

[REDACTED] East West Hwy

Chevy Chase, MD 20815

[REDACTED]

Voicemail Testimony added to file on Oct. 23, 2020

Name: Robert Buchanan

Joint Public Hearing Date: 8/20/2020

Type/Session: Voicemail

Transcription:

My name is Robert E Buchanan. I live at [REDACTED] Springridge Road, Potomac, Maryland 20854. And I am speaking on behalf of myself as an individual as well as I am president of the 2030 Group, which is a regional organization comprised of Business Leaders throughout the Maryland, Virginia and DC area. My comments today are that this is an economic imperative and I appreciate the need for the formality of the of the various environmental impact statements, etc. But, if we don't have a sense of urgency on the need for these critical corridors to be improved and the requirement for the appropriate investment in the infrastructure improvements, our region will suffer greatly when it comes to the attraction and retention of the workforce that we've been so proud of over the years that have caused us to be one of the higher developed regions in the country. Unfortunately, we have not been tending to our transportation infrastructure and the tendency in the past to have transit be the be-all-and-end-all is going through a real transition now due to the pandemic and it will be sometime I feel before we truly know what the balance could and should be for our transportation system. But, in the meantime, we have to look at the key corridors such as 270 and the Beltway, especially in Maryland and I truly believe that we're in a period of limbo and no one really understands how we're going to, how the recovery is going to be resolved in a successful manner. There's a lot of doubt, a lot of uncertainty still and we're going through a major transformation, but no matter what, there will be three key elements of a recovery: transportation, housing, and workforce development. Transportation is first and foremost and we must be able to have people get from where they live to where they work. We must be able to have people feel that we're being proactive about the needs for economic development in the future. So I appreciate this opportunity to speak. I hope that you appreciate a sense of commitment to this and and please move with all due haste because this area needs to show how proactive it is in solving some of the issues that have been great challenge.

From: Heidi Bumpers [REDACTED]
Sent: Monday, August 17, 2020 9:53 AM
To: MLS-NEPA-P3
Cc: William Bumpers
Subject: Beltway Expansion DEIS Comment

We are writing as concerned citizens and residents of Cabin John Maryland to express our concerns about the proposed Beltway expansion in general, and the draft EIS in particular. We do not believe that the DEIS has properly considered the property takings, noise and air pollution impacts, stormwater runoff, increased traffic on arterial roads, loss of parkland in the Cabin John park which we use on a regular basis, and the impact on cultural resources, including the C&O Canal and Moses Hall Cemetery site. The noise is of particular concern to us -- increasing the Beltway noise, on top of the increase in noise and frequency of air traffic would make living in our Cabin John home very stressful and almost unbearable. We also question the need for the Beltway expansion given recent trends and the projection that many more work from home options will be available to limit commuter traffic on the Beltway. Finally, we do not believe the DEIS fully examined alternatives, such as making the same \$10 billion investment into public transportation and other sustainable, long term solutions.

Thank you for your consideration of these comments.

Heidi and Bill Bumpers
[REDACTED] Seven Locks Rd
Cabin John, Maryland 20818

Brad Buntten

I oppose the I-495 and I-270 project. I support the no-build option.

This project will have a significant impact well beyond that described in the study and acknowledged by the state. This process has been rushed, not completely transparent, and incomplete/inaccurate. The environmental and financial impacts were grossly underestimated and misrepresented. Virginia's "Lexus lanes" are an example of why this should not be approved. The lanes only serve to create more congestion in the non-pay lanes and surrounding surface roads. Only those who can pay (and pay they do) use the lanes. The average worker who can't afford to pay the lanes daily will suffer the most as they tend to live the furthest away. I strongly urge you to reconsider this effort and consider other options. Do not make the same mistake as Virginia. This P3 will put taxpayers and WSSC customers at risk for the next 50 years.

Susan M. Burbage

My home is 1/2 mile from 270. My neighborhood has worked for years to plant trees and to help the watershed area and the environment. We have 3 schools in our neighborhood- we are definitely concerned about the quality of our air and the noise Please don't destroy what we have taken years to build.

Question - are you a human or just a data machine? Please care for your people not your machines
Don't widen 270/495

Andrew Burke

Dear MDOT,

I write to express my strong opposition to the I-270 expansion. I support the "no build" option.

My family and I live in the Rockville West End neighborhood which abuts I-270. We, like many of our neighbors, are a young family who specifically sought out the West End/ Woodley Gardens neighborhood for its tight-knit, inclusive nature, excellent schools, walkability and proximity to great parks (e.g. Woodley Gardens Park). Nelson Street is the unifying thoroughfare of our neighborhood; providing ready access to the parks, pools and Carmen's Italian Ice. Under any of the retained proposals which envision expansion of the I-270 physical footprint, it is inconceivable that these could be implemented without fundamentally altering Nelson Street and the joint neighborhoods it sustains. As an I-270 commuter I feel the pain caused by its current degree of congestion; however, destruction of the West End/Woodley Gardens neighborhoods is too great a price to pay for modest traffic relief.

Moreover, traffic growth projections for I-270 which undergird the State's case for expansion utterly fail to account for the large-scale shift to telework by our region's major employers in response to the global pandemic. This broad transition to remote work has removed such a large share of former I-270 commuters (myself and my wife included) that traffic on this freeway now flows freely at all hours. Indeed, according to statements made by Maryland I-495 and I-270 P3 Program spokesman Terry Owens, traffic volume on both roads decreased 50% in large part to adoption of these telework flexibilities. Given the demonstrated success of maximum telework over the past eight months, it is expected that most positions which previously required one's physical presence in a DC office building will either convert completely to remote work or offer the option of majority remote work for the long-term. In either case, traffic growth on I-270 slows significantly or retreats outright such that the need for additional capacity goes away. Given the years of disruption, destruction of established neighborhoods and allocation of billions of dollars of MD taxpayer monies inherent in any of the "build" options on I-270, the rationale for expansion must be unimpeachable. For at least the reasons discussed above, the I-270 P3 Project fails this crucial test. This is why I support the "no build" option.

Sincerely,

Andrew Burke

Pamela Burke

Please let me tell you why I oppose the I-270 and I-495 project, and support a no-build option. As someone who has spent time in Europe and South America I always come home wishing we had anything close to the transportation systems I find there. I can easily and inexpensively travel without a car. Biking is especially safe and enjoyable. The transportation network available in other parts of the world serve those populations to not only provide alternatives to the use of automobiles, they allow much less continuing construction that destroys homes, businesses, and nature, they keep revenue available for other uses (such as pandemic preparedness and supplies), and keep greenhouse gas emissions lower than they otherwise would be. They make those places enjoyable and accessible for tourists as well as residents. This determination to continually try to build our way out of congestion has long been demonstrated to be a fool's errand. I understand that there are powerful interests involved that have a huge financial stake in building and maintaining these boondoggles, but we would all be better served if the focus was on maintaining what has already been built and finding alternatives that are less harmful to the environment, more cost effective in the long run, and more likely to address the very real threat of climate change. You don't really need a Managed Lanes Study Draft Environmental Impact Statement to know this, you just have to look at what so many other states have done. Please use this link to learn why, as a taxpayer, I've had enough <https://t4america.org/maps-tools/congestion-con/>

Jane Burner

I oppose the I-270/I-495 P3 project. I oppose the widening and support the no build option.

Why? Because it will have a negative impact on me as a taxpayer- - think of the Purple line collapse.

In addition, expanding I-495 into Rock Creek, Sligo Creek and Greenbelt Park will affect quality of life for nearby residents and cause further environmental degradation.

In addition, don't we have enough of a challenge with storm water runoff? Why compound this consequence of urban infrastructure by adding hundreds of acres of impervious road surface?

Jane Burner

Debra Butler

I oppose the 495/270 expansion. I support the no build option for a multitude of reasons.

This enormous DEIS is both much too long for proper comprehension

This DEIS is deficient in the information that is really important to the public who, please be reminded, are the ones the project is ostensibly meant to serve.

This DEIS is written for another period that we may never again see in our lifetimes. Covid itself has made the DEIS irrelevant to current conditions, but the DEIS is being pushed ahead right now, in a time of unprecedented uncertainty. What, after all, is the point of a study based on traffic models that no longer apply?

The people on the ground who live here will be collateral damage in what amounts to a war on our communities.

We will lose precious woods, playgrounds, open space, fields, recreational facilities, fields and open space, firehouse, wildlife, and much more. The air will become dirtier, our health will become worse. There will be more flooding than ever.

That is why we support the no build option, and ask that you face up to the need to start over. Don't continue on this path to misery for us. We matter. The environment matters. Our economy matters. Stop now and don't waste any more.

Chaula Butterworth

I would like the State to come and address my community. Private/public projects would seem to benefit the private company first and foremost. If they didn't know they would make money why do it? What happens during a pandemic when travelers will stop or reduce driving? Will the private company be paid with tax dollars directly instead of toll revenue? If the private entity is the primary concern what does that mean for us, the people who will live directly next door to the construction and hear the traffic noise?

Also, I really do not understand why we aren't expanding our mass transit options. Why not extend RideOn buses to the edge of the county, or extend Metro trains? I feel like building more highway lanes for the exurbs only adds to pollution, and burning of fossil fuels, and takes away from a true benefit to living in this area - mass transit.

Bryant Cabo

I propose a bicycle and pedestrian path that is the same curve radius as the freeway similar to the ICC Trail from Georgia Ave. to Norbeck Rd. The proposed path should go under bridges and over roads to minimize crossings, should have the same gradient as the freeway and no sharp curves and built along all of I-270 & I-495 including the rock creek section to reduce travel times on bicycling on the rock creek trail. Travel times from Forest Glen Metro to Rockville by bicycle would be slashed from 70 minutes via Rock Creek Trail to 35 minutes via I-495 & I-270 Trails during non-peak trail hours for a fit bicyclist.

Clare Callaghan

I oppose the I-495 and I-270 project. I support the no-build option.

This analysis is flawed because its underlying demand assumptions ignore the coronavirus impact on work habits. Also, this analysis does not include the effects of the most recent mitigation measures, such as on-ramp lights.

The project is flawed because its impact on our schools and student-athletes will exacerbate health issues among our most vulnerable citizens. Nothing like ruining their health and sticking them with the bill (because the project costs will linger for years) just to satisfy one term-limited person's edifice complex.

Very truly yours,
Clare Callaghan

Dylan Cambier

As a resident of Maryland all my driving life (8years) I have found myself constantly battling rush hour traffic all day long on both Highways listed (495 and 270). Aside from making public transportation in the DMV infinitely more effective and affordable, I genuinely believe that the only potentially option to reduce horrendous traffic would be to turn both highways into 6lanes going each way and to limit trucks to only 2 or 3 of the lanes.

From: S Camillo [REDACTED]
Sent: Saturday, October 31, 2020 4:09 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Public Comment for: I-495 and I-270 Expansion Draft Environmental Impact Statement (DEIS)

Good Afternoon,

I would like to offer my comments on the DEIS for the i-495 and I-270 expansion. **I oppose this project and I support the no-build option.**

I live in the Indian Springs neighborhood, at [REDACTED] Clearview Place, and am very close to the beltway already. Our Indian Springs Local Park, the YMCA, and the greenery that serves as a buffer to the beltway will be partially destroyed, and that is unacceptable. I am a bicycle commuter to my job as a teacher in DC, and I believe we can do more to get cars off the road and offer options for others, like the bike lanes that now make my commute much safer and more pleasant.

Since I live here, I am fully aware of how this expansion project would increase the headaches, pollution, noise, and frustrations of everyone nearby. Every year when I wash my windows, I clean layers of pollution from the beltway from them. I hear beltway noise 24 hours a day. I occasionally smell the pollution. It is disheartening and criminal to continue to expand this project and continue to take control of nature, when we so desperately need to step into an environmental stewardship role.

This project will not achieve the goals it is setting out to achieve, and will harm communities and the environment along the way. Expanding roads leads to more traffic and congestion, it does not ameliorate it. A clear majority of transportation studies show this. There is no clear evidence that this project will achieve what it is setting out to do. And yet it is being considered as a viable project. Without knowing the true negative - and positive - impacts of this study, but knowing for sure that the positives are slim and paltry, it defies belief that we would consider moving forward with this proposal.

Estimates of Maryland subsidies would be upwards of \$1 billion, not to mention the \$2b required for the WSSC catalogue of work needed to assist the project, I am concerned that this project is fiscally irresponsible and cavalier. In light of the partnership that has now stalled the Purple line construction, which has torn up our roads and inconvenienced many for many years, this new project amounts to a handout for contractors and toll fee operators, at the expense of the very people it would expect to serve, the surrounding environment, and local communities. Maryland needs to endorse smart, green projects rather than unseemly, outdated, and polluting ones. Maryland has also not shown an ability to follow through on major green infrastructure projects, and this is unacceptable.

The environmental concerns alone are staggering: Increased particulate matter, carbon monoxide, ozone, nitrous dioxide, and greenhouse gas emissions in local communities is not acceptable, especially since there is no mention in the proposal to deal effectively with any of it. I am a proponent of finding new solutions, rather than expanding polluting solutions. More surfaces leads to more traffic, as every analysis of traffic and construction as shown, and we do not need more traffic. Indeed, in an era when climate change is going to dramatically enhance the force and volume of water flow, these surfaces will be impediments to community management rather than assist in them.

In general, I believe that Kyle Hart's analysis from the National Parks Conservation Association is absolutely correct when he points out that the short review time for 19,000 pages is an incredibly devious maneuver that attempts - like the

emperor and his clothes - to brazenly shield its impropriety with bluster and cavalier disrespect for our environment and all the living creatures within it.

I oppose this project and I support the no-build option. Please consider my opinion as a community member, a staunch conservationist, a bicycle commuter, and a voter.

Sincerely,

Scott Camillo

Andrew Campbell

I am in firm support of widening 495 and 270. After seeing the success that similar projects are having in Virginia, I can imagine why Maryland would risk falling behind in community and economic develop by allowing our roads to further and further slow to a crawl. If the goal of the state is to grow our communities and economy, especially in reference to competition from across the river, then it is critical that these projects move forward.

Toby Capion

Please do not approve tolling. Please keep it a freeway available to all drivers. Add extra lanes as necessary without the need to shift traffic in and out of lanes with tolls. Concentrate on expanding traffic flow over the Potomac River. Add a second bridge if necessary or a double decker bridge.

From: Ross Capon [REDACTED]
Sent: Monday, November 9, 2020 11:17 PM
To: MLS-NEPA-P3
Cc: pfranchot@comp.state.md.us; Joanna Kille
Subject: statement in opposition to the draft I-495/I-270 expansion Environmental Impact Statement (DEIS)

To the Maryland Department of Transportation--

We are Ross and Louise Capon and have lived 24 years at [REDACTED] Shelton St., Bethesda. Among the "choices" presented in the Draft EIS, we support only the no-build option. We strongly oppose expansion of the highways with or without toll lanes, and are appalled at the Draft EIS's cavalier treatment of climate change.

We support the comments of the Maryland Transit Opportunities Coalition, including the supplemental comment issued today regarding important information MDOT failed to release until this morning, and the "improper segmentation" of I-270 into separate studies even though "the current study involves major capital construction extending 7.4 miles into the" northern segment.

We also support the technical and legal comments released today by 50 organizations which conclude that the toll lane plan is harmful and legally vulnerable.

(1) It is increasingly likely that the pandemic has permanently changed commuting habits such that (a) a significant share of the population will be telecommuting two or more days per week, and (b) it is at best premature to seek further expansion of capacity aimed largely at peak hour travel. The old rush hours may never be the same. In Virginia, toll revenue is down significantly on both I-95 and I-66. [Transurban announced last month it was selling stakes in the I-95 express lanes.](#)

(2) "Build it and they will come" is a well-established phenomenon, as is the threat to the planet posed by continued highway construction based on that phenomenon. The additional vehicle travel induced by capacity expansion increases GHG emissions as well as other negative environmental effects, including air, water and noise pollution. Quality of life also will be harmed permanently due to significant land takings, including those affecting parks and an historical African-American burial ground. It is time to focus investment on transit which has been badly neglected in Maryland. Toll lane construction itself would be a nightmare and a considerable source of noise and air pollution.

(3) The completed Purple Line will help relieve Beltway traffic. Two of our sons graduated from UMD College Park while commuting mostly by car and only occasionally by the slow buses. The Purple Line, had it existed, would have replaced many of their vehicle miles. It is appalling that the state has allowed construction to stop -- not just for the indefinite harm done to communities and businesses along the route, but also pushing further into the future the opportunity for improved transit across two counties. This project must be completed and its benefits understood before any further consideration of Beltway lane additions. It is disappointing that MDOT apparently is leaning against the cheapest and quickest completion solution -- reaching agreement with the consortium that walked.

(4) This project was advertised as imposing little or no costs on taxpayers, but that clearly is not true. WSSC and its ratepayers are liable for up to \$2 billion to relocate water and sewer pipes. Beyond that, it seems clear that the state will have to shoulder a considerable amount of the risk; private contractors are not Santa Claus. More generally, a recent report states, "P3s are often mentioned as a solution to [the roughly \$1 trillion shortfall over the next decade facing U.S. surface transportation]. This idea is simply wrong...As the U.S. Treasury Department notes, 'All infrastructure investments ultimately depend on either user fees, government tax revenues, or a combination of both.'" Particularly in

light of the pandemic, any private consortium is going to insist on significant insulation from risk -- with both taxpayers and toll payers shouldering unadvertised risk.

<https://www.americanprogress.org/issues/economy/reports/2018/02/15/446720/public-private-partnerships-fail-look-southern-indianas-69-project/>

Please shift your focus to transit improvements.

Thank you for considering our views.

Ross and Louise Capon

██████████ Shelton St.

Bethesda, MD 20817-2410

██████████

Julianne Cardemil

To whom it may concern,

I oppose the I-495 and I-270 project. I support the no-build option.

I am concerned about the environmental impact of this project on our city. The construction process will take years and negatively impact the quality of life of those who live near it between noise and increased construction related congestion. Increased emissions will pollute our air where our children play at parks adjacent to 270, the seniors gather at the Rockville senior center and where our kids learn at Julius West Middle School. We already experience a lot of noise pollution from 270 in part because there is no noise wall next to our neighborhood.

The pandemic will permanently change work, commuting, and development patterns. The pandemic's long-term effects on traffic are unknown. It seems imprudent to spend millions of dollars widening an already huge road when we do not know what traffic needs will be a year from now.

Additionally, I am concerned about the project's burden to taxpayers and the length of time construction will require. I am also very concerned about neighborhood businesses, parks, and houses will be taken down to accommodate a plan that has highly uncertain projections underpinning its effect on traffic and commuting patterns and could actually make the situation worse.

I support the consideration of reversible lanes on I-270 after more is known about the long term effects of the pandemic on traffic, and I support increased use and support of public transit.

Thank you for your consideration.

nina cardin

Dear MDOT and SHA, I am against the I-495 and I-270 expansion for so many reasons. First and foremost, it will cause irreparable environmental damage including destroying 50 acres of essential wetlands and 1500 acres of forest canopy. As if that isn't enough - at this very time that we must seek every way possible to reduce our carbon emissions, both the traffic and the environmental loss brought about by this expansion will increase GHG emissions to the detriment of all. In addition, the placement of the highway expansion would add to the amount of environmental pollution already experienced by over-burdened communities. This in the very summer of America's awakening to the impact of COVID to low-income communities and communities of color because of historic environmental burdens placed upon them. In addition, the DEIS does not take into consideration external costs of upwards of \$1 billion 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. This is only the tip of the iceberg. And to cap it all off, it is not even clear that - given our changing work and commuting habits that COVID 19 is creating - we will even need this expanded roadway. Estimates are that a 5-15% reduction in rush hour traffic would end congestion - a projection certainly within reach given the new world we live in. Widening these lanes is building for yesterday and contributing to a damaged tomorrow - we need to build creatively for an environmentally vibrant and economically healthy tomorrow. Do not build that road.

Susan Carlin

I strongly oppose I-495 and I-270 project. I support the no-build option. Reasons for are noise levels are already awful for affected neighborhoods, the cost will be tremendous given the current pandemic and overruns on Purple Line that still isn't finished, Along with air quality and environmental impact too for the region. I also believe given extended work at home options from pandemic could change the number of cars on the road. I believe businesses will allow work from home from now on and this impact will take a few years to study.

1 P R O C E E D I N G S

2 (3:00 p.m.)

3 MR. CARLISLE: My name is George
4 Carlisle, G-E-O-R-G-E, C-A-R-L-I-S-L-E. My
5 primary residence is at [REDACTED] Manor Stone Lane
6 Columbia, Maryland, 21044.

7 I'm grateful for the detailed information
8 that has been provided by MDOT to help the public
9 understand the dimensions of this potential
10 project. I've browsed and read over 20,000 pages.

11 After reading these documents I have
12 decided to vote for the No Build option. My
13 summary decision comments are based on the
14 following concerns: One, the solutions presented
15 are temporary fixes. We will never have enough
16 roads in Maryland as long as we keep developing
17 homes and apartments.

18 No. 2, Trans Urban. I'm unsettled about
19 their business practices with the current Maryland
20 Administration, and whether they should be given a
21 monopoly on Virginia and Maryland roadways.

1 No. 3. In my opinion this project has
2 too many hidden costs and the project costs are
3 too low.

4 No. 4. This project is too big and long
5 for true accountability. No. 5. Due to COVID-19,
6 I think the traffic models in the reports are
7 questionable now.

8 No. 6. Due to COVID-19 I have watched
9 the Purple Line construction, another big Maryland
10 Project, enter a period of near collapse due to
11 delays.

12 What if this happens on the 270 and 495
13 P.3 and the cost balloon. Ultimately I feel the
14 most practical solution is to reduce the number of
15 cars on Maryland roads.

16 We need to take a page from Virginia's
17 Transit Playbook and boldly expand the Metro
18 Subway Line to Frederick County, Maryland.
19 Expanding will allow accelerated wealth creation
20 in ease commuting to Frederick, Carroll,
21 Washington, Allegany, Western Howard Counties, and

1 parts of West Virginia.

2 I have given a three-minute summary of my
3 detailed comments. I will submit detailed
4 comments before the new deadline. Thank you for
5 taking my comments.

6 MR. VAGHI: Yes, my first name is Nino,
7 N-I-N-O. The last name is Vaghi, V as in
8 Virginia, A-G-H-I, [REDACTED] Dresden Street,
9 Kensington, Maryland. Thank you very much for
10 inviting me here. I just gave my testimony
11 earlier today, and my testimony essentially was
12 that I'm against the two additional lanes,
13 actually four lanes. We're talking two on each
14 side of the Beltway.

15 I live off of Connecticut Avenue and
16 Connecticut Avenue is a nightmare. I went down
17 Connecticut Avenue 50 years ago when I was a
18 student at St. John's College High School. So I
19 went down to St. John's and the traffic was
20 terrible. It was terrible.

21 Today it's terrible and now we're talking

From: George Carlisle [REDACTED]
Sent: Friday, October 9, 2020 2:23 PM
To: 495-270-P3
Subject: Re: 495-270-P3

This email...

What was the justification for the innovative congestion management solution? What is the value add to the P3. Virginia believes it is a waste of 100,000,000.

George

On Thursday, September 17, 2020, George Carlisle [REDACTED] wrote:
Can I get a contact to forward my questions to?

Thanks,
George

George Carlisle

See attached document. I'm for the No-Build option at this time.

George Carlisle

██████ Manorstone Lane

Columbia, MD 21044

████████████████████

Honorable Larry Hogan, Governor of Maryland

Attn: Mark Newgent, BPW Liaison

80 Calvert Street

Annapolis, MD 21401

Honorable Peter Franchot

Attn: John Gontrum, BPW Liaison

80 Calvert Street

Annapolis, MD 21401

Honorable Nancy Kopp, Treasurer of Maryland

Attn: Joanne Kille

80 Calvert Street

Annapolis, MD 21401

Missy Hodges

Recording Secretary

80 Calvert Street

Annapolis, MD 21401

October 16, 2020

To Board Members and Secretary,

I-495 & I-270 Managed Lanes Study Detailed Comments

This letter is an addition to my summarized one-on-one testimony given at the Rockville Hilton on September 10, 2020.

I'm grateful for the detailed information that has been provided by MDOT to help the public understand the dimensions of this potential project. I've browsed and read almost 20,000 pages. I've learned how Virginia and Maryland Public Works are created, managed and implemented.

I want to take this moment to recognize an MDOT employee, Marion Harris (Executive Admin Assistant), who went the extra mile to ensure discussions, arrangements, and questions about the P3 moved forward to resolution. She took my calls late nights weekdays and weekends. She did follow-up too. I was impressed that a Maryland state employee could show such dedication to her tasks. I look forward to seeing the final environmental impact statement (EIS).

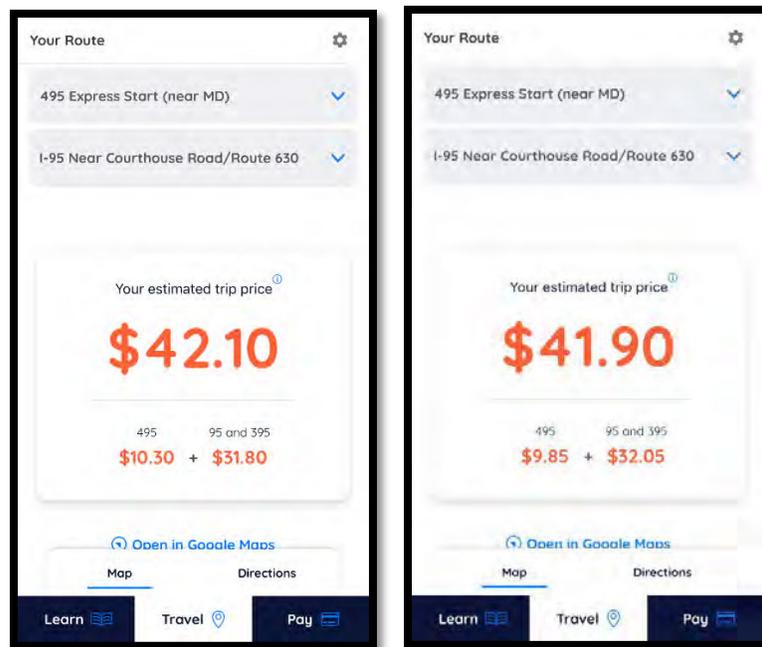
After reading these documents, I have decided to vote for the “No-Build” Option.

My detailed decision comments are based on the following concerns:

1. The solution(s) presented are temporary fixes and not comprehensive – We will never have enough roads in Maryland if we keep developing home and apartment communities. I think a solution(s) needs to better detail coordination with other options (Metro and local county transportation solutions). Fundamentally, the 270 & 495 P3 just encourages more driving.

Should we not have a comprehensive solution for 11,000,000,000+ dollars?

Should Montgomery and Prince George’s Counties be the principle toll revenue source?



(Pictures were taken from Transurban’s Virginia ExpressLanes mobile app during the weeks of October 12-23, 2020)

2. Can we trust Larry Hogan? He's been wrong on so many things lately. Last year, Gov. Hogan visited Australia and had meetings with Transurban, WestConnex (51% owned by Transurban), Macquarie (Together they are the "Accelerate Maryland Partners LLC") and exchanged gifts but he didn't visit any of the other bidders who had projects in Australia. Why???

Is this how you create a CREDIBLE public private partnership competition?

References:

Prime Minister Meeting and Transurban Representative (Navleen Prasad),
<http://govpics.maryland.gov/pages/Slideshow.aspx?Month=09&Day=23&Year=2019&Event=Meeting%20With%20the%20Acting%20Prime%20Minister%20of%20Australia&Photographer=Steve%20Kwak>

Macquarie Project,
<http://govpics.maryland.gov/pages/Slideshow.aspx?Month=09&Day=23&Year=2019&Event=Macquarie%20Project&Photographer=Steve%20Kwak>

Westconnex,
<http://govpics.maryland.gov/pages/Slideshow.aspx?Month=09&Day=24&Year=2019&Event=WestConnex&Photographer=Steve%20Kwak>

Transurban Reception,
<http://govpics.maryland.gov/pages/Slideshow.aspx?Month=09&Day=24&Year=2019&Event=Transurban%20Reception&Photographer=Steve%20Kwak>

3. In my opinion, this project has too many hidden costs and untested solutions

First, I looked at the ICC Toll Road Project and reviewed the details and it cost almost double what was originally specified. If this holds true for 270-495, could we be looking at 18-21 Billion for construction? The ICC roughly generates \$60,000,000+/- per year. If we multiply that by 50 years that's 3 billion dollars.

How much revenue annually will need to be generated for the 270-495 bidder(s) to make it viable?

270-495 P3 Low end estimates -> \$200,000,000 per year x 50 years = 10 billion (roughly)

270-495 P3 High end estimates -> \$500,000,000 per year x 50 years = 25 billion (roughly)

Second, the Innovative Congestion Management Project uses a progressive design-build with VERY ROUGH Estimates. There are sections that have the details omitted and say simply "TBD." I know this is a "Progressive" project but I question the simulation & assumptions data and the expert opinions about the duration of product and software lifecycle in the field. As of today (November 9th, 2020), the project is currently 68% complete and is scheduled to be fully complete by late summer 2021 pushed back from the originally date.

Can MDOT SHA give any examples nationwide of anyone else using MDOT's "innovative" congestion management solution?

In closing, we need more details put into the DEIS. This proposition is simply unacceptable in its current form.

We need a structured Maryland P3 office similar to what Virginia has, <http://www.p3virginia.org/>, but with the ability to process FOIA(Freedom of Information Act) to show where the money goes when the public has concerns. Example, Virginia denied my request to look at any financial information related to P3 toll road revenues or what the state took from the P3 supplier(s) income. Our state government should work differently to ensure that citizen's confidence in their government is maintained.

When the Government gives up \$1,000,000,000+ in toll revenues since 2015 and then wants to give away key highways to private industry to charge unlimited amounts of tolls on the basis that it won't "cost" them anything...I don't have a lot of confidence in that strategy.

<https://mdta.maryland.gov/blog-category/mdta-news-releases/governor-larry-hogan-saves-marylanders-46-million-permanently>

George Carlisle



Peter Carlson

I am a Rockville resident and voter and I strongly oppose the plan to widen 270 and put in luxury lanes. I don't think this plan will help to alleviate traffic on 270 at rush hour. In fact, it might make the traffic problem worse. (A better plan might be to widen 270 further north, where it narrows to two lanes in each direction, causing a bottleneck.that backs up for miles.) I believe the current plan would result in massive air pollution, cause the destruction of many local houses, and countless trees, and result in years of construction noise and tie-ups. It will cost taxpayers lots of money and benefit only the private company operating the for-profit toll lanes. It is a bad idea and I urge you to reject it.

Mariana Carrese

Hello,

As a lifelong resident of Montgomery County and daily driver of I-495 and I-270, both North to Frederick and South to Tyson's Corner Virginia, I am writing to you today to voice my opposition to the I-495 and I-270 project. I support the no-build option.

Even in my lifetime, I have seen how traffic patterns can worsen all the time. This proposed expansion and toll lanes, however, is not a solution. If we are to learn anything from 2020 and this pandemic, it is that working from home has done wonders for both traffic management and environmental quality (reduced air pollution especially). 2020 has shown us that changes such as these are not only possible, but necessary. Without a vaccine available for everyone until deep into 2021 and the potential for other global crises such as COVID-19 to occur with a greater frequency than once every century, now is the time to think about better solutions. The answer is to not strain the local or state economy right on the heels of a global pandemic. Nothing in life is "free" there is no such thing as a cost-free solution.

Reversible lanes and greater support for flexible hours and telecommuting will put our current resources and roadways to better use. These solutions will be better for individuals 'schedules, personal health, economy, and environmental health. Building more impervious surfaces, creating more runoff and erosion, how is this ever a responsible option? The time and money that will be lost on another bandaid solution will neither encourage economic growth, nor assist the many now struggling in light of the events of 2020.

Now is the time to look towards a more socially and environmentally responsible future, making smarter usage of the lanes we have and learning from the experiences of varied workplaces and solutions this year.

Thank you.

From: Betsy Case [REDACTED]
Sent: Monday, November 9, 2020 1:25 PM
To: MLS-NEPA-P3
Subject: Beltway widening

A few point:

1. We should finish the purple line first.
2. Work and travel habits have changed drastically because of the pandemic. More people are telecommuting, and companies say they will continue telecommuting when restrictions are lifted. We should take some time to figure out what this means for beltway traffic before making such an investment.
3. I know the party line is that this isn't going to cost the taxpayers any money. I just don't believe that. Our state and county already has one of the highest state tax burdens. I want to continue to live in Montgomery county, but as a retiree, it seems more impractical very year.

Elizabeth Case

From: Jean Cavanaugh [REDACTED]
Sent: Monday, November 9, 2020 9:49 PM
To: MLS-NEPA-P3
Cc: managed.lanes@montgomerycountymd.gov
Subject: Support for NO BUILD option in Managed Lane Study DEIS

Dear MDOT,

I support the **NO BUILD option** in the I-495 & I-270 Managed Lanes Study DEIS. I concur with the analysis and comments sent by the **Maryland Sierra Club**.

Specifically, with global warming as the existential threat to the U.S. and the world, adding car travel lanes to a highway is exactly the wrong action to take if our goal is to reduce carbon emissions. Instead, MDOT should innovate on improving and aggressively marketing transit solutions, specifically buses which are flexible, low cost and faster to implement compared to rail infrastructure, with clean options available. DEIS does not address as alternative to adding managed lanes.

My family lives just south of the 29/Colesville Rd interchange with I-495. Preliminary design shows one of the two access points to the proposed managed lanes on the Montgomery County section of the beltway will be at Colesville Rd. **No analysis has been done on the impact of having a managed lane access point on a state highway that is one of the most congested roads in Montgomery County.** There will, no doubt, be additional traffic on Colesville Rd, but **no study has been done to inform residents about increased traffic** using Colesville, as well as local roads and neighborhood cut through traffic. I request SHA conduct such a study and inform impacted residents.

An environmental justice [map](#) from the Maryland Institute for Applied Environmental Health shows the area around the Colesville/495 interchange has the highest level of air pollution. I envision this getting worse with the added traffic utilizing one of the few proposed managed lane access points.

Thank you for considering my comments.

Jean Cavanaugh
[REDACTED] Worth Ave
Silver Spring, MD 20901

Adele Cerrelli

I oppose this project, and I support the No-Build option.

From: Siobhan Chambers [REDACTED]
Sent: Sunday, November 8, 2020 12:12 AM
To: MLS-NEPA-P3; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: I-495/I-270 Luxury Lane P3 Expansion

Do not proceed with this P3 project. The \$11 billion Beltway P3 proposal will collapse like the Purple Line, cost taxpayers billions of un-budgeted dollars, and force commuters to chose between even worse traffic and unaffordable \$50 tolls.

I oppose widening and support the no-build option.

The P3 tollways will increase traffic, harm Rock Creek, Sligo Creek, and Greenbelt parks, and other environmental resources. The inevitable increase in traffic volume will directly affect my family by worsening our child's breathing condition. Stop assaulting my Forest Glen community with your ill-conceived business plans.

Siobhan Chambers
Forest Glen, Silver Spring, Maryland

From: John Chambers [REDACTED]
Sent: Saturday, November 7, 2020 11:59 PM
To: MLS-NEPA-P3; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us; John Chambers
Subject: I-495/I-270 Luxury Lane P3 Expansion

Do not proceed with this P3 project. The \$11 billion Beltway P3 proposal will collapse like the Purple Line, cost taxpayers billions of un-budgeted dollars, and force commuters to chose between even worse traffic and unaffordable \$50 tolls.

I oppose widening and support the no-build option.

The P3 tollways will increase traffic, harm Rock Creek, Sligo Creek, and Greenbelt parks, and other environmental resources. The inevitable increase in traffic volume will directly affect my family by worsening our child's breathing condition. Stop assaulting my Forest Glen community with your ill-conceived business plans.

Victor Chambers
Forest Glen, MD

Danielle Chan

I oppose the I-495 and I-270 project. I support the no-build option.

From: ted chang [REDACTED]
Sent: Saturday, October 17, 2020 6:41 PM
To: MLS-NEPA-P3
Subject: I oppose the I-270/I-495 Luxury Lanes project and support the NO-Build option.

I oppose the I-270/I-495 Luxury Lanes project and support the NO-Build option.

Rebecca Chapin-Ridgely

I'm commenting to express my support for the no-build option. 270 congestion is a real problem, but express lanes are an entirely insufficient and short sighted solution. If we were willing to invest the infrastructure to support it, there is demand for public transport solutions. It's truly a shame to see Maryland invest in the out dated express lane concept instead.

As a taxpayer, the amount of money the state would spend for a marginal gain is just shameful. The DEIS identifies multiple serious concerns, the most serious of which being the 8 to 2 lanes bottleneck that will congest traffic. Please for all that is decent try something different. Do we want to use hostile toll lanes to solve every traffic issue like Northern Virginia does? Maryland should strive to be better to their citizenry than that.

From: Margaret Chasson [REDACTED]
Sent: Wednesday, October 14, 2020 1:03 PM
To: MLS-NEPA-P3
Subject: STOP the P3

We need more transit, not more lanes. Wake up to 2020!

Margaret Chasson

Howard CHAZIN

I live in Rockville near the Montgomery County Detention Center and can see and hear 270 out my back yard. The 12 lanes of highway at this point in Rockville are enough Adding more roads will not fix the problem of bottlenecks at the 495 splits. There is already enough noise in my neighborhood from 270 so if you build, you need to include sound walls for all abutting neighborhoods Also 270 North of 370 narrows to 4 lanes then 2 lanes - this slows traffic as well - so why not widen north of 370 first if you have to widen at all? Wider roads bring more development - look when 270 was first widened to 12 lanes in the 1980s - that just led to more development towards Boyds and Urbana. If you want to, use smart lanes that reverse in the morning and evening. With more people working at home, fewer people are on the road now. This is just a big waste of taxpayer money.

Janet Chiu

We moved permanently to Montgomery County from Georgia in 2012 after renting in Fairfax County for three years, mainly because Virginia has essentially been paved over. Now, when we enter Virginia, we feel engulfed in an endless sea of flyovers and concrete highways that we anxiously navigate. We find that entering and leaving express lanes is confusing. Ironically, until COVID, even with the expansions we could count on getting stuck in traffic.

We don't want this type of environment in Maryland. We value the quality of life and human scale of the roads in Montgomery County. More lanes, especially express lanes, will not solve the intended problems.

We hear I-270 from our house, as do thousands of others homeowners and renters. The proposal to widen it will result in deafening volume, thereby diminishing our quality of life and the value of our property. Sadly, it will also mean the irrevocable loss of green space and all that live there.

We implore you to drop the idea of express lanes and to continue good stewardship of the communities in Montgomery County.

Sincerely,

Janet & Alex Chiu

Triften Chmil

The last thing we need are more highway lanes. Realized highway capacity does not benefit from additional lanes past a certain point. What we need is better run public transit. Rail and bus lines carry far more people than personally owned vehicles.

From: Suzanne Cholwek [REDACTED]
Sent: Wednesday, November 4, 2020 6:51 AM
To: MLS-NEPA-P3
Subject: I OPPOSE THIS PROJECT AND SUPPORT THE NO-BUILD OPTION

The project intended to widen 270 and 495 is moving forward. I live in Maryland and am extremely concerned. Taxpayers and WSSC customers could be paying for this for 50 years according to DontWiden270.org and Citizens Against Beltway Expansion. **I OPPOSE THIS PROJECT AND SUPPORT THE NO-BUILD OPTION.** Please find better things to do with tax payer money.

Thank you,
S. Cholwek
Maryland resident

Ishani Chowdhury

Hello - As a homeowner, MoCo resident, taxpayer and concerned citizen, I oppose the expansion on 270/495. Increasing lanes, while not providing mass transit options, will only increase traffic jams, destroy the environment (land, water and air pollution), and impact 1500 homes, destroying 34. Take a look at Atlanta, GA - it has a 16 (sixteen) lane highway running through the middle of the city, that would get jammed daily (before COVID) - it did not solve ATL's traffic problem, but rather increased commuter frustrations.

Widening 270/495 is ATL in the making. It will be a self-feeding cycle, wherein the government will find excuses every few years to keep widening as the traffic increases, and giving the 'right' of eminent domain to uproot families and destroy communities in the process.

Consider mass transit options that will incentivize businesses to move along that 270 corridor. Doing so will bring more businesses to the area, increase existing home prices, and encourage developers to build more homes near the area. All in all, that will be a win-win. Widening 270/495 is a mistake And voters will remember.

From: Julie Christensen [REDACTED]
Sent: Thursday, September 24, 2020 7:55 PM
To: MLS-NEPA-P3
Subject: I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft Section 4(f) Evaluation

Hello. Although I commute to my job in Bethesda using I-495, I am opposed to the expansion. In fact, I moved to my current neighborhood with the expectation of ending my car commute and taking the purple line when (and now if) it's completed. I would much rather see the funds for this expansion project put toward the purple line and other public transportation programs. There are a lot of beautiful homes around the beltway and you are lowering their home values and the quality of life for these Marylanders.

Julie Christensen
[REDACTED] Eton Rd
Silver Spring, MD 20901

Anthony Ciconte

Dear Ms. Choplin, SHA Board and Staff:

I do not support the I-495 & I-270 Managed Lanes Public-Private Partnership (P3) Program. I support the NO-Build option. Adding toll lanes to the beltway would only benefit wealthier drivers and whatever company that is managing the project. Toll lanes have done NOTHING to alleviate traffic in Northern Virginia. If you drive there (like I do) you would know that the toll lanes have actually made traffic worse. A better and far less expensive proposal would be to build a North-South truck bypass around Washington.

Anthony Ciconte
9/4/2020

Andrea Cimino

I am opposed to any expansion of I-495 and I-270. It is not responsible for our state government to provide a \$1 billion subsidy for this project, which is expected to destroy wildlife habitat, contribute to air pollution and climate change and make traffic in the region worse. Maryland should instead be investing \$1 billion in sustainable transit, transit-oriented development, better biking and walking infrastructure and more public parkland and habitat conservation. Especially as more employers move to telecommuting for the long-term, this project seems like a classic boondoggle and waste of tax payer funds.

Debra Clark

I oppose this project and support the NO- BUILD option. While I believe transportation options need to be considered in order to support the needs of the community, I don't believe especially with the increase in telecommuting since COVID that destroying acres of park land and homes in communities such as the Indian Spring neighborhood is necessary. It would be reckless and harmful to our community and the environment without any measurable benefit in transportation relief.

Jill Clarke

Please do not widen 270 and 495. As a resident of Rockville I oppose this project and support the NO-BUILD option.

Robert Clasen

I strongly oppose the the widening - if it were magically to happen without disruption to the neighborhood and the environment, it would still not help. A few years down the road the beltway would be just as jammed.

Patricia Clifford

I oppose this project and support the NO-BUILD option.

From: Cline, Judy [REDACTED]
Sent: Wednesday, August 26, 2020 9:29 AM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; kumar.barve@house.state.md.us; cheryl.kagan@senate.state.md.us; [REDACTED]
Subject: RE: DEIS and P3

Dear MDOT officials,

I write to you about the proposed P3 project and the recent released DEIS and it's impact on my household and community. I live in Woodley Gardens a neighborhood in Rockville, and my house is within 200 yards of I270. Traffic noise and pollution are a daily and nightly factor in my life, and I ask you not make it worse by widening this already behemoth highway. I do not support the project in any iteration and support a **no build** option. I ask that you wait, give the project a rest until we understand completely the economic and potential transit changes that will result from the COVID-19 pandemic. I commute into WDC and have already seen a change in the traffic volume. The traffic flow lights installed on the 270 ramps have not been activated yet and maybe all that is necessary to mitigate congestion. I read and hear daily about offices and companies that are and will consider telework indefinitely for their employees. We still don't know the economic fallout yet and I don't think MD tax payers will be amenable to an increase in their taxes to pay for new WSSC pipes.

After reading section 4.3.3 Environmental Consequences CEA Analysis Area Communities, I have particular concerns regarding the new Gude Dr interchange and it's potential visual and audio changes for Hawthorn Court. The wording is quite vague on the visual changes and I am left to envision huge looming flyways like the 395/95 corridor in Springfield. The new addition of ramps and a larger bridge all create impermeable surfaces which will result in more waterflow and pollution directly into Watts Branch and adjacent streams. Additionally, the Senior Center will lose a portion of its acreage, a loss to the community that utilizes the green space, garden plots and playground equipment throughout the seasons.

Please slow this project down and add mass transit options. Installing more tarmac is simply antiquated thinking and ignoring any type of mass transit is environmentally irresponsible.

I appreciate your time and consideration.

Sincerely,

Judith Cline
[REDACTED] Hawthorn Court
Rockville, MD
[REDACTED]

From: Judy Cline [REDACTED]
Sent: Friday, November 6, 2020 12:22 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; Barve, Kumar Delegate
Subject: P3 and DEIS Public Comments
Attachments: Screenshot 2020-11-06 at 11.48.21 AM.png

Gentlemen,

I've attached a meme that is circulating on Instagram to illustrate the sentiment of many people who live in MC and PG counties. These residents will not benefit from the expansion of I270 nor 495 and will take the full brunt of construction noise, pollution, congestion on the back roads, and now we find out we will also be asked to pay for new water, sewer, fiber optic and gas lines. Appendix C of the DEIS shows that tolls will be ridiculously high and even higher during peak hours only to profit an outside company and not the MD tax payers. I support a **NO build option** and ask that you cease with this project.

Do not be the brunt of jokes made by your constituents, think outside the box.

Sincerely,
Judy Cline
[REDACTED] Hawthorn Court
Rockville, MD 20850
[REDACTED]

Instagram



themocoshow

Montgomery County, Maryland



Liked by [redacted] and [redacted]

themocoshow Nobody in MoCo is surprised how long it's taking to get to 270.

www.mocoshow.com



From: Ken Cluskey [REDACTED]
Sent: Saturday, August 29, 2020 1:13 PM
To: MLS-NEPA-P3
Subject: Comments on the Draft EIS for the proposed Beltway Expansion

Dear Maryland Department of Transportation,

Thank you very much for extending the public comment period for the Draft Environmental Impact Study for the proposed Beltway Expansion. I do think the extra time is needed for the public to comment, given the considerable change and uncertainty that is taking place right now. I will most likely comment again, but I did want to submit comments now to communicate how this highway expansion will or could impact me and why adequate analysis of those impacts is needed.

With the current analysis, I do not support the expansion and support the No-Build option.

I live in Washington, D.C. Like so many residents in the District of Columbia and Maryland, Rock Creek and Rock Creek Park is our back yard. My living room window overlooks Rock Creek Park and, in the winter, we have a nice view of Rock Creek. Even though I do not live in Maryland or Virginia where the actual beltway expansion will take place, I want you to know that this expansion could impact us and needs proper analysis.

The Draft Environmental Impact Study does not properly analyze the additional stormwater runoff the beltway expansion will cause. Analysis should be done to determine the impact of increased stormwater not only during the design and construction of the project, but also the impacts due to increasing the amount of impervious surfaces. In this country today, in our nation's capital, what continues to amaze me is that Rock Creek essentially turns into an open raw sewage channel during periods of rain when there is increased stormwater runoff. We have had this problem for a long time. But we have also made a lot of progress in solving this problem. In fact, in 2005, Montgomery County and several other organizations in Maryland teamed with the District of Columbia government to mitigate this negative impact. There has been considerable effort and millions of tax payer dollars spent to decrease stormwater runoff. It is very disappointing that this highway expansion could reverse much of the progress that has been made. Proper analysis of increased stormwater runoff should be done to provide decision makers to sufficient information they need to make a decision regarding options and possible mitigation.

What unites most tax payers is that they do not like to see their taxes wasted. They also do not like to see unnecessary negative impacts to their property values that increased raw sewage in Rock Creek may cause. This is not something they want to see or smell.

Please do the necessary analysis of the increased stormwater runoff before any decision are made.

Thank you,

Ken Cluskey

[REDACTED] Woodley Place NW, Unit [REDACTED]
Washington, D.C. 20008

Robert Cmarik

I strongly oppose the proposed luxury lanes on I-495 and I-270.

I am very troubled by the impact this proposal will have on our neighborhoods, parks, and streams: stormwater runoff; destruction of forest canopy; increased traffic on local roads; homes taken and neighborhoods destroyed; an increase in water, air, and noise pollution; years of construction leading to additional traffic and delays for the multiple neighborhoods affected. The toll lanes will have an impact on local road networks, where there may be no excess capacity or potential for expansion.

This doesn't even take into account the fact that traffic congestion will not be resolved by this approach, and that taxpayers will ultimately end up paying for this boondoggle for years to come.

I believe a more innovative and less destructive solution can be achieved. Please consider the no-build option.

From: cocciole [REDACTED]
Sent: Monday, August 31, 2020 9:21 PM
To: MLS-NEPA-P3
Subject: Comments on Draft EIS on I-495 and I-270 plan

I support Alternative 1: No Build for the project to widen/expand I-495 and I-270, for the following reasons:

1) Poor Management Model

Purple Line construction is currently in peril and management of this public private partnership has been tenuous. To initiate a similarly modeled project for highway widening while the Purple Line project has yet to be proven puts the financial security of the state and local jurisdictions in jeopardy.

2) Lack of Transparency

The quiet, unannounced addition of 1,600 pages to DEIS documentation post submittal in mid-July leaves serious concern about state accountability measures in place. MDOT extended the period for comments only when this secret insertion was called out and pressure was put on.

3) More cars, worsening environmental impact

The views of the long list of regional and national environmental groups who have lent considerable expertise to this impact should be heeded. As these experts have attested, and multiple long-term studies have demonstrated, expanded roadways bring more cars, and more cars in concentrated areas trigger compounded negative effects on the environment.

4) Telework is here to stay

The pandemic brought a massive and quick onboarding of telework, which many companies and agencies have permanently adopted. This will likely impact drivership across the region as MD and the DMV include large numbers of employers whose work can function remotely.

5) Better mass transit options

Less drivers plus stronger transit options coming on line (including Purple Line) lessen the need for this project and paint its advocates as relics of a past, not in tune with today's transportation realities.

6) Public subsidy will be unavoidable

It is impossible that the project will not contain a large public subsidy, despite what Governor Hogan has promised. WSSC work alone has been quoted at \$2 billion.

7) Virginia's examples

It would be foolhardy to enter into this project, with clear knowledge of the realities of express toll lane projects in our region. Virginia's projects have suffered with their lack of transparency. Furthermore, it is also highly worth noting that from 2018-2019 for VA's I-66 Express lane morning commutes were down 9.2%.

8) Burden on residents (voters)

The cost of the tolls themselves will rest with drivers, a portion of whom may be traversing from non-local regions. But a significant number will be local drivers and even those who opt out of using the express lanes will be burdened by the logistical, environmental and ultimately financial toll of the highway project as a regional resident. Additionally, the DEIS report shows that northbound traffic in the afternoon on 270 will actually become SLOWER between the Beltway and I-370!

Summary: This project is a bad deal for residents, tax-payers and the region; it won't deliver on its promise to relieve traffic congestion, and will reap tremendous financial and environmental destruction in its wake. We shouldn't be using state resources to turn profit for potential project team partners, instead of caring for our residents and environment.

Thank you,

Claire Cocciole
Silver Spring, MD

From: cocchio [REDACTED]
Sent: Sunday, November 8, 2020 9:01 AM
To: treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov; MLS-NEPA-P3
Subject: objection to 495/270 expansion--Support No Build Option

Hi,

I am writing to express my opposition to the proposed 495/270 expansion for the following reasons. Please do not allow the project with its current scope to move forward. Please support the No Build Option.

1) Poor Management Model

The Public Private Partnership model of the Purple Line is a failure. Construction is currently in peril. To initiate a similarly modeled project for highway widening while the Purple Line project has yet to be finalized puts the financial security of the state and local jurisdictions in jeopardy.

2) Lack of Transparency

The quiet, unannounced addition of 1,600 pages to DEIS documentation post submittal in mid-July leaves serious concern about state accountability measures in place. MDOT extended the period for comments only when this secret insertion was called out and pressure was put on.

3) More cars, worsening environmental impact

The views of the long list of regional and national environmental groups who have lent considerable expertise to this impact should be heeded. As these experts have attested, and multiple long-term studies have demonstrated, expanded roadways bring more cars, and more cars in concentrated areas trigger compounded negative effects on the environment.

4) Telework is here to stay

The pandemic brought a massive and quick onboarding of telework, which many companies and agencies have permanently adopted. This will likely impact drivership across the region as MD and the DMV include large numbers of employers whose work can function remotely.

5) Better mass transit options

Less drivers plus stronger transit options coming on line (including the eventual Purple Line) lessen the need for this project and paint its advocates as relics of a past, not in tune with today's transportation realities. The new transit options have not been calculated in the needs assessment for driver rates.

6) Public subsidy can't be avoided

It is impossible that the project will not contain a large public subsidy, despite what Governor Hogan has promised. WSSC work alone has been quoted at \$2 billion.

7) Virginia's examples

It would be foolhardy to enter into this project, with clear knowledge of the realities of express toll lane projects in our region. Virginia's projects have suffered with their lack of transparency.

It is worth noting that from 2018-2019 for VA's I-66 Express lane morning commutes were down 9.2%.

Connected to that, Transurban announced last month that they are now selling their stakes in the VA roads they built, following their \$111 million loss last fiscal year.

8) Burden on residents (voters)

The cost of the tolls themselves will rest with drivers, a portion of whom may be traversing from non-local regions. But a significant number will be local drivers and even those who opt out of using the express lanes will be burdened by the logistical, environmental and ultimately financial toll of the highway project as a regional resident.

Thank you,
Claire Cocciolo
Silver Spring, MD

Abigail Cohen

As a citizen of Maryland who is deeply concerned about the environment, I urge you to reject this plan. Maryland has a serious traffic problem, but more and bigger highways are not the solution. We need incentives for people to carpool, and most of all we need a robust public transportation system that really serves ordinary Marylanders who need to get to work. Previous highway expansion schemes have not helped. Destroying green space is not the answer. We need incentives for there to be fewer cars on the roads, not more. Thank you for considering my views.

From: Greg Cohen [REDACTED]
Sent: Tuesday, September 29, 2020 12:28 PM
To: MLS-NEPA-P3
Subject: I support Alternative 9

I am writing in support of Alternative 9, without the "M" modification, which appears to provide the most congestion relief and would keep us moving without the need to go back with additional projects in the near future. Let's do it once and get it right! I encourage the FEIS to also provide some additional consideration for ways to reduce crashes on the I-495 curves, particularly near the I-495/I-270 spur in both directions.

Sincerely,
Gregory Cohen
[REDACTED] Belvoir Drive
Bethesda, MD 20816

Moshe Cohen

I do not support the I270 expansion. It is a large enough road from exit 16 down to i495. Moreover, toll lanes will only make the cost of living around here more unaffordable for those that already struggle to make ends meet. I do however support fixing the American Legion bridge, and potentially expanding lanes up by Frederick where they actually need the additional capacity.

From: Rochelle Cohen [REDACTED]
Sent: Monday, November 9, 2020 6:31 PM
To: MLS-NEPA-P3
Subject: Opposition to widening 495/270: bad for the environment

The bottom line from my perspective: I am writing to state my opposition to the toll lane project due to harmful impact to the environment.

Thank you.

Rochelle Cohen
[REDACTED] Menlo Ave.
Silver Spring, MD 20910

Deborah Cohn

As a taxpayer, I oppose the I-495 and I-270 expansion. The DEIS shows that this project may require a state subsidy to be paid to the developer even without the DEIS study taking into account all of the likely budget or usage/driver demand shortfalls. The projected possible state subsidy does not take into account tax dollars needed to fund relocation of water and sewer infrastructure or account for the negative health and environmental costs which taxpayers ultimately will bear. And because the study segments the project into stages, all of which are integrated parts of a road building P3 solution to our traffic problems, the study does not show the full integrated cost of this solution. It also just moves the bottleneck up I-270. A better integrated solution and wiser use of taxpayer funds is increasing Metro and BRT. BRT would need to run from upper Montgomery County down I-270, integrating with I-95 and with the American Legion Bridge. We taxpayers also need to invest in a Metro circle line around the beltway, with a Bethesda Red Line link over the American Legion Bridge to the Orange Line and Yellow/Green lines. These links are the obvious next inner circle segment after the Purple Line. This public transit approach will reduce environmental and health costs which we taxpayers pay for anyway. Any higher taxes I may need to pay are better spent on (i) bike and public transit, and protecting against more stormwater runoff and forest degradation than on (ii) yet one road construction project to accommodate ever increasing individual cars. Even if all of those cars are EV's, we simply need to invest in moving away from a suburban, car-dependent unsustainable system into sustainable, pragmatic solutions to unacceptable traffic congestion. Thank you.

Jacob Cohn

I am concerned about both the environmental and fiscal impacts of the proposed managed lanes plan. I don't think the study adequately explores the full financial impact/costs associated with the plan, particularly in the context of falling revenues due to CV-19. Additionally, it does takes too narrow a focus on the land effected by the plan and thus underestimates the environmental impact. Finally, it does not adequately explore alternatives, such as increased funding for public transportation.

Rhea Cohn

I am opposed to the proposed Beltway Expansion project. I am a resident of Silver Spring and live in close proximity to the beltway and Sligo Creek Park in zip code 20910. I support the no-build initiative. Not only will this proposed beltway expansion be ultimately have a financial penalty to the citizens of Maryland, it will:

- Cause community members to lose their homes.
- Adversely impact the environment (wetlands, parks) because land will be needed for the project and more cars will cause more toxic harmful emissions.
- Cause increase in noise pollution for those living near the beltway.
- Cause worse air quality for those living near the beltway, thereby increasing problematic pulmonary conditions like asthma. (see research that supports increased asthma incidence near highways: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3556611/>)
- Cause more storm runoff and increase the incidence of flash flooding

The Purple Line expansion delays and cost overrun is a good example of why public-partnerships with the state do not work.

A first step would be to consider making the Intercounty Connector toll-free, or at the very least, reduce the toll amount. This would increase use of that road which is underutilized, and thereby reduce traffic on the 495-Beltway.

More community involvement and alternatives need to be considered. There is no reason to rush this decision. Last, the financial risk to the citizens of Maryland is huge, since many highway public-private partnerships have resulted in taxpayers having to ultimately support the projects.

Gary Cole

I oppose the I-495 and I-270 project. I support the no-build option.

I live in the Woodley Gardens neighborhood of Rockville and my house is just a few houses away from the I-270 sound wall. I am therefore vehemently opposed to this project. I believe that the widening of 270 will have a direct impact on the value of my home. My friends and neighbors will lose their homes. It is hard to fathom that this project is even being considered. I believe that the real problem is the bottleneck that is created further north where the lanes go from 6 lanes down to 2. No solution will ever work until these north lanes are widened. Widening of these lanes should occur first or this is just a massive waste of money.

The cost of this project is astronomical, and I feel like this will put huge burden on taxpayers----now and for many, many years to come. Due to these huge costs, the proposed toll lanes will be far too expensive for the average driver to use. I have seen and experienced toll lanes in Virginia and they seem to be very under-utilized and I don't believe they have had the impact to traffic as promised. I don't believe that Maryland should ever try to emulate what Virginia has done in terms of their roads and highways---Virginia is a complete disaster when it comes to traffic. Maryland should learn from Virginia's mistakes---unless one of the real motivations is to help a company rake in large sums of money for years to come by charging outrageous toll amounts to drivers trying to get to their jobs.

Further, being so close to 270, I do not want to live through the construction for the next 4-5 years. Not to mention the environmental impact of this project due to increased air and water pollution as well as the impact on parks and on trees.

I believe that there are other options that are not nearly as expensive or disruptive that could help with the traffic congestion---such as reversible lanes. Please kill this project as proposed and go back to the drawing board to explore less costly and more environmentally friendly options.

Thank you.

Gary M. Cole

█ Hawthorn Court
Rockville, MD 20850

█

From: Casey Coleman [REDACTED]
Sent: Monday, November 9, 2020 5:30 PM
To: MLS-NEPA-P3
Subject: I-495 & I-270 Managed Lanes Study DEIS/ Draft Section 4(f) Evaluation comment

Name: Casey A. Coleman
Address: [REDACTED] Sanford Rd
City: Silver Spring
Province: Maryland
Postal Code: 20902
Email: [REDACTED]

I-495 & I-270 Managed Lanes Study DEIS/ Draft Section 4(f) Evaluation

I would like to express my opposition to the expansion of the Capital Beltway in light of the findings of the Draft Environmental Impact Statement. **Also, I would like to support the no-build option.**

As a homeowner who lives less than a mile from the Beltway, I'm greatly concerned about the additional congestion on local roads such as Georgia Ave and Colesville Rd, both of which are just as congested as the Beltway and will only become more so if the Beltway is expanded. In addition, I worry about increased vehicle emissions and environmental damage to our local parks, which serve an integral role in stormwater runoff. By reducing the stormwater runoff area and adding miles of impervious surfaces, our neighborhoods and local roads will experience an increase in flash flooding, which has become more frequent in recent years. I'm also upset about the process under which this project has proceeded without sufficient cooperation from local officials and citizens. Finally, from an economic standpoint, adding additional lanes to the Beltway will only serve to encourage residents of Prince George's and Montgomery County, among other Marylanders, to commute to jobs in Northern Virginia. Why would Maryland make it easier to commute to and encourage growth in Northern Virginia when we should be investing in smart and pro-transit development in our own state? Expanding the Beltway will harm the environment and our quality of life while doing nothing for economic development in our state, and thus I strongly oppose it.

I urge you to oppose expansion of the Beltway as it is a short-sighted project that will cause untold damage to our local communities with little long-term benefit.

Thank you for your consideration.

Jacquelyn Coleman

I would like to express my opposition to the expansion of the Capital Beltway in light of the findings of the Draft Environmental Impact Statement.

As a homeowner who lives less than a mile from the Beltway, I'm greatly concerned about the additional congestion on local roads such as Georgia Ave and Colesville Rd, both of which are just as congested as the Beltway and will only become more so if the Beltway is expanded. In addition, I worry about increased vehicle emissions and environmental damage to our local parks, which serve an integral role in stormwater runoff. By reducing the stormwater runoff area and adding miles of impervious surfaces, our neighborhoods and local roads will experience an increase in flash flooding, which has become more frequent in recent years. I'm also upset about the process under which this project has proceeded without sufficient cooperation from local officials and citizens. Finally, from an economic standpoint, adding additional lanes to the Beltway will only serve to encourage residents of Prince George's and Montgomery County, among other Marylanders, to commute to jobs in Northern Virginia. Why would Maryland make it easier to commute to and encourage growth in Northern Virginia when we should be investing in smart and pro-transit development in our own state? Expanding the Beltway will harm the environment and our quality of life while doing nothing for economic development in our state, and thus I strongly oppose it.

I urge you to oppose expansion of the Beltway as it is a short-sighted project that will cause untold damage to our local communities with little long-term benefit.

Thank you for your consideration.

From: Patrick Coleman [REDACTED]
Sent: Thursday, October 15, 2020 10:48 AM
To: MLS-NEPA-P3
Subject: No luxury lanes on 270 or 495

I am writing to state my opposition to adding private for-profit toll lanes on I-270 & I-495.

I live right next to 270 where there are now 12 lanes. We don't need any more. Some other option should be looked at. Maybe converting the middle 2 lanes into reversible lanes depending on the traffic. The same goes for 495. The last thing we want is more lanes.

Patrick Coleman
[REDACTED]
[REDACTED]

From: James Colen [REDACTED]
Sent: Monday, October 26, 2020 11:29 AM
To: MLS-NEPA-P3
Subject: NO LUXURY LANES ON I-270/I-495

Gentlemen:

I oppose the project of widening and adding luxury lanes to both I-270 and I-495.

I support the NO-BUILD option.

Thank you,

James and Gail Colen

Darlene Combs

I strongly oppose the widening of 270. Please do not ruin our property values and encourage MORE traffic in our area

Jennifer Combs

I strongly oppose destroying green space and forest canopy for such an ephemeral goal. The small amount of extra car capacity would be immediately overcome by new influx in commuters, as studies have repeatedly shown.

Additionally, toll lanes do not solve the area's actual transport problems but only improve the convenience of the wealthy.

I support no-build.

Linda Comilang

I oppose this project and support the NO BUILD option.

Ashley Conboy

As a lifelong Montgomery County resident that commutes to DC, I find the possibility of expanding 270 to include luxury lanes appalling. We do NOT want to look like Virginia; furthermore, the environmental impact of disturbing trees and other natural habitats if 270 is widened.

Ashley Conboy

I vehemently oppose the I-495 and I-270 project. I support the no build option.

Ashley Conboy

I oppose the toll lanes on I-495 and I-270; I support the no build option

Shannon Conlon

This is an unnecessary, irresponsible project. We should be building public transit and encouraging teleworking, not kicking the can down the road by building more highway lanes and acting surprised when congestion returns to the same levels in just a few years. I support the no build option.

From: Elizabeth Conroy [REDACTED]
Sent: Wednesday, October 28, 2020 9:02 PM
To: MLS-NEPA-P3
Subject: Expanding 495

Please don't expand the Beltway. We are frequent visitors because we have family in the area. There is a lot of traffic, but expanding will only bring more—better to look at other options.

Elizabeth Conroy, Durham, NC

--

Liz Conroy, Ed.D.

[REDACTED]
[REDACTED]

[REDACTED] Welcome Dr.
Durham, NC 27705

From: Nate Conroy [REDACTED]
Sent: Tuesday, October 27, 2020 10:23 PM
To: MLS-NEPA-P3
Subject: Oppose toll lanes

I vehemently oppose this project! I support the NO-BUILD option.

Do not widen 270 and 495.

This a corrupt boondoggle that gives no benefit to taxpayers who are assuming all of the risk AND no benefit to drivers as it will not even improve traffic flow after all the misery.

Nate Conroy
[REDACTED] Forest Glen Rd
Silver Spring, MD 20901
[REDACTED]

Sent from my iPhone

Name: Matthew Conte

Date/Hearing: 8/25/20

Type/Session: Live/Afternoon

Transcription:

Hi, my name is Matthew Conte (C-O-N-T-E). I live at [REDACTED] Jutland Road, Kensington, Maryland 20895. And this is about a mile or two from 495. Thank you for letting me voice my disapproval of the I-495 & I-270 Managed Lanes proposal and voice my support of the No Build Alternative. These lanes have, do have the potential to provide a small benefit to my family and neighbors by saving us a few minutes if and when we ever returned to our normal commutes. However, it is not clear that the toll road will support itself financially, especially with so many people currently and likely to work from home in the short-term and long-term future. As others have stated, the project takes a very, very iffy bet where the financial and environmental risks far outweigh any potential minor benefits to congestion and commute times. The likely failure of this project would then leave Maryland taxpayers on the hook for decades to come and we would still be right where we are now with our traffic problems. We currently have a public transportation option in the Purple Line that will hopefully be completed soon. It is not clear what impact the Purple Line will have on traffic once it is hopefully completed. A reassessment of the impact the Purple Line on the area's traffic should be studied and it seems necessary to do so before investing tens of billions of dollars in this project. In addition to the environmental impacts, displacement of housing, and many other concerns the fellow citizens have raised, the uncertainty of the current economy further reinforces what a risky proposition this project represents. We should be saving these taxpayer dollars for the likely assistance that our schools, public universities, and many other industries are going to need to [inaudible] the pandemic. Luxury lanes on the Beltway and 270 are not the thing we should be spending our money on. Thank you for your time.

From: Kristin Cook [REDACTED]
Sent: Monday, October 26, 2020 10:03 PM
To: MLS-NEPA-P3
Subject: In opposition to Beltway expansion ("managed lanes")

Lisa Choplin,

Dear Ms. Choplin,

I am vehemently opposed to the plans to expand the beltway and build toll lanes.

What the DMV needs is more transit-oriented solutions, including teleworking (which clearly is possible as we can see from the pandemic shutdown), that reduce greenhouse gas emissions, and reduce sprawl instead of adding more air and water-polluting expensive toll lanes.

Considering the dire nature of the climate crisis and public health crisis we are facing today, adding more air-polluting cars will not solve traffic congestion but instead, exacerbate our existing crises. I ask that you read the Harvard study linking air pollution and higher Covid-19 rates.

The expansion would impose a significant financial risk to people in the region. The Washington Suburban Sanitary Commission (WSSC) earlier this year said that it would take approximately \$2 billion to move all of Montgomery and Prince George's water and sewer systems due to the highway expansion.

Please reject this terrible proposal.

Thank you,
Kristin Cook
Potomac, MD 20854

Kristin Cook
[REDACTED]
[REDACTED] Jongroner Court
Potomac, Maryland 20854

David Cooling

I oppose the I-495 and I-270 project. I support the no-build option. Adding additional lanes will increase traffic, increase pollution, exacerbate climate change, destroy historic African American heritage sites, rip up trees, increase travel times, and do absolutely nothing to alleviate congestion.

In light of the failure of the current Purple Line public-private partnership, I encourage a no build option to conserve resources and deploy them in transportation options with higher ROIs that focus on moving people rather than vehicles.

From: Ian Cooper [REDACTED]
Sent: Thursday, October 15, 2020 6:57 PM
To: MLS-NEPA-P3
Subject: I-495/I-270 Luxury Lane Expansion!

I oppose widening and I support the no-build option. I do not support the alternatives that would add lanes to both highways.

Luxury lanes do not ease traffic congestion. Two years in, we'll be looking at more money wasted on road widening. This is a massive boondoggle and an environmental nightmare in the making. We should be making it harder for people to drive polluting cars, not trying to make it easier.

--
Ian Cooper
Rogart Road

Grant Corley

As a resident of Central Maryland, I am opposed to the Governor's plan to expand the Capital Beltway and I-270 with private toll lanes.

We cannot afford this project, which may require a government subsidy of up to \$1 billion, according to a July 2020 report from the Washington Post. It also may lead to a substantial increase -- a near tripling -- in water bills for residents of the region, according to recent report from WAMU. How are we going to pay for all of this additional infrastructure?

Just as important: we cannot afford to continue to encourage sprawl and carbon emissions, which is exactly what these projects do. We are already seeing the effects of climate change, with intensifying storms and flooding in our region. Maryland and Virginia are in the bullseye of rising sea levels, which are only getting started, and are the result of our continued burning of fossil fuels.

If we are going to spend government funds on transportation infrastructure, I want to see the money go to public transportation and developments that encourage walking and transit use. Over the long term, that is going to be more sustainable -- financially, economically, and environmentally -- than more expensive asphalt ringing our state.

Maryland needs to lead on sustainable public infrastructure and planning. Unfortunately, these proposed highway projects are a definite step backwards.

Denyse Corrado

My strong vote is not to widen 270/495, because of the following most important factors: Disrupt wildlife habitat, increase in greenhouse gases, impact a minimum of 1,434 acres of forest canopy (not including wetland trees), adverse effects that will occur on historic properties, will negatively impact 16 Mont. Co. parks and 16 PG Co. parks. In addition, moving water pipes for this project could cost up to \$2 billion dollars, at taxpayers expense. These are just a few of the negative impact factors. Do not widen 270/495. My house and yard will be negatively impacted by this project. I am a 60 year resident of Mont. Co. Please listen and abandon this project. Thank you. Denyse Corrado, [REDACTED] Park View Road, Chevy Chase. MD.

Philip Cotterill

I am outraged by the State of Maryland's actions in ramming down our throats this ill-conceived, misrepresented P3 project that will destroy the neighborhood where I have lived for more than 40 years. The destruction to the amenities that have made Silver Spring and its environs a wonderful place to live is extremely depressing. AND TO WHAT END? To keep up with Virginia (whose highways are a nightmare) – to further the presidential ambitions of this Governor? It's certainly not to provide a 21st century approach to address transportation issues in a world threatened by existential environmental problems.

The proposed I-495 and I-270 beltway expansion draft environmental impact statement ("DEIS") presents incomplete and inadequate analyses, but even the inadequate information presented shows that the project will harm Maryland citizens and their environment and cannot be justified.

Cost and Impacts to Public and Private Property

- Despite promises that the proposed expansion will pay for itself through managed toll lanes, the DEIS shows that the build alternatives might require a state subsidy paid to the developer 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. No itemized budget has ever been shared and the only one mentioned in the DEIS was a calculation based on lane miles, not one that gave estimated costs for the I-70 bridges to be redone or any specific infrastructure or mitigation costs.
- Counter to project proponents' claims that the proposed expansion would not impact private homes, the DEIS shows that each of the build alternatives would require the government taking and relocating 25-34 homes. It would also destroy hundreds of acres of parkland and historic properties, and would directly affect nearly 1,500 properties.
- The decision to proceed with the project as a progressive pre-development public-private partnership ("P3") hides the project's true monetary and environmental costs and prevents meaningful public engagement until after the DEIS and Final EIS are released. A preferred alternative should not be picked without understanding and analyzing these costs.

Problems with the NEPA Analysis

The DEIS fails to take the required hard look at the human health and environmental impacts of the proposed expansion. It 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. It will also prevent the U.S. Department of Transportation, Federal Highway Administration and the Maryland Department of Transportation, State Highway Administration from reaching a decision on the proposed project that is based on a complete consideration of environmental impacts and that utilizes all practicable measures to avoid harms.

Name: Barbara Coufal

Joint Public Hearing Date: 8/18/2020

Type/Session: Voicemail/Morning

Transcription:

Hello, my name is Barbara Coufal, C-O-U-F-A-L. I live in Bethesda near Rock Creek Park and the Beltway at [REDACTED] Park Drive in Bethesda. I oppose the project to add private toll lanes to I-495 and I-270. I support a No Build option. I agree with the Maryland-National Capital Park and Planning Commission that the limits of disturbance in the Draft Environmental Statement do not adequately address the likely impacts of the project.

The limits of disturbance in the draft statement are minimized compared with the limits of disturbance shown in earlier maps prepared by the Maryland Department of Transportation because the final design and engineering won't be prepared until a later stage by the private contractor, it appears that the LODs in the draft statement are optimistic. For example, earlier maps showed a much wider limit of disturbance in Rock Creek Park between Rockville Pike and Stony Brook Drive. Previously, MDOT even anticipated that parts of Rock Creek would have to be moved. Since MDOT does not know what the design will be, how can we trust that the limits of disturbance are realistic and the contractors won't widen them. Since the start,

Governor Hogan and MDOT have stated that there would be no costs for taxpayers for the project. Then we learned that it will cost WSSC customers up to two billion dollars to move water and sewer lines. And now the DEIS states that the State will provide subsidies of up to one billion dollars to the contractor. Given the likelihood that there will be more telework in the future, which will reduce traffic and therefore total revenues, it seems likely that the contractor will seek additional subsidies in order to ensure a profit. But the impact of telework is not considered in the DEIS. Finally, I'll comment on the environmental justice review. Appendix P shows that MDOT did not successfully engage environmental justice populations in Prince George's County at any stage of the process. The entire length of the Beltway in Prince George's County borders communities of color and low-income communities, yet attendance by Prince George's County residents was low at public meetings at each stage, compared with Montgomery County. On pages 14, 28, 46, and 47, MDOT shows the number of participants at public events. In total, participation by Prince George's County residents was just one fifth of the participation of Montgomery County residents. MDOT simply failed to engage the environmental justice population in Prince George's County. Thank you.

From: Barbara Coufal [REDACTED]
Sent: Monday, November 9, 2020 5:45 PM
To: MLS-NEPA-P3
Subject: Comment on DEIS

Dear Ms. Choplin:

I'm writing to comment on the draft environmental impact statement (DEIS) for the proposal to add private toll lanes to I-495 and I-270. I oppose the project to add toll lanes to these highways and I support the no-build option.

I urge the Maryland Department of Transportation to heed the lessons of the Purple Line P3. Despite lengthy study and preparation, the Purple Line is in disarray because the private partner abandoned the project. MDOT should not rush forward on an even larger P3 before the contractual failure of the P3 for the Purple Line is fully understood.

I agree with the Maryland National Capital Park and Planning Commission that the limits of disturbance in the DEIS do not adequately address the likely impacts of the project. The limits of disturbance (LOD) in the DEIS are minimized compared with the limits of disturbance shown in earlier maps prepared by the Maryland Department of Transportation. Because the final design and engineering won't be prepared until a later stage by the private contractor, it appears that the LODs in the draft statement are not realistic and may significantly understate the ultimate area of disturbance along both highways. For example, earlier MDOT maps showed a much wider limit of disturbance in Rock Creek Park between Rockville Pike and Stoneybrook Drive. Previously, MDOT anticipated that parts of Rock Creek in this area would have to be moved. Since MDOT does not know what the design will be, how can we trust that the limits of disturbance are realistic and that the contractor won't decide to exceed them? Since the vendor will be seeking to minimize construction costs, we cannot count on the vendor to limit disturbance when it is cheaper to expand them.

Since the start, Gov. Hogan and MDOT have stated that there would be no cost to taxpayers for the project. But according to the DEIS, the State will provide a subsidy to the vendor ranging from \$485 million to \$1 billion. Moreover, the DEIS does not include estimates by the Washington Suburban Sanitation Commission that its customers will pay \$1 billion to \$1.8 billion to move water and sewer lines. Nor does the DEIS provide estimates of the cost of moving other utilities buried under the construction zone, including gas, oil and electric lines, internet and cable.

Given the likelihood that there will be more telework in the future, which will reduce traffic and therefore toll revenues, it seems likely that the contractor will seek additional subsidies in order to ensure a profit. But the impact of telework is not considered in the DEIS.

The National Environmental Policy Act (NEPA) requires consideration of how a project impacts Environmental Communities (EJ). The DEIS does not compare the impact of the project on EJ communities with the impact on non-EJ communities, in order to determine whether the negative impacts of a project fall disproportionately on EJ communities.

Nearly the entire stretch of the Beltway in Prince George's County runs through EJ communities. We know that those living near highways are exposed to increased vehicle emissions which have a

harmful impact on health. But the DEIS fails to identify or evaluate how pollutants from increased traffic will impact these communities.

Furthermore, Appendix P shows that MDOT did not successfully engage environmental justice populations in Prince George's County at any stage of the public process. Attendance by Prince George's County residents was low at public meetings at each stage, compared with Montgomery County. On pages 14, 28, 46 and 47, MDOT shows the number of participants at public events. In total, participation by Prince George's County residents was just one-fifth the participation of Montgomery County residents. MDOT simply failed to engage the environmental justice populations in Prince George's County.

The myriad flaws and deficiencies of the DEIS have created substantial uncertainties which put Maryland residents at significant risk if MDOT moves forward on any lane expansion.

Sincerely,

Barbara Coufal
[REDACTED] Parkwood Dr.
Bethesda, MD 20814

Joe Covey

I am a resident of Rockville and have lived in the Regents Square development for over 40 years. The current I-270 right-of-way borders our community, the sound barrier coming within yards of our houses in some places. I admit I have not read the majority of the voluminous environmental impact report. But a wider I-270, perhaps coming even closer to our townhouses, will create more noise, dust, and fumes. I oppose I-270 options other than reversible lanes built within the existing footprint. I am not sure we can trust government statements that no actual houses will need to be removed. This whole boondoggle also fails to consider the risks of P3s to taxpayers (see the VA Beltway losses and the Purple Line fiasco. It's not even clear if the current traffic projections will apply in a post-COVID world. Please understand my opposition is based more on considerations of need and mechanism than on a knee-jerk NIMBY concern about changes in my neighborhood.

Phil & Judy Covich

My husband, Philip, and I oppose the I-495 and I-270 project and support the no-build option. We have lived in Woodley Gardens, Rockville for almost 50 years. We are close to I-270 and hear the traffic day and night. We dealt with the previous construction and saw how long it took to build and how quickly traffic reached and surpassed earlier levels. That despite all the impact construction had on our neighborhood.

The state's project is backward thinking environmentally. The expansion of roads has been shown both locally and nationally to NOT resolve traffic problems and to cause pollution of air and water and reduction of public green areas.

While focusing on a plan that has proven record of failure the State has sidelined future thinking public transit solutions. Further, it has been pushed through plans without the transparency that the public deserves. We do not know how the contracts are formed and what protections there are for taxpayers and residents. This process has been a travesty on the public and public trust in good government.

We live and work in these neighborhoods that border this highway. We have to use it and know that there are real solutions:

- Telecommuting works and is being utilized on a large scale in real time during the pandemic. Telecommuting a few days a week would contribute to less traffic along with other options.
- Reversible lanes on I-270.
- Rapid transit, commuter bus lanes

I am hopeful that these comments will be taken into consideration in making future decisions regarding this project.

Respectfully,
Judith R. Covich
10.19.20

David Cowles

I oppose this project and support the NO-BUILD option. I do not support for profit toll lanes that benefit the wealthy.

Kenneth Crager

I fully oppose the plan. Countless studies indicate the only way to reduce traffic congestion are to improve mass transit and bicycle access/safety. Increasing the number of lanes, especially when those lanes are pay-to-use, only make things worse.

Instead of spending \$11 billion on expanding I-270 and I-495, let's instead build and maintain protected bicycle lanes throughout the area to encourage people to cycle to work. This will have far less impact on the environment, reduce traffic congestion, decrease air and water pollution, eliminate the need to exercise eminent domain, and make the population healthier overall. I would rather bike an hour to/from work in the Capitol, than sit in traffic (regardless of the cause, e.g. construction, collisions, etc.). As a cyclist, I would rather feel safe on the state and local roads than lose 25% of my property and watch as our parks and forests are destroyed during construction.

Please do not move forward with the interstate expansions. Instead, explore using this money to improve bicycle and mass transit infrastructure. Thank you.

From: Louise Crissman [REDACTED]
Sent: Wednesday, July 15, 2020 11:30 AM
To: MLS-NEPA-P3
Subject: DEIS

Having observed the increasing traffic congestion approaching the American Legion Bridge,, I think improving the bridge with perhaps two decks, or an additional span, should be a priority. Maybe have an Easy Pass toll option for using the bridge.

As for adding toll lanes on I270 and expanding the highway this seems to be a 20th century solution not a 21st century solution. More lanes bring more cars, more noise and more air pollution. Destroying forests and reducing parkland space would add to the environmental damage.

Also, the huge cost should really be taken into account at a time when even funding for the Purple Line seems in jeopardy. We need to think about public transportation options used in Europe and Japan such bullet trains which are quiet and don't contaminate the air. Failing that, even more non-stop buses might help.

Louise Crissman [REDACTED]
Bethesda, MD 20817

Jacqueline Crocetta

I oppose the I-495 and I-270 project. I support the no-build option. A preferred alternative should not be chosen until the true monetary and environmental costs are known.

My home is located about two blocks away from I-270, and one block away from Bullards Park, on the corner of Roxboro Road and Adclare. I have lived here since 2002. The noise from I-270 is already so loud that, at times, it wakes me in the middle of the night. I'm deeply concerned that I will not be able to tolerate an increase in noise pollution due to construction and additional lanes of traffic. Exposure to loud noise increases risk for sleep disturbances, heart disease, stress and hearing loss and I am already suffering from some of those health issues.

I'm concerned about the 1,500 acres of forest canopy that would be lost trees that help clean the air, reduce noise, filter water, and are integral to storm management, among other benefits. An increase in air pollution is another one of my concerns. This will have an especially negative impact (increased risk of asthma and lung infections) on everyone living close to I-270 and I-495, as well as students attending outdoor gym class and team sports at Julius West Middle School (and other schools close to I-270 and I-495), and families frequenting Bullards Park, as well as other parks close to the project. The project would harm more than 130 acres of park lands.

An increase in impervious surfaces will exacerbate flash flooding incidents, erode stream banks, and lead to more stream pollution (gasoline, fertilizers, etc.) and a more polluted Chesapeake Bay. The proposed widening of I-270 and I-495 would add 550 acres of impervious surfaces to the region. My studio is located in an industrial area of Kensington, Maryland, overlooking Rock Creek Park, near Beach Drive. I have worked at this location for eight years. Recently, we have experienced higher rates of flash flooding in the area and the depth of water on roads has increased. If flash flood incidents and the volume of water continue to increase, there will be more stream damage and pollution, and more roads will become impassable and dangerous.

The DEIS was created pre-COVID and doesn't consider the substantial increase in telecommuting since the pandemic. Global Workplace Analytics estimates that 25% 30% of the workforce will be working-from-home multiple days a week by the end of 2021.

Additionally, the economic crisis is another reason I support the no-build option. The price tag for the project is estimated to be about \$10 billion, plus \$2 billion to move water and sewer pipes. The proposed public-private partnership is a business model that has failed around the globe, putting tax payers at risk of footing the bill. It would be fiscally irresponsible to go down this path.

I'm also opposed to the I-270/I-495 widening project because there has been no environmental justice review. The historic Moses Morningstar Cemetery is threatened by this project.

Thank you for your consideration.

Sincerely,

Jacqueline Crocetta

From: David Crockett [REDACTED]
Sent: Saturday, July 11, 2020 8:14 AM
To: MLS-NEPA-P3
Subject: Capitol Beltway and I95 expansion project.

TWIMC,

The impact study and alternative approaches is highly flawed.

1. Improvement of Legion bridge is needed; but we need more major bridges between Legion Bridge and Point of Rocks bridge.
2. After additional bridges built, then connect MD 200.

Observations:

1. A solution that works with Virginia is needed to connect and make an outer beltway with multiple crossing bridges (North and South).
2. The traffic congestion is mainly due to the amount of traffic that funnels from I270, I66, and Dulles Access onto the beltway because there is no alternative ways to cross the Potomac.
3. Again, as done in the 1950's, Montgomery County, with its wealthy elite and the Virginia side of Great Falls, want to see all citizens treated badly by blocking bridges and new highways.
4. As usual, nothing good comes from studies where the obvious solution is ignored in favor of the most costly and punitive solution.
5. It should be noticed that MD 200 was done and has little traffic because there was no funneling relief needed due to industrial demand between PG county and Montgomery County. Whereas the Rockville and Northern Virginia industrial demand is big and the cost of homes / taxes between MD and VA are significantly different.

Conclusions:

1. Do nothing until MD and VA both decide to act in concert.
2. Do not repeat the 1950's mistakes where VA built a 2-lane beltway and Montgomery County elites forced a 3-lane ROLLER COASTER beltway in their section.
3. More Bridges, highways, and an Outer Beltway are needed!
4. Stop wasting money on pointless surveys when real solutions are not being examined.

Sandra Crowe

Given the reduced traffic volume as a result of COVID, the need for traffic remediation and I 270 expansion is no longer necessary. Many people will continue working from home and traffic congestion even after COVID will be diminished. Let's not spend our tax dollars or private money on something that is no longer necessary.

Sandra Crowe

Please do not widen 270. Now that people are teleworking and will continue to telework traffic is much lighter and widening is not necessary nor will it be in the future. This is not a project we need to take on.

Josephine Cruz

I oppose this project and support the NO-BUILD option

From: Laurette Cucuzza [REDACTED]
Sent: Saturday, October 24, 2020 10:25 AM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: I-495/I-270 Luxury Lane Expansion

Dear MDOT.Maryland,

I am opposed to the Lane Expansion mentioned above. If it goes ahead, it would cause upheaval among neighborhoods, with people losing their homes, and the same would happen to countless other inhabitants, including birds and animals that will lose their habitats. This is unethical and unacceptable. Though driving has become more desirable under COVID, the long term use of public transportation is where we should be investing scarce public dollars. Another side effect of Covid will be more people working remotely, so more lanes will become less and less useful. There is no need for this expensive project that will ruin lives.

Sincerely,

Laurette Cucuzza
[REDACTED]

In the end, intangible qualities — the empowerment of women, the capacity to place the future over the past, and the space afforded for civilized disagreement — are better indicators of the health of a society than economic statistics.

From: Alfonso Cuesta [REDACTED]
Sent: Monday, November 9, 2020 6:04 PM
To: MLS-NEPA-P3
Subject: Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

To whom it may concern

I'm using time I don't really have. To let you know how incredibly narrow minded, short term focused and irresponsible I think this project is.

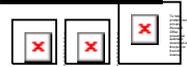
- Especially NOW (Not that it wasn't before) that Covid is very likely going to re-shape the way we work and commute in suburban America.
- Especially now, that an environmental crisis is upon us and we should be pushing more efficient ways of transportation
- Especially now, that we've seen so many other similar projects fail across the country (and the world)
- Especially now that there's so much pain out there and we're going to use our money more wisely than ever.

Hope you listen to the voices of the citizens

Thanks



Alfonso Cuesta
Executive Creative Director & Co-founder



[REDACTED] Linden Lane
Silver Spring, MD 20910



You are going to need an agency like this.

Katherine Culliton-Gonzalez

I am completely against the beltway widening. I live in the area and have a family of 5. We are a Latino family and believe we would be disparately impacted. Other families not so lucky as us would be hit even harder. My husband works in construction and he is also against the widening because it would not help his commute and he might not be able to afford the private lanes. Further, we are against the obvious increase in air and noise pollution, the walkability of our neighborhood, and our neighbors losing their homes. We moved to Silver Spring because it has great PUBLIC transportation. I take METRO to work and our older sons use public transportation as well. We don't need additional investment in cars and private partnerships, but instead we need more public transportation.

Gary Cummings

Widen 270 from Clarksburg to Frederick. It should be four lanes in each direction. There is bumper to bumper traffic barely moving even on Saturdays and Sundays. Time to widen it both ways. Don't waste time and money on more mass transit.

Name: Kara Cunzeman

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Afternoon

Transcription:

Hello, my name is Kara K-A-R-A, C-U-N-Z-E-M-A-N. I live at [REDACTED] Cypress Grove Lane in Cabin John, Maryland. Thank you for providing me an opportunity to express my concerns today about the 495 270 expansion. I appreciate your full attention in these three minutes. The highway expansion, as proposed, is continuing to encourage 20th century transportation. A hundred years later, and we are still proposing more lanes and little other solutions to fix congestion issues. I view this proposal as a complete failure of innovation of our government. There have been numerous studies citing that expansions don't really solve the problem in the long run. What we should be focused on is a more comprehensive approach to alleviating congestion, helping reduce the impact on the environment, and providing cost effective and diverse solutions that can uplift our communities and personal lives. How might clean energy, autonomous vehicles, public transportation, and telecommuting play into a more holistic addressing of the problem at hand? Are there ways we can incentivize employers, for example, at more telecommuting, giving the ongoing situation with the pandemic? The current plan, if we are lucky, if the 5 to 10 year fix and those in office making decisions today won't have to face the realities of the near future, that we aren't really addressing the root of the problem. The world is moving towards clean energy. We know climate change is an issue, and what do we create? More lanes. What messages are we sending to our kids by encouraging and worsening behavior we know is not playing well for our planet. Where is the leadership? We are also concerned that such models have been used with data that it is two over two decades old. They do not accurately reflect today's conditions, let alone account for the disruptions we are experiencing today from the pandemic that could totally change the future outlook. In what world are important decisions made with data over 20 years old? In addition, we expect real answers to how the pandemic might change outcomes of an initial study. Perhaps it's a new opportunity for us to reevaluate our activities and incentivize meaningful changes. Without answers to these questions, how can we [INAUDIBLE] project that is going to cost the taxpayer millions of dollars? I'll move on to my last point. I live in the Evergreen community in Cabin John, and we will be gravely impacted by the expansion. We are glad to see the construction of the noise barriers included in the plan, but we are really concerned about the extensive and enduring disturbance. We asked that a more detailed plan be put together that mitigates negative consequences to our properties, local wildlife, and the environment, during and after construction. Thank you again for your time and consideration. We look forward to having the community's concerns addressed in the team's revision.

From: Denise Curry [REDACTED]
Sent: Wednesday, October 21, 2020 4:32 PM
To: MLS-NEPA-P3
Subject: NOBUILD option.

To Whom it May Concern

I oppose this project and support the NOBUILD option.

Reasons:

There will be unnecessary environmental damage. The project cuts through too many parks.(36 ? -that's outrageous) Many trees are sacrificed. The projects takes away quiet recreational spaces.

The project will draw more traffic and air pollution will increase. Two of my four grandchildren have asthma.They live in Cheverly.

We should be concentrating on looking for more modern forward-looking solutions. What I see here is outdated.

Environmental justice should be studied more meticulously.

Denise Curry
NE Washington DC

From: William Curtis [REDACTED] Sent You a Personal Message
Sent: Wednesday, July 29, 2020 8:02 PM
To: MLS-NEPA-P3
Subject: I have concerns about the Draft EIS on the I-495 and I-270 plan

Dear Lisa Choplin,

This is a mistake. Water runoff will be worse, the Chesapeake Bay will be harmed. Public transit is the future. Please look to the future and not the past.

Sincerely,

William Curtis
[REDACTED] Heathfield Rd
Baltimore, MD 21212
[REDACTED]
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [REDACTED]

Marguerite Cyr

Beltway widening will promote climate change. Better to get cars off the road than to put more on it.

From: Paul Daisey [REDACTED]
Sent: Sunday, November 8, 2020 7:08 PM
To: MLS-NEPA-P3; akase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Comments on the I-495 and I-270 Tollway Expansion

My name is Paul Daisey. I grew up in Four Corners (which Rt 29 expansion ruined), spending childhood summers in the Silver Spring YMCA.

I graduated from Northwood High School in 1968. Except for time away for higher education (BA Sociology, BS Business, MBA Finance), I am a lifetime Montgomery County resident. I have lived in Colesville at [REDACTED] Overton Lane, Silver Spring MD 20904 for the last 34 years. I am also a lifetime bicyclist, contributed to the 1978, 2005, and 2018 Montgomery County Bicycle Master Plans, and served on the Maryland SHA Bicycle Advisory Committee.

Bottom line up front: I oppose widening I495 and I270 and support the no-build option. Based on my one-year experience as an Urban and Regional Planning master's degree student at GW, I think the other alternatives are incomplete yesteryear designs based on past economic conditions and planning models.

The DEIS acknowledges that the project will lead to increased air pollution and additional impervious surfaces, increasing storm water runoff and water pollution, negatively impacting local streams, creeks, rivers, wetlands, parks, trails, recreation facilities and wildlife. It will entail the loss of both public parkland and private facilities like the Silver Spring YMCA that currently contribute to the quality of life in Silver Spring. For what?

Building more highways has been demonstrated to create more traffic congestion through induced demand. The DEIS finds that in many cases the Managed Lanes perform only marginally better than the General Purpose Lanes; in some stretches they perform worse, and the General Purpose Lanes suffer worse congestion in most segments. The dramatic reduction of traffic volumes this year due to the Covid 19 pandemic as more people work from home and rely on home delivery instead of in person shopping throws into doubt the forecasts of future motor vehicle traffic on which this project justification is based.

The collapse of the Purple Line construction project demonstrates Maryland's inability to accurately estimate transportation infrastructure costs or to successfully manage cost effective public / private partnership projects. The proposed project will require billions of additional public dollars to move water and sewer lines, to provide adequate environmental mitigation, and to subsidize the developer. I do not want my tax dollars used for those purposes if there is a better alternative. I think there is.

Start over. Read Thrive Montgomery 2050 so you recognize the future opportunities and challenges we face. Envision a new solution. Support smart growth for a more urban future. Plan to address climate change and other environmental impacts. Plan on carbon taxes. Use congestion pricing. Use incentives for tele-work. Plan on less and more expensive parking, except for commuter lots. Plan detailed interconnections with existing transportation infrastructure to increase multi-modal transportation alternatives integrating bus and rail mass transit and bicycle, scooter, and pedestrian self transit facilities. Plan to spend taxpayer money wisely.

--

Paul Daisey [REDACTED]

From: Helen Daniel [REDACTED]
Sent: Monday, September 14, 2020 4:14 PM
To: marc.elrich@montgomerycountymd.gov;
councilmember.Friedson@montgomerycountymd.gov;
Councilmember.Glass@montgomerycountymd.gov;
Councilmember.Jawando@montgomerycountymd.gov;
Councilmember.Riemer@montgomerycountymd.gov; susan.lee@senate.state.md.us;
ariana.kelly@house.state.md.us; marc.korman@house.state.md.us;
sara.love@house.state.md.us; MLS-NEPA-P3
Subject: Comments On Proposed Expansion of I-495 and I-270
Attachments: COMMENTS ON PROPOSED EXPANSION OF I.docx

See attached comments.

COMMENTS ON PROPOSED EXPANSION OF I-495 AND I-270 IN MANAGED LANE STUDY

My comments will not cover the potential environmental impacts to communities, parklands and cultural resources from the proposed expansion of Maryland's two major interstate highways. Negative impacts to all three have been addressed by many individuals and organizations. What I would like to address is the other side of the equation. And this would be the premise on which the 10+ billion dollar expansion is based. The first premise is that traffic will continue to increase in the DC metro area at a steady if not exponential rate and the second is that major road building projects are the most viable solutions to easing traffic gridlock in the region. I think both of these premises should be questioned and reconsidered.

The coronavirus will cause some permanent changes in the way we live, work and travel about after immunization shots are available. One long lasting change could very well be the number of daily commuters driving to and from their offices. More and more employers are discovering that their operations have not suffered in productivity and efficiency when staff worked from home. Conducting operations from a central office may no longer be necessary for many employers. Why carry the high overhead expense of a central office when productivity can be maintained and sometimes increased from moving online. An example of this new mode of operating is the national coop retailer REI, headquartered in the Seattle area. REI's brand new and unused corporate headquarters in Bellevue, WA. is now up for sale. Seven months of successful on line operations convinced the retailer that shouldering the cost of brand new corporate headquarters is an expense they could avoid. So post pandemic traffic patterns may need to be rethought. Other factors reducing vehicle trips can come from how individual households have been navigating during the pandemic. Many if not most household purchases have been made on line. With stores closed and many households in quarantine, traffic almost disappeared from County streets during the spring months. Even after a coronavirus vaccine is available, you need to question how many vehicle trips to stores will be replaced by on line orders. There is even a question of how many stores will still be operating once the pandemic is over. There may well be a permanent reduction in occupied office and retail space.

The second premise that should be rethought is why major road construction or expansion projects are the necessary antidote to traffic gridlock. Rather than spending tens of BILLIONS of dollars adding toll lanes to I-495 and I-270 why not consider spending only tens of MILLIONS on solving hundreds of MD traffic bottlenecks in in the DC metro area. If one of the most densely populated places on earth can effectively and efficiently move its traffic through city streets than surely MDOT can do the same. Hong Kong with a population of almost 8 million (2 million more than the DC metro area) occupies 1,000 square miles, one fourth of DC's 4,000 square mile area. And the City is a master at keeping its traffic flowing with a minimum of gridlock. Rather than spending billions on expanding the lanes on two MD interstates why not spend millions on solving traffic bottlenecks on State and County roads in the region. I live off MacArthur Blvd. near the DC line. On four miles of MacArthur from DC north to Cabin John there are three traffic bottlenecks. During pre-pandemic times these bottlenecks often added an additional 10 minutes to the four mile drive. There use to be 4 bottlenecks on this stretch of MacArthur but one was fixed by a simple and effective solution. The improvement was made by creating a left turn lane onto Wilson just a couple yards after exiting a one lane bridge. Traffic during rush hours no longer gets stuck on the bridge behind cars trying to turn left onto Wilson Lane. Spending tens of millions on correcting these traffic gridlock points rather than tens of billions an adding lanes to two interstate highways with negative environmental impacts on communities, parkland, and cultural resources may be a better use of State and County funds.

From: Trav Daniel [REDACTED]
Sent: Thursday, October 8, 2020 2:25 PM
To: MLS-NEPA-P3
Subject: I-495 and I-270 Expansion EIS comments
Attachments: SKM_C36820100814320.pdf

Please find my comments attached. Thank you for your time considering them.

Travers

Travers Daniel
[REDACTED] Arden Road
Cabin John, MD 20818

October 8, 2020

Ms. Lisa B. Choplin, DBIA Director I-495 & I-270 P3 Office
Maryland Department of Transportation, State Highway Administration
707 North Calvert Street
Mail Stop P-606
Baltimore MD, 21201

Dear Ms. Choplin,

I am writing to comment on the proposer 495/270 project. My wife and I have lived in Cabin John for 25 years and we have seen the side effects of local growth first hand. I has not been for the better.

The biggest change we have seen is the increase in noise. It used to be we could hear 495 in the winter when the leaves were off the trees, now we hear it constantly. Sound walls will not help us as we live six tenths of a mile from 495. We also get a disproportionate amount of aircraft noise, which while it is outside your scope exacerbates the noise problem. How will you mitigate the increase in noise?

We are also concerned about air quality, my wife and two of our three children have repertory issues attributed to 'pollution'. How will you mitigate the decrease in air quality?

Cabin John is at a crossroads and we bear a disproportionate commuter traffic burden. Drivers use the primary streets in our neighborhood to circumvent traffic when 495 is congested. If there is an incident all hell breaks loose. We get gridlock and cars speeding down tertiary streets searching for a short cut. Putting more cars on 495 will not help this. How can you ensure emergency response vehicles can make it through the gridlock?

The economics of the public private partnership seem lopsided to me. Why should commuters be forced to pay tolls that enrich private companies because the State and Local Governments have FAILED to do their job? Yes, you should have been arranging funding for this type of work for years. At very least the partnership should end and revert back to public ownership at the time the private investment has been repaid, then no more tolls.

In general this seems like a mis-guided band aid to the big issue. Why do people have to drive from Leesburg through Bethesda to get to Frederick? What you should be building is more river crossings further out from 495. Has this been considered?

My personal issues above, combined with the impact on parks (32 negatively affected) homes and the potential for a Two Billion dollar bill to move WSSC Water lines make me support the No Build Alternative. We need and deserve a better solution. Thanks you for your consideration. I remain,

Sincerely,


Travers Daniel

Helen Darby

Absolutely OPPOSED. This is one of several mechanisms to move MD towards privatization of our roadways.

Miki Darling

I am a family physician who lives very close to the west sound wall of 270. I do NOT support the proposed expansion of 270/495 and support instead a NO BUILD or mass transit option. Although our house would probably be spared if 270 was widened, we would suffer from the effects of increased traffic noise and air pollution should the project proceed. The last widening of 270 was helpful for only 8 years before traffic again became just as congested as before. MDOT SHA must evaluate additional alternatives for detailed study including public transit, Transportation Demand Management telecommuting, that weren't considered in depth. Given the pandemic, it is unknown whether traffic will even return to previous levels given the increase in people realizing they can work from home very well. Also, financially it seems very unwise to commit vast sums of money given the uncertain financial future of states and counties. And, yes, I realize that this is a P3 and supposedly it wasn't supposed to cost the state anything but it has since become clear that the state and or county will end up needing to pay a significant amount of money for the project to be carried out. There is data in the medical literature that living in proximity to a major highway increases ones risk of heart disease most likely due to the heavy metals in the air pollution. Expanding these roads would only put more individuals at risk. Again, I do not support the proposed widening of 270/495 and support instead a no build option. I hope that more consideration will be given to those options.

From: MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>
Sent: Monday, October 19, 2020 1:05 PM
To:
Subject: FW: Comments on the I-495 and I-270 Beltway Expansion
Attachments: Final Beltway Expansion Comments 10-15-2020.docx

From: Liz D [REDACTED]
Sent: Monday, October 19, 2020 1:02 PM
To: MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>
Subject: Comments on the I-495 and I-270 Beltway Expansion

To whom it may concern:

Attached are my objections to Beltway expansion, particularly in the construction zone impacting my community of Silver Spring. Thank you for the opportunity to provide comments.

Sincerely,

Liz Davenport
[REDACTED] Dartmouth Ave.
Silver Spring, MD 20910
[REDACTED]

Sent from my iPad

Objections to Draft Environmental Impact Statement for Proposed I-495 and I-270 Toll Lanes Expansion

From: Liz Davenport, [REDACTED] Dartmouth Ave., Silver Spring, MD 20910

Date: October 17, 2020

Beltway Expansion Could Forever Fragment Ecosystem Services of Trees and Tree Canopy in I-495 Construction Zone Impacting Silver Spring and Adjoining Neighborhoods

Thank you for inviting public comments on the draft Environmental Impact Statement (DEIS) for the Maryland I-495 and I-270 toll lanes. The objections outlined are supported by research sponsored by Maryland or Montgomery County (see Addendum). The objections are consistent with those of the MNCPPC to the DEIS, which said that removal of public and private properties for Beltway expansion would need adequate planning for storm water management and protection of the environment in or near construction zones to keep area parks whole. These objections argue that the projected reach and scale of impact from construction in Silver Spring zone will be greater than that described by MNCPPC.

The DEIS begins its analysis using incorrect assumptions. Its baseline fails to take into account the impact of the recent clearcutting of trees and mature tree canopy for the Purple Line construction zone. The foregone economic and environmental benefits of those removed trees have not been mitigated under County Forest Conservation Law, and their replacement value will never be completely regained. The DEIS for Beltway expansion should therefore revise its baseline for analysis with an accommodation made for that zone. If toll lane construction proceeds, based on faulty analysis, an especially vulnerable segment of the 9.1 mile Sligo Creek, will be deeply impacted. A realistic baseline for the DEIS that accommodates the Purple Line-created tree deficit will more accurately determine how Beltway construction fragmentation of tree canopy could permanently change the watershed ecosystem.

Maryland and Montgomery County Research Validates These Objections

As home to environmentalist Rachel Carson, Silver Spring epitomizes “green” planning (see May 2010 *Silver Spring Green Space Guidelines*). Friends of Sligo Creek, Silver Spring neighborhood associations, local Sierra Club, Chesapeake Bay Foundation, government leaders and staff, and others have worked to improve stormwater management, air and water quality, and wildlife habitat for biodiversity. County Planning, in its Silver Spring and Adjoining Neighborhood Master Plan process, shared with this highly diverse community the impacts of likely population growth County-wide in the next 30 years requiring more middle income, multi-family housing, and expected extreme weather affecting temperatures, rainfall, and flooding. Both pressures will stress the health and functionality of this urban watershed.

County planners advocate parks to attract business investors and home buyers, given how parks increase property values. Silver Spring’s largest is Sligo Creek Park, described as heavily used, especially during the pandemic. When and if the Purple Line is done, the Dale Drive Station could likely increase the use of Sligo Creek Park. The Park itself is a narrow buffer for Sligo Creek; the true buffer includes the extended canopy of mature trees in adjoining Silver Spring neighborhoods. Preserving the extended canopy is critical to the people and wildlife that depend on it. The County’s strategic plan, *Thrive 2050*, in its *Issues Report* says experiencing nature—parks, gardens, trees, small landscapes, and natural areas—is important to human functioning, health, and well-being. Tree cover and integration of green space directly impact physical and mental health of residents. The *Thrive 2050 Issues Explainer* clarifies

that creating a healthy and sustainable environment means supporting our natural ecosystem, animal habitats, and human health.

Silver Spring's shade trees (many recently removed) and mature tree canopy are critical to the city's future livability. A tree canopy forms a "commons" of thousands of living organisms interconnected above ground and in fungal networks below, which maintain the health of the forest ecosystem anchored by virtually irreplaceable heritage trees. If nurtured, this urban riparian forest will continue to provide shade, buffer wind, and noise, create safe harbor for wildlife, and improve human health. To address declining urban water quality from the loss of trees and forests, the County must grow in a way that protects and improves the health of the natural environment. In a key role, trees aid stormwater runoff through evapotranspiration, a service that otherwise that must be replaced at great expense.

The County Planning Board in June 2020 voted to consider expansion of Silver Spring's commercial and residential zoning into single family zones to enable multi-family housing. Under current law, it is a tossup whether existing trees and tree canopy might be preserved, or lost, lot by lot, in a gradual removal of mature trees. County's 2013 "no net loss" of trees policy allows planting a sapling outside the region as mitigation for tree loss. To its credit, the County is seeking input on amending the Forest Conservation law to include "no net loss" of tree canopy. County Planning in its Silver Spring Master Plan update is getting strong stakeholder feedback to preserve existing mature trees and tree canopy to protect benefits already provided, and where needed, plant additional new trees.

Unfortunately, Downtown Silver Spring lacks sufficient shade, even though adjoining neighborhoods are beloved for beautiful mature trees that connect to Sligo Creek Park. In 2011, the University of Vermont study of 17 Montgomery County sites determined that Downtown Silver Spring was the 3rd worst urban heat island in the County with only 14% shade. The County's *Commercial Residential Zoning Guidelines* strongly recommends preserving trees, tree canopy, and planting street trees to reduce urban heat island effects, as well as using rooftop and cascade gardens. The County's *Shades of Green Program* responded by planting a total of 30 shade trees within the downtowns of Silver Spring or Wheaton. Sligo Park Hills recently secured the County to plant 67 trees in key locations in the watershed. Demand for trees has always seemed greater than the County's ability to supply them. These County plantings are laudable but cannot compare with the inherent value of preserving existing trees and tree canopy.

To accurately assess Beltway expansion impacts, the DEIS must reset its baseline by including recent clearcutting of trees and tree canopy in Silver Spring. An accurate baseline for analyzing the impacts of Beltway construction is critical, given expected climate change impacts that could be the tipping point for permanent degradation of the riparian forest...essential to Silver Spring's success. The economic and environmental wealth of these trees is what Maryland's *Clean Water Blueprint* demands to sustain the health of local waters and the Chesapeake Bay in its commitment to "reverse forest loss." The value of trees lost (Purple Line and Silver Spring Beltway construction) can be calculated using *USDA i-Tree* tools to quantify how and where these trees would add social, economic, and environmental benefits. For example, EACH RED MAPLE NOT CLEARCUT for Beltway expansion over 20 years of its life would:

- Remove 3,100 lbs. carbon dioxide from the atmosphere.
- Reduce 5,500 lbs. carbon dioxide emissions and 30 lbs. air pollution from a power plant.
- Save 570 kWh of electricity and 20 MMbtu of fuel for cooling and heating.
- Intercept 27,000 gallons of rainfall and 4,800 gallons of runoff.
- Filter 15 lbs. ozone, nitrogen dioxide, and sulfur dioxide from air breathed.

Protecting tree canopy is a proven market force with a calculable return on investment. In a *New York City Municipal Forest Resource Analysis, April 2007*, it was reported that city-wide, the average street tree intercepted 1462 gallons of stormwater each year, at a value of \$61 per tree, for a total savings of \$35.6 million each year.

In June, 2014, Virginia Tech University reported that best management practices for land use in the Chesapeake Bay watershed included conservation and maintenance of existing tree canopy to reduce future pollutant loads by reducing the loss of tree canopy. The report said that tree canopy can have a greater positive impact on local efforts and actions to address water quality than tree planting alone. The report recommended a cost-benefit analysis of planting trees be done to compare benefits of tree conservation. Similarly, the *Chesapeake Bay Program, Tree Canopy Outcome Management Strategy, 2015-2025*, says tree canopy needs must be assessed and a green infrastructure plan developed to protect remaining natural resources and riparian forest buffers in urban and suburban areas.

County Planning assesses tree value based on needed percentage of tree canopy; requirement for number of trees of a certain diameter and height and species; or tree basal area. *County Zoning Ordinance Citation, Section 4.7.3.F. Protection and Enhancement of the Natural Environment* states: "Protection and enhancement of natural systems, and reduced energy consumption help mitigate or reverse environmental impacts, such as heat island effects from the built environment, inadequate carbon sequestration, habitat and agricultural land loss, and air and water pollution caused by reliance on the automobile." Development plans receive points for protection, restoration, or enhancement of natural habitats, on-site or within the same local watershed, in addition to Forest Conservation Law or other requirements, and for protecting canopy at least 15 years old, amid other considerations.

Virginia's Prince William Forest National Park offers a cautionary tale. Its brochure tells how this secondary growth forest protects the last bastion of rapidly disappearing Piedmont habitat. It describes how forest loss in surrounding suburbs means that many bird species, like the Pileated Woodpecker and Scarlet Tanager, are now only seen in the National Park. Yet, in the Sligo Creek watershed, these species are regular backyard visitors. Sligo Creek Park should make the Bald Eagle photographed at Dartmouth and Dale in March 2020 the iconic, aspirational barometer for expected biodiversity in 2040 and beyond.

In summary, the scope of impacts to trees and tree canopy and the watershed ecosystem is exacerbated by climate change's projected impacts on our lives and the environment: extreme temperatures, extreme weather events, and more. The County must reduce our greenhouse gas emissions and prepare for these impacts. The *2018 Emergency Montgomery County Climate Change Mobilization Task Force Report* calls for "massive tree planting in the County by virtually every property owner to combat Climate Change." The DEIS must account for climate change as it researches impacts of Beltway expansion, resetting its baseline for trees and tree canopy deficits created by Purple Line construction in Silver Spring and adjoining neighborhoods. Some of Silver Spring's trees and tree canopy may be lost, but must not be forgotten by those who govern. In that vein, the DEIS must accurately assess this watershed ecosystem to ensure the right decisions are made for Silver Spring to thrive in 2050.

Addendum: References Used for These Comments

- North and West Silver Spring Master Plan: Parks, Community Facilities, and Environmental Resources, 2000
- Montgomery Planning Website: Missing Middle Housing; Forest Conservation Law
- Chesapeake Bay Clean Water Blueprint, Maryland Department of the Environment, 2019
- USDA i-Tree Website: Climate Change Resource Center
- Thrive 2050 Website: Goals: Draft Work Product for Planning Board Review, June 11, 2020; Issues Report, February 2020; Issues Explainer, PDF
- Report of the Montgomery County Climate Mobilization Workgroup June 5, 2018,
- Accelerating County Greenhouse Gas Goals
- Montgomery County Planning Website: University of Vermont, Tree Canopy Analysis, 2011
- MyMCMedia, Montgomery Community Media: “New Trees”, December 19, 2012, SS and Wheaton receive 30 trees from Shades of Green program, funded by Forest Conservation Fund, for areas a 2011 analysis said needed it most
- Montgomery Planning Website: Reforest Montgomery Program; Tree Montgomery, a program of Montgomery County government, 2020 Website
- Move On Website: Letter to: Montgomery County Planning Board and Isaiah Leggett, County Executive Montgomery County: Protect our watersheds, save our trees; Campaign created by
- Seven Oaks Evanswood Citizens Association
- Birds of the Piedmont, Prince William Forest Park, National Park Service, US Department of the Interior, Triangle, VA, brochure
- Montgomery Planning Website: Maryland-National Capital Parks & Planning Commission News
- Virginia Tech University, Study Report of BMP Effectiveness for Urban Tree Canopy Expansion, June 2014
- Recommendations of the Expert Panel to Define BMP Effectiveness for Urban Tree Canopy Expansion, September 12, 2016
- Montgomery Planning Board Website: M-NCPPC Expresses Major Concerns Regarding Draft Environmental Impact Statement on I-495 and I-270 Managed Lanes Study, July 15, 2020
- Chesapeake Bay Program, Tree Canopy Outcome Management Strategy, 2015-2025
- New York City Municipal Forest Resource Analysis, April 2007
- Maryland Department of Natural Resources Website: Forest Conservation/Preservation Law; Critical Areas Law, Roadside Trees Law, and Tree Canopy Law
- Montgomery County Zoning Ordinance Citation: Section 4.7.3.F, Protection and Enhancement of the Natural Environment

Wicca Davidson

██████████ Connecticut Avenue
Chevy Chase, MD
20815

28 August 2020

To whom it may concern:

My husband and I live on the corner of Connecticut Avenue and Leland, in the Town of Chevy Chase, 3 blocks south of East-West Highway.

We have lived here since 1998, so therefore have many years of experience living on 185 – a loud and active six lane highway.

Living here has been interesting.

There are accidents 3-4 times a year in front of our house, many of them quite serious.

There is never a time of day that traffic is gone, or Connecticut Avenue is quiet. It is impossible to have any quiet or private enjoyment of our large corner lot.

To give you some context to my comments - I am a full-time real estate agent who has worked for 20+ years in the metro DC area. Our updated 3000 square foot house, with a .40 acre beautifully landscaped lot, is worth approximately \$200,000.00 less than an equivalent house and lot in the Town that is on a quiet street. In fact, the smaller house next to ours on Leland, is - per square feet - worth more than ours.

Our house is approximately a mile from the site of the new Purple Line stop on Connecticut Ave. That will bring even more traffic.

The current plans I am sending in our comments regarding - inform me that you are planning on sending even MORE traffic down Connecticut Avenue.

Connecticut Avenue is one of DC's main arteries that runs from Virginia, through the District of Columbia, and onto the beltway in Maryland. Please consider the quality of life for those of us who already have a life compromised enough by the current state of the Avenue, and who will someday soon be dealing with the metro stop which is walking distance from our home.

Please, spare us and do not make the Connecticut Ave exits from 495 handle substantially more lanes of traffic, which will invariably lead to more noise, more congestion, even lower property values, and more accidents. Your plan is a bad one and will impact many more people than our family.

Sincerely,

Wicca Davidson

████████████████████
████████████████

Andrew Davis

From Appendix B pg 148: "The construction costs used in the financial analysis were adjusted to reflect assumed efficiencies in costs for major items such as asphalt pavement and structural materials."

How were "adjustments" decided here? And what were the details of those adjustments? The document fails to describe these or how they were decided, calculated or even estimated.

From: Benjamin Davis [REDACTED]
Sent: Sunday, November 8, 2020 1:10 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov ; treasurer@treasurer.state.md.us
Subject: Comments on the Draft Environmental Impact Statement for the I-495/I-270 Managed Lane Study August – September, 2020

Maryland Department of Transportation
MLS-NEPA-P3@mdot.maryland.gov

November 8, 2020

Comments on the Draft Environmental Impact Statement for the I-495/I-270 Managed Lane Study August – September, 2020

For the last 25 years, I have lived in Rockville – a little over a mile from I-270 – where I raised my children. One of my daughters and her children live in Rockville, the other in Silver Spring near I-495. As a citizen, a taxpayer and a user of Maryland’s highways, I am deeply concerned by MDOT’s failure to address crucial issues of cost, effectiveness, and community and environmental impact in the DEIS.

I support the no-build option and oppose all of the options to widen I-270 and I-495.

As a regular user of both I-270 and Metro trains and buses, I am concerned that P3 tollways will increase congestion on I-270 and feeder roads such as MD-28.

I am further concerned that the proposed tollways will increase economic disparity in our region, which has already been worsened by the Covid-19 pandemic, and effectively punish lower-income essential workers (many of whom are minorities) who must use their cars to get to work but are unable to pay high tolls. This concern is heightened by MDOT’s conclusion that managed lanes will benefit minority and low-income communities without conducting any analysis of the impact of toll roads on these communities. This violates [Federal laws](#) and common sense notions of fairness and decency.

The Purpose and Need Statement for the Managed Lane Study is so narrow that it precludes any consideration of reasonable alternatives, contrary to Federal court decisions. By focusing myopically on expansion of toll roads, and by segmenting the study to exclude I-270 Managed lanes from I-370 to I-70, MDOT has failed to give fair and proper consideration to alternatives such as expanding MARC service and/or rapid bus lanes that would provide cheaper and fairer transportation to all residents of the I-270 corridor.

One of my grandchildren has asthma. I am very concerned about the health impact of increased pollution from I-270 and feeder roads on my family and other vulnerable people in my community. The heavy toll that Covid-19 has taken on people with respiratory problems in our community should make us even more concerned about increasing the amount and concentration of harmful emissions near residential areas.

I also oppose the expansion of I-495 into Rock Creek, Sligo Creek, and Greenbelt parks which will adversely affect wildlife and recreation. These are the parks that my grandchildren play in. The damage to our local parks and quality of life cannot be mitigated by acquiring land in other parts of the state.

Finally, the proposed widening of I-495 and I-270 is likely to be a disaster for taxpayers, at a time when our state and county treasuries are already stressed by the pandemic. The proposal as it stands will cost taxpayers a billion dollars directly, plus another two billion in water and sewer fees for pipeline relocation. And as the Purple Line debacle has shown, we could end up on the hook for billions more. This is money that could much better be invested in improving public transportation options for lower income workers and other critical needs in our communities.

Benjamin N. Davis
[REDACTED] Forest Ave.
Rockville, MD 20850

Sent from [Mail](#) for Windows 10

From: [REDACTED]
Sent: Friday, October 30, 2020 11:21 AM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: I-495 and I-270 Draft Environmental Impact Statement
Attachments: Comments I-495 and I-270 draft EIS.pdf

Dear Ms. Choplin. My written comments on the I-495 and I-270 Draft Environmental Impact Statement are attached.

Very truly yours,

James Bruce Davis
[REDACTED] Falls Bridge Lane
Potomac, MD 20854
[REDACTED]

█ Falls Bridge LN
Potomac, MD 20854

October 30, 2020

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

Re: I-495 and I-270 Expansion Draft Environmental Impact Statement

Via First Class Mail, and via email to
MLS-NEPA-P3@mdot.maryland.gov

Dear Ms. Choplin:

This is to provide my comments on the above referenced draft environmental impact statement. For the reasons stated below, I oppose this project and support the No-Build option.

I reside in Potomac Maryland, about three miles distant from the Capital Beltway (I-495). I've lived here since 1987 at the address above. For approximately 25 years I commuted to my law office in Arlington, VA, usually via the Clara Barton Parkway in the mornings and via the George Washington Parkway and the American Legion Bridge in the evenings. I am all too familiar with the traffic congestion on these routes. If I'd known in 1987 that I would accept employment in Arlington, I would probably have bought a house there. But, my wife and I are happy where we live now, and we'd like to keep it that way.

My opposition to the proposed expansion of I-495 and I-270 is grounded on three considerations that the draft environmental impact statement failed adequately to address: (1) the climate crisis, and the urgency of curtailing the CO₂ emissions that cause global warming; (2) the "build it and they will come" phenomenon known as induced demand; and (3) increased opportunities to work from home, which have accelerated dramatically in recent days due to improvement in technology (e.g., Zoom) and the need for social distancing due to the coronavirus.

The Climate Crisis

The UN Intergovernmental Panel on Climate Change (IPCC) has determined that, if we are to avoid the worst effects of global warming and climate change, the world's economies must become carbon neutral by 2050. To achieve carbon neutrality, people need to stop burning fossil fuels for energy. Studies have shown that transportation in single passenger motor vehicles often has the largest impact on personal carbon footprints. For this reason, Montgomery County is working on a smart growth plan that concentrates future development along transportation corridors and encourages urban villages where people live near their offices, grocery stores, restaurants and other amenities. To develop our economy in a way that saves the planet, we don't need more roads; we need efficient public transportation and smarter development policies. Mid-twentieth century thinking (more roads and suburban sprawl) won't enable us to cope with the twenty-first century climate crisis.

Induced Demand

Induced demand is the name for the phenomenon that occurs when the opening of a new road, or the widening of an existing one, generates new traffic that causes the new road or new lanes quickly to fill up. Based on personal experience, the proposed I-495 and I-270 project is likely to have this effect. Having for years experienced the traffic these roads, I now use them judiciously, planning my trips for times when the congestion won't be too bad. Google Maps helps me do this. If the roads were widened, I'd use them more often – until the traffic gets bad again because more people like me decide to use the roads more frequently. If the proposed project goes forward, the new lanes will attract additional traffic, and we'll have back-ups on eight or ten lanes instead of six or eight. We'll have the same delays we do now, but we'll also have more CO₂ emissions, more ground level ozone, more pollution, and a diminished quality of life.

Working from Home.

The COVID-19 pandemic has been called “a massive experiment in telecommuting.”¹ Out of necessity, telecommuting has become increasingly common, and the practice is likely to continue after the pandemic abates. New computer applications like Zoom and Microsoft Teams facilitate virtual meetings where people collaborate much like they did in offices. A friend who is a manager at the Department of Commerce tells me that his team has been more effective now that everyone is working from home. The workers accomplish their tasks without wasting time or emitting CO₂ and pollution while commuting to work. The draft environmental impact statement failed adequately to address this paradigm shift in working practices.

¹ www.brookings.edu/blog/up-front/2020/04/06/telecommuting-will-likely-continue-long-after-the-pandemic/

Conclusion

Maryland should choose the No-Build option.

Sincerely yours,

A handwritten signature in black ink that reads "James Bruce Davis". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

James Bruce Davis

cc: The Honorable Peter Franchot, Comptroller of Maryland
The Honorable Nancy Kopp, Treasurer of Maryland

Katelyn Davis

This entire project should be scrapped in favor of expanding the red line. The simple fact this project does not include an expansion of the red line defies logic. A 8 car metro train carries approximately 400 people (8 cars, 50 people per car). Metro runs the every trains 2-6 minutes during rush hour, which is 800-2400 people per 6 minutes. A car carries 8 people MAXIMUM. A bus carries 60 people. The ONLY way to reduce congestion, prevent future congestion and improve the environment is to expand trains. I don't need to an environmental impact to tell me expanding 270-495 which cause irreparable damage to our local and global environment, contribute to climate change and degrade our water quality, cause additional stream run-off and pollution, and harm air quality.

Name: Patrice Davis

Joint Public Hearing Date: 8/18/2020

Type/Session: Live/Morning

Transcription:

Hi, my name is Patrice Davis, D-A-V-I-S. I live at [REDACTED] Martins Lane, Rockville, Maryland, 20850. I have a child that attends Julius West Middle School, already too close to I-270. It will be even closer if this is allowed to proceed. I do not support any planned expansion of I-270. I support a No Build option. I do not support any plan that allows wealthier people to bypass traffic while low-wealth people are subject to more traffic and breathing, breathing in more exhaust fumes. In this case, social justice and environmental justice go hand in hand. I believe this project violates Title VI. I would like to see a plan that includes electric-only vehicle expressways and commuter lots to encourage carpooling and group ridesharing in electric vehicles. It should be planned in coordination with the new express lanes for busses on Route 355. This could benefit the environment and people of all income ranges.

Based on the current options, I think a preferred alternative should not be chosen until the true monetary cost and environmental costs are known. Since no one knows how much the for-profit company will charge, I asked people I know in Miami and Virginia where a similar for profit scheme took place. They usually pay between 5 to 20 dollars in tolls to commute one way to work. These for-profit highways have a reverse incentive to cause more traffic and more pollution in order to bring in more profit. The people in Virginia and Miami have only seen increases in traffic and commute times because no one is putting a cap on new construction or investing in other commuting options.

For the sake of argument, let's say it is five dollars one way to commute on I-270, commuting five days a week with two weeks off for vacation, you will pay two thousand five hundred dollars in tolls, also known as a commuter tax. I believe five dollars is a very low estimate. We don't yet know how much Maryland citizens will be required to pay for the privilege of sitting in traffic. If you can easily add two thousand five hundred dollars in tolls to your commuting expenses, good for you. But I ask you to step outside of your bubble for a moment. In 2018, 33 percent of Maryland's workforce earned less than fifteen dollars an hour. The income gap is projected to grow once the dust settles from this pandemic. The people that were determined to be essential workers during this pandemic, such as grocery store employees, janitors, and home health aides usually make minimum wage. You might have put a sign in your car window to thank them. But what they really need is for you to speak out against these unfair practices. This commuter tax is just another way to tax the poor and middle class for not being able to afford to live close to their jobs. Low-income workers can't afford to take a day off to participate in these type of hearings; it's just another luxury they don't have. If you care about Montgomery County and Frederick County, don't allow elected officials to sell us out for a quick buck.

Patrice Davis

I am a Psychiatric Nurse Practitioner in Montgomery County. I work with many minority and low income clients. Often clients have to decide if they can pay for a prescription or buy food or put gas in their car... Many of the staff I work with can't afford to live in Montgomery County and have long commutes. They can't afford tolls. I support the NO BUILD OPTION. There is the cost of the express lanes, lack of investment into public transportation, and the health consequences of people who can only afford to live close to the highway. I believe this is a violation of Title VI of the Civil Rights Act of 1964. I will explain why this project will have a disproportionately high and adverse impact in low-income and minority communities.

The plans released are woefully lacking in details about how much it will cost to commute. There is no detailed analysis of public transit/multi-modal transit alternatives. We don't know if there will be caps on how much the for-profit corporations can charge motorists. We don't know the income levels or race/ethnicity of the people who currently live close to the highway. From my limited research, there are some homeowners and some higher density housing which have minority populations.

We don't yet know how much Maryland Commuters will be required to pay or if there are any caps on how much they can charge. The MWCOG calculation on page 883 of Appendix C of the environmental report provides figures per mile, but it is hard to understand. Based on these figures, and what is being charged in Northern Virginia (for a similar for-profit highway scheme), estimates between \$28-\$48 seems reasonable. Commuting 5 days a week, with 2 weeks off for vacation, a commuter would pay \$7,000-\$1400 in tolls per year.

If this is not a shocking number to you, I ask you to step out of your bubble for a moment. In 2018, 33% of Maryland's workforce earned less than \$15 per hour. The income gap is projected to grown, once the dust settles from this pandemic. Most local food pantries require a car for pick up.

This is another way to tax the poor and middle class, for not being able to afford to live close to their job. That includes many in healthcare. At the start of the pandemic, we learned how much we need our "essential workers"; many of whom make minimum wage and have long commutes. One thing you could do to thank them, is to stop this discrimination. I do not support any plan that allows wealthier people to bypass traffic, while low wealth people are subjected to more traffic and more pollution. There is a disproportionately high adverse impact to low-income communities. This is probably also true of minorities, but no one has done comprehensive research.

Patrice Davis

I live and work in Montgomery County. I support the no build option because this plan will not improve congestion on 1-270, is going to cost me as a tax payers and is going to cause more pollution. The toll revenue is all going to a private corporation, and NOT into creating better transportation options. The current available plans are NOT GOING TO significantly REDUCE TRAFFIC. In some areas, like north of Montgomery Village, it is projected to increase commute times. Every day people will get stuck with the bill to move all of the drainage areas along the highway and some other construction costs. Local Jurisdictions will have to pay to rebuild the Bridges that go over the highway to accommodate the wider highway below). They will also be stuck with the bill to rebuild local road if there are changes to the entrance ramps, road signs, and lighting. All of this additional construction has a financial and environmental impact, which is not included in the environmental review. This process reminds me of a shell game of changing information and intentionally withholding of information to confuse commuters, tax payers, and Government agencies.

Patrice Davis

Governor Hogan has no right to give I-495 and I-270 to a private corporation for FREE. It belongs to the tax payers of Maryland. I support the no build option. Governor Hogan also agreed to spend additional tax payer dollars (\$2 billion to move WSSC pipes) before handing it over. In a public private partnership, the corporation does NOT have citizens best interests at heart. Their goal is NOT bring us less congestion, or worry about the environment. A corporations mission is to MAKE MONEY. For-profit highways have a reverse incentive to cause MORE traffic, in order to bring in more money. More traffic causes worse air pollution. The DEIS appears to discount projected increases in air pollution, despite a clear incentive on the part of the for-profit corporation to increase congestion. In conclusion, the State is paying for massive work on the highway before giving it to a for-profit company for FREE, this has environmental impact, then there will be massive impacts to the environment and health during the construction only to increases pollution after.

From: Regina Davis [REDACTED]
Sent: Sunday, November 1, 2020 11:57 AM
To: MLS-NEPA-P3
Subject: I oppose this project and support the NO- BUILD option.

I oppose this project and support the NO- BUILD option.

[REDACTED] Lorain Avenue, Silver Spring, MD 20901

From: Regina Davis [REDACTED]
Sent: Sunday, November 1, 2020 12:06 PM
To: MLS-NEPA-P3
Subject: 497/270 Beltway Expansion I OPPOSE THIS PROJECT AND SUPPORT THE NO-BUILD OPTION

I OPPOSE THIS PROJECT AND SUPPORT THE NO-BUILD OPTION.

I live just two blocks inside the Beltway - off Route 29/Colesville Road. The Congestion on Rt 29 is already unbearable, this project will directly impact my ability to drive downtown Silver Spring or run up the University Blvd to the super market. Running a short errand will be slowed considerably with construction work on the Beltway and even worse if it is carrying more cars after the widening project.

This will contribute more air and noise pollution to an already stressful level.

We will lose the YMCA, where we swim and exercise.

We will lose the Golf Course where we have open green space and play golf.

The Sligo Creek will be destroyed by additional highway water run off.

My water bill will increase to an unaffordable level due to construction to move water and sewer pipes to accommodate the expanded beltway.

Regina Davis
[REDACTED] Lorain Avenue
Silver Spring, MD 20901
[REDACTED]

I OPPOSE THIS PROJECT AND SUPPORT THE NO-BUILD OPTION.

RICHARD DAVIS

I support the "No Build" option. Any and all efforts to relieve congestion should focus on methods that reduce the total number of vehicles on these thoroughfares. Greater emphasis on improved Mass Transit (To include Commuter Bus Lanes on existing roadways) would better serve the community as a whole, and the economically underprivileged, in particular. In addition, the insufficient study of the environmental impact of the proposed expansion leaves glaring gaps in our knowledge of the hazard posed to the general health and well being of those who live in vicinity of the project.

Robert davis

NO NO No..To use my tax dollars to create lanes for the rich and self-important is not acceptable.
We have needed additional lanes for 40 years for everyone.
THIS IS UNACCEPTABLE.

Name: Rory Davis

Joint Public Hearing Date: 8/18/2020

Type/Session: Live/Afternoon

Transcription:

Hi, I'm Rory Davis, and I have called multiple times and from multiple phones, have been in the queue, even though it claims there are no more speakers. My name is spelled R-O-R-Y D-A-V-I-S. I live on [REDACTED] Martin Square Lanes. I'm sorry, [REDACTED] Martins Lanes, Rockville, Maryland, 20850, and I oppose expanding Highway I-270. I was a student at Julius West Middle School last year and from researching over 700 studies done by the Health Effects Institute, they learned that if you live 300 to 500 meters away from a highway, you are at a higher risk of getting asthma as a child, and if you have asthma, it may increase asthma attacks. Also it causes impaired lung function, premature death, and deaths from cardiovascular diseases. Julius West Field is only 35 meters away from I-270. Before Corona, the students were required to run the track lap before PE. The school building is only 253 meters away from the highway. It is already too close. I believe that we should do air quality tests that are done outside, not just inside. Currently, they only do indoor air quality tests. Despite the lack of testing, they're telling us it is safe [inaudible] increased cars on the highway. This can only make air quality worse. This is a problem, especially since they are planning on expanding it and turning it into a for-profit highway that benefits an Australian corporation at the expense of American children and American families that live right next to the highway. Don't ruin the lives of children for the sake of profit. I yield my time.

Rory Davis

Last year I was a student at Julius West Middle School. It is located right on I-270. That is why I support a NO BUILD option.

Julius West Middle School is currently LESS THAN 300 meters from highway I-270. It is 258 meters from the highway to the media center, which is located in the center of the building.

Projections say if this project is allowed to proceed it could be even closer. After analyzing 700 studies, the Health Effects Institute concluded that less than 300 meters from a highway is considered the DANGER ZONE. Before the pandemic, children ran the track lap before PE class. The track lap currently is ONLY 35 meters from I-270. Montgomery Blair High school also has their athletic field right along I-495. Children and teens are taking deep breaths, where particulate matter is high. That is a major risk factor in developing asthma. This highway is being given away for free. All the profits go to a private company instead of going to Maryland for better transportation or better schools.

There are large minority populations at both Julius West Middle School and Montgomery Blair High. The make-up of Montgomery Blair is approximately 33.8% Hispanic, 23.7% African American, and 14.4% Asian. The Julius West student body is approximately 26.3% Hispanic, 17.5% Asian, and 16.4% African American. I believe the location of this project is discriminatory since it has a disproportionately high adverse impact on minority students.

Options that encourage electric vehicles or mass transit would decrease the risks for the 1300 students who attend Julius West Middle School and the 3000 students who attend Montgomery Blair High school. Please think about the next generation.

From: Jennie Davison [REDACTED]
Sent: Wednesday, October 14, 2020 1:10 PM
To: MLS-NEPA-P3; aklase@marylandtaxes.gov
Subject: Opposition to Beltway Widening

To whom it may concern:

As a resident and voter living in Silver Spring, Maryland, I strongly oppose the widening of the beltway and I-270

1. We need all-day, two-way, frequent MARC train service between Frederick and Union Station, with stops including Germantown, Gaithersburg, Rockville, Kensington, and Silver Spring. This is the most cost-effective way to increase mobility in the 270 corridor, and it's better for the environment, too. Yet the state refused to study it or any other all-transit alternative.

2. The toll lane plan will increase traffic congestion. Nobody will pay high tolls to drive in the new toll lanes unless the "free" lanes are backed up. And all of those additional cars will end up in even bigger back-ups on local roads like Route 29, Connecticut Avenue, and Old Georgetown Road. **This will not benefit the average commuter who cannot afford the tolls and, in fact, will make things more difficult.**

3. The toll lane plan doesn't work financially. On the one hand, the private toll-lane operators must set high rush-hour tolls (\$2 per mile or more) to recoup their costs and make a profit. On the other hand, most drivers will be unable or unwilling to pay tolls that high. So where will the money come from?

4. Originally Governor Hogan said that the toll lane plan would not cost the public anything. But we keep learning about more things the public, not the toll-lane operators, will pay for. Who will have to pay a billion dollars to move water and sewer pipes? We will. Who will be left holding the bag if the toll-lane builders walk away from the job and demand more money? We will.

I am in favor of workable and pragmatic solutions - widening the beltway is not one of them.

Sincerely,

Jennifer Davison

JACK DAWSON

I-495 & I-270 Managed Lanes Study DEIS/ Draft Section 4(f) Evaluation

I would like to say that Governor Hogan's I-495 & I-270 Expansion Project does not have help the community as its primary goal. If it did, it would alleviate the already existing abundance of noise and pollution caused by current traffic conditions. The project's goal of reducing traffic congestion is a pie in the sky, it has not been fully proven, nor has its endurance over time.

In Montgomery County, residents need & want to maintain green space for physical & mental health. Living in Montgomery County is about a balance in the long run; here, that means what is best for our community is a balance between plenty of transportation choices and enough quality green space. Look, for instance, at the role Central Park plays in Manhattan in New York. That park is cherished and preserved by New Yorkers for the benefits it provides.

Invest more in making streets walk-able with bike lanes. In PG County, All Saints Rd. between Whiskey Bottom Rd. and Scaggsville Rd. is a great example of pedestrian-friendly conditions: wide streets, plenty of parking, sidewalk far enough away from traffic for a buffer to exist between pedestrians and traffic. Plus, no telephone poles to boot

Or the sidewalk in front of Blair High School is another example of a sidewalk - a wide one - somewhat away from traffic for a buffer to exist between pedestrians and traffic.

Why not increase use of MD-200 (ICC)? That is existing highway in need of more use.

Lastly, build up the walls of I-495 that separate that highway from residential neighborhoods. They are not sufficient as they exist for air & noise pollution concerns.

Judy Dawson

Re: 495 & 270 expansion toll hwy.....First and foremost, this project would increase the noise and traffic pollution already in normal capacity conditions on the roadways. The present expansion on the 495/95 tolls on VA side do not alleviate heavy traffic conditions. Why not utilize the current 200 toll roads to lessen the traffic away from 495? And decrease the actual tolls there to increase volume of usage.

Living nearby 495, the concrete walls do nothing to decrease or minimize noise level in an already urban dense traffic area. Increased public transportation would be helpful especially with increased frequency of service.

Aside from increased noise and traffic pollution, we do not need to decrease the green space in the current area for an unnecessary and invasive project to the current residential community in the impacted areas. Increased noise, traffic and emissions from cars would be harmful to the adjacent population for health issues as well.

This project is not about helping the current communities. This project is unnecessary and foolish on the whole. I as a current resident of Woodmoor (Montgomery County) do not want my taxpayer dollars to fund this project in any matter. If you truly want to help the communities of 495/270 corridor, as the residents and constituents who actually live in the areas what public services are needed or what needs to be improved on the whole for Montgomery County.

Molly Dean

Please preserve Rock Creek Park. It's one of few natural escapes in the city and should be protected.

Perry degener

I write in opposition to the potential changes to I-495 and I-270 due to the collateral impact it will have on the Capitol View Historic District.

--Perry Degener

Mary Deinlein

I am not in support of expanding 270 and 495. We need affordable transportation for all commuters, not "luxury lanes" for the rich. This project ignores the serious crisis we are all facing due to climate change—it will add to the problem rather than solve it. The environmental damage that will be done through clearing of hundreds of acres of parklands further contributes to climate change and diminishes the quality of life for all of us.

Herman DeLang

This PROJECT MUST BE BUILT the silent mahority of Hundreds of Thousands of people should supercede the minimal impacts to a couple of dozen homeowners or folks living adjacent to a major highway.

For one, when anyone buys next to a major highway, they already are buying into the noise and direct localized impacts form living next to a highway, as well as the possibility the highway may need to be expanded in the future. So no excuses please

This must be built for the quality of life of my Family, and everyone that I know - hundreds of people that travel these routes regularly.

Further, it is a major safety issue, as the overloaded current configuration is an increased danger to everyone that travels upon it - and including those people that live adjacent to the highway from the threat of crashes and release of toxic crash related pollution, whether from truckload or energy source fires.

From: Herman DeLang [REDACTED]
Sent: Friday, October 16, 2020 9:16 PM
To: MLS-NEPA-P3
Subject: I-495 I-270 - BUILD IT!

PLEASE BUILD THIS PROJECT, AS ADDED CAPACITY AND THROUGHPUT IS THE ONLY RATIONAL SOLUTION FOR A GROWING METRO AREA.

TRANSIT DOES NOT WORK IN A DISPERSED SUBURBAN COMMUNITY, WITH NO CBD AS THE BELTWAY AND I270 PROVIDE TRANSPORTATION TO!

PLEASE BUILD THE EXTRA LANES IN THE BEST AND RECOMMENDED OPTION - ADDING LANES!

THIS IS THE SILENT MAJORITY, AND VAST SUPPORT, WHILE IMPACTING PERHAPS A FEW DOZEN PEOPLE VIA PROPERTY BUYOUTS, EVERYONE ELSE WILL EXPERIENCE IMPROVED STANDARD OF LIVING - LOWER POLLUTION, MORE TIME WITH FAMILY AND FRIENDS.

Patrick Delfert

It is imperative that the American Legion Bridge be expanded, along with I-495. There is currently a severe bottleneck on the bridge for commuters that backs up traffic for many miles in both directions. This bottleneck adds 30 minutes to each commute. This is not only a terrible waste of time for many thousands of people, but it also causes a large amount of pollution in the area as cars sit in traffic.

From: Ale Delgado [REDACTED]
Sent: Monday, November 9, 2020 7:58 PM
To: MLS-NEPA-P3
Subject: Beltway Project

Dear Ms. Choplin:

I am writing with respect to the draft environmental impact statement (DEIS) for the proposal to add private toll lanes to the Beltway and I-270. I oppose the plan to add toll lanes and I support the no-build option.

The National Environmental Policy Act (NEPA) requires consideration of how a project impacts Environmental Communities (EJ), or communities primarily made up of people of color and people with low-incomes. NEPA requires that the DEIS compare the impact of the project on EJ communities with the impact on non-EJ communities, in order to determine whether the negative impacts of a project fall disproportionately on EJ communities. Yet the DEIS does not include such a comparison.

The Beltway runs through many EJ communities, especially in Prince George's County. We know that those living near highways are exposed to increased vehicle emissions which have a harmful impact on health. But the DEIS fails to identify or evaluate how pollutants from increased traffic will impact EJ communities.

I urge MDOT to address this deficiency in the DEIS and to examine how the project impacts EJ communities compared with non-EJ communities.

Sincerely,

Alejandra Delgado
[REDACTED] Hannes St.
Silver Spring, MD 20901

Name: Emiliana Delgado

Date/Hearing: 8/25/20

Type/Session: Live/Morning

Transcription:

My name is Emiliana Delgado. That is E-M-I-L-I-A-N-A. Delgado, D-E-L-G-A-D-O. I live at [REDACTED] Hannes Street, Silver Spring, Maryland 20901. And I oppose the Project to add private toll lanes to I-495 and I-270. I support a No Build option. Governor Hogan and the Maryland Department of Transportation have repeatedly stated that adding private toll lanes will cost Maryland taxpayers nothing, but the Washington Suburban Sanitation Commission estimates that the water customers will pay two billion dollars to move water and sewer lines for this project. Moreover, according to the Draft Environmental Impact Statement, as much as one billion dollars in taxpayer subsidies will be paid to the Tollway Developer, but the DEIS fails to consider whether more employers will adopt telework on a permanent basis in the future and whether reduced traffic will require more subsidies for the Developer. According to the DEIS, the Project will lead to increased particular matter. Par, yeah, carbon monoxide, ozone, nitrous dioxide, and greenhouse gas emissions. The Project will increase highway capacity putting more vehicles on the road and increase in greenhouse gases, but there is no plan to mitigate these emissions. This move, this moves Maryland backwards in our efforts to reduce global warming pollution. According to Appendix C of the DEIS, rush hour congestion will actually increase on I-270 North. So after enduring increased traffic congestion during the four or five years of construction on I-270, commuters and other users of I-270 North will be rewarded with worse traffic. Finally, I want to comment on the tolls. The DEIS provides average tolls, but does not tell us what the tolls will, what the tolls will be during rush hours when they will be at their highest. Obviously, you can arrive at an average toll if you have estimates for tolls during rush hour. Why doesn't the DEIS reveal how high rush hour tolls will be? What is MDOT hiding from the public? In closing, I repeat that I oppose this Project and I support a No Build option. Thank you so much.

Marc DelMonico

Overall, this effort seems ill advised. Creating toll lanes on I-495 and I-270 will only cause traffic to increase on non-tolled local roads for those that can't afford the tolls and will create a tiered "pay to access" for use of critical infrastructure funded by all residents taxes and which should be accessible to all.

A public-private partnership will not be a good deal for the state. Taxes should properly fund infrastructure.

Each of the build alternatives would require the government taking and relocating 25-34 homes. It would also destroy hundreds of acres of parkland and historic properties, and would directly affect nearly 1,500 properties. Widening the beltway to include even more traffic while doing little or nothing to enhance public transit options in that corridor is short sighted.

I do not support the proposed expansion or the addition of toll lanes.

From: Michael DeLong [REDACTED]
Sent: Friday, November 6, 2020 8:34 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Comments on Highway Expansion Project

Dear Maryland Department of Transportation,

My name is Michael DeLong, I live in Silver Spring, and I am writing to comment on the I-495/I-270 expansion and its draft environmental impact statement. **I oppose this highway expansion project and support the No-Build option-I believe it is a bad idea that will lead to more traffic and pollution, and not improve the quality of life in our communities.**

Expanding the highway will lead to more cars on the road, leading to more pollution and contributing to climate change. We should be pushing for better public transit and alternatives to cars-we already have too much traffic. Adding more cars is not the solution.

And the project will negatively impact a number of local parks. Numerous studies also show that expanding highways almost never result in the desired reduction of traffic and congestion. Finally, the draft environmental impact statement is seriously flawed, and does not examine other alternatives.

Thank you very much,

Michael DeLong
[REDACTED]
[REDACTED]
[REDACTED] Whitney Street
Silver Spring, MD 20901

Name: Sandra Dembski

Date/Hearing: 8/25/20

Type/Session: Live/Morning

Transcription:

Sandra Dembski, S-A-N-D-R-A. Dembski, D-E-M-B,_like Beltway,_S-K-I. [REDACTED] Hamilton Spring Road, Bethesda. Um, I live in Carderock Springs, a community on the National Register of Historic Places. Because time is short, I will only focus my comments on issues that directly affect my community. But I must say that I support the comments of the previous speakers earlier this morning. I've reviewed parts of the Draft Environmental Impact Statement.

First, I strongly disagree with the findings of Appendix F that the Beltway expansion will have no effect on Carderock Springs. Carderock Springs is on the National Register as an example of situated mid-century modernism. This includes preservation of natural environment. A band of trees currently separates us from the Beltway and I firmly doubt that the Beltway can be expanded without destruction of trees. Trees are so important to the community that we have covenants that require permission from a neighborhood tree committee to take down mature hardwood trees. These trees also help mitigate the noise and pollution effects of the current Beltway. The preliminary design of the Beltway Project could require expansion into the backyard of some of my neighbors and presumably the destruction of their trees. It's difficult how this can be construed as having no effect on this historic community. There is no way to mitigate the destruction of 60-year-old trees. In addition, the disturbances into private property would lower property values. Of course, it's, if any Beltway expansion where to remain within that existing right-of-way, this would be an improvement. Appendix J notes its sound barriers along the boundary of Carderock and Carderock Springs Elementary School are both feasible and reasonable. Construction of sound barriers is critical for the community and especially from the brand-new elementary school. Almost four hundred children attend the school and the playground and playing fields abut the Beltway. These children need to be protected from Beltway noise and pollution.

I would recommend that the State include in any contract, as a cost of construction, the inclusion of all sound barriers found to be feasible and reasonable, not only in Carderock but a length around the length of the Beltway Project. In addition, [INAUDIBLE] the Beltway Project goes forward, that sound barriers be constructed early in the process to protect students and residents: county residents, community residents, from the noise and pollution which would accompany [INAUDIBLE] construction. [FACILITATOR SPEAKS]. SANDRA DEMBSKI: [INAUDIBLE]

From: Ray Denenberg [REDACTED]
Sent: Monday, November 9, 2020 12:06 PM
To: MLS-NEPA-P3
Subject: Beltway/270 expansion

I oppose this project (Beltway/270 expansion) **and support the NOBUILD option**, for all the reasons stated in other comments opposing the project.

Ray Denenberg
[REDACTED] Normandy Drive
Silver Spring Md. 20901

From: Peggy Dennis [REDACTED]
Sent: Monday, November 9, 2020 9:13 PM
To: MLS-NEPA-P3; treasurer@treasurer.state.md; aklase@marylandtax.gov
Subject: Put the Beltway/I270 Expansion project on hold

Go forward with the rebuilding of the American Legion Bridge. It needs it no matter what happens to the rest of the project. But the Beltway & I270 expansion should be put on the back burner until the pandemic has passed and traffic patterns and usage have settled down. Every time I've been on the Beltway or I270, there has been very little traffic and NO gridlocks. Things are different. We should not be pushing a 20th Century road project when the 21st Century traffic picture may be very different.

Margaret Dennis
[REDACTED] Fawsett Road
Potomac, MD 20854

From: PJ PJD [REDACTED]
Sent: Wednesday, October 14, 2020 12:44 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov
Subject: No more lanes on beltway

Please do not even think more about widening the beltway and taking away park land (Sligo Creek) and neighborhood in Montgomery County. The beltway will only cause more congestion. The privately run toll lanes are an insult to the tradition of public transportation started by President Eisenhower and having a public-private partnership has not worked at all seeing the botched situation on the Purple Line now - all torn up and no place to go. Toll Lanes, even with Easy Pass will back up traffic and cause accidents and put more burden on our County for emergency services.

Please consider better mass transit such as making Marc train to Frederick more frequent daily and on weekends (it is ridiculous that people who work a half day in Rockville have to drive in) (people will take metro and Marc to visit Frederick as reverse tourism also) and monorails (on the I270 corridor) to save our air pollution and living environment and general well being of citizens of Maryland.

Paula J Desio
[REDACTED] Quincy Street
Chevy Chase MD 20815

Bryan Detchon

I think highway expansion is a bad idea when traffic patterns are changing due to the coronavirus, because I don't believe in cockamamie "partnerships" that allow the private sector to make money off our roads, and because we need to find new ways to move people that are more climate-friendly:

The study is premised on congestion and traffic patterns that pre-date March 2020. Tollway revenue in Maryland is down 40% and hundreds of millions of dollars due to COVID-19, and tollway operators across the country have sought billions of dollars in taxpayer bailout money.

Despite promises that the proposed expansion will pay for itself through managed toll lanes, the DEIS shows that the build alternatives might require a state subsidy paid to the developer ranging from \$482 million to more than \$1 billion.

The DEIS fails to take the required hard look at the human health and environmental impacts of the proposed expansion and omits analysis of public transit options that would be viable when considered against the entire project.

The DEIS does not analyze how increased stormwater runoff from the proposed expansion will impact local waterways or how the increase in polluted stormwater runoff will impact downstream waterways, and the DEIS fails to sufficiently address how degradation to waterways and wetlands will be mitigated.

For these reasons and more, I believe the project will harm Maryland citizens and their environment and cannot be justified.

Samuel Deutsch

I grew up just blocks away from the beltway. I had my first asthma attack when I was eight - I thought I was going to die. I was gasping for air and we had to rush to the ER in the middle of the night to get a breathing treatment.

I have lived with asthma for my entire life since. It has put me in the hospital multiple times. I have had to be especially careful during this pandemic to avoid contracting COVID-19 due to my high risk as an asthma sufferer.

I strongly oppose expanding the beltway and I-270. There is countless literature showing how proximity to large freeways drastically increases the risk of asthma, birth defects, and other dangerous health conditions. While it is impossible to know if living blocks from the beltway is what caused my own personal asthma, we do know that the increased emissions from expanding the beltway will increase the number of children who are forced to suffer as I did. The decision to potentially expand these highways will have lasting health impacts that will reverberate for generations. Please say no to this mistaken project and instead choose to invest in the future by building environmentally sustainable mass transit.

Thank you.

From: Erik Devereux [REDACTED]
Sent: Sunday, November 8, 2020 6:36 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Letter supporting the I-495 No Build Option

My name is Erik Devereux. I reside in Silver Spring, Maryland. I am a registered voter who votes in every election local and national. I am a homeowner who resides within 1 mile of I-495. I have regularly used I-495 and I-270 for work commuting.

I strongly support the No Build option for I-495 and I-270. I strongly oppose any effort to wide either roadway including options that involve toll lanes.

Our world is coming to a juncture in which the transportation modes of the past simply must be replaced with new modes that do not add to the carbonization of the atmosphere and to reliance on single-passenger vehicles. The current effort by the State of Maryland to wide I-495 and I-270 harkens back to the 1950s not the 2050s. It is antiquated and short-sighted.

I do not believe there is any chance the proposed projects to widen I-495 or I-270 will be achievable under the budget currently proposed or without asking Maryland taxpayers to pay for more than \$1 billion in related construction. We have just endured four years of a presidential administration that systematically lied to its citizenry. Now the State of Maryland is embarking on this foolhardy project by also lying to its citizenry, further undermining basic trust in government. This simply has to stop if our democratic institutions are to survive. Anyone who faces the facts about I-495 and I-270 will see that widening these highways is a bad idea from the start. Please follow the facts.

Instead of this project, the State of Maryland needs to finish the Purple Line, invest in bus rapid transit, and restore the Red Line project in Baltimore. In the longer term, we need high speed commuter rail to link the major urban and suburban centers of the state and begin to move away from reliance on the automobile. We need to embrace a much better future for the residents of Maryland.

Sincerely,

Erik Devereux

--

Erik A. Devereux
[REDACTED]
[REDACTED]

From: Mark DeWeaver [REDACTED]
Sent: Monday, November 9, 2020 4:59 PM
To: MLS-NEPA-P3
Subject: comment on the Draft Environmental Impact Statement

Dear Sir or Madam:

I am writing to express my opposition to widening the Maryland section of I-495 and my support for the “no build” option. Any such scheme would have a disastrous impact on the homes and businesses in my community and would be unlikely to result in any real benefit for Maryland commuters. I am also particularly concerned about the environmental impact on our local parks.

My neighborhood, Woodside Forest in Silver Spring, lies immediately south of the Beltway—at ground zero for any widening plan. Numerous homes would have to be destroyed, as would the local YMCA and one, possibly even, two churches. The most vulnerable families—lower income households living in close proximity to the sound barriers—would be the worst affected. There would also be unavoidable damage to Sligo Creek Park. I was quite surprised to learn that the State expects us to be satisfied with a promise that this will be ‘mitigated’ through the purchase of streams in other parts of Maryland. They might as well be offering us land in the Everglades.

It also seems clear that the addition of “Lexus lanes” would not result in any improvement in Beltway traffic congestion for the average driver. While the relatively small number of commuters who could afford the tolls would benefit, everyone else would be stuck in the same or worse traffic jams as before. Indeed, for the project to be profitable, it cannot be otherwise. No one is going to pay for toll lanes if the regular lanes aren’t jammed.

It seems to me that Beltway widening would be a costly and destructive boondoggle. Neighborhoods like mine would be destroyed with little long-term benefit to anyone except construction contractors and a relatively small number of the wealthiest families. I hope that a halt can finally be called to this ill-conceived project.

Sincerely,

Mark DeWeaver
[REDACTED] Boyer Pl.
Silver Spring, MD 20910

From: Michael DeWeaver [REDACTED]
Sent: Monday, November 9, 2020 5:28 PM
To: MLS-NEPA-P3
Subject: Comment on the I-495 Draft Environmental Impact Statement

Dear Sir or Madam:

I am writing to express my opposition to widening the Maryland section of I-495 and my support for the 'no build' option. Beltway widening would be a disaster for my neighborhood, destroying homes, business, churches, our local YMCA, and parts of Sligo Creek Park. I also don't believe anyone but the small number of commuters who could afford the tolls would benefit. Everyone else would be stuck in the same or worse traffic jams as before. Indeed, for the project to be profitable, it cannot be otherwise. No one is going to pay for toll lanes if the regular lanes aren't jammed.

Problems with P3 toll lanes elsewhere also make it hard to share the Governor's confidence that there will be no cost to the taxpayer. I think a more likely scenario is that the taxpayer will take a big hit when the inevitable cost overruns leave the State with no alternative except to bail out the project, much as now appears to be happening in the case of the Purple Line.

Isn't it finally time to call a halt to this destructive boondoggle?

Sincerely,

Michael DeWeaver

[REDACTED] Boyer Pl., Silver Spring, MD 20910

Name: Blake Dewey

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Evening

Transcription:

OK. My name is Blake Dewey (B-L-A-K-E D-E-W-E-Y). I live at [REDACTED] Quebec Place in Berwyn Heights, Maryland. Hi, my name is Blake Dewey. I'm a resident of Berwyn Heights, Maryland, just inside the Beltway. I'm a doctoral student in engineering at Johns Hopkins University in Baltimore. I'd like to be very clear this evening. I do not support moving forward on this project and am in full support of the no build option. It's clear to me that MDOT SHA has not properly evaluated alternatives for detailed study. I do not believe that any alternative should be chosen until costs and benefits have been totally and completely studied. My experience so far with this process the MDOT SHA has provided very little compelling information that shows that this will be a successful endeavor worth the substantial monetary and environmental cost. I am profoundly disappointed in the bullheaded nature in which this proposal has been pushed through without adequate research and preparation. For example, mass transit proposals were outright dismissed as potential alternatives early in the process, seemingly due to the instinctive feeling that citizens would prefer more high... highway. Not only is this untrue, but it's also short sighted that other expansion projects have only led to increased spread of human development. Increased load from additional development soon met the increased capacity without any money provided to get people off the roads and into the metro area without driving a car. This is an environmental shortfall on a number of levels. It cannot be allowed to continue. We must think beyond the next five to 10 years of traffic as our metro area becomes increasingly more populous. To summarize, I would like... to I will only support the no alternative at this stage in the process. It is foolish and shortsighted to ignore the environmental and other long term impacts. I yield the rest of my time.

From: Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>
Sent: Monday, September 28, 2020 5:22 PM
To:
Subject: Fw: I495 - I270 road widening project

From: Lisa Choplin <LChoplin@mdot.maryland.gov>
Sent: Monday, September 28, 2020 5:00 PM
To: Joe Dias [REDACTED]
Cc: Jeffrey Folden <JFolden1@mdot.maryland.gov>; Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>
Subject: RE: I495 - I270 road widening project

Joe,

Thank you for your recent email and sorry for the delay in responding. Also, thank you for the details you provided, which was helpful in understanding the information you have already gathered from the DEIS and technical reports. Specific to your three questions, please see the following responses:

1. I live at [REDACTED] Ruddyard Road, Bethesda, which of the above 5 categories currently pertain to me?
[Under the Build Alternatives, your home falls under the 2nd category - an existing noise barrier that would be displaced and replaced with a reconstructed barrier.](#)
2. As mentioned in my previous notes, the noise level in my backyard is so loud that one cannot have a normal conversation. You mentioned "The current noise analysis uses worst case future traffic conditions, which assumes the maximum capacity of the roadway traveling at 65 mph." and this would be reevaluated in the final design phase. As you well know, most people exceed the posted speed limit. More importantly, I have no assurance that my backyard would be reevaluated.
[We understand that many vehicles exceed the speed limit when traffic conditions allow them to do so. Our analysis assumes 65 mph with all lanes at maximum capacity. At maximum capacity, traffic needs to slow down \(which lowers noise levels\) so the scenario that we modeled is considered worst case. The entire study limits will be re-evaluated during final design.](#)
3. In one of the maps covering Area 30, I found this notation "66 dB is only exceeded above 5th floor" barely visible on the map itself near the Grosvenor Park condominiums. Does the highlighted notation mean the noise, post expansion, will be above "specifications" on floors above the 5th. I am concerned because I have friends who live there, and a family member is considering buying a unit in one of those buildings.
[The note that you reference is located on Map 74. You are correct in that the noise levels are expected to reach/exceed the impact criterion of 66 dBA above the 5th floor in these buildings. Noise barriers are most effective when they break the line of sight between the noise source \(highway\) and noise sensitive receiver \(residence\). For multi-story apartment and condominium buildings, noise barriers are generally going to benefit only the lower levels. Due to engineering constraints, we have a height limit of 40 feet for noise barriers and that limits how many levels of a multi-story building can be benefited.](#)

We appreciate your continued interest in the Managed Lanes Study. Additionally, if you have specific concerns regarding poor drainage and/or erosion that is occurring on your property which you believe is due to the noise barriers and/or

culverts, we would be happy to have the appropriate MDOT SHA staff follow-up. If you have any electronic photos that show the situation that would be helpful as well.

Thank you,

Lisa



I-495 & I-270 P3 Office

601 N. Calvert St.

Baltimore MD 21202

Mailing Address

707 North Calvert Street, P-601

Baltimore MD 21202

Lisa B. Choplin, DBIA

Director

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Mobile – 443-863-0488

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www.495-270-P3.com



From: Joe Dias [REDACTED]
Sent: Tuesday, September 22, 2020 5:21 PM
To: Lisa Choplin <LChoplin@mdot.maryland.gov>
Cc: Jeffrey Folden <JFolden1@mdot.maryland.gov>; Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>
Subject: Re: I495 - I270 road widening project
Importance: High

Hi Lisa,

I hope you are well despite being very busy, so I will state what I already know before asking my questions, to keep this note short.

Extract of pertinent info I found:

After many hours perusing the DEIS, I finally determined from a map in Appendix J that I am in "**Area 30: I-270 east spur, between I-495 and MD 187**". Charts indicate the number of affected residences are relatively consistent across options (excluding #5). I did this (Refer to the *Environmental Resource Mapping (Appendix D)* and *Maps 53 through 76* of the *Noise Analysis Technical Report (Appendix J)* for the proposed noise barrier locations.)". And I know "A preliminary determination of horizontal and vertical alignment for the noise barriers was made (**Table 4-15**); however, final determination of barrier dimensions will be made in final design. Engineering changes reflected in final design could alter the conclusions reached in this analysis, leading to recommendations to add or omit noise barrier locations. A Final Design Noise Analysis will be performed for this Study based on detailed engineering information during the design

phase. The views and opinions of all benefited property owners and residents will be solicited through public involvement and outreach activities during final design.”

Under: **Table 4-15: Summary of Noise Sensitive Area (NSA) Impacts and Preliminary Sound Barrier System Mitigation** by **Alternative** but could not determine whether

I found: **Summary of Noise Barrier System Mitigation**

1. Existing Noise Barriers that would remain in place as currently constructed. 7
2. Existing Noise Barriers that would be displaced and replaced with a reconstructed barrier 42
3. Existing Noise Barriers that would be reconstructed and extended. 19
4. New Noise Barriers constructed. 23
5. Noise Barrier System is not reasonable or feasible 17

My 3 Questions:

1. I live at [REDACTED] Ruyard Road, Bethesda, which of the above 5 categories currently pertain to me?
2. As mentioned in my previous notes, the noise level in my backyard is **so loud that one cannot have a normal conversation**. You mentioned "The current noise analysis uses worst case future traffic conditions, which assumes the maximum capacity of the roadway traveling at 65 mph." and this would be reevaluated in the final design phase. As you well know, most people exceed the posted speed limit. More importantly, I have no assurance that my backyard would be reevaluated.
3. In one of the maps covering Area 30, I found this notation "**66 dB is only exceeded above 5th floor**" barely visible on the map itself near the Grosvenor Park condominiums. Does the highlighted notation mean the noise, post expansion, will be above "specifications" on floors above the 5th. I am concerned because I have friends who live there, and a family member is considering buying a unit in one of those buildings.

I watched your presentation to the County Council as well as other environmental group discussions and have a sense for some issues being raised. If you and or Caryn wish to visit my (and neighbors) backyard, please let me know. It provides a glimpse of the "unintended consequences" of noise barriers which is the land erosion resulting from stormwater surging through the concrete outfalls. The noise barriers were erected in 2002 and now part of my backyard is being washed away. And of course, you will be able to hear the noise first hand.

I hope I managed to keep this simple. I look forward to your response.

Regards,

Joe

On Apr 11, 2020, at 7:43 PM, Joe Dias [REDACTED] wrote:

Hi Lisa,

Thanks for your prompt response. I am fine thank you and using this time to get caught up on items such as this study. As you know, most people and including truck drivers travel above the posted speed limit, so please persuade the noise analysts to assume "worst case future traffic conditions" to be **10-15mph over** the posted speed limit. I signed up for email updates on the website. I will forward this email to my neighbors who are similarly impacted to do the same so they can be informed and voice their opinions at upcoming feedback sessions.

Stay safe,

Joe

On Apr 11, 2020, at 3:12 PM, Lisa Choplin <LChoplin@mdot.maryland.gov> wrote:

Joe,

I hope this email finds you well and thank you for the follow up email. I'm happy to respond to your additional question regarding noise. The current noise analysis uses worst case future traffic conditions, which assumes the maximum capacity of the roadway traveling at 65 mph. When the study phase is concluded and we move into final design, the noise will be re-evaluated using more detailed engineering and traffic data than is currently available during this early planning study. As part of this noise re-evaluation, all existing sound barriers that are not physically impacted by the improvements will be re-evaluated to ensure that they meet the current criteria for feasibility and reasonableness as established by MDOT SHA and the Federal Highway Administration.

I hope this answers your question. Please reach out if you have any additional questions. We encourage you to stay connected and to check our website frequently for study updates at www.495-270-p3.com.

Stay safe as well,
Lisa



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ADMINISTRATION**

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www.495-270-P3.com



From: Joe Dias [REDACTED]
Sent: Tuesday, April 7, 2020 1:24 PM
To: Lisa Choplin <LChoplin@mdot.maryland.gov>
Cc: Jeffrey Folden <JFolden1@mdot.maryland.gov>; Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>
Subject: Fwd: I495 - I270 road widening project
Importance: High

Hi Lisa,

I hope you and your staff are well.

I do not recall whether I responded to your December 6, 2019 note below. In any case, I really appreciate your detailed response to my three questions as follows:

- #1. I understand. ...the teal/green line currently reflects both temporary and permanent potential impacts We are too early in the process to demarcate the line for temporary and permanent impacts.
- #2 I understand ...For areas where the existing wall will remain in place, the noise contour line remains close to the location of that existing wall. Where the wall will be replaced, the noise model is showing what the noise levels would be if no wall was present, and therefore the line extends further from the roadway.

Follow-up: I moved to my house on Rudyard Drive just as the wall was being built. I complained to our State Representatives and SHA that the noise level was **higher** after the wall was installed. Subsequently, SHA had the engineering firm measure the decibel levels. That Firm reported that the decibel levels were established when the **speed limit was 55 mph** and the decibel level **after the wall** met the contract requirements. As you know we are all driving faster now and I suspect motorists paying a fee to ride a HOT or ETL Managed Lane **will feel entitled to drive even faster than now** over posted speed limits. Accordingly, this noise remediation evaluation under "**future worst case conditions**" will hopefully extend to **all the Alternatives being considered whether the wall is replaced or not.**

#3. I understand and hopefully the computer models will be supplemented with on-site inspection especially given my experience.

Today I signed up for email updates on <https://495-270-p3.com/> and the pop-up which showed up. Obviously, the public hearings have been postponed due to the current crisis. In the meantime, do you have any information as to which alternative(s) have been selected?

Thank you and stay safe,
Joseph

Begin forwarded message:

From: Lisa Choplin <LChoplin@mdot.maryland.gov>
Subject: RE: I495 - I270 road widening project
Date: December 6, 2019 at 10:20:18 AM EST

To: Joe Dias [REDACTED]

Cc: Jeffrey Folden <JFolden1@mdot.maryland.gov>, Caryn Brookman <CBrookman@mdot.maryland.gov>

Joe,

Thanks for the email and additional questions. I have provided responses in red – I hope this helps in further clarifying the lines reflected on our displays.

++++
++++
++++

What you sent is exactly what I was looking for. **Slide #3 below** is a close up of my street and showing impacts to my property on Rudyard Drive. While Alternative 10, with the widest footprint, has not been selected, can you help me with these questions:

1. Is the potential limit of disturbance (teal/green line) demarcate the line that property will/maybe acquired by State if this option is chosen? **The space between the teal/green line and the dashed yellow line (MDOT SHA’s Right-of-Way line) reflects the potential property that may be needed. However, please keep in mind that the teal/green line currently reflects both temporary and permanent potential impacts, which could include for example: ramp improvements, grading, stormwater management, retaining walls, construction activities, etc., so the space in between the teal/green line and yellow dashed line does not necessary reflect a permanent acquisition. We are too early in the process to demarcate the line for temporary and permanent impacts.**
2. I cannot follow the logic - why is the red noise contour sometimes inside and sometimes outside the teal line? **There is a portion of an existing noise wall that runs along the roadway and falls within the proposed limits of disturbance, and therefore would need to be replaced. When MDOT SHA modeled the proposed noise impacts, we removed this portion of the existing wall from our model. This is because the replacement wall will be designed “from scratch”, so we need to calculate worst case noise levels in order to ensure that the replacement is of sufficient height. For areas where the existing wall will remain in place, the noise contour line remains close to the location of that existing wall. Where the wall will be replaced, the noise model is showing what the noise levels would be if no wall was present, and therefore the line extends further from the roadway.**
3. Slide #3 shows several homes, including my house **inside the red noise contour line**; I interpret this to mean noise **inside the line will be higher than 66 decibels**, so what is the explanation for this? **A computer model is used to determine the worst case noise impacts. When we replace a noise wall, we determine future impacts as if the existing wall is not present. We need to do this in order to ensure that the replacement wall is sized appropriately for the future worst case conditions. So while this model is showing your property to be impacted by noise under Alternative 10, you will be getting a replacement barrier. The existing wall that will remain in place will also be evaluated during the final design process to determine whether modifications are required.**

If you have further questions related to the Managed Lanes Study, please don’t hesitate to contact Ms. Caryn Brookman. Caryn is our Environmental Manager for the Study and she would be happy to assist you – she is cc:d on this email.

Thank you,

Lisa

From: Joe Dias [REDACTED]

Sent: Friday, November 29, 2019 6:34 AM

To: Lisa Choplin <LChoplin@mdot.maryland.gov>

Subject: Fwd: I495 - I270 road widening project

Hi Lisa,

What you sent is exactly what I was looking for. **Slide #3 below** is a close up of my street and showing impacts to my property on Rudyard Drive. While Alternative 10, with the widest footprint, has not been selected, can you help me with these questions:

1. Is the potential limit of disturbance (teal/green line) demarcate the line that property will/maybe acquired by State if this option is chosen?
2. I cannot follow the logic - why is the red noise contour sometimes inside and sometimes outside the teal line?
3. Slide #3 shows several homes, including my house **inside the red noise contour line**; I interpret this to mean noise **inside the line will be higher than 66 decibels**, so what is the explanation for this?

Also, please note that the stream shown near my house is directionally correct but not precise.

Lisa I really appreciate your prompt response to my note. After I get your response to the above. I will forward this email string to my immediate neighbors and others who were not in attendance at the Homeowner meeting. I do not want to unduly burden you, so if they have questions to whom should these be directed?

Thanks again,

Joe

Begin forwarded message:

From: Lisa Choplin <LChoplin@mdot.maryland.gov>

Subject: RE: I495 - I270 road widening project

Date: November 28, 2019 at 3:57:13 PM EST

To: Joe Dias [REDACTED]

Joe,

Thank you for your email. Although anyone can access the online interactive mapping and look at the proposed alternatives along with potential impacts, downloadable maps for the Wildwood Manor community do not exist. However, I am able to share with you electronic copies of the maps that were handed out the November 6 meeting – please see attached.

As noted at the meeting, these maps represent Alternative 10, which has the widest footprint. Please keep in mind that we are not yet at the point where an alternative has been selected, but we use this to illustrate the potential impacts to a community. As a reminder, the teal (or green) line represents the potential limit of disturbance – this includes both temporary and permanent impacts.

Please let me know if I can be of further assistance.

Lisa



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www.495-270-P3.com



From: Joe Dias [REDACTED]
Sent: Wednesday, November 27, 2019 4:45 PM
To: Lisa Choplin <LChoplin@mdot.maryland.gov>
Subject: I495 - I270 road widening project
Importance: High
Hi Lisa,

Thank you for your recent presentation to our homeowners (**Wildwood Manor Community Association**) fall meeting on November 6th.

Several maps were handed out by your staff illustrating options under consideration and how these would specifically impact our community. Note the caption printed on the bottom right of these stated. "Property Display Wildwood Manor Community Association Bethesda, Maryland".

One of the options (Option #10) if selected is very problematic and has significant impacts, including loss of property, to residents. Are these **neighborhood specific maps available** for download from your website so they could be accessed by those who could not attend the meeting?

If so, would you kindly send me the link.

Thank you.

Joe

Voicemail Testimony added to file on Oct. 23, 2020

Name: Mary Diaz

Joint Public Hearing Date: 9/03/2020

Type/Session: Voicemail

Transcription:

Hi, my name is Mary Diaz, long-time resident of Maryland in Prince George's County. I'm very disappointed that in the plans for the expansion there is no plans on expanding mass transit, especially having multimodal type transportation hub centers in place. This type of planning in expanding the roadways for more cars, more trucks, and more vehicles is not conducive to the environment and also for planning for a future. It's misguided. I think it's wasteful with our tax money and it doesn't serve the whole community. It really only serves those developers who have project plans in place for certain communities, and it doesn't allow for an equality type of planning or development that would help lift those in lower economic parts of the community and especially those of people of color. And really it should be more inclusive to those communities, as well as the whole community. And just putting all of our resources and money into expanding the highways is not the answer. We need to be more thoughtful of the future and having more mass transit embedded into our plans. Thank you. Again, my name is Mary Diaz, long-time resident of Maryland in the Prince George's County. Thank you.

Mary Diaz

This project should not be considered and all funding stopped until the Purple line is completed on time and on budget.

If Hogan, SHA and MDOT cannot manage the completion and Financial budgeting of the Purple line then how can we trust or rely on the administration and contractors to complete on time and budget on the 495-270-p3 project? Experience from the struggle of the over budget and overdue project Silver Spring Metro was painful for Marylanders.

A protest against toll lanes for I-270 and 495

I would like to go on record against the creation of extra lanes on the referenced Maryland highways for reasons listed below:

1. The hurried realization of the project has not allowed for studies of the economic impact, pro or con, to be properly considered.
2. The unseemly haste of the governor's office in this matter does not allow for full environmental studies to be done before the decision process is over.
3. The Public/Private Partnership (P3) aspects of the project are ill-defined and may lead to a breakdown of the type that the Purple Line Transit Constructors and MDOT just had— where the agreed upon price of a project was defined by political wishing wells and neither of the “partners” had the flexibility to move forward when that cost increased.
4. P3s have been offered up as a way of not spending public money for public projects but in the case of these toll lanes there will be public costs despite this “guarantee”
 - moving utilities for this project has already been estimated to cost upwards of a billion dollars
 - there will be a great cost to reroute traffic for the life of the project
 - there will be an unknown but significant cost to demolish, rebuild, or redesign the bridges, underpasses and overpasses for the length of the project
 - the loss of parkland or watershed is seldom counted as an economic cost but it should be since drainage is also an issue not often dealt with soon enough in a mega project like this one
 - there is also something inherently offensive to democracy in the idea of everyone paying (see above for some of the costs that all will share) for something only the monied can use (in selected lanes) whose profits will be siphoned off by a private corporation for a generation
 - there will be quality of life costs to everyone who lives or works along those designated areas of I-270 and 495 for the life of the project
5. Ironically the majority of drivers on I-270 and 495 are residents of Montgomery or Prince George's Counties and they do not want the project to be constructed at all
6. Finally, the current pandemic of COVID-19 has shown many of us, employers and employees alike, that it is not as much of a burden switch to telework as we had long believed so traffic may not be quite the dire issue it seemed to be when this project idea was floated last year

Thank you for your time.
Paulette Dickerson

Teresa Dickinson

I am opposed to the widening of I-495 and I-270 and the addition of private for-profit toll lanes. There are so many reasons this is bad for Maryland. Key among them is the environmental impact of encouraging so many more cars on the road, at a time we desperately need to reduce greenhouse gas emissions. Whenever a road is widened, the traffic quickly expands to fill the new lanes. I live near 270 where there are already 12 lanes; adding more would make the volume of vehicles, noise, and pollution excessive. Having said that, the pandemic has altered people's commutes, perhaps indefinitely. More and more businesses are extending work-from-home into next year and beyond; some forever. Now is the time to plan for fewer people on the road every day, not more. Also, the prospect of for-profit toll lanes is unwelcome as a solution; it just encourages people with more money to take advantage of the majority of people who can't afford the tolls. The \$11 billion would be better spent improving public transportation, investing in day care and community support for workers at home, and focusing on real solutions that make it possible for us to live on this damaged planet into the future. Creating green jobs for people who have lost their job during the pandemic would be a much better use of these resources.

Christine Dieterich

The environmental study suggests serious negative implications for the immediate neighborhood (noise, park and agricultural land destroyed). In addition, I would far prefer a better system of public transportation instead of creating additional road space that will either be jammed quickly yet again or be managed to limit access, consequently, only being available for people that are well off.

Matthew Dilsizian

The expansion of the highway is a terrible idea. Near my house, right next to the highway is a stream and wooded area that many animals live in. The highway expansion would go right over it, destroying an important habitat and water source. Furthermore, the expansion would not alleviate traffic. There are far too many cars for an additional lane to make a meaningful difference. In fact, adding another lane only encourages centralization of traffic, which would mean even more cars on the highway and worse traffic. Best case scenario is that the additional lane does nothing, in which case many people would be kicked out of their homes for nothing, and billions of dollars and thousands of man hours would be completely wasted.

Vasken Dilsizian

I have been commuting from our home in the West Bradley community of Bethesda to the University of Maryland Medical Center in Baltimore every day for the past 18 years, using the I-495 and I-270. Thus, my comments and concerns below are relevant both as a daily commuter on the Beltway and as a property owner on the West Bradley community.

As an owner of one of the West Bradley community properties for over 15 years, we have come to enjoy our "home", treasured our backyard, and witnessed our sons grow riding their bikes and playing all sorts of sports in a safe and unpolluted environment.

The property between the Beltway and our home is a haven for animals (fox, deer, raccoon, etc.) with a water creek that runs through where vegetation grow, to sustain animal life, while keeping the beltway noise in check. During this period, we have witnessed nature's beautiful, adaptive and brilliant design. As a Chemical Engineer and a Physician, I have learned that we (humans) are unfortunately, not smarter than nature.

The proposed expansion of the Beltway by destroying the beautiful and peaceful West Bradley properties and community for a "temporary fix" (which I call a "Band Aid" solution), rather than address the American Legion Bridge choke point, which is the real "root cause" problem, is unconscionable.

The current proposal not only dismisses the real solution, which is a need for an alternate traffic pathway, such as an outer Beltway and/or an alternate bridge to that of American Legion Bridge, but creates increased noise/ environmental pollution and destroys properties as well as human and animal communities that have come to co-exist and thrive together in harmony. The proposed expansion will also impact arterial roads such as River Road and Seven Locks Road. Fixing one area of Beltway at the expense of destroying other communities is not a solution, but rather an expensive "man-made" experiment.

The e-mail communication we received suggests that this choice reflects Governor Hogan's belief that this is the only financially viable way to reduce congestion on 495 and 270. It is unfortunate to think that a "temporary" financially viable option trumps the more favorable, "long-term" solution for an alternate traffic pathway that may require more state funding, tolls, and higher taxes for a brighter and more sustainable traffic pattern. Accordingly, we respectfully urge to reject and rethink the current proposed solution.

With highest regards, respectfully yours,

Hal Dinitz

I oppose this project and support the "No-Build" option.
Thanks

John Dismond

Please increase the lanes. Though there is an increase in telework in the area, those that don't have that ability would greatly benefit from the change.

From: sylvia diss [REDACTED]
Sent: Tuesday, September 29, 2020 4:28 PM
To: MLS-NEPA-P3
Subject: Expansion of 495

I am very much opposed to the proposed expansion of the Beltway (I-495) adjacent to North College Park and the Greenbelt Metro Station.

The Polish Club property and the property owned by the Maryland National Capital Park and Planning Commission (MNCPPC), east of the Polish Club property, contain wetlands, trees, and wildlife (including deer, foxes, raccoons, rabbits, squirrels, turkey vultures, hawks, migrating birds, and a wide variety of local birds). This is one of the few natural areas remaining in College Park. Please retain this beautiful buffer, so that all the people in the neighborhood, including the college students, can continue to enjoy it. More, we must not expand I495..more toll lanes will not relieve traffic congestion.

Sylvia Diss

Neil Ditchek

I oppose the I-495 & I-270 P3 Program. Adding more lanes to an already huge highway is simply going to increase traffic, along with noise and pollution. In fact, areas around Montrose Rd are listed as having noise levels at or above 75dBA. The CDC indicates that "noise above 70 dB over a prolonged period of time may start to damage your hearing." The current sound wall is already not sufficiently effective and now the state wants to expand the highway and increase the noise and pollution - something that will clearly negatively impact the surrounding neighborhoods on each side of the highway. More lanes will not help with the flow of traffic. Despite the fact that I use these highways to get to and from work nearly every day, I cannot support a further expansion of them. Rather, I support more effectively utilizing the existing lanes. I support the no-build option.

Michael Dittmann

I oppose this project and support the NO-BUILD option

From: Bee Ditzler [REDACTED]
Sent: Wednesday, October 14, 2020 12:18 PM
To: MLS-NEPA-P3; akase@marylandtaxes.gov
Cc: managed.lanes@montgomerycountymd.gov
Subject: DEIS Managed Lane Expansion
Attachments: 2020.10.Ltr.I495-I270.docx

Please find attached comments on the expansion of I-495 and I-270.
Thank you,
Barbara Ditzler

MLS-NEPA-P3@mdot.maryland.gov

Re: DEIS Managed Lane Expansion
October 14, 2020

The plan submitted to incorporate managed lane expansion of I-495 and I-270 is severely flawed and I do not support any of the proposals. No-Build is the only option that is good for the environment, Maryland, and its residents. Reasons to oppose this plan are numerous but they include; social justice, water safety and quality, appropriating private and public land such as parks and schools, air quality, hazardous waste, cost concerns, transit options and more.

Many officials and local governmental agencies have cited specific sections of the DEIS where full analysis has not taken place in the plan or is deemed unacceptable. Excuses by MDOT have been given that the private company will more fully address these issues. This is not appropriate, ethical, nor honest for Maryland residents. No one chooses to purchase something that is not clearly pictured nor verbally defined. Surprises in dealing with a project of this magnitude are not acceptable.

Addressing the rebuild of American Legion Bridge as part of the project incorporates no possibility of either heavy or light rail as was incorporated in the Woodrow Wilson Bridge. Costs cannot be the only concern. As we are part of the twenty first century, we should be building for possibilities beyond cars. A look around the world shows that mass transit alternatives should be considered not only for the bridge, but also in place of roads for our environment, social justice, and mobility patterns. Are these issues addressed in the DEIS? They certainly pertain to the environment.

Covid-19 has changed many current commutes and ways of life. Is this plan able to analyze new data based on changes? According to new studies by the Maryland Transportation Institute, a reduction in only 5% of travel demand will lead to a reduction in traffic congestion of 32-58%. Numerous sources have said we should call a moratorium on all highway expansion projects and concentrate on maintenance only. New information should be incorporated into this plan from numerous sources based on current changes in our daily pattern of life.

The problems of the P3 and the Purple Line are not reduced with this project as some MDOT officials have said, but rather, magnified. The DEIS that was used for the Purple Line was actually more specific than in this presented plan for highway expansion. There are so many unknown environmental concerns because the plan is in an amorphous state with few specifics that are dependent on the chosen P3, that the green light to go ahead with this highway expansion plan is not in Maryland's best interest.

Please do not expand or build these highways as discussed in this DEIS. No-Build is the only prudent option.

Barbara Ditzler
[REDACTED] Noyes Drive, Silver Spring, Maryland 20910

Name: Brian Ditzler

Joint Public Hearing Date: 8/20/2020

Type/Session: Live / Evening

Transcription:

My name is Brian Ditzler, spelled B-R-I-A-N D-I-T-Z-L-E-R. I live at [REDACTED] Noyes Drive in Silver Spring. Noyes is N-O-Y-E-S, Drive in Silver Spring. I'm testifying on behalf of Maryland Sierra Club and its more than 70,000 members and supporters. I'll be mentioning only a few of our concerns with the DEIS today.

We will be submitting extensive written comments at a later date. We sincerely believe the 495/270 managed lanes project would be a financial and environmental disaster for the State and its residents, so we oppose the project and strongly support the No Build option. Let me state that at the outset, that avoidance, minimization, and mitigation measures for the environmental impacts mentioned in the DEIS were often vague, insufficient, or altogether missing. Until the true monetary and environmental costs of the project are determined, a preferred alternative should not be chosen. The traffic relief plan's purpose and need statement specified that the alternatives retained for detailed study must be financially self-sufficient. However, the DEIS acknowledges the project may require State subsidies of up to a billion or more dollars and WSOC says moving sewer and water infrastructure could cost as much as another two billion dollars. This means the financially self-sufficient requirement on which the project is based is no longer applicable. With that realization, MDOT SHA must evaluate additional alternatives for a detailed study including public transit, traffic system management, and transportation demand management alternatives or a combination of them. We believe that the latter alternatives would cost less and serve residents needs so much better than the highway expansion. MDOT SHA's refusal to provide important information, including historical documents to the public regarding the proposed project, and asking public interest organizations to pay as much as \$300,000 to conduct document searches is absurd and has handed the public from making more informed responses regarding the DEIS.

We believe the DEIS needs to fully determine the increased harmful air emissions the highway expansion would cause and to explain how this project would allow MDOT SHA to meet the requirements of the State's Greenhouse Gas Reduction Act. The DEIS does not indicate that soil evaluations have occurred at the many locations along the highway corridors where hazardous materials have inevitably spilled or leaked into the ground. MDOT SHA needs to determine the time needed and the cost to conduct the soil evaluations and so remove, soil removal where necessary, as well as the cost to safely dispose of the hazardous waste and to incorporate those costs into the overall cost of the project. The DEIS indicates that the stormwater runoff, inevitable degradation of parks, wetlands, waterways in adjacent neighborhoods that would be caused by the expanded highways would not be mitigated onsite or nearby. Instead, SHA plans to use mitigation credits it is amassed, so mitigation would be left affected municipalities and counties to handle and pay for. This is totally irresponsible and unacceptable. [FACILITATOR SPEAKS] In summary, this project makes no sense. So the No Build option should be chosen. Thank you.

From: Alice Dixon [REDACTED]
Sent: Thursday, October 15, 2020 4:44 PM
To: MLS-NEPA-P3
Subject: more lanes on beltway and 270

Please DON'T. WE don't need them and it will increase traffic and air pollution. It's really important to make sure that metro gets the funding it needs.

Thanks for checking into this.

Sincerely, Alice Dixon

Name: Marian Dombroski

Date/Hearing: 8/25/20

Type/Session: Live/Afternoon

Transcription:

My name is Marian Dombroski (M-A-R-I-A-N D-O-M-B-R-O-S-K-I). Can you hear me? [FACILITATOR SPEAKS]. Great. My address is [REDACTED] Lombard Street, Cheverly, Maryland. I'm a 35-year resident of Prince George's County in the state of Maryland and I thank you for the opportunity to present testimony at this hearing. With a prediction of so much growth in our future, land use and public health are the most critical issues we face. How we approach them will reveal our true nature and determine our legacy. I'm proud of many of the accomplishments of our Governor: investment in our Chesapeake in the face of pressure to do otherwise; resourcefulness and dealing with our current health crisis; and the ability to develop and implement policy independent of party lines in cooperation with and in service to our greater community. I sincerely hope that the legacy of this Administration will be to resist the greed and arrogance of investors who do not know our state and our people. Instead, please set us on a course which better utilizes existing rights of way committing our shared resources to their highest and best youth.

I count on our leaders to work with us to prioritize our health and safety and build strong sustainable communities which share and steward our commonwealth. This requires creativity, innovation and common purpose – the foundation upon which the state of Maryland continues to build. I support the No Build option. To build is simply not worth the consequences. Our current health crisis has proved that for many, current methods of commuting are in question and may become obsolete. Evolution of our great urban areas demonstrates that people adapt and thrive when dependence on wasteful personal passenger vehicles is reduced. This is our horse-and-buggy moment. To expand conventional highway infrastructure ensures and subsidizes the continued abuse of fossil fuels. These plans are retrograde and undermine the health and future of the people of Maryland and beyond. Please call upon our better, smarter angels and make this stop. Thank you. I just wanted to let you know that the call audio keeps breaking up. So, don't know if anyone else mentioned. Okay. Thank you.

Linda Dominic

THIS IS A TERRIBLE TIME TO RISK BILLIONS OF DOLLARS TO FORGE AHEAD WITH A PROJECT OF DUBIOUS BENEFIT TO THE CITIZENS OF MARYLAND.

By now, the value proposition for this project, rejected by many people from the start, has become completely untenable. There is no consensus on the effectiveness of toll lanes in reducing traffic, the impact of additional lanes on suburban neighborhoods and the environment, and the final costs of construction and who would bear them.

The DEIS suggests that the project could end up costing Maryland taxpayers as much as \$1B, despite the governor's original claims that the toll roads would pay for themselves. And apparently that figure does not include a projected \$2B in additional funds to relocate WSSC water and sewer lines.

The impact of the COVID-19 pandemic on future work behaviors and commuting practices is very unclear. Many predict that the pandemic will have long term ramifications for how and where we work, which in turn will have major significance for investments in transportation infrastructure. Does the state really want to gamble billions of dollars now on assumptions about traffic that are already outdated?

The traffic noise and pollution along the existing I-270 corridor have gotten steadily worse over the past 25 years. If the state government would like to improve the lives of residents, it could support the construction of new and effective sound barriers along the highway. This could be done for a tiny fraction of the cost of expanding lanes, and would yield an immediate improvement in the quality of daily life for thousands of Montgomery county citizens.

What Maryland needs is a thoughtful, comprehensive and long term strategy for addressing our infrastructure needs. This plan is none of those things. The plan as proposed would be a terrible waste of taxpayers money.

Linda Dominic

I oppose the I-495 and I-270 lane expansion project. I support the no-build option.

We live right next to 270 in a Rockville community that will be severely impacted by a widening of the highway to accommodate new toll lanes. Beyond our immediate local concerns, please consider:

This is a terrible time to risk billions of dollars to forge ahead with a project of dubious benefit to the citizens of Maryland.

By now, the value proposition for this project, rejected by many people from the start, has become completely untenable. There is no consensus on the effectiveness of toll lanes in reducing traffic, the impact of additional lanes on suburban neighborhoods and the environment, and the final costs of construction and who would bear them.

The recent Draft Environmental Impact Study released by the MD Department of Transportation suggests that the project could end up costing Maryland taxpayers as much as \$1B, despite the governor's original claims that the toll roads would pay for themselves. And apparently that figure does not include a projected \$2B in additional funds to relocate WSSC water and sewer lines.

The impact of the COVID-19 pandemic on future work behaviors and commuting practices is very unclear. Many predict that the pandemic will have long term ramifications for how and where we work, which in turn will have major significance for investments in transportation infrastructure. Does the state really want to gamble billions of dollars now on outdated assumptions about traffic?

The traffic noise and pollution along the existing I-270 corridor have gotten steadily worse over the past 25 years. If the state government would like to improve the lives of residents, it could support the construction of new and effective sound barriers along the highway. This could be done for a tiny fraction of the cost of expanding lanes, and would yield an immediate improvement in the quality of daily life for thousands of Montgomery county citizens.

From: [Ignacio Donoso](#)
To: [MLS-NEPA-P3](#)
Cc: [Ignacio Donoso](#)
Subject: ROAD NOISE FROM EXPANSION OF I-495/270
Date: Friday, August 28, 2020 1:44:26 PM

Ms. Lisa B. Choplin
Director, I-495 & I-270 P3 Office
Maryland Department of Transportation State Highway Administration,
707 N. Calvert St., Mail Stop P-601
Baltimore, MD 21202

Re: Road Noise from Expansion of I-495 / 270

Dear Ms. Chopin,

I am owner of [REDACTED] Pepperell Drive, in Bethesda, MD. My home is located in the Al Marah neighborhood of Bethesda and is directly adjacent to I-485 below River Road.

The road noise from I-495 is already severe.

The expansion of I-495 near my house will be very harmful to my enjoyment of my home and the investment in my property.

My message is simple and clear:

EXPANSION OF I-495 MUST INCLUDE A WALL OF ROAD NOISE BARRIERS FOR THE AL MARAH NEIGHBORHOOD!!!!

I CAN SAY IT LOUDER, BUT NOT CLEARER.

Sincerely,
Ignacio Donoso

[REDACTED]

From: Scott Dorn [REDACTED]
Sent: Wednesday, November 4, 2020 4:32 PM
To: MLS-NEPA-P3
Subject: Protect parks from the I-495 and I-270 expansions

Dear Director of the I-495 and I-270 P3 Office Lisa B. Choplin,

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.

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.

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.

Regards,
Scott Dorn
[REDACTED] Massachusetts Ave NW
Washington, DC 20016

Stan Dorn

We live quite near the beltway. As we sit in our backyard, hike and bicycle through Rock Creek Park, the Audubon

Naturalist Society and other green spaces, the beltway's noise and pollution affect us each and every day. We are a

landscape architect (Carla) and attorney (Stan) who have lived in our current home since 2001. We strongly object to the project. We support a no-build option instead. We believe the DEIS is grossly insufficient. MDOT SHA must evaluate additional alternatives for detailed study, including public transit, Transportation Demand Management telecommuting, and other strategies that were not considered in depth. MDOT SHA's mitigation measures were vague and irremediably insufficient.

Our family would be directly harmed by the proposed beltway expansion in ways that the DEIS does not assess in

sufficient detail to enable an informed choice between alternatives. To illustrate:

- A higher level of pollution would undermine our health. We are in our mid-50s and mid-60s. Our mild respiratory conditions could worsen. Further, one or both of our elderly parents may relocate soon to live with us, and they could suffer serious adverse health effects.
- Already, our ability to enjoy our property is diminished by the beltway. Our backyard, which serves as a sanctuary from an often tense urban and suburban existence, is pervaded by noise from the beltway. The project would significantly worsen current noise pollution.
- Our local roads already overflow with traffic from the beltway, as we live quite near the Connecticut Avenue exit. More cars and trucks on the beltway will mean increased local traffic and more prolonged commutes to work.
- The combination of increased noise, pollution, and traffic would reduce our home value, translating into financial harm to the main asset on which we expect to rely in retirement.
- As noted earlier, we regularly use our local open space and parks. Increased pollution and noise from an expanded beltway would substantially interfere with that enjoyment.

These harms are specific to people like us who live near the beltway. Other factors that threaten more widespread harm have received comparably insufficient analysis in the DEIS. MDOT cannot credibly move forward without additional analysis of the following factors:

- The proposed project would create substantial racial and ethnic disparities, aggravating the effect of past discrimination based on race and ethnicity. The communities experiencing the most serious impact are lower income communities, disproportionately including people of color. By contrast, new lanes on superhighways are expected to charge tolls, disproportionately benefiting higher-income populations more likely to be White. Put simply, the proposed project transfers resources from those with little income, more likely to be Black and Brown, and those already living with the generational consequences of ongoing discrimination, to those with higher incomes, more likely to be White. Not only does such a "Robin-Hood in reverse" project raise vital public-policy questions, it exposes the state to potential legal liability under federal civil rights statutes. A careful analysis of those risks and

concerns is essential, particularly since many alternatives would not have such racially discriminatory effects.

- The DEIS is shockingly naive in its assumption of minimal delays and cost overruns. The Purple Line's recent delays have exposed taxpayers to the potential for significantly increased costs. A considerable behavioral economics literature discusses the "planning fallacy" through which costs and delays are routinely underestimated as part of project planning. A much greater risk contingency needs to be included in the project plan, with specific proposals for how the state would fund those contingencies and the impact and incidence of those charges. Long after current state leadership leaves office, we will be paying for this project. MDOT cannot credibly move forward until it has provided a considerably more extensive analysis of the costs taxpayers could potentially bear.
- The project's construction would add a considerable volume of impervious paving, worsening our region's already severe problems with runoff pollution. Rock Creek Park, a jewel of our community, already struggles with out-of-control rivers, moving faster, hotter, and higher than under natural conditions. Those struggles would worsen mightily in ways not adequately analyzed by the DEIS. Further, local jurisdictions are subject to federal legal requirements for minimizing stormwater runoff. The new burden of uncontrolled and polluted runoff resulting from broadened highways threatens to undo much of the good work we have done to protect the Chesapeake Bay from runoff. It would make it harder to avoid the construction of additional treatment plants, at considerable public expense. This additional runoff could further degrade the Chesapeake, an important asset to our region both economically and otherwise.
- Rather than provide adequate consideration of carbon-neutral alternatives, the DEIS envisions a project that would substantially increase greenhouse emissions and carbon pollution. It is shocking that this fundamental issue receives almost no discussion in the DEIS. Surely no priority looms larger than bequeathing to our children and grandchildren a livable planet. But this core concern, almost ignored in the DEIS, is implicated directly and severely by the proposed project.

We close with two comments. First, the review and comment period for this important project was grossly insufficient. Since mid-July, more than 1,600 pages have been added to the draft EIS website. In this community, we are suffering with increased levels of COVID-19 and an all-consuming set of elections that has left many of us with reduced bandwidth for the technical study and meetings required to absorb copious technical information. Far more time is required. If you see commenters who have failed to take into account particular details in the posted plan, that signifies an unrealistically short comment period, not any deficiency on the commenters' part.

Second, the basic need for the project requires reassessment. COVID-19 is changing how we work and live. Commuting demands may fall considerably, even after the pandemic recedes. Policymakers will be unable to evaluate applicable trade-offs before the extent of this potentially transformative change is known. It is thus imperative to delay further consideration of this project until our area has recovered from the pandemic and we can assess changed traffic levels. We will be living with this project for generations. We must take the time required for an honest and credible analysis.

From: Stan Dorn [REDACTED]
Sent: Monday, November 9, 2020 5:58 PM
To: MLS-NEPA-P3
Cc: Carla Ellern
Subject: Draft EIS on I-495 and I-270 plan

Carla Ellern and Stan Dorn
[REDACTED] Brierly Road
Chevy Chase, MD 20815

November 9, 2020

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, MD 21201

Re: Draft I-495/I-270 Expansion Environmental Impact Statement (DEIS)

Dear Ms. Choplin:

We live quite near the beltway. As we sit in our backyard, hike and bicycle through Rock Creek Park, the Audubon Naturalist Society and other green spaces, the beltway's noise and pollution affect us each and every day. We are a landscape architect (Carla) and attorney (Stan) who have lived in our current home since 2001. We strongly object to the project. We support a no-build option instead. We believe the DEIS is grossly insufficient. MDOT SHA must evaluate additional alternatives for detailed study, including public transit, Transportation Demand Management telecommuting, and other strategies that were not considered in depth. MDOT SHA's mitigation measures were vague and irremediably insufficient.

Our family would be directly harmed by the proposed beltway expansion in ways that the DEIS does not assess in sufficient detail to enable an informed choice between alternatives. To illustrate:

- A higher level of pollution would undermine our health. We are in our mid-50s and mid-60s. Our mild respiratory conditions could worsen. Further, one or both of our elderly parents may relocate soon to live with us, and they could suffer serious adverse health effects.
- Already, our ability to enjoy our property is diminished by the beltway. Our backyard, which serves as a sanctuary from an often tense urban and suburban existence, is pervaded by noise from the beltway. The project would significantly worsen current noise pollution.
- Our local roads already overflow with traffic from the beltway, as we live quite near the Connecticut Avenue exit. More cars and trucks on the beltway will mean increased local traffic and more prolonged commutes to work.
- The combination of increased noise, pollution, and traffic would reduce our home value, translating into financial harm to the main asset on which we expect to rely in retirement.
- As noted earlier, we regularly use our local open space and parks. Increased pollution and noise from an expanded beltway would substantially interfere with that enjoyment.

These harms are specific to people like us who live near the beltway. Other factors that threaten more widespread harm have received comparably insufficient analysis in the DEIS. MDOT cannot credibly move forward without additional analysis of the following factors:

- The proposed project would create substantial racial and ethnic disparities, aggravating the effect of past discrimination based on race and ethnicity. The communities experiencing the most serious impact are lower-income communities, disproportionately including people of color. By contrast, new lanes on superhighways are expected to charge tolls, disproportionately benefiting higher-income populations more likely to be White. Put simply, the proposed project transfers resources from those with little income, more likely to be Black and Brown, and those already living with the generational consequences of ongoing discrimination, to those with higher incomes, more likely to be White. Not only does such a “Robin-Hood in reverse” project raise vital public-policy questions, it exposes the state to potential legal liability under federal civil rights statutes. A careful analysis of those risks and concerns is essential, particularly since many alternatives would not have such racially discriminatory effects.
- The DEIS is shockingly naïve in its assumption of minimal delays and cost overruns. The Purple Line’s recent delays have exposed taxpayers to the potential for significantly increased costs. A considerable behavioral economics literature discusses the “planning fallacy” through which costs and delays are routinely underestimated as part of project planning. A much greater risk contingency needs to be included in the project plan, with specific proposals for how the state would fund those contingencies and the impact and incidence of those charges. Long after current state leadership leaves office, we will be paying for this project. MDOT cannot credibly move forward until it has provided a considerably more extensive analysis of the costs taxpayers could potentially bear.
- The project’s construction would add a considerable volume of impervious paving, worsening our region’s already severe problems with runoff pollution. Rock Creek Park, a jewel of our community, already struggles with out-of-control rivers, moving faster, hotter, and higher than under natural conditions. Those struggles would worsen mightily in ways not adequately analyzed by the DEIS. Further, local jurisdictions are subject to federal legal requirements for minimizing stormwater runoff. The new burden of uncontrolled and polluted runoff resulting from broadened highways threatens to undo much of the good work we have done to protect the Chesapeake Bay from runoff. It would make it harder to avoid the construction of additional treatment plants, at considerable public expense. This additional runoff could further degrade the Chesapeake, an important asset to our region both economically and otherwise.
- Rather than provide adequate consideration of carbon-neutral alternatives, the DEIS envisions a project that would substantially increase greenhouse emissions and carbon pollution. It is shocking that this fundamental issue receives almost no discussion in the DEIS. Surely no priority looms larger than bequeathing to our children and grandchildren a livable planet. But this core concern, almost ignored in the DEIS, is implicated directly and severely by the proposed project.

We close with two comments. First, the review and comment period for this important project was grossly insufficient. Since mid-July, more than 1,600 pages have been added to the draft EIS website. In this community, we are suffering with increased levels of COVID-19 and an all-consuming set of elections that has left many of us with reduced bandwidth for the technical study and meetings required to absorb copious technical information. Far more time is required. If you see commenters who have failed to take into account particular details in the posted plan, that signifies an unrealistically short comment period, not any deficiency on the commenters' part.

Second, the basic need for the project requires reassessment. COVID-19 is changing how we work and live. Commuting demands may fall considerably, even after the pandemic recedes. Policymakers will be unable to evaluate applicable trade-offs before the extent of this potentially transformative change is known. It is thus imperative to delay further consideration of this project until our area has recovered from the pandemic and we can assess changed traffic levels. We will be living with this project for generations. We must take the time required for an honest and credible analysis.

Sincerely,

Carla Ellern and Stan Dorn

From: d d [REDACTED]
Sent: Monday, November 9, 2020 6:01 PM
To: MLS-NEPA-P3
Subject: Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

Please do not proceed with 495/270 toll lanes. When the Interstate Highway System was developed we, the citizens were told by our government that the Interstate highways would be stoplight and TOLL FREE. In order for this to happen we would pay a tax on each gallon of gas we would buy. We are still paying about 35cents per each gallon of gas I buy. Where is all this money going? Where has it gone. This is the money the states should be using to build and maintain highways. If we need to widen the roadways than the states should use bond money to do it. It will be cheaper because with P3 we pay the contractor a profit for loaning the money to build and operate the roadway which is many times higher than the cost of the state bonds would be. Stop trying to kid us by saying P3 is the only way to do public works these days. IT IS NOT!

David Dorsch

Olga Dougherty

I oppose the I-495 and I-270 project. I support the no-build option.

From: Tyler Dover [REDACTED]
Sent: Tuesday, August 18, 2020 2:39 PM
To: MLS-NEPA-P3
Subject: I-270 Study through Frederick

Hello,

I am a resident of Frederick and have some concerns regarding the proposed I-270 improvement. While it is great to have 270 widened, we cannot have more traffic in our city without additional infrastructure improvements. A lot of our city has been frustrated by the constant building around, but the road system is still largely the same as 20 years ago. I work 5 miles from work and sometimes it takes 30 minutes. I just wanted to let you know the thoughts of a lot of our cities residents.

Thank you!

Tyler Dover

Sonya Dowhaluk

As a concerned resident of the South Four Corners Neighborhood, which borders the Beltway and Colesville Rd, I am writing to ask that you please take into consideration the voices of local residents who would be adversely effected by the proposed expansion of the Beltway. The loss of local businesses, taking of land from private citizens, and the destruction of important park land would not only adversely affect my neighborhood, it is not in the best interest of the state of Maryland and its residents. This expansion would have a significant negative impact on the Silver Spring YMCA, Blair High School, and several local parks and play grounds, not to mention increasing noise and air pollution in the neighborhoods already tightly nestled against the Beltway.

While I agree that the current traffic situation is dysfunctional and options should be considered to help reduce congestion, using eminent domain and adding dynamic toll lanes will not address the problem. As the toll lane additions in the state of Virginia, and several other states as well, have shown, traffic is no better there than before, and toll prices can rise so high that only a select few residents are willing to take advantage of the toll road, resulting in a negligible improvement to commute times, and certainly not justifying their adverse impact on the surrounding communities.

The construction of the Purple Line is already in progress and it would be a viable alternative mode of transportation for thousands of Maryland residents, taking all those cars off of the Beltway. The Purple Line has already been invested in-why not give it a chance to relieve congestion as it was designed to do, before investing in for-profit toll roads that don't do enough to reduce congestion and significantly impact the quality of life for countless residents in the neighborhoods adjacent to the Beltway.

Thank you for your careful consideration of this issue.

Sincerely,

Sonya Dowhaluk

Dottie Drake

Adding toll and/or managed lanes to the 270/495 corridor is absurd. Since growth is not contained in the DMV, even the addition of managed lanes will not prevent future congestion on our roads, and I'm guessing it will be likely that even more growth will result with the idea that approval of managed lanes will allow local governments and developers to spout that with managed lanes all will be well to allow unchecked growth to continue. Perhaps that is the reasoning for this attempt to push thru managed traffic on 270/495—deal with it down the line. Pretty disgusted with all this, and dread what will become of precious green space in the future

From: Jim Driscoll [REDACTED]
Sent: Monday, November 9, 2020 1:16 PM
To: MLS-NEPA-P3
Subject: Stop the 495/Lexus lane expansion--bad for the climate, humans, etc. Jim

Jim Driscoll, M.B.A., Ph.D
Anchor Circle and Finance Working Group
Extinction Rebellion DC
[REDACTED] Arlington Rd. [REDACTED]
Bethesda, MD 20814
[REDACTED]
[REDACTED]

From: Bill Drolsbaugh [REDACTED]
Sent: Tuesday, October 27, 2020 9:54 AM
To: MLS-NEPA-P3
Subject: Stop this train mag lab

Sent from my iPhone

From: John Ducey [REDACTED] Sent You a Personal Message
Sent: Monday, August 3, 2020 2:50 PM
To: MLS-NEPA-P3
Subject: I have concerns about the Draft EIS on the I-495 and I-270 plan

Dear Lisa Choplin,

Hello Director Choplin, I have lived at [REDACTED] St, Andrews Way in Silver Spring, for the past 21 years and have paid my taxes and I vote regularly. I also recently became the Treasurer of our Community Association. I live 14 houses from the Beltway sound wall where Lorain Ave. hits the Beltway. Expanding the Beltway will be devastating to our community in the following ways:

1. Horrendous Construction sound for at least 3 years, 2.Reduction of vital parkland that we all rely on reduction of global warming and enjoyment.
- 3.Paying tolls for a roads that we currently own and have paid lots of taxes over the years to maintain. That doesn't makes sense to me.
4. I work in the affordable housing business and I have been part of P3 projects for almost 30 years. They can work, but they way the SHA has been ramming this project through does not give me confidence that you know what you are doing.

Please cease and desist and look at more public transit options. Sincerely John Ducey

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.

The DEIS does not properly analyze many impacts from the project such as:

-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.

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.

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.

Name: Lucy Duff

Date/Hearing: 8/25/20

Type/Session: Live/Afternoon

Transcription:

Hello. I am Lucy Duff (L-U-C-Y D-U-F-F). I live at [REDACTED] Fowler Lane in Lanham, Maryland. I'm in agreement with much of what's been said already. My main point is the, what seems to me the desirability of putting an emphasis on improving the frequency and reliability of mass transit in the area and thereby luring more present drivers as well as projected new ones to take transit and thereby take the pressure off the Beltway and the need to expand it. Greenhouse gas emissions are a major problem and the best way to address that, in my opinion, is to make mass transit more attractive to everyone. This would be a service to the minority but many who depend on buses and trains and would be a great convenience to others who would rather not add to the carbon footprint by driving a car they own when transit a is good option. Thank you.

Lucy Duff

I support the no-build option. It's my strong opinion that improving mass transit- by providing more frequent and reliable bus and rail services- would be the best way to reduce beltway congestion and improve transportation for all Maryland residents. Let's not waste funds building more beltway lanes that attract still more drivers who go on creating even larger traffic jams.

Doug Dull

We oppose the addition of lanes on I-270 on this project. The addition of lanes, even within existing footprints, would considerably alter the quality of life in our Rockville neighborhoods.

The pandemic has also changed the volume of traffic we're experiencing in this area. Traffic is down considerably and we expect that to continue.

Managing our lanes, rather than adding lanes, is a better solution. There are 12 lanes on the lower end of I-270 as it moves through Rockville... Surely that should be enough, if they were managed better (reversible, for instance).

Finally, personal experience has shown that the bigger bottleneck on I-270 is north of Gaithersburg. Traveling southbound recently on a Saturday evening, the volume crunch was very reminiscent of a rush-hour. It took 45 minutes to get from I-70 to the Falls Road exit - nearly double what it should take.

Thanks for allowing us to comment.

Elva Dunbar

I oppose this project and support No-Build RW6 Option

From: Sheila Duncan-Peters [REDACTED]
Sent: Tuesday, August 18, 2020 8:19 AM
To: 495-270-P3
Subject: Re: I-495 & I-270 P3 Program Newsletter

These pay lane don't work. Tax papers will end up footing the bill!

SHEILA DUNCANPETERS
[REDACTED]

On Aug 18, 2020, at 8:00 AM, MDOT SHA P3 Program Updates <495-270-p3@mdot.maryland.gov> wrote:



Program Updates Summer 2020

Greetings,

In an ongoing effort to keep you informed of the latest and most accurate information about the I-495 & I-270 Public-Private Partnership (P3) Program, I am pleased to share with you the [Summer 2020 Newsletter](#).

The I-495 & I-270 Managed Lanes Study has entered an important phase for public input. We encourage your involvement in this process by reviewing the [Draft Environmental Impact Study \(DEIS\)](#) and by participation in one of the [virtual or in-person public hearings](#). Further details are included in the attached newsletter.

We understand how COVID-19 is impacting all Marylanders today – in how we work, in how we spend our free time, and in how we travel. While MDOT's number one priority is the health and safety of Marylanders, we continue with our efforts to ensure transportation improvements are being developed to meet our State's needs not only for today but for the next 20-plus years. We will continue to work collaboratively with all our stakeholders in the development of the I-495 & I-270 P3 Program.

We will continue to keep you updated on P3 developments and welcome your feedback. Please visit 495-270-P3.com for the latest information.

Sincerely,

Lisa B. Choplin, DBIA

Director, I-495 & I-270 P3 Office

MDOT SHA P3 Program | 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202

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Sent by 495-270-p3@mdot.maryland.gov powered by



Try email marketing for free today!

From: Eric Duyck [REDACTED]
Sent: Monday, November 9, 2020 9:58 PM
To: MLS-NEPA-P3
Cc: treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov
Subject: Comment: YES to the No-build option

I strongly support the no-build option.

The more I read about the DEIS and the project options it describes, the more convinced I am that this P3 toll plan for 495 and 270 is a terrible, poorly conceived idea.

An in-depth study by an experienced transportation planner and traffic modeler, Norman Marshall, reveals how simplistic the DEIS's modeling is, and calls out the effects of congestion on arterial roads, as well as lack of consideration for COVID-related changes in traffic patterns, and other obvious flaws. The expansion is likely to fail at the very thing it is being sold to do.

Perhaps the most damning conclusion of all from the study is that you only need to look to the recent experience of our neighbors in Virginia to see the folly of this plan. These tollways do not relieve congestion; they invited it and they then monetize it. Congestion in the "free" lanes must remain high enough to tempt drivers into paying a toll to get around it. That is the fundamental logic of this, and the worst part is that the profits from it don't go to the State, but to a private company.

And beyond these fundamental flaws and oversights, there also lies the environmental and community impacts. All, apparently, to not actually relieve congestion, but to the line the pockets of a private company. 1,500 acres of forest canopy destroyed, 50 acres and 30 miles of streams impacted. Increased levels of noise and air pollution in communities. Homes razed and parkland destroyed forever.

Not to mention the hidden costs — additional billions of dollars to reroute utilities and water mains. All which will be born by taxpayers.

Finally, I am flabbergasted that this plan is being pushed through while 1) another P3 project, the Purple Line, has gone through immense challenges and 2) the impact of the Purple Line (which will travel almost the exact same path as the proposed 495 widening!) is a complete unknown. What if it significantly reduces traffic congestion, by giving people an alternative mode of transportation? At the very least, consideration of this project should be put on hold until the impacts of a complete Purple Line are known.

I am deeply disappointed in our State's leadership for conceiving and pushing this flawed project. This DEIS and the conclusions drawn from it by independent experts and local communities must be the inflection point at which Maryland reexamines this project. Anyone who supports it beyond this point will have lost my vote.

Thank you for your time.

Sincerely,

Eric D. Duyck
College Park, MD

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

August 2, 2020

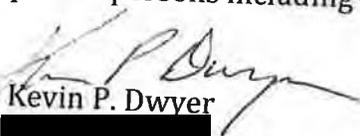
Is Maryland Redlining Beltway Lanes?

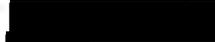
I feel that the irreversible damage to our environment that will result from the privatizing and widening of the beltway is an extreme price to pay to implement a foolish solution to commuter congestion. Aside from that irreversible damage, there is also a hidden impact upon the commuter who cannot afford the fees imposed on the private highway for the rich. This widening and privatizing public highway space for the richer commuters is socially unjust and insensitive to its impact upon poorer commuters.

Besides the environmental impact of more noise, more air pollution and more water pollution there is the social injustice to economically poorer commuters and thus to many persons of color. They will disproportionately continue to suffer. Your solution to congestion is based upon making it easier for rich commuters to shorten their commute time using the high toll *Lexus Lanes* at the expense of the poorer commuter who cannot afford those tolls. You totally ignore this bias against the poor and bias in favor of those with higher resources. Has this social injustice been factored into the risk/benefit analysis? On what page is this injustice addressed? How has institutional racism of this road privatization been addressed?

If Routes 495 and 270 are to be widened do not allow this privatized injustice prevail.

Is this proposal not a form of Maryland institutionally *redlining* the beltway against poorer persons including many commuters of color?


Kevin P. Dwyer


Carlynn Drive
Bethesda MD 20817

Redlining: Institutional discrimination in access to highway lanes against poor commuters who are disproportionately persons of color.

Cc Commission on Civil Rights

 Carlynn Drive
Bethesda MD 20817-4308

CAPITAL DISTRICT 200/208

06 AUG 2020 PM 1 L



Director Lisa Choplin
Maryland Dept. of Transportation
State Highway Administration
707 North Calvert Street
Mail stop P601
Baltimore MD 21202

21202-360107



From: colin dyroff [REDACTED]
Sent: Monday, November 9, 2020 9:42 PM
To: MLS-NEPA-P3
Subject: Please do not expand the highway.

The highway is already loud enough in our neighborhood, Franklin Knolls. We do not need it any louder. It is annoying to listen to and will hurt property values. Would you want the highway expanded if your house was that close?

Colin Dyroff

**Statement of Thomas Eagle
Regarding the Maryland Department of Transportation
I-270 and I-495 Managed Lane Study**

As a resident of Montgomery County living just south of Montrose Road and slightly east of I-270, I oppose all options analyzed in the Draft Environmental Impact Statement. The alternatives focus solely on building additional road capacity and brush off alternatives to increased private vehicle capacity. Accordingly, the analysis is a simplistic approach to solve a very complicated problem. Furthermore, it places financial gain of the private partners above the interests of homeowners in the affected communities and in commuters in northern Montgomery County and Frederick County.

It has been my observation that the greatest traffic backups and delays on I-270 North during the evening peak traffic period occur just north of the junction of the east and west spurs of I-270 and north of I-370 where the number of lanes decreases from 4 to 2. Even if the proposed alternatives were to help alleviate the bottleneck near the junction of the spurs, it would exacerbate the delays already encountered where the number of lanes decreases. With more traffic getting to this more northern bottleneck faster but no change in the volume of traffic the road will handle to the north, you would have increased the existing bottleneck to the point that drivers north of I-370 would have not experienced any reduction in commuting time.

Alternatives focusing on decreasing the amount of traffic in private vehicles in favor of housing nearer existing mass transit points and increasing rapid bus transit would be more effective. Additionally, affordable housing closer to centers of work would also be a more effective use of taxpayer dollars.

A reduction in highway traffic, rather than facilitating increasing numbers of cars on our highways, is a more sound approach to solving our transportation problems and would do so in a more environmental-friendly manner. Increasing highway capacity would increase greenhouse gas emissions and increase particulates in the air in areas close to the affected highways. Although Maryland has ambitious goals related to vehicle emissions, it is not clear that any of the analyzed alternatives would help achieve these goals. How can promoting an increase in highway capacity to support more than 300,000 cars and trucks, many of them with only one occupant, contribute to Maryland's and the nation's efforts to reduce emissions of greenhouse gases?

When Montrose Road was widened a few years ago, there was a noticeable increase in road noise levels in our community. The alternatives included in these analyses do not include plans to reduce the already loud noise coming from vehicles on I-270

I urge you to stop additional work on this project, which would fail in achieving goals for reducing traffic in the area and decreasing greenhouse gas emissions at a high cost to people in the community and the environment of our community and state.

Brian Eardley

My name is Brian Eardley. I live about 0.5 miles from I-495, Exit 31 in the Forest Estates neighborhood. I have lived most of my 69 years in Montgomery County, never far from the Beltway. I work in retail and commute on I-495. I have attended public meetings about the Beltway expansion. I oppose expansion of I-495 and I-270 and support the No-Build option

I do not think Maryland should enter into this large P3 agreement, at least until the Purple Line fiasco is better studied. What went wrong there? A problematic partnership on the Interstates could be devastating for the area.

The environmental impact seems to have been downplayed. Degradation to Sligo Creek, Northwest Branch or Rock Creek should not be allowed. With our larger rain storms, that parkland is vital to handling unprecedented amounts of rainfall. We do not need to be compromising those parks any further. It looks like over 50 acres of wetlands and 30 miles of streams, creeks and rivers will be negatively impacted. This cannot be allowed to happen.

The cost of the project is incredibly high. Around the world, many of these P3 toll projects are failures. And even if everything works well, Maryland gets the roads back in 50 years, just in time to rebuild them.

I think any decision to build should wait until we are post-Covid. Who knows what the commuting world will look like?

I could go on about the devastating effects to small local businesses, local high school fields, the end of the Silver Spring YMCA, and on and on.

Please choose the NO-BUILD option for the good of Montgomery County and its residents.

Thank you.

David Eason

Build it.....

Susan Easton

TO: MDOT, Aug. 23, 2020

I am a resident of Montgomery County, MD. I am opposed to proposals to widen I-495 and I-270. I believe additional toll lanes will fill with more traffic not result in lasting relief from traffic congestion. I believe more lanes will have a negative impact on the environment, destroy habitats, parklands and green spaces. I am very fearful that homes and neighborhoods, including mine in Argyle Park, will be covered in roadways. I'm not confident the additional lanes can be constructed without net tax cost to me and all other MD taxpayers, as promised. I do not think the beltway proposal can be completed without taking residents' homes. I'm concerned that transit is no longer part of the plan.

I don't think it will pay for itself. Estimates do not include environmental and health stewardship. Watershed protection and runoff mitigation must be considered completely.

Neighborhoods, parkland and historic properties will be destroyed for more cars. We are leaning everyday that more people are teleworking and younger generations are not buying cars as did their parents' generation.

The impact of COVID on tax revenues, the changes work-from-home and business closures has had on traffic have to be considered now in plans for the future. If tollway revenues don't meet agreed levels, tax payers will have to pay.

Environmental Justice must be considered. Minority and low-income communities must be included equally in environmental and health impact evaluations, not slighted as in historic road expansion programs in the US.

See attached file also.

From: S Easton, [REDACTED] Bristol Ave, Silver Spring MD to MDOT
TO: MDOT, Aug. 23, 2020

I am a resident of Montgomery County, MD. I am opposed to proposals to widen I-495 and I-270. I believe additional toll lanes will fill with more traffic not result in lasting relief from traffic congestion. I believe more lanes will have a negative impact on the environment, destroy habitats, parklands and green spaces. I am very fearful that homes and neighborhoods, including mine in Argyle Park, will be covered in roadways. I'm not confident the additional lanes can be constructed without net tax cost to me and all other MD taxpayers, as promised. I do not think the beltway proposal can be completed without taking residents' homes. I'm concerned that transit is no longer part of the plan.

I don't think it will pay for itself. Estimates do not include environmental and health stewardship. Watershed protection and runoff mitigation must be considered completely.

Neighborhoods, parkland and historic properties will be destroyed for more cars. We are leaning everyday that more people are teleworking and younger generations are not buying cars as did their parents' generation.

The impact of COVID on tax revenues, the changes work-from-home and business closures has had on traffic have to be considered now in plans for the future. If tollway revenues don't meet agreed levels, tax payers will have to pay.

Environmental Justice must be considered. Minority and low-income communities must be included equally in environmental and health impact evaluations, not slighted as in historic road expansion programs in the US.

There are many aspects which need to be considered.

The proposed I-495 and I-270 beltway expansion draft environmental impact statement ("DEIS") presents **incomplete and inadequate analyses, but even the inadequate information presented shows that the project will harm Maryland citizens and their environment and cannot be justified.**

Cost and Impacts to Public and Private Property

- Despite promises that the proposed expansion will pay for itself through managed toll lanes, the DEIS shows that the build alternatives might **require a state subsidy** paid to the developer 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. No itemized budget has ever been shared** and the only one mentioned in the DEIS was a calculation based on lane miles, not one that gave estimated costs for the I-70 bridges to be redone or any specific infrastructure or mitigation costs.

- Counter to project proponents' claims that the proposed expansion would not impact private homes, the DEIS shows that each of the build alternatives would require the **government taking and relocating 25-34 homes**. It would also **destroy hundreds of acres of parkland and historic properties, and would directly affect nearly 1,500 properties**.

- The decision to proceed with the project as a progressive pre-development public-private partnership ("P3") **hides the project's true monetary and environmental costs and prevents meaningful public engagement** until after the DEIS and Final EIS are released. A preferred alternative should not be picked without understanding and analyzing these costs.

Problems with the NEPA Analysis

The DEIS fails to take the required hard look at the human health and environmental impacts of the proposed expansion. It 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 ("NEPA"). By failing to appropriately study the available information, the DEIS prevents the public from understanding and commenting on the **consequences of the proposed expansion**. It will also prevent the U.S. Department of Transportation, Federal Highway Administration ("FHWA") and the Maryland Department of Transportation, State Highway Administration ("MDOT SHA") (together, "Agencies") from reaching a decision on the proposed project that is based on a complete consideration of environmental impacts and that utilizes all practicable measures to avoid harms.

Segmentation

- The I-495 & I-270 Managed Lanes Study was segmented in a way that unreasonably constricts the scope of environmental evaluation. The DEIS therefore **omits analysis of public transit options that would be viable when considered against the entire project.**

Bottlenecks at the study corridor's termini are also not adequately addressed, including the ones at I-370 and at I-495 at the I-270 spur. **Segmentation also prevents true analysis of cumulative impacts** of the project, as required by NEPA, and it ignores consideration of the effects of induced development the project may cause throughout the region.

- There has been faulty sequencing in the project. Upper I-270 has been included in Phase 1 of the project but is not studied in the DEIS nor has it begun the formal NEPA process. The I-270 portion of the project has many challenges and costs which have not been appropriately considered, including whether it is even financially viable to undertake.
- The Agencies fail to explain their rationale for not conducting a Programmatic EIS analyzing the proposed expansion within the broader context of Maryland's Traffic Relief Plan. A Programmatic EIS should have been conducted to study the alternatives within the context of this region-wide plan which includes planned improvements to I-270 from I-370 to I-70 and to other corridors in the Baltimore Washington Region.

Project Purpose and Alternatives Considered

- Prior to the DEIS, the Agencies unreasonably defined the study's purpose and need so narrowly that they **only considered alternatives which involved two to four managed highway lanes**. The Agencies **did not analyze reasonable public transit options, public transit combined with other improvement options, or transportation systems management and transportation demand management (TSM/TDM) options, based on their claim that those would not meet the narrow purpose and need**. Nevertheless, the DEIS shows that **stated goals for the study, the use of alternative funding approaches for financial viability and environmental responsibility, cannot be met by** any of these managed lane expansion alternatives.
- It is essential that the new **American Legion Bridge accommodate rail transport**, as was done for the Woodrow Wilson Bridge. By not accommodating rail, the project fails to meet the stated purpose of enhancing existing and planned multimodal mobility and connectivity.
- The DEIS **does not consider how COVID-19 will impact the financial viability of the proposed project**. MDOT SHA intends to build the project as a public-private partnership ("P3"). Under this model, **any reduction in anticipated toll revenue can derail funding potential**. Tollway revenue in Maryland is down 40% and hundreds of millions of dollars, and tollway operators across the country have sought billions of dollars in **taxpayer bailout money**. Therefore, it is vital that MDOT SHA analyze COVID-19's long-term impact on toll revenue and the financial viability of the proposed project.

- The DEIS improperly fails to analyze the Intercounty Connector/Maryland 200 Diversion Alternative as put forward by the impacted counties, an alternative to widening the top side of the Beltway that would avoid expansion in sensitive areas and property relocations.

Water Impacts

- The DEIS does not analyze how increased **stormwater runoff** from the proposed expansion will impact local waterways. The Agencies claim that these impacts will be addressed through the permitting process that will occur during the design and construction phase, but these impacts must be considered during the NEPA review process. The DEIS also fails to analyze how the increase in polluted stormwater runoff will impact downstream waterways.
- The DEIS fails to sufficiently address how degradation to waterways and wetlands will be mitigated. The Agencies plan to rely on water quality trading credits, purchased from other MDOT SHA programs, to meet permitting requirements instead of reducing water pollution where the project is located. The DEIS fails to analyze how the purchase of water quality trading credits will impact local waterways and evidence shows that such trading programs may degrade local waterways. Importantly, onsite and localized mitigation must be considered when addressing impacts to waterways in parklands.
- The DEIS fails to demonstrate that there is no practicable alternative with less extensive impacts to wetlands and streams than the proposed expansion.
- The DEIS fails to analyze how the construction and footprint of the proposed expansion would increase flood risks by changing the hydraulic function and elevation of floodplains.
- The DEIS incorrectly defines the area that will be disturbed by the proposed expansion by too narrowly delineating the Limit of Disturbance ("LOD") and fails to account for all impacts to streams and wetlands. This artificially **limits the scope of impacts** analyzed.
- The proposed expansion will further **degrade local water quality** and make it harder for Montgomery County, Prince George's County, and Fairfax County to meet their requirements under the Chesapeake Bay TMDL. SHA must be held accountable for both Montgomery County and Prince George's higher stormwater standards.
- The calculation method for the stormwater management is flawed. The DEIS claims that only 25% of existing highway surfaces will be reconstructed, allowing the Agencies' to perform a low level of stormwater runoff treatment. However, because the proposed project will reconstruct all current lanes, a much higher level of treatment would be needed, which is costly and difficult given the dense development along the study corridor. Calculations must also include the existing stormwater runoff before the new lanes are built as well.

Hazardous Waste

- The DEIS does not adequately assess **hazardous materials** along the highway corridors, identifying hazardous waste sites without describing the specific hazardous substance or their site distribution. A discovery of additional hazardous materials after the EIS process may cause expensive delays in the project, with any required **cleanup likely to be paid with taxpayer funds** rather than by the private sector.

Air Emissions

- The DEIS fails to fully analyze the increased harmful **air emissions** the proposed expansion would cause. Instead, the DEIS seeks to minimize these harms by relying on unrelated increases in fuel efficiency. Just as problematic, the DEIS estimates these fuel efficiency increases based on fuel efficiency standards that another Agency within the Department of Transportation revoked four months ago.
- The proposed expansion will result in greater PM2.5, CO, ozone, NO2, and greenhouse gas emissions when compared to the no build alternative or the ignored public transit-based alternatives.
 - It is well-established that PM2.5 causes cardiovascular, nervous system, cancer, and mortality harms including at levels below the National Ambient Air Quality Standards. The DEIS ignores these harms and completely fails to take a hard look at this impact. This is all the more insufficient because of the recent studies establishing a link between COVID-19 mortality and higher PM2.5 concentrations.
 - The proposed expansion will further **exacerbate climate change** and hurt Maryland's ability to reduce its greenhouse gas emissions by 40% by 2030 under Maryland's Greenhouse Gas Reduction Act.
- The DEIS fails to analyze harmful air emissions from **construction activities**, including increased particulate matter, CO, and greenhouse gas emissions. The Agencies' partial attempt to justify this failure by claiming that construction will be segmented, and each construction segment will take less than five years, does not meet the Agencies' obligations under NEPA. The Agencies' claim that greenhouse gas impacts from construction will be analyzed in the final EIS is insufficient; it prevents meaningful public comment and informed decision-making.

Traffic Modeling

- The DEIS does not use the most up-to-date traffic data to study the proposed alternatives. The Agencies base their traffic forecasting models on Metropolitan Washington Council of Governments ("MWCOC") Travel Model version 2.3.70, released in November 2017. However, MWCOC released the updated version 2.3.75 on October 17, 2018.
- The DEIS does not appropriately analyze the effect that increased capacity will have on long-term traffic demand on the Beltway and I-270 and connected arterial roads. The Travel Model assumes that highway construction has no effect on land use, and thus underestimates the **new trips that the project will generate**. Additionally, while the DEIS admits that the project has the potential to induce **increased traffic along arterial roads** leading to the Beltway and I-270, there is no analysis of the strain this potential increase may place on those roads.
- The DEIS fails to consider the impact autonomous vehicles will have on future traffic along the study area despite forecasting traffic to 2040 when autonomous vehicles will be far more prevalent.
- The traffic modeling is incomplete because it fails to include four toll lane exits to Connecticut Avenue, New Hampshire Avenue, US 1, and Pennsylvania Avenue/MD 4.
- While the DEIS uses traffic data from 2017, it fails to mention that MWCOC in the same year showed travel demand management significantly outperforming a highway express travel network in reducing congestion.
- The DEIS ignores that its own estimates (Table 5-6 in DEIS Appendix C) show the managed lanes would **cause increased travel times** on I-270's general lanes during the PM peak travel time.
- The DEIS does not consider how COVID-19 will impact the traffic growth patterns on the Beltway and I-270. The study is premised on congestion and **traffic patterns that pre-date March 2020**. In traffic forecasting models used in the DEIS, the Agencies presumed that these traffic patterns would lead to increased congestion through 2040, the planning horizon year. However, COVID-19 has changed how people across the country work and travel, and many have transitioned to permanent telework. These changes warrant the inclusion of COVID-19 impacts in traffic forecasting models used in the DEIS and the opportunity for another review by the public.

Environmental Justice

- The Agencies must consider whether the project's adverse effects are disproportionately borne by communities where most of the residents are minority or low-income, or Environmental Justice ("EJ") communities. This requires a DEIS to compare the

effects on EJ communities with non-EJ communities. Here, however, the DEIS includes no such comparison. Instead, the DEIS simply describes the 36 EJ communities in the study area and the potential impacts to those communities. This precludes the Agencies from considering measures to mitigate any potential disproportionate effects to the 36 EJ communities in the DEIS study area. Additionally, the DEIS makes only conclusory statements claiming that the managed lanes will benefit EJ communities, despite the expected high toll prices and environmental impacts to their communities.

Problems with the Section 4(f) and National Historic Preservation Act Analyses

- Section 4(f) of the Department of Transportation Act mandates that the Agencies may only use parks, recreation areas, or wildlife refuges if no feasible and prudent avoidance alternative exists. In its 4(f) section, the DEIS fails to consider feasible and prudent avoidance alternatives by only considering single-mode road alternatives.
- The DEIS fails to analyze the extent of impacts to parkland. The DEIS includes only rudimentary information and does not consider the project's proximity impacts to parkland. The lack of information frustrates the duty of state and local agencies to protect parkland under their jurisdiction, including lands in the Sligo Creek and Rock Creek watersheds.
- Section 106 of the National Historic Preservation Act ("NHPA") requires the Agencies to take into account impacts to historic sites or cultural properties. First, the DEIS insufficiently identifies relevant historic and cultural resources. Second, the DEIS treats parkland as individual units instead of a cohesive regional system and therefore downplays the parkland's cultural significance and historical value. As a result, the Agencies cannot properly negotiate and plan avoidance, minimization, and mitigation as required by NHPA.

Additional Problems with the Process

- MDOT SHA has refused to provide important information to the public regarding the proposed project and information that formed the basis of the DEIS. It has also hidden important historical documents from public review, relevant once-published documents from state websites, and denied access through high charges and equivocation in the PIA process. In response to Maryland Public Information Act requests, MDOT SHA has offered changing and unlawful reasons for denials, including asking the public interest organizations requesting this information to pay \$300,000 to conduct the related document search.

Two major purposes of the environmental review process are better informed decisions and citizen involvement. The proposed I-495 and I-270 DEIS fails in both respects and it will lead to uninformed decision making based on hindered public participation.

From: Susan Easton [REDACTED]
Sent: Wednesday, November 4, 2020 9:26 PM
To: MLS-NEPA-P3
Subject: Support the no build option. Stop the P3 project to expand I-495 and I-270

Nov. 1, 2020

Dear Maryland Department of Transportation,

I support the no-build option. Once more, I am stating my opposition to the P3 project to expand I-495 and I-270. Please stop this project. I don't think the P-3 plan will actually work. I think the environment impact is too great. The impact on neighborhoods is too great. The pandemic may be changing the way people work. Telework may reduce traffic even once the pandemic is over.

Please do not approve the P3 project to expand I-495 and I-270.

Submitted by,

Susan Easton

Brendan Edwards

The best way to alleviate traffic on the highway is not by further construction on the highways, but by reducing and distributing usage of the highway. Promoting more work from home and alternate on site hours outside of the typical 9-5 takes cars off the road during rush hour and either keeps them at home or puts them on the road outside of peak hours. An investment in greater public transportation systems also helps remove cars from the rush hour commute. With an improved network of buses, trains, the metro, and walking conditions, such that it is a reliable form of transportation, many will opt for this over owning and driving a car. It allows commuters to free their minds from focusing while driving, and so people do not feel compelled to have to own and maintain a vehicle. Also related to this is increased housing density, which helps place people closer to public transit and their destinations, and makes that housing more affordable. The reduction of cars on the road will also have a significant impact on the environment, as evidenced by the reports of improved air quality following the shutdown/stay at home orders at the beginning of COVID.

Mass transit is where the investment should be made for our state's commuters, as it is a more long term sustainable option that improves many factors. Further highway construction only contributes to other issues and is just a temporary solution, as there is always a call for further highway expansion to alleviate congestion, but it does nothing to address that it just feeds more cars to bottlenecks as they exit the highway.

Christopher Edwards

I oppose widening the Beltway and/or I-270, and I support the no-build option.

Public-private partnership highways will increase traffic congestion on the Beltway, I-270 and surrounding roads, not decrease it. Toll lanes aren't profitable without traffic jams in the "free" lanes.

I oppose widening I-495 into Rock Creek, Sligo Creek, and Greenbelt parks, further stressing our parks and stormwater runoff management. I question the state's plan to "mitigate" these losses by buying up streams in far-away parts of Maryland.

The project will negatively impact property values and lower air quality in the abutting neighborhoods.

Despite Governor Hogan's promise that taxpayers won't pay a dime, the current plan already involves \$1 billion in state money and will likely boost water/sewer fees by as much as \$2 billion to move pipes out of the way.

Public-private partnerships have a long track record of overestimating profits and needing taxpayer bailouts. Just look at what's going on with the Purple Line.

Lauren Efirm

I oppose the I-495 and I-270 project. I support the no-build option. As a homeowner who already hears constant traffic all night every night from my bedroom window, to a local citizen concerned about air pollution, children's increased rate of asthma the closer they live to highways, and dwindling open/green spaces, I vehemently oppose widening or adding toll lanes to 270/495. We do not want this. We do not need this. Once again, I oppose the I-495 and I-270 project. I support the no-build option.

cynthia eicher

I am opposed to the I-495 and I-270 expansion. It is shameful that we are not proposing more mass transit options that will protect the environment. I wonder what Greta Thunberg would think about this project? I propose that we look at more options that increase mass transit and HOV use. I propose that greatly expand FREE parking at metro stations, and whatever else it takes to increase mass transit usage. We should raise the gas tax to pay for metro parking and expansion of mass transit. Make the MARC train line more accessible. Our neighborhood voted for the purple line. It runs right in our back yard. It is worth it, to help the environment. Why did you ask us to make this sacrifice, and you are not even trying to come up with environmentally conscious solutions? Marylanders care about the environment. Save the Bay is not just a slogan. Thank you.

Kelly Eigler

Although my property will not be affected, I still wish to register my objection to ANY infringement upon Rock Creek Park by the widening of 495/270. Wildlife have fewer and fewer havens, and if the wild spaces are narrowed, then they inevitably come into conflict with humans by entering yards, crossing roads etc. Please consider the long term and irreversible damage done by accommodating commuters (and benefitting developers) farther and farther away from the center of DC.

Bonnie Eisenberg

I am opposed to the widening of 495 in Maryland because it is not needed and it would be too expensive. People will continue to work from home, significantly reducing traffic in the coming years and probably permanently. With the reduction in State of Maryland revenue and the increase in State of Maryland expenses, both due to the costs of the Covid 19 pandemic, Maryland cannot afford to build these "Luxury Lanes." Moreover, the rate of traffic will continue to be significantly reduced, even during what we used to call "rush hour." Consequently, the widening of these highways is not needed.

Shauna Eisenberg

I oppose expanding I-495 and I-270 for private profit. I support the no-build option. I agree that improvements are necessary, but simply widening it so that wealthy people can avoid traffic by paying exorbitant fees to a private company is not the answer. It has not shown that it will not have negative environmental impact, including reduced air and noise quality on the surrounding communities, and it also has not at all addressed other, better options such as improving public transportation access throughout the area.

From: [barbara elesh](#)
To: [MLS-NEPA-P3](#)
Subject: Comment on 495-270-p3 Proposed Project
Date: Monday, November 9, 2020 8:17:27 PM

This is my third try to send you my comments. At the end of my two other attempts, I put in the four figure code required, and I was dumped out so I am not a happy camper. But I have strong feelings about the proposed widening of I-270/I-495 and I want to convey them to you so I will try again.

I have lived in Rockville, next to I-270, for over 46 years; in fact, I can hear the traffic on I-270 as I write these comments. When S70 was widened from 3 lanes in each direction to 6 lanes and the name changed to I-270, it was most impressive that the work was done without ever having to close the highway to traffic. Now the proposal is to widen I-270 and put in toll lanes in a public-private partnership arrangement - this only affecting the lower part of I-270, with the longer stretch of over 20 miles ending at Frederick being constricted down to two lanes in both directions. This is crazy.

The Purple Line should be a cautionary lesson in the risks of public-private partnerships of this type. The taxpayers of Maryland are expected to provide the financial safety net if anything goes wrong and the private partner pulls out because it can't or won't hold up its end of the partnership.

The tolls here seem likely to be usurious and punitive to those who must use the highway to commute to work. The ICC is a wonderful road, and I would take it frequently, but because it is a toll road, I never take it. Obviously, I am not the only one to avoid it because of the tolls since it is widely regarded as underused.

The environmental impact of the proposed widening is enormous. The loss of so much of the canopy with the removal of lots of trees is unhealthful and unsightly. The reduced and increasingly challenging habitat on wildlife is sad and appalling. Several bridges over I-270 will have to be razed and rebuilt, disrupting transportation in the Rockville-Gaithersburg area for years. And many homes will be negatively affected. It's not like when I-66 was built in Northern Virginia, where an improved limited access highway really was needed, so it was worth toughing out the opposition. The I-270 project will make matters worse because it's not dealing with the whole problem.

In the last year and more, MDOT has been tinkering with I-270 in some very helpful ways - the new exit in Gaithersburg, the restriping and rethinking of some of the Rockville local lanes. Sometimes it is helpful to think inside the box to see how the box can be rearranged. It certainly feels as though this a Gov. Hogan vanity project. He doesn't live anywhere near it, and it would appear that he wants it for bragging rights for his future ambitions. Why else would he push so hard for a project that could cost the state so terribly much, that is poorly conceived, and that is so vocally opposed by so many?P I strongly oppose this project and support the No-Build option.

Thank you for the opportunity to comment and for your hard work on behalf of the residents of Maryland.

From: Jonathan H. Elkind [REDACTED]
Sent: Saturday, September 19, 2020 12:06 PM
To: MLS-NEPA-P3
Subject: Comment on DEIS for I-495/I-270 project

To:
Lisa Choplin, I-495 and I-270 P3 Program Director
I-495 and I-270 P3 Program
707 North Calvert Street, Mail Stop P-601
Baltimore, MD 21202

Dear Ms. Choplin:

This comment is presented in response to the Draft Environmental Impact Statement (DEIS) on the State of Maryland's proposed project to expand I-495 and I-270 through a public-private partnership (P3) structure, as published in June 2020.

I am a homeowner who has lived in Silver Spring, Maryland, less than a mile from I-495, since 1991. I am therefore all too well aware of the fact that I-495 and likewise I-270 are congested for many hours of the day and night. My family and I hear the noise from the Beltway day and night. We experience those traffic jams ourselves. Nonetheless, the proposed P3 project to expand these highways will (a) not solve our traffic problems, (b) only exacerbate the short-term and long-term negative impacts from the highways, and most damningly (c) use a legal-financial structure (the P3 arrangement) that the State of Maryland is currently demonstrating its inability to manage effectively in another major project.

As the DEIS attests, and as any suburban Maryland resident knows first-hand, our highways are terribly overcrowded. The problem that the DEIS fails to acknowledge, however, is that building more highway capacity will both result in profound impacts during the construction and will induce additional road vehicle travel. It is, in fact, surprising that the idea of "induced travel demand" does not appear to have been addressed in the DEIS.

As residents, we can easily understand that, if Maryland continues to have only a weak and underdeveloped public transportation system at their disposal, then they will continue to rely on personal vehicles for transportation. They will have no choice. Likewise, we can observe with our own eyes by looking around our state that *initial* reduction in congestion on the Beltway and I-270 will trigger a demand response from "consumers" of personal and freight travel. More will flock to the expanded highways, and congestion will resume. Moreover, this restored congestion will bring still more noise impacts, more local air quality impacts, and more greenhouse gas emissions.

The DEIS fails to address the shortcomings of the State of Maryland's intended legal-financial structure for the project, which is to be a P3 undertaking. Today as I write, the State of Maryland is confronting a colossal failure in an existing P3 project – the Purple Line. This project is half-built, years behind schedule, and significantly over-budget. It is an eyesore all along the 16-mile right-of-way from Bethesda to New Carrollton that diminishes quality of life in two of Maryland's most populous counties.

The DEIS asserts that use of a P3 structure for the I-270 and I-495 project will deliver faster construction, better risk management, better operations and maintenance, and limitations on government funding requirements. These are brazen claims. None of them can be supported if one examines the State of Maryland's current experience with the Purple Line. Based on the track record to date with the Purple Line, to be accurate, the DEIS say *at most* that the P3

structure offers a *theoretical hope* for those benefits. On what basis does the State of Maryland now assert that the P3 structure will deliver the claimed benefits?

Let me add a point for emphasis: The Purple Line has suffered because of absolutely foreseeable legal delays – delays that are equally foreseeable with the I-270/I-495 project. The DEIS does not address acknowledge this “implementation risk.” The I-270/I-495 project, which is much larger and can reasonably be expected to result in greater environmental impacts, will undoubtedly be the subject of protracted legal battles. What will the State of Maryland do to avoid having the P3 contractor walk away from the I-270/I-495 project, as is happening now with the Purple Line? The State should prove to us as taxpayers and voters that it can properly manage its first P3 before embarking on a much larger, much more expensive second P3 project.

Sincerely,

Jonathan Elkind
Silver Spring, MD

From: Yasser El-Shimy [REDACTED]
Sent: Thursday, October 15, 2020 9:58 AM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov
Subject: I Oppose widening of Highways in MD

I would urge the Maryland government not to pursue any expansion plans for the highways, which will increase traffic, congestion and pollution. I am in favor of green public transportation alternatives, such as zero emissions trams/mono-rails, buses and underground metros.

Thank you for your consideration.

Yasser El-Shimy
[REDACTED] Dublin Dr
Silver Spring, MD
20902

Alan Elsner

In the 30 years I have lived here, the lanes have been widened several times. Traffic just keeps coming. If you build it, they will come. Invest in mass transit, bikes, alternative transport etc. Stop cutting down trees and carving up land. The Interstate is also an environmental disaster. With more people working from home, you are spending millions trying to solve yesterday's problems with yesterday's solutions. Do not do this.

Shulamit Elsner

This project will only add additional traffic and pollution to the existing polluting traffic. It will encourage more people to travel in cars when solutions should be focused on mass transit, and automobile alternatives. If there is one thing covid-19 has taught us, it's that people don't really need to drive as much. That change is going to remain with us. This would be a poor use of our tax dollars that could be better spent on helping people with housing, healthcare, food, or other modes of transportation.

From: [Jay Elvove](#)
To: [Dinne, John J CIV USARMY CENAB \(USA\)](#)
Subject: [Non-DoD Source] I oppose the I-495 and I-270 project
Date: Wednesday, October 28, 2020 7:27:50 PM

John Dinne,

Please, please do not move forward with the I-495 and I-270 project at this time.

As a Montgomery County resident who drives frequently during this unique period in which we live, I'm extremely concerned about expanding roadways given the significant drop in current traffic and the likelihood that the current decline will likely continue for some time AND the prospect of work-from-home in the future will almost assuredly keep traffic dramatically below previously projected and not amended (to my knowledge) estimates.

In addition, we live in a time of financial uncertainty, and despite the Governor's original assurance that taxpayers will not be contribute any funding in support of the project, this has been walked back and, especially given the current state of the State's largest existing P3, the Purple Line, my confidence in the rosy projections of potential vendors is not high, to say the least.

I am also concerned about environmental issues, e.g., increased air and water pollution, minimal opportunities for community input and concomitant lack of transparency, the potential cost of tolls given other P3 projects nationwide and locally (i.e., Northern Virginia), adverse impact to nearby communities, and more.

I suggest instead that we focus on making existing highways safer and expanding public transit options.

Thank you very much for rethinking whether this project is warranted or feasible at this time.

(USACE Application Number: NAB-2018-02152)

(MDE Tracking Numbers: 20-NT-0114 / 202060649)

Jay Elvove


SUTHERLAND RD
SILVER SPRING, Maryland 20901

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From: Sujata [REDACTED]
Sent: Monday, November 9, 2020 8:45 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: SUPPORT NO BUILD OPTION - Do not expand I-495

I Support the NO BUILD OPTION!

495 expansion would not only be devastating the neighborhoods and park systems around the beltway, but it's also an unnecessary and short-sighted thinking to expand this highway just as more effective and progressive ways to deal with congestion are coming about. As our society and technologies advance there is less need to have massive lanes of highways for automobile traffic. The pandemic has made it clear that the number of cars on the road are clearly unnecessary and people are putting a greater emphasis on life balance and quality of life regained by limiting the use of cars and being instead able to work from home a larger portion of the week. This includes flexible schedules that would change traffic to low-use times.

It is an unnecessary and unmitigated expense that the governor is proposing with his colleagues and the PPP that is planned to back this will become a burden on our communities in terms of air pollution, water and soil pollution from heavy metals and toxins in auto exhaust and waste produced from roads/highway construction and maintenance, and finally noise pollution and a loss of peace for the neighborhoods and families that keep this area thriving. Ultimately the community will pay with their health and their tax dollars for an ineffective and unnecessary project.

I Support the NO BUILD OPTION! Find more long-term solutions that promote real progress for our state and communities!

Sujata Emani
Resident of Forest Estates
Silver Spring, MD

From: Maria Zain [REDACTED]
Sent: Sunday, October 25, 2020 9:03 AM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; kumar.barve@house.state.md.us;
pfranchot@comp.state.md.us; Cheryl.Kagan@senate.state.md.us
Subject: Please Do Not Expand 270

To Whom it May Concern,

I am writing to share that I oppose the I-495 and I-270 project, and I support the no-build option.

My reasons for this are many, but out of respect for your time, I will keep my comments brief.

My key points:

- This project has seemed rushed and not sufficiently vetted by all the key parties. If this project is such a slam dunk, go through the process and prove it to all of us.
- To add to the prior point, as taxpayers we deserve this level of due diligence when our tax dollars are going to be spent to this level
- Toll lanes don't really work. Millions are spent and communities upended, but whether in the DMV or other cities I have lived in, to my knowledge, toll roads never meet the expectations of use or revenue goals, and thus do not alleviate traffic sufficiently. It is clear that Virginia's recent toll additions have been a failure, and 370 feels like my private road on the rare occasion I use it.
- Not long ago, there was a minor 270 lane expansion near the southbound Falls Road exit. It took 6-9 months to complete, and completely ruined my commute. So much so, that I often took Rockville Pike instead to get to work. I can't imagine how disruptive a project like this will be over the years it will take to complete
- And finally, all this is likely to be pointless. In post-COVID life, it's clear that many people will be telecommuting for 1-2 days per week. My employer Marriott has already said this. So the congestion that this project is attempting to address is no more and will not return. Why in the world would we take on such a huge expense given this very strong possibility. Our needs - in fact society - has changed post-COVID. We must acknowledge that.

Thank you very much for your time and consideration.

Maria Emanski Zain
[REDACTED] Aster Blvd
Rockville, MD 20850

Benjamin Englert

I oppose widening I-270 and I-495, particularly in a manner without dedicated transit options, because widening lanes is costly and simply doesn't work (see induced demand scholarship). I'm also very wary that the state can effectively select and implement a public-private partnership because of the disastrous state stewardship we've witnessed with the Purple Line (a project with more merit that I fully support).

Olga Epifano

A development plan need to be made looking at the future:

- 1) there is a tendency for close-by, self-sufficient urban structure
- 2) the new generations tend to have less drive licenses and driving less
- 3) pushed forward by Covid-19 pandemic, there will be more and more teleworking.

To me these are 3 strong reasons that make unnecessary the widening of the I-495 and I-270.

Dietrich Epp Schmidt

I am strongly opposed to this project. The environmental impact statement is categorically inaccurate. This project will have a large negative impact on the local environment, and on local communities. It prioritizes roadways over parks, when we need our parks. And finally, it's not economically responsible. It will not pay for itself, and will not provide the benefits that it purports to provide.

From: George Eppsteiner [REDACTED]
Sent: Sunday, October 25, 2020 11:33 AM
To: MLS-NEPA-P3
Subject: I oppose the beltway expansion

I live in Silver Spring and oppose the Beltway expansion and support the NO-BUILD option.

Expanding the beltway will take away valuable land designated as park land, hurt the environment, and will do nothing to expand public transportation in the DMV region. Expanding public transportation and not building more lanes for cars is the answer to the traffic issues in our region.

Sincerely,

George Eppsteiner
Silver Spring, MD

Name: Joseph Esposito

Joint Public Hearing Date: 8/20/2020

Type/Session: Live / Afternoon

Transcription:

My name is Joseph (J-O-S-E-P-H), P as in Paul, Esposito (E-S-P-O-S-I-T-O). I live at [REDACTED] Comanche Court in the Carderock Springs neighborhood of Bethesda. I appreciate the opportunity to be heard in opposition to the proposed toll road expansion. I wish to make five points. First, no one knows or can know what traffic patterns will be in one, five, or 10 years from now. And thus, no one knows or can know whether there will be any need for the proposed toll lines, toll lanes. The reason the pandemic is unprecedented and its long-term effects on traffic and congestion are unknown. My recent conversations with several people involved in commercial real estate in the area; people who make their living in this, indicate that they expect a significant long-term term downturn as the private and public sectors shift to working from home and hoteling. That would mean less traffic. And there have been several studies, including, including one specifically about 270, that show that it doesn't take much of a reduction in traffic to eliminate congestion. Like the bridge to nowhere, no one would want to build toll lanes for nothing. Accordingly, it would be prudent to put this project on hold until the facts become clear. Let's hit the pause button.

Second, it is wishful and naive to think that there will be no cost to taxpayers if this project proceeds, which was one of the selling points. The EIS itself raises the prospect that one billion in tax dollars could be needed to subsidize the project if revenues are lower and costs are higher. The State is already projecting many millions less in toll revenues on existing toll roads over the next several years. And the Purple Line project is Exhibit A for the proposition that public private partnerships mean that taxpayers end up footing the bill when there is an acknowledgment before the project even begins that taxpayers may subsidize the project. It's a safe bet we will.

Third, while job creation is a laudable goal, there are plenty of other public works projects that can be undertaken as anyone who drives on Maryland roads can attest. Fourth, my home backs on the Carderock Springs Elementary School schoolyard, which sits closer to the Beltway than my house. In the 24 years that I have lived on Comanche Court, Beltway noise has increased dramatically in my backyard and the school yard. Thus, the students, even before the expansion, are already subjected to a steady, loud, droning noise before school, during PE, and during recess. Finally, if the project proceeds, the expansion should stay within the current right-of-way. An effective sound barrier should be constructed without cost to taxpayers for the affected communities. Thank you again for your consideration.

Mr. Joseph P. Esposito
Comanche Ct
Bethesda, MD 20817

CAPITAL DISTRICT 208

BALTIMORE MD 212

3 OCT 2020 PM 5 LL



FOREV

Ms. Lisa B. Chaplin, 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
Baltimore, MD 21207

21207-485145 0097
21207-485145

█████ Comanche Court
Bethesda, Maryland 20817
October 2, 2020

Re: Proposed Toll Road/Beltway Expansion

Ms. Lisa B. Choplin, DBIA
Director, I-495 and I-270 P3 Office
Maryland Department of Transportation State Highway Administration
I-495 and I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21207

Dear Ms. Choplin:

I write to make five points with respect to the proposed toll road expansion.

First, no one knows, or can know, what the traffic patterns will be in one, five or ten years from now. Accordingly, no one knows, or can know, whether there will be any need whatsoever for the proposed lanes. The reason: the pandemic is unprecedented, and its long-term effects on traffic and congestion are unknown and unknowable. My recent conversations with several people intimately involved in commercial real estate in the Greater Washington area – people who make their living in commercial real estate – indicate that they universally expect a significant, long-term downturn, as the private and public sectors alike, in recognition of the savings that can be achieved, shift to working from home and hoteling. That, of course, would mean significantly less traffic. And there have been several studies, including one study specifically about 270, that show that it does not take much of a reduction in traffic to eliminate congestion. Like the Bridge to Nowhere, no one would wish to build Toll Lanes for Nothing. Therefore, it would be prudent to hit the pause button and put this project on hold until

the facts become clear.

Second, just as the virus will not magically go away, it is wishful and naïve to think that there will be no costs to taxpayers if this project were to proceed, which was one of its selling points. The Draft Environmental Impact Statement itself raises the prospect that \$1 billion in public funds – tax dollars – could be needed to subsidize the project if revenues are lower and costs are higher. The State is already projecting many millions of dollars less in toll revenues on existing roads over the next several years. And the Purple Line Project here in Montgomery County is Exhibit A for the proposition that public-private partnerships mean that taxpayers end up footing the bill. When there is an acknowledgment before the project even begins that taxpayers may need to subsidize the project, it is, I respectfully submit, a safe bet that we will.

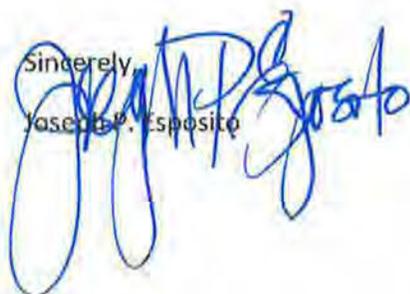
Third, while job creation is most certainly a laudable goal, there are plenty of other public works projects that may be undertaken, as anyone who drives on Maryland roads and bridges can attest.

Fourth, my home backs on the Carderock Springs Elementary School schoolyard, which sits closer to the Beltway than my house. In the 24 years that I have lived on Comanche Court, though my hearing has probably diminished, the noise from the Beltway has increased dramatically in my backyard and in the school yard. Thus, the students at CSES, even before any proposed expansion, are already subjected to a steady, loud, droning noise before school in the morning, during P.E., and during recess.

Finally, at a minimum, in the event that this proposed expansion were to proceed at some point, the expansion should stay within the current Right of Way, and effective sound barriers should be constructed, without cost to taxpayers or the affected communities.

Thank you for your consideration.

Sincerely,
Joseph P. Esposito



From: Andrew Estrin [REDACTED]
Sent: Thursday, October 15, 2020 7:56 AM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov
Subject: Transit, not new lanes on 495 and 270

Hello,

Widening is a bad idea. All the new diverted traffic will end up on the local roads like Colesville, Connecticut, Old Georgetown and their feeder roads. Intercounty connector is empty (and already built.) Use that instead.

Also, public will have to pay for water, sewer and other infrastructure upgrades as well as degradation to our local environmental air (more congestion on local roads) and water quality (more storm water runoff from the wider surface area) to support a widening. None of that is not cheap. Much better to spend public money on investigating and implementing transit alternatives.

Marc train stops from Fredrick to union station is a much better way to address congestion along 270. The current plan seems like something dredged up from the 1950s!

Thank you for your consideration.

Andrew Estrin
[REDACTED] Dale Dr.
Silver Spring Md

Sent from my iPhone

From: [Leslie Eure](#)
To: [Dinne, John J CIV USARMY CENAB \(USA\)](#)
Subject: [Non-DoD Source] STOP the I-495 and I-270 project NOW
Date: Wednesday, October 28, 2020 7:25:47 PM

John Dinne,

I live in a home and a neighborhood that would very likely be negatively impacted by the project. My home actually backs up to the wall that separates my property from 270 now. I have learned to live with the noise and pollution generated by a 12 lane highway. I know my family's quality of life will deteriorate with this project. I am also concerned about possible corruption in the process. the I-495 and I-270 project. I support the no-build option.

As a long-time, tax paying Maryland resident, I am writing with serious 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.

I believe the toll lanes are a regressive tax for commuters which is unfair to me and others who use the highway.

Instead, I support reversible lanes on I-270, more telecommuting, increased, transit, commuter bus lanes, and a dedicated funding source for highway and transit.

(USACE Application Number: NAB-2018-02152)

(MDE Tracking Numbers: 20-NT-0114 / 202060649)

Leslie Eure


Plantation Lane
Rockville, Maryland 20852

<Blocked<https://u1584542.ct.sendgrid.net/ss/o/sKxQ9Tusut-gXiwfMaIEaQ/36e/w3rEsN8BRImvMLrcVpD2sw/ho.gif>>

Stephen Eure

As a resident of Montgomery County, I am very concerned about the lack of transparency in the plans for I-495 and I-270. The environmental impact and the costs to taxpayers have not been well described. Lastly, it seems this project is ripe for corruption. Please stop this project.

From: Ashley Evans [REDACTED]
Sent: Monday, November 9, 2020 10:58 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

Good evening,

I would like to submit comments on the environmental impact of the proposal to widen I-495 and I-270. I am strongly opposed to this plan. I am a resident of Takoma Park, approximately 2 miles from I-495 and am deeply concerned about the negative effects widening it would have on my community and neighbors. It will not solve any of the problems it purports to fix, and will worsen outcomes for our region's fight against climate change.

- it will worsen traffic and commute times. Study after study shows that widening highways does not reduce traffic; in fact it induces more people to drive, putting us in an endless, expensive loop of traffic and widening.

- it will make it harder for Maryland and Montgomery County to fight climate change. You are probably already very familiar with the community's objections to moving parts of Rock Creek Park and concerns over storm water management. I cannot fathom how we are even still discussing building more highways for single-occupancy combustion vehicles. It is an appalling denial of climate science that this plan has made it as far as it has- Maryland should be spending millions of dollars investing in mass transit, bike lanes, and bus lanes to preserve our planet for the next generation, not putting money into the hands of private tollway developers.

-more vehicles on the road means more pollution, which will worsen health outcomes for my neighbors of color. Children of color, especially, suffer from higher rates of asthma and other negative health conditions related to poor air quality. Please do not put my neighbors and myself at risk for a project that will not solve traffic congestion.

I know most individuals reading this are probably career government employees, and I thank you for working to ensure all our comments are taken into account. However, some of you are political or elected officials. I am a regular and engaged voter, and so to you, I say that I will be watching your actions on this matter very closely. Are you committed to protecting your constituents you serve from wasting taxpayer money on a project which will contribute to making our planet unlivable for us and our children? Or will you show some needed leadership and work to replace this plan with one focused on creating a clean energy future?

I hope the county and state will make the right decision and oppose the widening of I-495 and I-270.

Thank you for your time.

Sincerely,

Ashley Evans Brookshier
[REDACTED] Carroll Ave
Takoma Park MD 20912
[REDACTED]

Sent from my iPhone

From: David Evans [REDACTED]
Sent: Tuesday, September 1, 2020 10:54 AM
To: MLS-NEPA-P3
Subject: Comments on Proposed I-495, I-270 Managed Lanes Study

Please include my comment as follows:

It is a waste of time and money to seek comments on an expansion of roads that will only dump more traffic onto I-270 without addressing the choke-point at Clarksburg, Rt. 121. The managed traffic lanes in this study might surely help alleviate congestion, but only to the point where there is already an unacceptable bottle-neck - that being the narrowing to two lanes at Clarksburg, and from there to Frederick. Why not present a realistic proposal for the entire region, including the expansion of lanes to Frederick, which is more critical than the current proposal. The two are inseparable and the public will want to know what will happens to all the additional traffic when it hits Clarksburg.

From: evelyn [REDACTED]
Sent: Sunday, September 6, 2020 7:40 AM
To: MLS-NEPA-P3
Subject: Opposed to the project and in support of the no build option

This comment should be clearly categorized as OPPOSED to the project.

There are many reasons to oppose this project, but one of them is the 50 year contract. Really? It seems very likely that the world will change quite a bit in 50 years - and we will still be stuck under the weight of the contract. It's unacceptable to pass along that kind of burden to future generations, particularly without a thoughtful and thorough environmental plan. Nobody would have thought our world will come to a screeching halt in 2020 - but it did. Things happen and it's hard to respond to change if you can't change anything for 50 years.

Please do not move forward on this project.

From: evelyn [REDACTED]
Sent: Sunday, September 6, 2020 7:47 AM
To: MLS-NEPA-P3
Subject: how are comments being counted?

How are comments being counted? I have submitted several comments strongly opposing any expansion of 495 or 270, and would like to know that they are being counted properly. I read on your website that all phone calls, letters, emails, were being counted equally -- what does that really mean? Are they all being equally considered as compost or are you actually reading and processing them in an honest way? I'd like some transparency on the categorizing methods please. How do you decide if a comment belongs in the opposed category?

For the record, I am fully opposed to the project and in support of the no build option. Continuing to pursue this project, particularly during this covid nightmare, is a disgrace.

Lyla Fadali

I am deeply opposed to expanding the highway. We should be investing this money public transit, not killing our kids and our community with pollution and global heating.

From: Joyce Falk [REDACTED]
Sent: Friday, October 16, 2020 12:57 PM
To: MLS-NEPA-P3
Subject: Proposed Project

I just want to take this opportunity to voice my opposition to this project. As someone who can see I 270 from my windows and depend on Montrose Road to get most places, this disruption and the loss of people's homes for this project is unacceptable. You think it will ease traffic? I think it will make it worse. It discriminates against people with less disposable income. Who wants to pay to drive on a free road? I don't see that many cars on the ICC or the toll lanes in Virginia.

A waste of money and a huge inconvenience!

Joyce Falk
Potomac resident

Sent from my iPad

From: Marion Harris <MHarris10@mdot.maryland.gov>
Sent: Wednesday, July 29, 2020 8:57 AM
To: [REDACTED]
Cc: Jeffrey Folden
Subject: Falloon 825336 Response: I-495 and I-270 Expansion Plans

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Falloon:

Please find the following response sent on behalf of Lisa B. Choplin.



**STATE HIGHWAY
ADMINISTRATION**

I-495 & I-270 P3 Office
601 North Calvert Street
Baltimore MD 21202

Mailing Address
707 North Calvert Street
P-601
Baltimore MD 21202

Marion Harris
Administrative Assistant, Executive
I-495 & I-270 P3 Office

Email – mharris10@mdot.maryland.gov
Office - 410.637.3300
www.roads.maryland.gov
www.495-270-P3.com



Dear Ms. Falloon:

Thank you for contacting Maryland Department of Transportation (MDOT) Secretary Gregory Slater regarding the I-495 & I-270 Managed Lanes Study. Secretary Slater has asked that I respond on his behalf.

MDOT understands your concern. We are committed to a robust period for public input, to help get the best outcome. While the Federal Highway Administration (FHWA), as the lead federal agency, is responsible for decisions on the length of the comment period, we are coordinating with them on the request to extend the comment period to 120 days.

Thank you again for contacting the Secretary. We appreciate hearing from you. If you need further assistance, please contact Jeffrey T. Folden, P.E., DBIA, MDOT State Highway Administration I-495 & I-270 P3 Office Deputy Director, at 410-637-3321 or at jfolden1@mdot.maryland.gov. Mr. Folden will be happy to assist you.

Sincerely,

Lisa B. Choplin, DBIA
Director, I-495 & I-270 P3 Office
lchoplin@mdot.maryland.gov
410-637-3320

-----Original Message-----

From: Judith Falloon [REDACTED]
Sent: Saturday, July 18, 2020 4:35 PM
To: Secretary MDOT <SecretaryMDOT@mdot.maryland.gov>
Subject: I495 and I270 expansion plans

I have learned that the DEIS that I've been waiting for since we Montgomery County citizens first heard of the plan to expand 495 and 270 has been released. It is very long, and we deserve time to read and understand it. Please do not allow this process, with its irreversible consequences, to be hurried. Please allow us enough time to review the document and express our concerns---given the complexity, at least a number of months. It's our money that would pay for it, after all, as we have belatedly understood. And it's our greenspace (and houses and backyards) that would be lost--meaning those of our children.

From: Judith Falloon [REDACTED]
Sent: Monday, October 19, 2020 9:02 AM
To: MLS-NEPA-P3
Cc: Judith falloon
Subject: No-build option, I-495 and I-270 project

I oppose the I-495 and I-270 project. I support the no-build option.

I want to leave our children in Maryland with a less-degraded environment, with sustainable transportation options that will be suitable for decades ahead---not just a finger-in-the-dike solution aimed at NOW--and without unnecessary debt.

I have seen parts of the environmental impact statement (no, I could not read it all), and it is not acceptable. Our critically important greenspace is lost--we've all learned in the pandemic how important that is to us. And isn't the ultimate goal fewer cars on the road--not to falsely plan for more? Isn't global warming one of the greatest risks to our children's lives--we already see storms, fires and floods. We cannot continue to pave the earth. Let's stop this insanity. Let us do something for our children and their future, not only for ourselves, right now.

I see proposed commuting costs in the Washington Post today: how divisive. Those with less money, who have bought less expensive houses farther from their jobs closer to the city, will be penalized-- they will have to pay to move the sewers, but they won't reap commuting benefit. Think of the purple line -- and I have never seen how sustainable the ICC has been, financially, or the Virginia HOT lanes, or how they have improved commuting times.

We will burden our communities with debt and lose the ability to fund what is beneficial for our communities.

Just don't do it. It is ill-conceived. There are other options.

I am an almost life-long resident of Montgomery County (born in DC), and I raised my children here. I own a home, I pay local taxes, and I vote.

Judith Falloon

roya fardoust

I oppose to the widening of 495/270 and support the No-Build option. My house backs right into 270 and it is practically in my backyard. We have one of those noise reduction walls and we still get so much noise that our backyard is unusable. The noise is tremendous during the rush hours and the widening will affect many homes and will destroy many residents. As a person who lives next to 270, the amount of pollution is unbelievable with 12 lanes, I can't image when more lanes are added. This expansion will also destroy forests and the parks nearby (the good air that we need living next to such major highway). I sincerely oppose to this expansion. It will affect many lives

Carol Farthing

I am opposed to the I-495 and I-270 proposal to add toll lanes to these roads for several reasons: negative environmental impact, expansion not needed, plan would benefit the rich at the expense of the poor, and the public private partnership is full of problems. This plan should not even be considered until the Purple Line is completed, open and demonstrated to be successful. The PL is a cautionary tale.

Jane Faulman

I am OPPOSED TO ALL BUILD OPTIONS for widening I-495 and I-270. For years, studies have shown that widening highways results in more development near the highway and, in short order, as much or even more road congestion than before the widening. Of course, we need to move more people more efficiently. We do not need to move more cars; such thinking is a throw-back to the 1950s. It's time to live in the 21st century and develop efficient, environmentally safe rapid transit solutions to move people, not people's vehicles. The current widening options would destroy environmental havens, add more traffic & thus pollution, and destroy businesses & homes, some in my own neighborhood. That is not progress. To assess how this widening proposal might affect MD residents and our pocketbooks, we need only look at the debacle of the Purple Line.

John Fay

I am totally against the pathetic so-called P-3 plan to widen the Beltway and I-270. It is like a house of cards based on a pack of lies that will collapse in the first breeze. We don't need more concrete and asphalt covering our counties. We need more rail projects that don't exacerbate global warming. But the state didn't even consider anything but road pavement, something that was a big deal in the 1950s but is truly passe now. Send that smelly Australian company back where it came from.

John Fay

I am against any of the build options for I-495 and I-270. I am for the no-build option. By the time more lanes are added to these highways, and after years of upheaval along the routes, we will have gotten beyond the need for them. Taxpayers will be ultimately obliged to pay a great amount to cover losses to the contractors. It is inconceivable that the mighty contractor from Australia would spend all this time on the project and still have to spend any of its own money. Send them home.

John Fay

I support only the NO-BUILD option. I do not support any build option.

From: Gary Fellman [REDACTED]
Sent: Wednesday, October 14, 2020 12:13 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov
Subject: I oppose the widening of I-270 & the Beltway

Many of the changes in the workplace that have been implemented due to Covid may become permanent over the next year. In fact, given the lower pollution this should be encouraged.

As a result large transit projects, such as these and even the Purple line, should be delayed and reassessed in 2022/2023. Otherwise we run the risk of either 'fighting the last war' or encouraging the return of old work practices.

Alan Felsen

I am opposed to all of the build options for this project and only support the no-build option. My opposition to the managed lanes project is on several levels. First, I do not believe, based on all past experience, that we can pave our way out of congestion. Every example of road widening to relieve congestion has only resulted in temporary relief. Second, the environmental impacts of widening the roads in this area outweigh any possible benefits. Third, post-pandemic driving and commuting patterns will likely be quite different from the patterns anticipated in the planning of this project, calling into question all of the claims supporting its need and expected results. And finally even if the project was needed and could be completed in an environmentally sensitive manner I am strongly opposed to the public-private partnership model for road construction. I have no problem with toll roads, but certain basic functions in our society, including law enforcement, fire / rescue / EMS services, prisons, and road construction/maintenance should be the responsibility of the government, not private for-profit corporations. It is an abdication of the basic responsibilities of the government to sell off our roads so they can be operated for profit.

From: Elaine Felsen [REDACTED]
Sent: Sunday, October 18, 2020 9:17 PM
To: MLS-NEPA-P3
Subject: 270

Please do not widen 270!!

I live in college gardens and it will have a big impact on our lives. I am very upset and want to continue to live the last several years of my life in the peaceful neighborhood I bought my home in. I do not want to have to move at this stage of the game.

Sincerely

Elaine Felsen

[REDACTED] Columbia Ave
Rockville Md 20850

Jonathan Ferguson

I live near I-270 in Rockville MD. I support the no build option and oppose all other options for the project. The environmental and health impact of this project will be significant and persistent.

The build options all envision the removal of significant open space, parkland, and vegetation. The loss of those lands and vegetation will be permanent. That loss will, in turn, increase the amount of impermeable surfaces, further exacerbating problems with stormwater runoff and water pollution in my community.

Additionally, the build options would increase air pollution in my community with increased vehicle traffic, as the wider highway would incentivize further use and outward sprawling development. That pollution would permanently harm myself and my family, which includes two small children who are at an increased risk of asthma and other breathing complications. The build options would also move the roadway even closer to Julius West Middle School, which my children will attend when they get older. They would be exposed to even greater pollution next to the highway, especially since the school's outdoor playing fields are already located next to I-270.

Instead of pursuing the proposed build options, Maryland should increase funding for public transit and transit oriented development to get fewer cars on the road. That will be the only permanent solution to our region's transportation needs and will avoid the environmental and health issues associated with the proposed build options.

Thank you for your consideration,

Jonathan Ferguson

Laura Feuerstein

I am a Rockville, MD resident whose neighborhood borders I-270. I am opposed to widening I-270 and I-495. I am particularly opposed to the use of toll lanes, which will only benefit the well-to-do and will cause congestion and delays for the rest of us. I do not want to live through years of construction, that will cause even greater delays while it is ongoing. In addition, the environmental impact will be a step backwards when we need to be forward thinking in dealing with the environment and climate change. Don't widen I-270 and I-495

From: Pamela Ficca [REDACTED]
Sent: Monday, November 9, 2020 10:10 PM
To: MLS-NEPA-P3; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: I oppose this project and support the NOBUILD option

Dear Madam and Sirs,

I implore you not to support the beltway expansion project. I do not understand why civil servants do not understand or cannot accept the fact that increasing lanes in the beltway is **NOT GOING TO ALLEVIATE TRAFFIC** and will add additional problems for the community and environment located around the beltway.

My name is Pam Ficca. I am a resident of the Silver Spring area that lies extremely close to the beltway - half a mile from the Forest Glen metro station. Every day I hear the constant noise of beltway traffic, and even worse, the noise of helicopters that hover over the beltway to keep track of that traffic. I have to imagine the emissions that rise up from the beltway every day is part of the reason my allergies have gotten worse since I moved from well inside the beltway in DC to this area. Additionally, the dust in my house is not white, but gray. I am certain residents living within a similar distance to the beltway have no interest in having their neighborhoods ripped up, environment damaged, or increased car and truck noise.

Less destructive transportation modes need to be considered as well as the impact the COVID experience may have on local businesses, and hopefully, the Federal Government. It was blatantly clear in the Spring of 2020 that noise and other types of pollution, as well as traffic, were reduced to what I recall from the 1980's. It was actually pleasant to live and travel in this area.

We need to find a way to get citizens to either be able to work from home more and/or get to their jobs in less destructive ways than a car.

Thank you.

Robin Ficker

Please improve I-270, The Beltway and the American Legion Bridge. They should have been improved 20 years ago. I drive them every day and want to end the Gridlock ASAP. Please end any delay in getting these roads improved. No more stalling and excuses.

From: Randi Field [REDACTED]
Sent: Tuesday, July 28, 2020 1:31 PM
To: MLS-NEPA-P3
Subject: Opposition to Beltway (I-495/I-270) Managed Lanes

Lisa Choplin,

Dear Director Choplin,

The Beltway/I-270 highway expansion is a project that will substantially increase pollution in the area where I live, as well as destroy homes and critical parkland. This project will impose enormous financial risks, and threaten the lives of people, wildlife, and the environment. The Maryland National Capital Park and Planning Commission has found:

- (1) The expansion would impact 30.7 acres of parkland in Montgomery and Prince Georges Counties.
- (2) The Draft Environmental Impact Statement (DEIS) provides inadequate stormwater management, of current and future impervious surfaces.
- (3) The DEIS does not have a plan for avoidance, minimization, and mitigation requirements on parkland
- (4) The DEIS completely overlooks effects to the community - a clear environmental justice violation.
- (5) Alternative modes of transportation, including transit alternatives, were not included in the DEIS.

We are in the middle of a pandemic with most people teleworking perhaps permanently. This alone could dramatically change the amount of cars that go back on the highway when there is a vaccine, in a year from now, and we come out of this. Now is not the time to ram this project through.

We need more transit-oriented solutions, including teleworking, that reduce greenhouse gas emissions, reduce sprawl, and instead of adding more air and water polluting, luxury lanes. Under the climate crisis and public health crisis we are facing today, adding more air polluting cars will not solve traffic congestion but instead exacerbate our existing crises.

Moreover, the expansion would impose a significant financial risk to people in the region. The Washington Suburban Sanitary Commission (WSSC) earlier this year said that it would take approximately \$2 billion to move all of Montgomery and Prince George's water and sewers systems due to the highway expansion.

For all of the above reasons, I strongly oppose this project and request that the project be canceled.

Sincerely,
Randi Field

Randi Field

[REDACTED]

[REDACTED] Long Branch Parkway
Silver Spring, Maryland 20901

From: James Fields [REDACTED]
Sent: Thursday, October 15, 2020 10:12 AM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov
Subject: I'm against Widening the beltway and I270

I strongly oppose the plan to widen the beltway and I270.

- The solution to the traffic problem is supporting mass transit. We can't keep adding new lanes which then just fill up in a few years. They don't solve the problem and they create environmental problems for the world and for the region.
- The current plan is ill planned and, in the light of other public/private partnerships, can only be expected to cost tax payers.
- It's one more step to the debilitating inequality we face. Low-wage people can't afford the fast travel times and well-off people can travel because they can earn the toll in a few minutes worth of their salary.

Sent from [Outlook](#)

From: Ronnie f [REDACTED]
Sent: Friday, October 2, 2020 11:33 AM
To: MLS-NEPA-P3
Cc: kumar.barve@house.state.md.us; aklase@marylandtaxes.gov;
nancy.king@senate.state.md.us; pfranchot@marylandtaxes.gov
Subject: Toll Lane Project

Dear Sir/Madam,

I am writing to express my opinion on the toll land project. I strongly oppose the I-270 I-495 toll lane project and support a no build option.

I live in the Rose Hill Falls community which sits directly off I-270. The project will directly effect our property value; will effect our quality of living and outdoor enjoyment; and will certainly effect our health and safety as a result of added air and noise pollution.

It only makes sense during this time of COVID and decreased traffic due to millions of adults working from home to address the most immediate issues first to see its effects. The **main problem are the bottlenecks, causing traffic to back up and merge into fewer lanes.** So let's first address widening the bottleneck along upper I-270 and other areas such as the merge at I-270 and I-495. Secondly, this area should be investing in better and easier mass transit and offering public incentive to use it. The last thing the State should be doing is burdening its citizens with expensive toll lanes that **only the privileged can afford** to use!

We're already seeing the cost to taxpayers from the bungling of the purple line; we should have learned something from that experience. The extreme cost to taxpayers for this project is easy to identify – infrastructure, water lines, sewer pipes, storm water run off, roads, schools, park land, publicly owned land, and so much more.

This is not a sound project at this time or in the near future. Let's address the cause of the traffic – fix the bottlenecks and increase incentives for mass transit.

Respectfully,
Ronnie Fields
[REDACTED] Winding Rose Drive
Rockville MD 20850

Sent from [Mail](#) for Windows 10



This email has been checked for viruses by Avast antivirus software.

www.avast.com

Carlos Figueiredo

I oppose this project and support the NO-BUILD option. I do NOT like the environmental impact of this project, nor like its impacts on homes and parks.

From: Maureen Fine [REDACTED]
Sent: Thursday, October 15, 2020 8:32 PM
To: MLS-NEPA-P3
Subject: No Build Option/No Widening I-495/I-270

I am a grandmother, a retired healthcare worker, and a Master Naturalist. I volunteer at local Nature Centers and Refuges for citizen science projects and for environmental education efforts that help bring people closer to the natural world.

The DEIS for the I-495/I-270 Expansion is totally inadequate and incomplete. It **does not** address the human health and environmental impacts of the proposed expansion. Project details remain unknown, preventing the public from understanding and commenting on the consequences.

I oppose expanding I-495 into Rock Creek, Sligo Creek, and Greenbelt parks and other environmental resources, further stressing our parks and stormwater runoff management. The state's plan for mitigating these losses by buying up streams in other parts of Maryland is unacceptable.

The DEIS does not mention the costs to taxpayers for the relocation of water and sewer infrastructure. The P3 tollways will increase traffic congestion on surrounding roads---the toll lanes aren't profitable without traffic jams in the "free" lanes. This leads us to increased emissions and dirtier air for my grand-daughters to breathe, and does nothing to fight Climate Change. Again, the DEIS does not disclose any preferred alternatives, only the preferences of Gov. Hogan for this \$11 billion boondoggle. There is no discussion of public transit options, smaller scale roadway improvements, and transportation system and transportation demand options.

For all of the above reasons, I say **NO ROAD WIDENING** and support the **NO Build Option**.

Thank you, Maureen Fine

[REDACTED] Knighthill Lane
Bowie, MD

Eileen Finnegan

As a resident who uses the Beltway entering at New Hampshire Ave, I am very pleased that this recent iteration includes access/egress from New Hampshire/MD 650. Our eastern MoCo area (having limited job opportunities and modest retail) relies on the Beltway to go west, for work, shopping, etc. With the pending increase of employment at the Food and Drug Administration on MD650, more transportation capacity is highly desired.

From: Ian Fisher [REDACTED]
Sent: Tuesday, July 21, 2020 12:41 PM
To: 495-270-P3; MLS-NEPA-P3; jitesh.parikh@fhwa.dot.gov; Lisa Choplin
Cc: Mary Clemmensen; Brock Miller
Subject: Missing Reference from Managed Lane Study Draft Environmental Impact Statement

Dear Ms. Choplin and Mr. Parikh,

In our review of the I-495 & I-270 Managed Lanes Study Draft Environmental Impact Statement, we noticed that the DEIS references and relies on data from an MDOT SHA Capital Beltway Study, but we could not find that study on the 495-270-p3.com website or linked in the references sections. See Draft Environmental Impact Statement, at 1-7, 4-98; Appendix L, at 96; see also Letter from Pete K. Rahn, MDOT Secretary, to Montgomery County Council Members, at 7 https://www.montgomerycountymd.gov/council/Resources/Files/agenda/col/2018/180911/20180911_3.pdf ("The framework for the plan was developed based on previous studies including the Capital Beltway Planning Study, . . . These previous studies contain valuable technical information and will provide insight as MOOT delivers transformative, innovative solutions.").

We request that you provide that study and its accompanying data on 495-270-p3.com or by email. If it is already available online, please direct us to that location. Thank you,

Ian Fisher

Ian Fisher
Associate Attorney
Jill Grant & Associates, LLC
[REDACTED] F Street NW, Suite [REDACTED]
Washington, DC 20004

[REDACTED]

[REDACTED]

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From: Ian Fisher [REDACTED]
Sent: Thursday, October 1, 2020 6:09 PM
To: Parikh, Jitesh (FHWA); Lisa Choplin; 495-270-P3; MLS-NEPA-P3
Cc: [REDACTED]; Lindsey Mendelson; Paula Posas; Mary Clemmensen; Brock Miller
Subject: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Dear Ms. Choplin and Mr. Parikh,

Re: the I-495 & I-270 Managed Lanes Study DEIS, we request:

1) MWCOG model loaded traffic assignment output files for each of the 4 modeled periods (AM peak, midday, PM-Peak and night) for the:

* base year, and

* future year for all alternatives shown in DEIS Table 2-3 (1, 5, 8, 9, 9M, 10, 13B and 13C)

2) The spreadsheets containing the traffic data in DEIS Appendix C Traffic Analysis Technical Report Figures 2-10, 2-11, 2-12, 2-13, 2-14 and 2-15.

3) The spreadsheets containing the speed data in DEIS Appendix C Traffic Analysis Technical Report Figures 2-20, 2-21, 2-22, 2-23, 2-24 and 2-25.

If you have any technical questions about this request please contact our consultant:

--

Norm Marshall, President

Smart Mobility Inc.

[REDACTED] Sawnee Bean Rd.

Thetford Center VT 05075

(New address effective 5/18/2020)

[REDACTED]
Thank you,

Ian Fisher

Associate Attorney

Jill Grant & Associates, LLC

[REDACTED] F Street NW, Suite [REDACTED]

Washington, DC 20004

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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communication in error, please immediately notify the sender at [REDACTED] and delete this email and any attachments. Thank you.

From: 495-270-P3 <495-270-p3@mdot.maryland.gov>
Sent: Monday, October 12, 2020 4:49 PM
To:
Subject: FW: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

From: Ian Fisher [REDACTED]
Sent: Friday, October 9, 2020 1:10 PM
To: Parikh, Jitesh (FHWA) <Jitesh.Parikh@dot.gov>; Lisa Choplin <LChoplin@mdot.maryland.gov>; 495-270-P3 <495-270-p3@mdot.maryland.gov>; MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>
Cc: [REDACTED]; Lindsey Mendelson [REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen [REDACTED]; Brock Miller [REDACTED]
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Dear Ms. Choplin and Mr. Parikh,
I am writing to follow up on the below request which I don't believe has gotten a response. This information is needed to meaningfully comment on the DEIS. Because of the upcoming deadline to review the DEIS and submit comments, we request this information by Tuesday, October 13. Thank you,
Ian

From: Ian Fisher
Sent: Thursday, October 1, 2020 6:09 PM
To: 'Parikh, Jitesh (FHWA)' <Jitesh.Parikh@dot.gov>; Lisa Choplin <LChoplin@mdot.maryland.gov>; '495-270-P3@sha.state.md.us' <495-270-P3@sha.state.md.us>; 'MLS-NEPA-P3@mdot.maryland.gov' <MLS-NEPA-P3@mdot.maryland.gov>
Cc: [REDACTED] 'Lindsey Mendelson' [REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen [REDACTED]; Brock Miller [REDACTED]
Subject: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Dear Ms. Choplin and Mr. Parikh,

Re: the I-495 & I-270 Managed Lanes Study DEIS, we request:

- 1) MWCOC model loaded traffic assignment output files for each of the 4 modeled periods (AM peak, midday, PM-Peak and night) for the:
 - * base year, and
 - * future year for all alternatives shown in DEIS Table 2-3 (1, 5, 8, 9, 9M, 10, 13B and 13C)
- 2) The spreadsheets containing the traffic data in DEIS Appendix C Traffic Analysis Technical Report Figures 2-10, 2-11, 2-12, 2-13, 2-14 and 2-15.
- 3) The spreadsheets containing the speed data in DEIS Appendix C Traffic Analysis Technical Report Figures 2-20, 2-21, 2-22, 2-23, 2-24 and 2-25.

If you have any technical questions about this request please contact our consultant:

--

Norm Marshall, President
Smart Mobility Inc.
[REDACTED] Sawnee Bean Rd.
Thetford Center VT 05075
(New address effective 5/18/2020)

[REDACTED]

Thank you,

Ian Fisher
Associate Attorney
Jill Grant & Associates, LLC
[REDACTED] F Street NW, Suite [REDACTED]
Washington, DC 20004

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

If this email concerns legal matters, this communication and any attachments are attorney-client privileged and confidential and intended for use only by the individual or entity named above as the intended recipient. If you are not the intended recipient, reading, distributing, or copying this communication is strictly prohibited. If you have received this communication in error, please immediately notify the sender at [REDACTED] and delete this email and any attachments. Thank you.

From: Ian Fisher [REDACTED]
Sent: Thursday, October 15, 2020 12:16 PM
To: Parikh, Jitesh (FHWA); jeanette.mar@dot.gov
Cc: Lisa Choplin; 495-270-P3; MLS-NEPA-P3; [REDACTED]; Lindsey Mendelson; Paula Posas; Mary Clemmensen; Brock Miller
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data
Attachments: 2020-10-15 - I-495 & I-270 DEIS Traffic Files and Data.pdf

Dear Mr. Parikh,

MDOT SHA did not provide the underlying data files requested below on October 1, 2020. As explained in the attached letter that was just sent to MDOT SHA, withholding the requested data files violates NEPA and precludes meaningful public comment on the DEIS.

FHWA, as the lead agency, is responsible for compliance with NEPA and has an independent obligation to provide the requested files. See 40 C.F.R. § 1501.5; §771.109(c). MDOT SHA's unlawful decision to withhold data underlying the DEIS's traffic analysis and conclusions does not change FHWA's obligation to provide this data.

We request that FHWA provide the requested data files by Monday, October 19, 2020. Further, because the Agencies delay in providing this data, we request that FHWA extend the comment period by 15 days to allow for meaningful review of the files. Thank you,

Ian Fisher

From: Parikh, Jitesh (FHWA) <Jitesh.Parikh@dot.gov>
Sent: Wednesday, October 14, 2020 9:39 AM
To: Ian Fisher [REDACTED]; Lisa Choplin <LChoplin@mdot.maryland.gov>; 495-270-P3@sha.state.md.us; MLS-NEPA-P3@mdot.maryland.gov
Cc: [REDACTED]; Lindsey Mendelson [REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen [REDACTED]; Brock Miller [REDACTED]
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Good Morning Mr. Fisher,

I want to let you know that MDOT SHA will be responding to you directly regarding your inquiry. Thank you.

Jitesh

From: Ian Fisher [REDACTED]
Sent: Friday, October 09, 2020 1:10 PM
To: Parikh, Jitesh (FHWA) <Jitesh.Parikh@dot.gov>; Lisa Choplin <LChoplin@mdot.maryland.gov>; 495-270-P3@sha.state.md.us; MLS-NEPA-P3@mdot.maryland.gov
Cc: [REDACTED]; Lindsey Mendelson [REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen [REDACTED]; Brock Miller [REDACTED]
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Choplin and Mr. Parikh,

I am writing to follow up on the below request which I don't believe has gotten a response. This information is needed to meaningfully comment on the DEIS. Because of the upcoming deadline to review the DEIS and submit comments, we request this information by Tuesday, October 13. Thank you,
Ian

From: Ian Fisher

Sent: Thursday, October 1, 2020 6:09 PM

To: 'Parikh, Jitesh (FHWA)' <Jitesh.Parikh@dot.gov>; Lisa Choplin <LChoplin@mdot.maryland.gov>; '495-270-P3@sha.state.md.us' <495-270-P3@sha.state.md.us>; 'MLS-NEPA-P3@mdot.maryland.gov' <MLS-NEPA-P3@mdot.maryland.gov>

Cc: [REDACTED] 'Lindsey Mendelson'

[REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen

[REDACTED]; Brock Miller [REDACTED]

Subject: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Dear Ms. Choplin and Mr. Parikh,

Re: the I-495 & I-270 Managed Lanes Study DEIS, we request:

1) MWCOG model loaded traffic assignment output files for each of the 4 modeled periods (AM peak, midday, PM-Peak and night) for the:

* base year, and

* future year for all alternatives shown in DEIS Table 2-3 (1, 5, 8, 9, 9M, 10, 13B and 13C)

2) The spreadsheets containing the traffic data in DEIS Appendix C Traffic Analysis Technical Report Figures 2-10, 2-11, 2-12, 2-13, 2-14 and 2-15.

3) The spreadsheets containing the speed data in DEIS Appendix C Traffic Analysis Technical Report Figures 2-20, 2-21, 2-22, 2-23, 2-24 and 2-25.

If you have any technical questions about this request please contact our consultant:

--

Norm Marshall, President

Smart Mobility Inc.

[REDACTED] Sawnee Bean Rd.

Thetford Center VT 05075

(New address effective 5/18/2020)

[REDACTED]

Thank you,

Ian Fisher

Associate Attorney

Jill Grant & Associates, LLC

[REDACTED] F Street NW, Suite [REDACTED]

Washington, DC 20004

[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]

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█ F Street NW, Suite █
Washington, DC 20004
█



Jill Grant & Associates LLC
Attorneys at Law

October 15, 2020

Ms. Lisa B. Choplin, Director
Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202
495-270-P3@sha.state.md.us

Re I-495 I-270 Managed Lanes Study DEIS Traffic Files/Data

Dear Ms. Choplin,

MDOT's October 14, 2020 response to our request for data underlying the DEIS's traffic analysis is unlawful. **We request that MDOT immediately provide the requested traffic spreadsheets and model files underlying its conclusions in the DEIS, no later than Monday, October 9.**

First, the underlying data requested is required to be disclosed publicly with the DEIS. 40 C.F.R. 1500.1(b) (2019) ("NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken. The information must be of high quality. Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA "); *id.* 1502.21 (2019) (underlying data may be incorporated by reference only if "it is reasonably available for inspection by potentially interested persons within the time allowed for comment "); *WildEarth Guardians v. Mont. Snowmobile Ass'n*, 790 F.3d 920, 925 (9th Cir. 2015) ("To fulfill NEPA's public disclosure requirements, the agency must provide to the public the underlying environmental data' from which the [agency] develops its opinions and arrives at its decisions.). MDOT and FHWA's failure to provide this data violates NEPA.

Second, the request for this data was not a request under Maryland's Public Information Act (PIA); it was a request for data files that were required to be disclosed under NEPA. It is not subject to Maryland's PIA procedures and MDOT's treatment of it as such only serves to delay the disclosure and our ability to review it in time to submit comments.

Third, to the extent MDOT's October 14 letter claims that the data requested is publicly available in Appendix C of the DEIS, that is incorrect. Final numbers presented in tables of a PDF cannot be substituted for the actual underlying spreadsheets and model files used to create those tables,

which include formulas, calculations, and numbers that are not rounded. To reach their conclusions in the DEIS, the Agencies were not limited merely to numbers in tables of a PDF and they cannot limit the public to that either.

Fourth, it is outrageous that MDOT will not provide these data files unless local non-profit organizations pay \$6,294.51. Providing the requested files simply requires copying and pasting computer folders to a Dropbox or other cloud-based folder and emailing the link. In fact, Smart Mobility has requested this same type of data many times for other highway DEISs and has always been promptly provided it without charge. A non-exhaustive list includes:

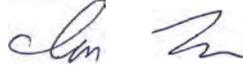
1. Florida Department of Transportation District 1 Collier County MPO RTP Update
2. Colorado Department of Transportation I-70 East EIS
3. Berkeley Charleston Dorchester Council of Governments (South Carolina) RTP Update and I-526 Extension
4. New York Department of Transportation Hunts Point Interstate Access Improvement Project DEIS
5. Southern California Association of Governments High Dessert Corridor DEIR
6. Arkansas Department of Transportation I-30 Planning and Linkages Study
7. Utah Department of Transportation West Davis Corridor DEIS
8. Texas Department of Transportation RTP Update and South Mopac modeling
9. Charlottesville/Albemarle Metropolitan Planning Organization (Virginia) Charlottesville Bypass

The requested files should be organized and readily available from the person or entity that undertook the traffic analysis. Providing these files does not take more than two hours, let alone cost an additional \$6,294.51. Moreover, even if this request was not based on NEPA, the requested files should have been provided at no charge pursuant to a fee waiver under Md. Code Ann., GP 4-206(e) and Md. Code Regs. 11.01.13.13(A)(7); the non-profit organizations' ability to pay fees is constrained and the requested records are in the public interest and will enable the public to meaningfully comment on the DEIS's traffic conclusions. Consistent with its actions throughout this NEPA process, and unlike other NEPA processes throughout the country, MDOT is going above and beyond to withhold and hide relevant and needed information from public review.

By not promptly providing the requested data files, which are being requested in the standard format and should take a short time to assemble, MDOT is preventing the public from meaningfully reviewing and commenting on the traffic analysis in the DEIS. **We request that MDOT immediately provide the requested traffic spreadsheets and model files underlying its decisions in the DEIS, no later than Monday, October 9.** Because of the Agencies' unlawful delay in providing this data, we request that the comment period be extended by at least

15 days, so that the public has a reasonable opportunity to review and comment on the DEIS's traffic analysis and conclusions.

Sincerely,



Ian Fisher

Jill Grant & Associates

█ F Street NW, Suite █

Washington, DC 20004



cc: Jitesh Parikh, FHWA
Jeanette Mar, FHWA
Timothy Perry, MDOT
Lindsey Mendelson, Sierra Club Maryland Chapter
Paula Posas, Sierra Club Maryland Chapter
Norm Marshall, Smart Mobility

From: Ian Fisher [REDACTED]
Sent: Tuesday, October 20, 2020 8:45 AM
To: Parikh, Jitesh (FHWA); jeanette.mar@dot.gov
Cc: Lisa Choplin; 495-270-P3; MLS-NEPA-P3; [REDACTED]; Lindsey Mendelson; Paula Posas; Mary Clemmensen; Brock Miller
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Dear Mr. Parikh,

I'm writing to follow up on our October 1, 2020, request for underlying traffic data and October 15, 2020, follow up. We reasonably requested a response by October 19, 2020, but still have not received the data. We request this data immediately and because of the Agencies' delay in providing it, we request that FHWA extend the comment period to allow for meaningful review of and comment on the files once provided. Thank you,
Ian Fisher

From: Ian Fisher
Sent: Thursday, October 15, 2020 12:16 PM
To: 'Parikh, Jitesh (FHWA)' <Jitesh.Parikh@dot.gov>; 'jeanette.mar@dot.gov' <jeanette.mar@dot.gov>
Cc: Lisa Choplin <LChoplin@mdot.maryland.gov>; 495-270-P3@sha.state.md.us; MLS-NEPA-P3@mdot.maryland.gov; [REDACTED]; Lindsey Mendelson [REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen [REDACTED]; Brock Miller [REDACTED]
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Dear Mr. Parikh,

MDOT SHA did not provide the underlying data files requested below on October 1, 2020. As explained in the attached letter that was just sent to MDOT SHA, withholding the requested data files violates NEPA and precludes meaningful public comment on the DEIS.

FHWA, as the lead agency, is responsible for compliance with NEPA and has an independent obligation to provide the requested files. See 40 C.F.R. § 1501.5; §771.109(c). MDOT SHA's unlawful decision to withhold data underlying the DEIS's traffic analysis and conclusions does not change FHWA's obligation to provide this data.

We request that FHWA provide the requested data files by Monday, October 19, 2020. Further, because the Agencies delay in providing this data, we request that FHWA extend the comment period by 15 days to allow for meaningful review of the files. Thank you,

Ian Fisher

From: Parikh, Jitesh (FHWA) <Jitesh.Parikh@dot.gov>
Sent: Wednesday, October 14, 2020 9:39 AM
To: Ian Fisher [REDACTED]; Lisa Choplin <LChoplin@mdot.maryland.gov>; 495-270-P3@sha.state.md.us; MLS-NEPA-P3@mdot.maryland.gov
Cc: [REDACTED]; Lindsey Mendelson [REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen [REDACTED]; Brock Miller [REDACTED]
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Good Morning Mr. Fisher,

I want to let you know that MDOT SHA will be responding to you directly regarding your inquiry. Thank you.

Jitesh

From: Ian Fisher [REDACTED]
Sent: Friday, October 09, 2020 1:10 PM
To: Parikh, Jitesh (FHWA) <Jitesh.Parikh@dot.gov>; Lisa Choplin <LChoplin@mdot.maryland.gov>; 495-270-P3@sha.state.md.us; MLS-NEPA-P3@mdot.maryland.gov
Cc: [REDACTED]; Lindsey Mendelson [REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen [REDACTED]; Brock Miller [REDACTED]
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

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Dear Ms. Choplin and Mr. Parikh,
I am writing to follow up on the below request which I don't believe has gotten a response. This information is needed to meaningfully comment on the DEIS. Because of the upcoming deadline to review the DEIS and submit comments, we request this information by Tuesday, October 13. Thank you,
Ian

From: Ian Fisher
Sent: Thursday, October 1, 2020 6:09 PM
To: 'Parikh, Jitesh (FHWA)' <Jitesh.Parikh@dot.gov>; Lisa Choplin <LChoplin@mdot.maryland.gov>; '495-270-P3@sha.state.md.us' <495-270-P3@sha.state.md.us>; 'MLS-NEPA-P3@mdot.maryland.gov' <MLS-NEPA-P3@mdot.maryland.gov>
Cc: [REDACTED] 'Lindsey Mendelson' [REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen [REDACTED]; Brock Miller [REDACTED]
Subject: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Dear Ms. Choplin and Mr. Parikh,

Re: the I-495 & I-270 Managed Lanes Study DEIS, we request:

- 1) MWCOG model loaded traffic assignment output files for each of the 4 modeled periods (AM peak, midday, PM-Peak and night) for the:
 - * base year, and
 - * future year for all alternatives shown in DEIS Table 2-3 (1, 5, 8, 9, 9M, 10, 13B and 13C)
- 2) The spreadsheets containing the traffic data in DEIS Appendix C Traffic Analysis Technical Report Figures 2-10, 2-11, 2-12, 2-13, 2-14 and 2-15.
- 3) The spreadsheets containing the speed data in DEIS Appendix C Traffic Analysis Technical Report Figures 2-20, 2-21, 2-22, 2-23, 2-24 and 2-25.

If you have any technical questions about this request please contact our consultant:

--

Norm Marshall, President
Smart Mobility Inc.
[REDACTED] Sawnee Bean Rd.
Thetford Center VT 05075
(New address effective 5/18/2020)

[REDACTED]

Thank you,

Ian Fisher
Associate Attorney
Jill Grant & Associates, LLC
[REDACTED] F Street NW, Suite [REDACTED]
Washington, DC 20004

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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From: Ian Fisher [REDACTED]
Sent: Tuesday, October 27, 2020 6:23 PM
To: Lisa Choplin
Cc: Timothy Perry; Parikh, Jitesh (FHWA); jeanette.mar@dot.gov;
[REDACTED]; Lindsey Mendelson; Paula Posas; Mary Clemmensen; Brock
Miller; 495-270-P3; MLS-NEPA-P3
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Dear Ms. Choplin,

I am once again writing to follow up on our October 1, 2020, request for the DEIS's underlying traffic data, our October 15, 2020, follow up, and our October 20, 2020, follow up. We repeat our request for this data immediately and because of the Agencies' extensive delay in providing it, we request that the comment period be extended to allow for meaningful review of and comment on the files once provided. Thank you,

Ian Fisher

From: Ian Fisher
Sent: Tuesday, October 20, 2020 8:43 AM
To: 'Lisa Choplin' <LChoplin@mdot.maryland.gov>
Cc: 'Timothy Perry' <tperry1@mdot.maryland.gov>; 'Parikh, Jitesh (FHWA)' <Jitesh.Parikh@dot.gov>;
'jeanette.mar@dot.gov' <jeanette.mar@dot.gov>; [REDACTED]
'Lindsey Mendelson' [REDACTED]; 'Paula Posas' [REDACTED]; Mary
Clemmensen [REDACTED]; Brock Miller [REDACTED]
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Dear Ms. Choplin,

I'm writing to follow up on our October 1, 2020, request for the DEIS's underlying traffic data and our October 15, 2020, follow up. We reasonably requested a response by October 19, 2020 but still have not received the data. We request this data immediately and because of the Agencies' delay in providing it, we request that the comment period be extended to allow for meaningful review of and comment on the files once provided. Thank you,

Ian Fisher

From: Ian Fisher
Sent: Thursday, October 15, 2020 12:10 PM
To: 'Lisa Choplin' <LChoplin@mdot.maryland.gov>
Cc: 'Timothy Perry' <tperry1@mdot.maryland.gov>; Parikh, Jitesh (FHWA) <Jitesh.Parikh@dot.gov>;
'jeanette.mar@dot.gov' <jeanette.mar@dot.gov>; [REDACTED]; Lindsey Mendelson
[REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen
[REDACTED]; Brock Miller [REDACTED]
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Dear Ms. Choplin,

Please see the attached letter regarding MDOT's October 14 response to this request. As explained in the letter, we request that MDOT immediately provide the requested traffic spreadsheets and model files underlying its conclusions in the DEIS, no later than Monday, October 19. Thank you,

Ian

From: Lisa Choplin <LChoplin@mdot.maryland.gov>
Sent: Sunday, October 11, 2020 2:36 PM

To: Ian Fisher [REDACTED]; Parikh, Jitesh (FHWA) <Jitesh.Parikh@dot.gov>
Cc: [REDACTED]; Lindsey Mendelson [REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen [REDACTED]; Brock Miller [REDACTED]
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Mr. Fisher,

Your 10/1 email was received and forwarded to the MDOT PIA Manager, Tim Perry, as a PIA request. It is my understanding that a response will be forthcoming this week.

Thank you,

Lisa Choplin

From: Ian Fisher [REDACTED]
Sent: Friday, October 9, 2020 1:10 PM
To: Parikh, Jitesh (FHWA) <Jitesh.Parikh@dot.gov>; Lisa Choplin <LChoplin@mdot.maryland.gov>; 495-270-P3 <495-270-p3@mdot.maryland.gov>; MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>
Cc: [REDACTED]; Lindsey Mendelson [REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen [REDACTED]; Brock Miller [REDACTED]
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Dear Ms. Choplin and Mr. Parikh,

I am writing to follow up on the below request which I don't believe has gotten a response. This information is needed to meaningfully comment on the DEIS. Because of the upcoming deadline to review the DEIS and submit comments, we request this information by Tuesday, October 13. Thank you,
Ian

From: Ian Fisher
Sent: Thursday, October 1, 2020 6:09 PM
To: 'Parikh, Jitesh (FHWA)' <Jitesh.Parikh@dot.gov>; Lisa Choplin <LChoplin@mdot.maryland.gov>; '495-270-P3@sha.state.md.us' <495-270-P3@sha.state.md.us>; 'MLS-NEPA-P3@mdot.maryland.gov' <MLS-NEPA-P3@mdot.maryland.gov>
Cc: [REDACTED] 'Lindsey Mendelson' [REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen [REDACTED]; Brock Miller [REDACTED]
Subject: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Dear Ms. Choplin and Mr. Parikh,

Re: the I-495 & I-270 Managed Lanes Study DEIS, we request:

- 1) MWCOC model loaded traffic assignment output files for each of the 4 modeled periods (AM peak, midday, PM-Peak and night) for the:
 - * base year, and
 - * future year for all alternatives shown in DEIS Table 2-3 (1, 5, 8, 9, 9M, 10, 13B and 13C)
- 2) The spreadsheets containing the traffic data in DEIS Appendix C Traffic Analysis Technical Report Figures 2-10, 2-11, 2-12, 2-13, 2-14 and 2-15.

3) The spreadsheets containing the speed data in DEIS Appendix C Traffic Analysis Technical Report Figures 2-20, 2-21, 2-22, 2-23, 2-24 and 2-25.

If you have any technical questions about this request please contact our consultant:

--
Norm Marshall, President
Smart Mobility Inc.
[REDACTED] Sawnee Bean Rd.
Thetford Center VT 05075
(New address effective 5/18/2020)

[REDACTED]

Thank you,

Ian Fisher
Associate Attorney
Jill Grant & Associates, LLC
[REDACTED] F Street NW, Suite [REDACTED]
Washington, DC 20004

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

If this email concerns legal matters, this communication and any attachments are attorney-client privileged and confidential and intended for use only by the individual or entity named above as the intended recipient. If you are not the intended recipient, reading, distributing, or copying this communication is strictly prohibited. If you have received this communication in error, please immediately notify the sender at [REDACTED] and delete this email and any attachments. Thank you.

From: Parikh, Jitesh (FHWA) <Jitesh.Parikh@dot.gov>
Sent: Wednesday, October 14, 2020 9:39 AM
To: Ian Fisher; Lisa Choplin; 495-270-P3; MLS-NEPA-P3
Cc: [REDACTED]; Lindsey Mendelson; Paula Posas; Mary Clemmensen; Brock Miller
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Good Morning Mr. Fisher,

I want to let you know that MDOT SHA will be responding to you directly regarding your inquiry. Thank you.

Jitesh

From: Ian Fisher [REDACTED]
Sent: Friday, October 09, 2020 1:10 PM
To: Parikh, Jitesh (FHWA) <Jitesh.Parikh@dot.gov>; Lisa Choplin <LChoplin@mdot.maryland.gov>; 495-270-P3@sha.state.md.us; MLS-NEPA-P3@mdot.maryland.gov
Cc: [REDACTED]; Lindsey Mendelson [REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen [REDACTED]; Brock Miller [REDACTED]
Subject: RE: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Choplin and Mr. Parikh,
I am writing to follow up on the below request which I don't believe has gotten a response. This information is needed to meaningfully comment on the DEIS. Because of the upcoming deadline to review the DEIS and submit comments, we request this information by Tuesday, October 13. Thank you,
Ian

From: Ian Fisher
Sent: Thursday, October 1, 2020 6:09 PM
To: 'Parikh, Jitesh (FHWA)' <Jitesh.Parikh@dot.gov>; Lisa Choplin <LChoplin@mdot.maryland.gov>; '495-270-P3@sha.state.md.us' <495-270-P3@sha.state.md.us>; 'MLS-NEPA-P3@mdot.maryland.gov' <MLS-NEPA-P3@mdot.maryland.gov>
Cc: [REDACTED]; 'Lindsey Mendelson' [REDACTED]; Paula Posas [REDACTED]; Mary Clemmensen [REDACTED]; Brock Miller [REDACTED]
Subject: I-495 & I-270 Managed Lanes Study DEIS Traffic Files/Data

Dear Ms. Choplin and Mr. Parikh,

Re: the I-495 & I-270 Managed Lanes Study DEIS, we request:

- 1) MWCOC model loaded traffic assignment output files for each of the 4 modeled periods (AM peak, midday, PM-Peak and night) for the:
 - * base year, and

* future year for all alternatives shown in DEIS Table 2-3 (1, 5, 8, 9, 9M, 10, 13B and 13C)

2) The spreadsheets containing the traffic data in DEIS Appendix C Traffic Analysis Technical Report Figures 2-10, 2-11, 2-12, 2-13, 2-14 and 2-15.

3) The spreadsheets containing the speed data in DEIS Appendix C Traffic Analysis Technical Report Figures 2-20, 2-21, 2-22, 2-23, 2-24 and 2-25.

If you have any technical questions about this request please contact our consultant:

--

Norm Marshall, President
Smart Mobility Inc.
[REDACTED] Sawnee Bean Rd.
Thetford Center VT 05075
(New address effective 5/18/2020)

[REDACTED]

Thank you,

Ian Fisher
Associate Attorney
Jill Grant & Associates, LLC
[REDACTED] F Street NW, Suite [REDACTED]
Washington, DC 20004

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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From: sheldon fishman [REDACTED]
Sent: Monday, November 9, 2020 3:39 PM
To: MLS-NEPA-P3
Cc: Sheldon fishman; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: DEIS on 495 and 270: the analyses are backwards

The DEIS focused on solutions that make the environmental impact worse and did not address solutions that make the environmental impact better. The problem is NOT how fast the cars are moving (congestion); the problem is the number of car trips. The solution is not more car trips; the solution is reducing the sum of current and anticipated car trips with solutions that identify those car trips that can be replaced with solutions that are both more attractive and do less damage to the environment.

The public health problem of congestion of hospital beds with covid patients is to reduce the number of covid cases, not spend all our health dollars on contracting for more hospital rooms. The Health Department thinks more broadly than contracting for more private hospitals.

The public safety problem of congested prisons is to reduce recidivism by better corrections and to reduce the incidence of crime, not to spend all of our public safety dollars on more prisons. Contracting for more private prisons is not the magic bullet to improving safety and reducing congestion in the prisons.

The Department of Transportation needs to redirect its efforts to solutions that improve the environment and think more broadly than just contracting for more pavement.

Sincerely
Sheldon

ps to paraphrase Sarah Palen, I really can see the 495 beltway from my backyard.

Sheldon Fishman
[REDACTED]
[REDACTED] Dameron Dr.
Silver Spring, MD 20902
[REDACTED]

From: Amanda Fitzgerald [REDACTED]
Sent: Wednesday, September 23, 2020 2:58 PM
To: MLS-NEPA-P3
Subject: 495/270 expansion

I oppose all build options to the 495/270 expansion for more reasons than I can list in this email.

Amanda Fitzgerald
[REDACTED] Crestmoor Circle
Silver Spring, MD 20901

Patrick Fitzgerald

I'm strongly object to any expansion of I-495 and I-270. The state and county must invest in public transportation, subway, metro, light rail, bus rapid transit, etc. More lanes and more cars are not the solution. I live about 1.5 miles from the beltway, I do NOT want more lanes, more traffic and more pollution. I am also opposed to the destruction of Rock Creek Park and other natural areas and am concerned about the increase in polluted runoff into our stream and creeks. Let's think to the future, bring in mass transit, not contribute to climate change. More cars and more lanes is the way of the past. We need to think to the future Thanks, Patrick

Alison Fogarty

I oppose the I-495 and I-270 project. I support the no-build option.

Hannah Follweiler

Please do not widen the highway. It's been shown time and time again that that it doesn't work. The more we widen the highways the more cars on the road we will have. Plus the price tag is ridiculous. Put that money towards something else, anything else. Bike trails, sidewalks, the metro, even non-transportation related things like our schools would be a better use of the money than widening the highway. Widening the highway once again would be a costly mistake.

From: GianFranco Fornasini [REDACTED]
Sent: Sunday, November 8, 2020 10:00 PM
To: MLS-NEPA-P3
Subject: A Few considerations

Dear Madam/Sir,

I would like to express my disagreement regarding the I-495 & I-270 widening project for the following reasons:

- 1) The project is not going to benefit all drivers currently using the interstates I-495 and I-270, but only the ones who will have the financial ability to pay for the express lane; therefore, it will not significantly improve the traffic conditions.
- 2) The people whose property lies along I-495 and I-270 will be further penalized in term of noise (the express lane will allow to drive faster than usual traffic, increasing exponentially the noise in decibels), won't experience a decrease in pollution (the regular lanes will continue to move at a very low and inefficient speed) , will see the value of their properties diminish (despite Montgomery county continually increases the property tax also of the people already impacted by I-495 and I-270); will see the environment damaged (hundreds of large trees will be cut, further increasing the pollution and CO2.)
- 3) The project is already obsolete since it does not take into account what Covid-19 has changed temporarily first and permanently now. Working from home, which has been a necessity during these times (I did not go to the office since March 16, 2020) is changing the way to work and the need to go to the office seems part of the past. I am working at Leadiant Biosciences, Inc. in Gaithersburg, a small company of about 70 employees. While we have been forced to work from home due to the pandemic, the company already decided that even after the Covid-19 is resolved employees might continue to work remotely if they want. In a recent internal survey about 80% of the employees of the company expressed the desire to work from home permanently. This means removing about 56 cars/day from the I-270 and I-495. Did you check how many other local enterprises will eventually follow this approach?
- 4) This new situation should require to revisit the project since what was considered necessary until a few months ago, might not be important for the future. We should use the money for better projects and initiatives that improve the entire community, not just a few people.
- 5) Despite many proclaims that the environmental impact has been studied and minimized, I never heard a quantification of how many trees will be cut, how many acres of soil will be paved, and how decibels the noise will increase. We applaud green initiatives to protect the environment, but what we are doing is exactly the opposite just to make the contractors richer and wealthy drivers driving faster. What about the other people and especially the residents that have their properties affected by this monstrous, obsolete, polluted project?

I oppose this project and support the NO-BUILD option for the interest of the collectivity.

Sincerely,

Gianfranco Fornasini
[REDACTED] Old seven Locks Road
Bethesda, MD 20817

From: Lisa Choplin <LChoplin@mdot.maryland.gov>
Sent: Sunday, October 4, 2020 7:23 PM
To: MLS-NEPA-P3
Subject: FW: Beltway Expansion

From: Eric Fowler [REDACTED]
Sent: Saturday, October 3, 2020 8:18 PM
To: Lisa Choplin <LChoplin@mdot.maryland.gov>
Subject: Beltway Expansion

I am a resident of Bethesda MD, and I am writing in to voice my opposition to the proposed beltway expansion. Any beltway expansion would be a push in the wrong direction for transportation in Maryland and continue to disproportionately hurt marginalized communities by destroying yet another historical cemetery, Mose Gibson Cemetery.

To be clear, I support the no-build option.

Thank you for your time,

-Eric

From: Leigh A. Frame, PhD, MHS [REDACTED]
Sent: Wednesday, October 14, 2020 2:01 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov
Subject: Oppose: Widening I-270 & I-495

Good afternoon. I am writing to oppose widening I-270 and the Beltway. This is not a solution but will only increase our problems. Further, this is a waste of tax-payer dollars at a time when many are in desperate need. We need to check our priorities.

Here are key points related to the failures of the proposal:

1. We need all-day, two-way, frequent MARC train service between Frederick and Union Station, with stops including Germantown, Gaithersburg, Rockville, Kensington, and Silver Spring. This is the most cost-effective way to increase mobility in the 270 corridor, and it's better for the environment, too. Yet the state refused to study it or any other all-transit alternative.

2. The toll lane plan will increase traffic congestion. Nobody will pay high tolls to drive in the new toll lanes unless the "free" lanes are backed up. And all of those additional cars will end up in even bigger back-ups on local roads like Route 29, Connecticut Avenue, and Old Georgetown Road.

3. The toll lane plan doesn't work financially. On the one hand, the private toll-lane operators must set high rush-hour tolls (\$2 per mile or more) to recoup their costs and make a profit. On the other hand, most drivers will be unable or unwilling to pay tolls that high. So where will the money come from?

4. Originally Governor Hogan said that the toll lane plan would not cost the public anything. But we keep learning about more things the public, not the toll-lane operators, will pay for. Who will have to pay a billion dollars to move water and sewer pipes? We will. Who will be left holding the bag if the toll-lane builders walk away from the job and demand more money? We will. It's heads they win, tails we lose.

Thank you very much for your time and consideration.

Best,
Leigh A. Frame
[REDACTED] Maryland Ave
Gaithersburg, MD 20877
[REDACTED]

Voicemail Testimony added to file on Oct. 23, 2020

Name: Fran

Joint Public Hearing Date: 9/03/2020

Type/Session: Voicemail

Transcription:

It's Fran. Please do not widen 270. It will just encourage more traffic and it'll lead to more tie-ups on the highway. We live in college Gardens. We moved here because it is quiet. It's ecologically safe. If you widen the highway, there's just going to be more gas fumes and the noise will be introduced into our community. We beg you not to widen the highway, please, for our health and safety. This is a horrendous idea.

From: M France [REDACTED]
Sent: Monday, November 9, 2020 12:58 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Comment on I-495/I-270 tollway expansion

RE: I-495/I-270 tollway expansion

We write to express our strong opposition to the proposed expansion of the beltway. The project is fundamentally flawed: it is a solution that ignores the urgent needs of today's Maryland.

How could the state propose a plan that runs directly counter to the State's Climate Emergency response when our most elemental need is to reduce carbon emissions?

And when increased telework is upending traffic patterns and posing dramatic additional financial risks to a financially risky project? We are dismayed.

Transportation solutions are out there that don't require us to make a "Sophie's choice" between getting around town faster and breathing healthy air, drinking clean water, enjoying green space, and protecting the birds and other animals in our midst. (The state's plan to "mitigate" these losses by buying up streams in far-away parts of Maryland is a nonstarter.)

In sum, the proposal flunks a basic analysis by many stakeholders whose comments we underscore below.

The DEIS fails to take a hard look at the human health and environmental impacts of the proposed expansion and misunderstands the key balancing and trade-offs. Instead it excuses cursory reviews by noting that many project details remain unknown. This is insufficient and against the law.

The \$11 billion Beltway P3 proposal likely will:

Boost water/sewer fees by as much as \$2 billion to move pipes out of the way. (P3 toll lanes tend to overestimate profits and need taxpayer bailouts -- think Purple Line).

Collapse like the Purple Line, costing taxpayers billions of un-budgeted dollars, and forcing commuters to choose between bad-as-ever traffic and unaffordable \$50 tolls. (The State has not demonstrated its ability to manage a large P3, the Purple Line. But the P3 contemplated here is dramatically larger.) Get real!

Increase traffic congestion on the Beltway, I-270 and surrounding roads. (Toll lanes aren't profitable without traffic jams in the "free" lanes.) Unbelievable!

In closing, we support the no-build option. We reject alternatives that would widen and/or add lanes. We can reduce congestion without another failed P3.

We join other residents in calling for a complete rethinking of this project. We encourage MDOT/SHA to develop alternatives in line with the perils of climate change, ones that reduce emissions, ones that protect our health through clean air and water in our region. Like other citizens, we urge MDOT/SHA to make its intentions about a Phase 1 project clear and understandable to the public within this NEPA process.

Sincerely,

Marie and Steve France
[REDACTED] Ericsson Road
Cabin John MD 20818
[REDACTED]

Mary Frankenberg

I oppose this project and support the No-build option

From: janet frankovic [REDACTED]
Sent: Tuesday, September 22, 2020 12:32 AM
To: MLS-NEPA-P3
Subject: I-495 & I-270 Managed Lanes Study DEIS/ Draft Section 4(f) Evaluation comment

Dear Ms. Choplin:

Regarding the short list of wildlife in the woods that Lourene Miovski mentioned in her comment, we would add some reptiles. We have been impressed by the number of box turtles and by a few different species of snakes that we have seen in the woods and along its perimeter.

Regarding the expansion, in general, a major reason that leaps forward to our mind for opposing it centers on a salient effect that COVID-19 has had on how people work. The decision to expand I-495 was probably made at least 5 years ago, if not more. That decision was likely based on projections for future traffic volume. Fast forward to today—a half year of living in and working under pandemic conditions has transformed a large number of workers—especially civil servants, who formerly commuted into the National Capital Region most weekdays—into stay-at-home teleworkers. Even after the pandemic has subsided or been brought under control through vaccination, the volume of daily traffic on I-495 may not require an expansion because a permanent increase in telework will likely make rush hour traffic quite a bit lighter each morning and each evening. I think that expanding the Beltway, at this time, may be analogous to Frenchmen building of the Maginot Line in the 1930s: a lot of work for a small benefit. The money could be spent more wisely in modernizing and expanding public transportation and upgrading Internet infrastructure for ever increasing telework.

Thank you for thoughtfully considering of our email comment.

Sincerely,

Joseph and Janet Frankovic
[REDACTED] Edgewood Road
College Park, MD 20740

From: janet frankovic [REDACTED]
Sent: Thursday, October 15, 2020 8:01 PM
To: MLS-NEPA-P3
Subject: Polish Club Property: Paving a Living Green Space

Begin forwarded message:

From: janet frankovic [REDACTED]
Date: October 13, 2020 at 10:50:31 PM EDT
To: "cpmc@collegetparkmd.gov" <cpmc@collegetparkmd.gov>
Subject: Polish Club Property: Paving a Living Green Space

Dear Mayor and Members of the City Council:

My wife and I are renters who live at [REDACTED] Edgewood Road. We have the personal advantage of moving away if the effects of chopping down and paving one of the last remaining green zones in the neighborhood prove to be overwhelmingly repellent.

Please allow me to include a paragraph on the widening of I-495 before moving to the more specific topic of sawing more trees and pouring more cement in our neighborhood.

The widening of the beltway was a decision that was made years ago, and, unfortunately, probably cannot be reversed. The COVID-19 pandemic, in a matter of months, transformed the ways in which Americans work and shop. I doubt that we will ever return to an American lifestyle that includes 2 hours per weekday or more of driving a car. Moreover, this Presidential election probably will be the last one for a long time in which the outcome will produce a President in his 70s. The electoral power of the younger generation is rising quickly, and the infrastructure projects that those voters will support will differ from the ones we are launching today. Who made the decision for all of us that private electric vehicles are the future? Modern public transportation offers a much better environmental choice. I fear that our interstate widening project shares much in common with the decision to move forward and build the Maginot line of the 1930s. Both were decisions that were made while staring into the rearview mirror.

You and the planning representatives are finalizing a decision regarding parking space for construction vehicles and a collection area for runoff water. The Polish Club property seems to be the leading choice, even when an alternative location near the Metro station is available. I am assuming that most of you and the planning representatives have children and that some of you have grandchildren. All of us are living in a time of environmental crisis. Each decision that we make on a daily basis has escalating and compounding consequences for the youth. Cutting down the woods on the Polish Club property and paving over the area with asphalt and cement hurts the environment; destroying habitat that supports native birds, reptiles, insects, and other fauna and flora hurts the environment; removing the tree canopy that absorbs

automotive noise pollution hurts the environment. These types of land development decisions are repeated weekly across our Nation, and while one of them may not seem important of itself, the sum total of consistently favoring development over conservation is darkly defining the future for the youth.

I do hope that you will exercise your executive and legislative powers on behalf of the youth and a make decision that favors the preservation of the wooded area on the Polish Club's property. More importantly, I hope that you will wage a *fierce* fight to protect that property because the outcome of that fight will help define the future that we are preparing for your progeny.

Sincerely,

Joseph & Janet Frankovic

Alexa Fraser

No lane expansion needed. Lets figure out if many start working remotely and it isn't needed.

From: James Fremont [REDACTED] Sent You a Personal Message
Sent: Wednesday, July 15, 2020 12:14 PM
To: 495-270-P3
Subject: Please extend the I-495 and I-270 Draft EIS comment period

Dear Lisa Choplin,

Because the Draft Environmental Impact Statement on the proposed widening of I-495 and I-270 is 18,000 pages, please extend the comment period to at least 120 days so that concerned citizens have time to review and comment on the draft. Ninety days is too short a time due to the length of this document and the potential impact on parks, wetlands, trees, and historic sites.

Sincerely,

James Fremont
[REDACTED] Evans Dr
Silver Spring, MD 20902
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lindsey Mendelson at Sierra Club at [REDACTED] or [REDACTED].

Mark Frey

The DEIS considers a subset of the identified alternatives. Although it is appropriate to reduce the total number of alternatives for detailed consideration the retained alternatives reflect an artificially constrained set of alternatives. All retained action alternatives include managed lanes. This is pre-decisional and inconsistent with NEPA. If non-managed lane alternatives have the potential to meet the purpose and need they need to be evaluated. The document miss-construes the purpose and need so that only the managed lanes alternatives are deemed to qualify. That is not consistent with NEPA. The purpose and need deals with accommodating and increasing traffic (etc.). The traffic that needs accommodating is the people and goods using the corridor not the cars and trucks. Clearly the alternative would not be acceptable if it only accommodating the cars and trucks but failed to accommodate the needs of the residents and businesses. Therefore, additional alternatives must be added.

Rebecca Frey

I wish to register my support for the NO BUILD ALTERNATIVE because ultimately it might cost the state a subsidy which in turn will cost us taxpayers. In addition the WSSC will need to relocate sewer & water lines which will be added to the public's water bills. Also it doesn't take into account the cost of environmental mitigation.

In addition the construction will also affect more traffic on local roadways in New Carrollton with people using them as shortcuts to Kenilworth, Riverdale Road, Annapolis Road, and Greenbelt Road, not to mention the dust, the damage to nearby homes from heavy machinery, the damage to the trees and shrubbery, and the never ending noise. One of the reasons they had to construct noise barriers after the original beltway was built.

It will also create more stormwater runoff in Prince George's County for which we residents already pay a stormwater fee to prevent polluted runoff into the Chesapeake Bay. Along with that, has anyone taken into account how this will affect climate change?

It doesn't seem to me that you have looked into other alternatives such as mass transit. Has anyone looked into how this plan is working in Virginia? In any case, I don't support the 495 Beltway Expansion Plan.

I ONLY SUPPORT THE NO BUILD ALTERNATIVE

Paul Frick

Given the ongoing pandemic and the newfound push towards remote work, it is almost a certainty that the area will see many business permanently adopt this as the new normal for their employees.

It goes without saying that we should expect to see reduced traffic throughout the area as the new normal.

It makes no sense to go forward with this or any major transportation construction project until we have data on how much of a reduction in traffic we can expect to see long term. Beginning this project now would be a gross misuse of funds.

Valerie Frick

I oppose this project and support the no-build option. Please do not continue to degrade the environment and widen these roads to an ever expanding concrete jungle of pollution. Quality of life in the area will decrease markedly, all so private for-profit toll lanes can be added for the benefit of a few.

From: Heidi Friedman [REDACTED]
Sent: Sunday, November 8, 2020 4:19 PM
To: MLS-NEPA-P3
Subject: Managed Lane Study
Attachments: GFCA Statement on the Managed Lanes DEIS November 6, 2020.pdf

I endorse the attached statement from the President of my neighborhood civic association. I live at [REDACTED] Farmland Drive with my husband and two teens. As an epidemiologist I am especially concerned with the health impact of an approach that increases the number of cars on the road and in close proximity to homes, parkland, and multiple schools. We know that proximity to traffic related air pollution is detrimental to health. We must be focused on transportation solutions that serve our communities in greatest need economically and environmentally, as well as valuing health above all.

In addition, the Covid-19 pandemic has been a disruptive event locally that will have a major to-be-revealed impact on our transportation needs. This is not the time to rush to increase commuter capacity.

Heidi Friedman

**STATEMENT OF ED RICH, PRESIDENT
GREATER FARMLAND CIVIC ASSOCIATION
MARYLAND DEPARTMENT OF TRANSPORTATION
I-270 & I-495 MANAGED LANE STUDY
November 3, 2020**

These comments on the Draft Environmental Impact Statement (DEIS) are submitted on behalf of the Greater Farmland Civic Association (GFCA), representing a community of 981 homes in the Old Farm, Tilden Woods, Hickory Woods, and Walnut Woods neighborhoods. From our location just south of Montrose Road and adjacent to I-270, we have had a front row seat for repeated I-270 expansions, all sold as “traffic solutions.” We have followed the current P3 program of proposed managed lanes with increasing skepticism. Having processed the hundreds and hundreds of pages of the DEIS and the Joint Federal/State Application (JPA) for impacts to wetlands, waterways and floodplains, we find our skepticism has been well founded. We share the concerns expressed by the Maryland National Capital Park and Planning Commission (M-NCPPC) in their October 19, 2020 rejection of the plan and by many members of the Maryland General Assembly in their letter of September 23, 2020, to Lisa Choplin, the Director of this project for the Maryland Department of Transportation’s State Highway Administration (MDOT-SWA). The financial risks of the P3 structure; the ecological, social, and cultural sacrifices necessary; and the proposed 50-year term of the contract which substantially limits how we will meet future needs—each of these, in our view, is a deal-breaker. We also question the numerous assumptions and guesses made in forecasting future traffic demand, in predicting motorist behavior, and in determining air quality. Our rejection of the P3 program and its alternatives, however, is ultimately based on the flawed goal of the project: to create additional roadway capacity to carry more cars (Executive Summary, 4-10). Not only will a project focused on a simplistic solution to a complex issue fail to alleviate traffic congestion, but it will

further degrade our environment and propel climate change at a sensitive period of time when urgent action is required.

Previous expansions of I-270 and of highways across the country have repeatedly shown that increasing roadway capacity for cars to drive at speed is at best a temporary solution and ultimately self-defeating. At a July 2018 gathering of the American Association of State Highway and Transportation Officials, Roger Millar, the director of the Washington Department of Transportation, stated that the underlying cause of traffic congestion is not insufficient road infrastructure but the lack of “affordable housing and transportation solutions” that would encourage persons to live closer to their jobs. As Brian Woods so eloquently stated, “By accommodating people before cars and reducing the number of road projects, driving doesn’t become the default option. That leads to fewer cars on the road. These options work best together: reducing reliance on automobiles by changing the built environment while simultaneously making transit, walking, and bicycling more convenient and affordable.” The solution is clearly more emphasis on telecommuting, off-peak commuting and alternatives to the single occupancy vehicle for getting around. But the P3 project focuses exclusively on roadway expansion, thereby ensuring that the future will be a roadway full of more cars traveling at slower speeds and an increasingly negative impact on our climate and quality of life. Smart Growth is designed to get cars off the road. Getting cars off the road is the key expressed goal of Visualize 2045 and of Montgomery County’s I-270 Corridor Forward initiative. It should be the goal of Maryland in considering how to handle the traffic congestion of today and of tomorrow on I-270 and I-495.

Maryland, in fact, has ambitious goals with respect to emissions, but the DEIS makes clear the P3 project is unlikely to help achieve them. The Maryland Draft Plan to Achieve

Climate Goals (October 15, 2019) states that transportation accounted for 40% of Maryland's gross greenhouse gas (GHG) emissions in 2017. It is hard to see how the P3 will help accomplish the reduction of emissions when, as Chapter 3 of the DEIS specifies, the I-270 managed lanes in 2040 will support an average daily traffic of more than 300,000 cars. The few P3 alternatives which retain HOV lanes would operate at HOV-3, and nowhere is there a provision for approved plug-in EVs to use the HOV or HOT lanes even if they are traveling solo, as is provided in the Clean Cars Act of 2017. While the DEIS bases projections of air quality on projections of future car efficiency, the Climate Goals report admits that challenges to lowering GHG emissions include the EPA's rolling back rules to earlier, lesser standards for fuel economy. The Climate Goals draft plan also states that public transportation "emits roughly 40% to 50% less GHG emissions per passenger mile than an average single occupancy vehicle," and calls for expanded investment in public transit—a position extremely limited in the P3 program, which has dismissed transit-only alternatives. According to the DEIS Executive Summary, the P3 agreements will provide for "specific transit investment," and mentions two particulars: allowing BRT to ride free on the managed lanes, and building a ramp on I-270 to the Montgomery Mall Transit Center. In fact, the DEIS presents no comprehensive plan to develop an accessible and reliable Bus Rapid Transit (BRT) system. It refers us to the Transit Service Coordination Report, released in June 2020, which lauds the managed lanes as an "opportunity to create a suburban transit network that is a time competitive alternative to driving." This report posits "new transit centers" and "new transit services" to support an "underserved transit market" of nineteen to twenty-two thousand commuters who currently drive between Montgomery County and Fairfax County. The report fails to provide details or a plan to actually develop these services, however, and admits that there is no money to do so.

With transit-only alternatives dismissed and providing no actual commitment to BRT, the DEIS' boast that the project aligns with Visualize 2045 is all the more objectionable. The writers are guilty of cherry-picking here. Visualize 2045 clearly states that its goal is to get cars off the road, and six out of seven points advocate car-less options, including transit such as BRT and rail. Far from aligning with Visualize 2045, the project as made clear by the DEIS is all about the car—about its convenience and the revenue that the project planners and advocates expect to generate from it.

The P3's goal of enabling substantially more cars on the road is an overly simplistic response to growth that, far from "free" as Governor Hogan touts this scheme, comes at too high a price, both in taxpayer dollars and damage to the environment. And for what? The DEIS clarifies that the managed lanes, to be built at a high cost to the environment and those who live in it, will save commuters less than 10 minutes during a peak-time trip. Table ES-2 indicates that "system-wide delay savings" for motorists range from 33% to 35%. Like good marketing, this figure sounds compelling until one reads in Chapter 3 that the system-wide delay savings of 33% in the PM peak for Alternative 9 in 2040 equates to 7.9 minutes saved. Considering what is lost to build the new managed lanes, these few minutes come at a price much higher than the money to build them or the money earned from them. This includes the loss of an Early Woodland archeological site near the river, the loss of the historic Moses Hall Cemetery, and the significant degradation of the Glenarden historic African-American community. The DEIS dismisses the importance of the slender habitat of trees along the road, but the wildlife living there will be forced into isolated and small tracts that cannot adequately support them. The law requires trees removed from parkland to be replaced 1:1; however, it is unclear where the replanting will happen. And the list goes on.

In Chapter 4, section 24, the DEIS considers the “irreversible and irretrievable commitment of resources,” including the “irreversible dedication of land to transport use.” The P3 contract would be for 50 years. It is disingenuous at best for the writers to say, “if a greater need arises for the land or if the transport facility is no longer needed, the land can be converted to another use.” How would the contract be voided to provide space for transit, should transit become essential in a near-future world heavily affected by a climate change driven by car GHG emissions? The DEIS confirms for us that the cost of building four extra lanes on the highways is too high for what we in fact get. We get an expensive set of toll lanes that keep drivers in their cars, living far from work, paying high tolls, and sending lots of greenhouse gases into the air. We get impoverished ecosystems and diminished communities and quality of life along the highway. We sign over control of a key portion of land that might be used instead for rail or other transit alternatives to a for-profit private company for 50 years, a period of time that scientists acknowledge to be the most critical for fighting climate change. And in exchange, some commuters may, for a few precious years, save a few minutes on their commutes and some local entities and the state get some money for other things (which, if the Purple Line debacle is any indication, is a pipedream). It is a bad bargain.

This P3 Managed Lanes study should be scrapped before too many more precious tax dollars are spent on an approach that is doomed to failure and that will have a significantly negative effect on the quality of life in our neighborhood, our county and our state.

Karen Friend

I am writing to express my strong opposition to the I-495 & I-270 toll lane project.

My family, consisting of two young boys, lives close enough to the proposed project to effect our lives directly and both immediately and with lasting effects including but not limited to the ongoing and unknown effects of noise, air, and water pollution. Our currently secluded family neighborhood (Woodley Gardens) will become a thoroughfare for highway on-ramps, decreasing safety for our children, health, noise, increase costs while reduced value of our homes, schools, and beloved Rockville.

It is somewhat likely we would be displaced from our home and this happening to families like ours should be a concern not entirely dismissed from consideration.

Traffic congestion, though once a growing issue in our area, would not be reduced should the proposed toll system be implemented as it creates a bottle neck up the road and resolves nothing. Studies repeatedly have shown this solution to create more problems and costs than it solves.

Consideration for lanes that reverse on an as-needed basis including time frames is a more reasonable and responsible solution. Even if there were not studies to support this solution the math for our area points to reversible lanes as a viable consideration.

With the current reality of greatly reduced traffic on 270 and our tech-heavy area in general, and no change to this in the foreseeable future, due to the nearly universal shift from office to at-home work when possible, highly and likely permanently effects the area and therefore the realities of building becoming unnecessary. And increasingly becomes clear this plan does not provide solutions but instead instigates continuing waves of harm.

All of the options presented benefit the contractor and no one else. This should never be the case.

P3 contracts continue to fail in large scale throughout our immediate area and the country. These are costly errors. They have great and long lasting negative impact on our wallets and quality of life. The proposed contract offers no benefit to the area.

Hypothetically, if charging to use the roads we all pay for with our existing dollars is the only answer, proceeds should go to the cities themselves. Toll lanes could or would be used only by those willing or able to pay what will likely be exorbitant costs, again benefitting the contractor. All other cars on the road would remain in traffic, possibly more than before. The proposed solution is not the only answer. There are many opportunities to build a better solution that are not being reasonably considered as indicated by the DEIS.

With the current solution traffic would not be reduced.

Reversible lanes is a viable option that has not been addressed by the hefty DEIS.

Project costs have skyrocketed from millions to billions with little transparency and even less

benefit.

Environmental impact is of utmost importance, if not only serving to protect the road and the people who pay for it. Studies to determine environmental effects, watershed and sewage concerns have been steamrolled. The process of this contract award has not been transparent in these realms as well.

The mayor of Rockville shares our concerns even when the governor, who would like to claim traffic resolution as part of future political campaigns, does not.

Thank you for the opportunity to voice concerns.

As a parent of young children it is not feasible to attend public hearings but we hope to be represented there, considered fairly, and put the realistic feasibility of this project in your trusted hands.

From: DerekTF [REDACTED]
Sent: Sunday, November 8, 2020 11:08 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Comment on I-495/I-270 Expansion DEIS

To Whom It May Concern:

My name is Derek Frost and I live at [REDACTED] Battery Lane in Bethesda, just two short miles from the Beltway and from I-270. **I am writing to state that I oppose the Expansion project and support the NO-BUILD option.**

I live close enough to the Beltway to hear the hum of traffic every day as dawn breaks, particularly if the wind is blowing in the right direction. That same wind carries the particulate matter and other pollution emitted by cars, trucks, and buses, which is a major concern for me since I suffer from asthma. The proposed expansion will only serve to bring more traffic onto I-495 and I-270, creating yet more pollution. While purporting to ease traffic congestion, the plan will inevitably end up putting us right back where we started: with more traffic jams and a rising pollution trend line. The attempt to segment traffic into toll traffic and non-toll traffic will also serve to create de facto economic discrimination and make commutes worse for people who cannot afford the special lanes.

Moreover, in March, the Washington Suburban Sanitary Commission (WSSC) calculated that it would cost two billion dollars to move water and sewer pipes to make way for the project, more than double the original estimate from MDOT. *The Washington Post* has reported that the DEIS admits that as much as a billion dollars in state subsidies might be needed to finish the project. One thousand five hundred properties will be negatively affected and as many as 34 homes will have to be destroyed. The project will have a deleterious effect on local communities, particularly low-income communities and communities of color, who will suffer the increased noise and air pollution and the increased risk of flooding and water pollution--all while well-off commuters from elsewhere benefit (at least until the traffic again becomes unmanageable).

All told, this is an ill-advised project that is the outcome not just of short-term vision but that is also meant to enrich private interests while adding to the pollution and health burden suffered by area residents. **Again, I oppose this project and support the NO-BUILD option.**

Thank you very much for considering my comments and placing them into the record.

Sincerely,

Derek Frost
[REDACTED] Battery Lane, Unit [REDACTED]
Bethesda, MD 20814

cc: Comptroller Peter Franchot; State Treasurer Nancy Kopp

Never be afraid to raise your voice for honesty and truth and compassion against injustice and lying and greed.
--William Faulkner

Sent with [ProtonMail](#) Secure Email.

From: Mandy Fry [REDACTED]
Sent: Monday, November 9, 2020 7:11 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: I oppose the expansion of I-495 and I-270 and support the no-build alternative.

My name is Mandy Fry. I live in the Forest Estates community of Silver Spring, approximately 0.5 miles from I-495, exit 31. Born and raised in Montgomery County, I love this community. We love the accessible transportation options, which should be expanded instead of this project. We also love walking along Sligo Creek, which is threatened under the proposed highway expansion plan.

I oppose the expansion of I-495 and I-270 and support the no-build alternative.

The proposed expansion will negatively affect our community's health, safety, and quality of life and will only worsen the congestion on our highways and arterial streets. My main concern about this proposed project is that alternative forms of transit, such as expanded MARC rail service, increased bus service, and a robust, safe, and connected bicycle network, were not considered. Any realistic mobility plan for our region must utilize and expand our underfunded transit network. I am also dismayed for any loss of parkland or degradation of Sligo Creek and Rock Creek because these parks are critical natural resources that help maintain our community's physical and mental health. Additionally, my children's child care provider may be negatively affected because it has several locations immediately adjacent to I-495 and I-270.

My two young kids, and their generation, bear the impacts of our mobility plans for this region. I am concerned that this project will leave the next generation saddled with debt, with a depleted local environment, and a host of significant negative health effects from a mega highway in a densely populated community.

I am further concerned that Governor Hogan has not been transparent about the project's true costs, nor has he engaged in good faith discussions with our local elected representatives or even acknowledged the extreme community opposition to this project. The governor's evasive and bullying behavior throughout this project strongly indicates he is more concerned with his own financial wellbeing once he leaves office rather than the wellbeing of all Marylanders. It would be great to see how this plan impacts properties that he owns and has interest in.

Additionally, I have concerns with the process of planning for this proposed project. The Draft EIS has two problems which, if not corrected, could make the project a lot more problematic than it has to be. First, the **EIS completely misses the impact of the project on future bicycle and pedestrian crossing of the beltway.** The project would **foreclose for decades the possibility of enabling trails to cross the beltway** along Little Paint Branch, Southwest Branch, Indian Creek, and other creeks. Widening the beltway would **increase the cost of planned pedestrian bridges and new trails along roads that cross the beltway.** **By ignoring these impacts, the EIS fails to comply with the requirements of the National Environmental Policy Act to take a "hard look" at all the impacts of the project.**

Second, the major creeks that cross the beltway are mostly on M-NCPPC owned land. Section (4)(f) of the Transportation Act of 1968 requires impacts on parks to be minimized. The required Section (4)(f) evaluation, proposes to reduce some impacts on wetlands, by including new bridges rather than culverts where new ramps cross Paint Branch, and narrowing the roadway in a few places to avoid burying more wetlands. But it also concludes that the project cannot avoid putting most creeks in larger culverts or larger shadows from wider bridges. It does not examine how to offset that impact by "daylighting" other creeks such as Henson Creek. Nor does it try to ensure that widening the beltway does not impede extension of park trails across the beltway.

I ask that the governor and other decision makers respect the overwhelming consensus of the local communities in the I-495/I-270 corridor and scrap this project. Instead, please negotiate in good faith with our local elected officials to find a more cost effective and environmentally appropriate solution to our long-term mobility needs.

--

Amanda Fry PT, DPT

[REDACTED]

[REDACTED]

From: Wesley Fry [REDACTED]
Sent: Monday, November 9, 2020 7:10 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: I oppose the expansion of I-495 and I-270 and support the no-build alternative.

My name is Wesley Fry. I live in the Forest Estates community of Silver Spring, approximately 0.5 miles from I-495, exit 31. Born and raised in Montgomery County, I love this community. We love the accessible transportation options, which should be expanded instead of this project. We also love walking along Sligo Creek, which is threatened under the proposed highway expansion plan.

I oppose the expansion of I-495 and I-270 and support the no-build alternative.

The proposed expansion will negatively affect our community's health, safety, and quality of life and will only worsen the congestion on our highways and arterial streets. My main concern about this proposed project is that alternative forms of transit, such as expanded MARC rail service, increased bus service, and a robust, safe, and connected bicycle network, were not considered. Any realistic mobility plan for our region must utilize and expand our underfunded transit network. I am also dismayed for any loss of parkland or degradation of Sligo Creek and Rock Creek because these parks are critical natural resources that help maintain our community's physical and mental health. Additionally, my children's child care provider may be negatively affected because it has several locations immediately adjacent to I-495 and I-270.

My two young kids, and their generation, bear the impacts of our mobility plans for this region. I am concerned that this project will leave the next generation saddled with debt, with a depleted local environment, and a host of significant negative health effects from a mega highway in a densely populated community.

I am further concerned that Governor Hogan has not been transparent about the project's true costs, nor has he engaged in good faith discussions with our local elected representatives or even acknowledged the extreme community opposition to this project. The governor's evasive and bullying behavior throughout this project strongly indicates he is more concerned with his own financial wellbeing once he leaves office rather than the wellbeing of all Marylanders. It would be great to see how this plan impacts properties that he owns and has interest in.

Additionally, I have concerns with the process of planning for this proposed project. The Draft EIS has two problems which, if not corrected, could make the project a lot more problematic than it has to be. First, the **EIS completely misses the impact of the project on future bicycle and pedestrian crossing of the beltway.** The project would **foreclose for decades the possibility of enabling trails to cross the beltway** along Little Paint Branch, Southwest Branch, Indian Creek, and other creeks. Widening the beltway would **increase the cost of planned pedestrian bridges and new trails along roads that cross the beltway.** **By ignoring these impacts, the EIS fails to comply with the requirements of the National Environmental Policy Act to take a "hard look" at all the impacts of the project.**

Second, the major creeks that cross the beltway are mostly on M-NCPPC owned land. Section (4)(f) of the Transportation Act of 1968 requires impacts on parks to be minimized. The required Section (4)(f) evaluation, proposes to reduce some impacts on wetlands, by including new bridges rather than culverts where new ramps cross Paint Branch, and narrowing the roadway in a few places to avoid burying more wetlands. But it also concludes that the project cannot avoid putting most creeks in larger culverts or larger shadows from wider bridges. It does not examine how to offset that impact by "daylighting" other creeks such as Henson Creek. Nor does it try to ensure that widening the beltway does not impede extension of park trails across the beltway.

I ask that the governor and other decision makers respect the overwhelming consensus of the local communities in the I-495/I-270 corridor and scrap this project. Instead, please negotiate in good faith with our local elected officials to find a more cost effective and environmentally appropriate solution to our long-term mobility needs.

PHYLLIS FUNG

As we learned from Robert Moses' experiment on the Long Island Expressway some 70 years ago, if you build more lanes you will only attract more traffic. Induced demand is real. To build these lanes, you're going to turn the Beltway into a Hellscape for the next 15-20 years, so what's the point when the lanes will be instantly re-filled as commuters re-adjust their schedules and fill the lanes all over again. Once you hit a certain level of traffic, transit is the only viable solution.

Jill Fuster

I oppose the I-495 and I-270 project. I support the no-build option.

I grew up in Rockville and have always benefitted from the extensive parkland and park services that exist here in Montgomery County. From childhood I have observed green spaces become sites for housing, businesses and expanded roads to support our growing population and economy. I believe in smart infrastructure changes to promote a healthy economy.

Currently my husband and I are raising 3 children, 1 in elementary, 1 in middle and 1 in high school. We live less than a football field away from 270 and we are surrounded by families with children even younger than ours who all need clean air and a healthy environment to thrive.

I oppose this project for many reasons. The draft environmental impact statement (DEIS) shows that the project will increase air pollution including increased particulate matter, carbon monoxide, ozone, nitrous dioxide and global warming emissions. (DEIS Chapter 4, pages 58 to 63 and [https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u18365/Outline of Key Issues Draft EIS 8.13.2020.pdf](https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u18365/Outline%20of%20Key%20Issues%20Draft%20EIS%208.13.2020.pdf)). I wish to protect the health of my family, my community and our world by NOT supporting this project.

This project would harm 45 public parks and open spaces, including Greenbelt Park, Sligo Creek Park, Rock Creek Park, Woottons Mill Park, Cabin John Regional Park and Cherry Hill Road Park. (DEIS Chapter 4, pages 20-21) These parks are one of the main reasons I chose to raise a family here. Parks and outdoor spaces give people a place to gather in a healthy way. I want to preserve this for future generations.

DEIS shows that traffic congestion on I-270 north will be worse after lanes are added. (DEIS Appendix C, page 124,). And, taxpayers must pay as much as \$1 billion in subsidies to the tollway contractor. (DEIS Chapter, 2, pages 48 and 49,). There will be 4-5 years of worse traffic during construction on each segment of the project. (DEIS Chapter 4, page 157) Why should I support something that will cost me more money and fail to improve our traffic problem?

DEIS fails to examine alternatives such as transit options, traffic management or the ICC (MD Route 200) alternative proposed by Montgomery County. Widening highways never works to reduce congestion because they draw more cars to the highway over time. (See Melo PC, Graham DJ, Canavan S., Effects of Road Investments on Economic Output and Induced Travel Demand: Evidence for Urbanized Areas in the United States, Transportation Research Record, 2297(1), 163 (2012)). And the DEIS fails to consider how increased telework could lead to long term reductions in traffic.

I oppose the I-495 and I-270 project. I support the no-build option.

Sincerely,

Jill Fuster

Austen Gage

I am concerned about the increase in storm run off water due to expansion of paved surface near Rock Creek. This has the potential to create more flash flooding problems, something the regions near and south of the proposed expansion already experience to a distressing degree.

Julia Gage

I am very concerned about the impact that this project in our North College Park community. The beltway noise and pollution impact boundary line will go deep into the neighborhood. The neighbors living closer to the beltway will be within the 66 decibel noise line and experience noise with a higher decibel level. I am very concerned about the loss of properties & green space, reduced playground area and increased traffic. I oppose this project and support the NOBUILD option.

Dominic Gagliardi

Please don't expand 495 and 270. Research shows that widening highways only decreases traffic in the short term. But quickly traffic levels return to normal and then even exceed previous levels. Instead please invest more in public transportation methods such as trains and busses which are a more efficient and cost effective way of transporting people

Jeremy Gagliardi

I oppose this project and support the NO-BUILD option.

Stuart Gagnon

I support the no-build option

I completely agree with the statement by Jane Lyons of the Coalition for Smarter Growth:

"Governor Hogan plans to expand the Capital Beltway (I-495) and I-270 with four private toll lanes, but the project isn't worth the high cost to parks, streams, neighborhoods, taxpayers, and drivers. The expansion would take homes; harm hundreds of acres of parkland, wetland, waterways, and historic properties; and lead to more noise, air pollution, stormwater runoff, and greenhouse gas emissions.

"What was once supposed to be a free ride for taxpayers may now cost over \$1 billion, to which will need to be added up to \$2 billion in costs to relocate sewer lines. With the expansion, water and sewer costs could go up 277% for households in Montgomery and Prince George's Counties. The project could also require tolls more than \$2 per mile to pay off the estimated \$10 billion construction costs. This massive highway expansion is just not worth the price tag and damage it will cause "

Again, I support the no-build option

Name: Andrew Gallant

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Evening

Transcription:

G-A-L-L-A-N-T, I live at [REDACTED] Azalea Drive in Rockville. My background includes systems analysis, engineering operations and technical consulting. I do not support this project. I support the no build alternative. I live 170 feet from a noise barrier. It separates our community of townhomes from a wide roadway with twelve lanes of traffic, plus additional entrance exit lanes and shoulders. A number of the units I list are than 50 feet from the noise barrier. All of us and those units in particular will experience significant disturbance from new roadwork associated with this project, but that is not my major concern. Indeed, I believe workable traffic improvements are needed and I applaud MDOT's nearly completed upgrades to parts of I-270. My major concern is that the Managed Lanes Study, which is part of the larger P3 program, the RFQ and the DEIS, which is part of the NEPA process, are based on flawed assumptions, are mismatched in their scope. Incorporated faulty selection criteria and put the state of Maryland in harm's way. Unless there is integrity in the whole review process, we will be left with preordained alternatives that will damage Rockville, will not solve the congestion problem, and will leave Maryland in a position of great financial risk. Here are three specific examples of fundamental issues with the overall program. First, the P3 funding vehicle was based in from the very beginning of the program. In fact, it's called the I-495 I-270 P3 program. The program's needs and goals are flawed. Not one of the five needs has a financial component. One of the two goals mentioned financial viability, yet there is only the P3 approach. So second, the selection criteria leads to preordained outcomes. The only alternatives that passed were those that could pay for themselves. And then there is the problem of scope. So third, what exactly is phase one? The DEIS and the RFQ phase one corridor's do not match. The major course correction announced in June 2019 changed the fazing proportions of the Beltway and 270. Worse, the current DEIS does not include upper to 270. In fact, there are public statements. Then improvements to upper 270 could not pay for themselves, but lower 270 improvements would. I strongly urge the decision makers and the DEIS reviewers to reset the whole process and delay the so-called P3 program until the following two basic sensible measures are taken. Deliver a study that fully integrates all of the traffic corridors, including upper 270. Second, decouple the analysis of roadway congestion alternatives from financial methods. Do not force P3 as the only overall solution. Consider a workable mix of technical and financial. If there is no such thing as a free lunch. Thank you.

Andrew Gallant

Please see the attached file.

[This is a written version of the testimony I gave on September 3, 2020.]

My name is Andrew Gallant – G-A-L-L-A-N-T. I live at [REDACTED] Azalea Drive in Rockville.

My background includes systems analysis, engineering, operations, and technical consulting.

I do not support this project. I support the no-build alternative.

I live 170 feet from a noise barrier. It separates our community of town homes from a wide roadway with 12 lanes of traffic, plus additional entrance/exit lanes and shoulders. A number of the units lie less than 50 feet from the noise barrier. All of us, and those units in particular, will experience significant disturbance from new road work associated with this project.

But that is not my major concern. Indeed, I believe workable traffic improvements are needed, and I applaud MDOT's nearly completed upgrades to parts of I-270.

My major concern is that the Managed Lanes study (part of the larger P3 program), the RFQ, and the DEIS (part of the NEPA process), are all based on flawed assumptions, are mismatched in their scope, incorporate faulty selection criteria, and put the state of Maryland in harm's way. Unless there is integrity in the whole review process, we will be left with pre-ordained alternatives that will damage Rockville, will not solve the congestion problem, and will leave Maryland in a position of great financial risk.

Here are three specific examples of fundamental issues with the overall program.

First, the P3 funding vehicle was baked in from the very beginning of this program. In fact, it's called the I-495/I-270 P3 Program. The program's needs and goals are flawed: not one of the five needs has a financial component; one of the two goals mentions financial viability, yet there's only the P3 approach.

So, second, the selection criteria led to pre-ordained outcomes. The only alternatives that passed were those that could pay for themselves. And then there's the problem of scope.

Third, what exactly is Phase I? The DEIS and the RFQ Phase 1 corridors do not match. The major course correction announced in June 2019 changed the phasing for portions of the Beltway and 270. Worse, the current DEIS does not include Upper-270. In fact, there were public statements that improvements to Upper-270 could not pay for themselves, but Lower 270 improvements would.

I strongly urge the decision makers and the DEIS reviewers to reset the whole process, and delay the so-called P3 program until the following two basic, sensible measures are taken:

First, deliver a study that fully integrates all of the traffic corridors, including Upper 270.

Second, decouple the analysis of roadway congestion alternatives from financial methods. Do not force a P3 as the only overall solution. Consider a workable mix of technical and financial alternatives. There is no such thing as a free lunch.

Thank you.

1 the State must address before any decision is made about the
2 expansion of the Beltway.

3 As stated earlier, the State needs to study the changes in
4 traffic patterns due to teleworking before it can say that the
5 expansion of the Beltway is still needed. This has not been
6 done, but absolutely must be done before any decision is made.

7 As the saying goes, the cart has been put before the horse
8 in this matter. Thank you.

9 MR. BING: Thank you very much. We are going to go to our
10 next speaker. We're going to clean the podium and microphone.

11 Our next speaker will be Justin Gallardo. Justin as you
12 come up, you can remove your mask and you will have three
13 minutes. If you could just state your name, spell your name and
14 provide your address.

15 MR. GALLARDO: Good evening. I hope you all can hear me.
16 I am Justin Gallardo. J-U-S-T-I-N. Last name G-A-L-L-A-R-D-O.
17 I live at [REDACTED] East Joppa, J-O-P-P-A, Road, Parkville,
18 Maryland 21234.

19 You're probably already asking why I came so far to speak.
20 I speak because I greatly oppose the expansion of I-270 and
21 I-495 and support a no-belt option.

1 Montgomery County and Prince George's County are of my
2 favorite places to visit in the state. I am a graduate of the
3 University of Maryland College Park after all. I spend a lot of
4 time bonding with friends, exploring its history, and its
5 forever changing culture, and I strongly praise the embracing of
6 urbanism park space, environmental activism and ecological
7 conservation in this area.

8 Last year, as a member of the Chesapeake Conservation
9 Corps, I had the wonderful opportunity to do a stream evaluation
10 of Rock Creek with the Audubon Naturalist Society in Chevy
11 Chase. The evaluation showed that the water quality was poor.
12 This DEIS doesn't analyze how it will reduce storm water impact
13 for these counties already struggling with it, and as our
14 friends in California are struggling with wildfires, this is the
15 perfect time to bring up the fact that DEIS fails to acknowledge
16 the increase of carbon emissions and other greenhouse gases
17 during the construction phase and once the project is complete.

18 It needs to acknowledge the rise of telecommuting as that
19 has greatly increased since the COVID-19 outbreak. It seems
20 this form of labor is moot for any need to expand the interstate
21 system.

1 It brings me to this final point. Every time I pump gas, I
2 expect that that tax money goes towards capital projects that
3 will improve transit equity and benefit the next generation.
4 Specifically, one that cannot afford an automobile. The DEIS
5 doesn't explain how this will benefit low income families who
6 already have to pay expensive tolls and that's a big proportion
7 of anyone's budget.

8 This proposal is a solution for a bygone era. The
9 pandemic, racial justice summer and ongoing climate crisis tells
10 us we can do better. For a state that has the Purple Line and
11 the Flash Bus Rapid Transit under construction and is the
12 process of shutting down coal power plants and improving our
13 energy efficiency, I refuse to accept that widening is the only
14 solution. I refuse to accept a waste of a capital project that
15 will only benefit the well-off and be a stab to the heart to all
16 the environmental progress made in this state.

17 I support a no-build option. Thank you for your time.

18 MR. BING: Thank you, Justin. We're going to go to our
19 next speaker after we get the microphone area cleaned.

20 We are going to hear from Montgomery County Executive Marc
21 Elrich. County Executive Elrich, please come on up. You will

Michelle Galley

Widening the beltway would be a disaster for our neighborhoods, our air quality, and our environment. I suffer from asthma and the added car exhaust fumes would make it even more difficult for me to be outdoors.

linda galloway

I would like to voice my opposition to the 495/270 lanes that are proposed.

I actually feel that all this construction is a big mistake. Take the Purple Line for instance. I never saw any advantage to building it in the first place, and now it is a complete disaster. It has destroyed the road/area/shopping in my area. The Silver Spring Metro Center was another problem, since no one managed the problem with the concrete, that had to be redone, and cost us more money. It seems like the projects in Maryland are not managed very well. Now this next "white elephant". All the disruption, estimates and cost increases, after the project isn't finished on time.

The WSSC water/sewer lines relocation wasn't figured into the price, and I do not want my water bill increased to pay for this. I do not need this to affect my finances being a senior citizen.

I am aware of the horrible traffic in this area, but there is just too much building being added to these older neighborhoods, in the first place. Expand farther out away from the beltway.

Widening the highways would destroy many homes and small businesses and hundreds of acres of buffer land.

Please reconsider this disaster.

Richard Gans

As a resident for the last 28 years in Fallsmead, a quiet neighborhood right next to I-270, I am opposed to this widening unless we look at the real source of the problem in the DC area, we don't have an outer beltway. As our area has grown exponentially over the last 30 years, the real solution is a 2nd outer ring beltway and new bridge crossings as well. This will take the truck traffic off the main beltway as we will have a proper bypass for I-95 traffic. If any widening of 270 is considered in the future, it should only be after this new bypass is completed. The area has not had a new potomac bridge crossing in over 50 years, which is incomprehensible with the massive growth that has occurred. One other important point, providing significantly higher and improved sound barriers along I-270 to keep our beautiful neighborhood quieter (the noise has grown over the last 10 years) should definitely be included in any future widening.

Marta Garcia Montojo

I oppose this project and support the NO-BUILD option. I live very close to the I-495 and my house, my family and my neighbors will be terribly affected for years if this project is approved. All our properties have already lost a lot of value since this project was announced. Many of my neighbors, despite loving their houses, are trying to sell them because of it, but they are receiving ridiculous offers, much lower than the market price of their properties only 2 years ago. This project is going to dismantle our community, our precious parks and our life as we know it. It is unnecessary and it is not going to help traffic management. Please, consider other options not involving building new lanes.

From: Kathryn Gargurevich [REDACTED]
Sent: Monday, November 9, 2020 9:57 AM
To: MLS-NEPA-P3
Subject: Hogan's ridiculous idea

November 9, 2020

Governor Hogan and the Maryland Department of Transportation

I oppose the project to expand and add private toll lanes to I-495 and I-270. I support a no-build option.

While it has been repeatedly stated that adding private toll lanes will cost Maryland taxpayers nothing, I insist that this not to be the case at all. Washington Suburban Sanitation Commission estimates that water customers will pay two billion dollars (\$\$\$\$) to move water and sewer lines for this project. Moreover, according to the draft environmental impact statement, as much as one billion dollars in taxpayer subsidies will be paid to the toll-way developer. But the DEIS fails to consider whether more employers will adopt telework on a permanent basis in the future and whether reduced traffic will require more subsidies, from the state taxpayers, for the developer, such that the developers' profits are guaranteed.

Another concern is that according to the DEIS, the project will lead to increased particulate matter, carbon monoxide, ozone, nitrous dioxide, and greenhouse gas emissions. The project will increase highway capacity, putting more vehicles on the road and increasing greenhouse gases, but there is no plan to mitigate these emissions. This moves Maryland backward in our efforts to reduce global warming pollution.

According to Appendix C of the DEIS, rush hour congestion will actually INCREASE on I-270 North. So, after enduring increased traffic congestion during the 4 or 5 years of construction on I-270, commuters and other users of I-270 North will be rewarded with WORSE traffic.

Finally, I want to comment on the tolls. The DEIS provides average tolls but does not tell us what the tolls will be during rush hours, when they will be at their highest. Obviously, you can only arrive at an average toll if you have estimates for tolls during rush hour. Why doesn't the DEIS reveals how high rush hour tolls will be? What is MDOT hiding from the public?

In closing, I repeat that I oppose this project, and I support a no-build option.

With Regrets,

Kathryn Gargurevich
Science Educator and Environmentalist
[REDACTED] Bradley Blvd.
Bethesda, MD 20817
[REDACTED]

Timothy Garner

This sounds like a good project idea with minimal environmental impacts compared to the existing roads. I hope the project will include some safety improvements like straightening curves on the beltway. This might reduce crashes and the resulting fuel spills.

Joyce Garrison

With the construction of the Purple line now delayed, this is not the time for Maryland to be considering another public-private partnership. Private companies are in business to make a profit, while government's top priority should be the public interest. Adding more lanes to I-495 and I-270 may solve some traffic problems in the short run, but in the long run we need creative solutions to get people out of their private vehicles and into public transportation. Otherwise, we'll just continue to add more lanes to highways, displacing homeowners, paving over our land, and polluting the air. Those negative outcomes are not easily undone.

From: Kathy Gaudet [REDACTED]
Sent: Monday, November 9, 2020 11:41 AM
To: MLS-NEPA-P3
Cc: treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov
Subject: I Support the NO-BUILD Option

Hello,

My name is Katherine Gaudet and I live at [REDACTED] Dublin Dr, Silver Spring, MD 20902, about 6 blocks north of the I-495/Georgia Ave exit. I am writing to express my support for the NO-BUILD option for I-495/I-270 expansion.

I have been following news stories and attending public meetings about the various plans since early public meetings were held to explain the options and hear public comments. I have been distressed that the environmental consequences and public concerns don't seem to matter in the State's decision making.

I truly hope that as decision makers, you seriously take into account all of the negatives involved with any option but the NO-BUILD.

There are so many reasons I could discuss here about why we must go with NO-BUILD at this time.

-After the Purple Line fiasco, Maryland needs time to re-evaluate any large P3 project. Further research and study should be done on the effectiveness/value/wiseness of any new P3 project of this magnitude.

-With Covid still raging, we do not yet know what a post-Covid world will look like as far as traffic and its patterns will be.

-What about the effects to the neighboring communities near exits? Proposed changes do not seem to take into account increased feeder traffic and its effect on local neighborhoods like mine and so many others

-Our small local retail spots will be impacted or even torn down. That will negatively impact me and my neighbors, but nowhere near as much as the business owners and employees. It will also increase traffic as we may have to drive for those 'quick' trips that we currently walk or bike to.

-What about the negative impacts on our streams and small wooded areas? That irreplaceable tree canopy is vital to what wildlife we have left, vital to controlling water runoff in this time of frequent 'unprecedented' rainfall, vital to keeping our temperatures down, and no less important, vital to the sanity and well-being of the residents who walk and play on those trails. I think Covid has really brought to light how important nearby areas with trees and trails are when folks cannot go to the bigger designated parks.

-Everything I have heard is that expansion is not to relieve congestion, but rather to give guaranteed travel times to those who can afford to pay. Is that worth all of the projected costs to WSCC for moving utilities, costs that will be passed along to all of us?

Choose the No-BUILD option! As Marylanders, we can come up with a better way to improve how our residents get around to work, to shop, to recreate.

Thank you!

Sincerely,

Katherine Gaudet
[REDACTED] Dublin Drive
Silver Spring, MD 20902

From: David Gayer [REDACTED]
Sent: Monday, November 9, 2020 11:39 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: comments on the DEIS for widening I-495/I-270

Dear MDOT;

My name is David Gayer and I have lived in the area around the Silver Spring YMCA since 1971, first on East Indian Spring Drive and now at [REDACTED] Woodmoor Drive, about four blocks from 495. Our family grew up going to the Y to swim, and when I became interested in landscape architecture I discovered that the beltway (I-495) chopped up the golf course, leaving only 9 holes on one side of the road and the country club on the other. Now that same road would like to finish what it started and completely demolish what is left of the historic building and recreation facilities used by so many.

I oppose this project and support Alternative number 1, the NO-BUILD option.

Living in Woodmoor, so close to the highway, our area would be heavily impacted by long-term (albeit temporary) construction traffic. In addition, my brother and his wife have a variety of health concerns, including asthma and allergies, and the air-borne particulates generated by the construction work could be extremely detrimental to their well-being, possibly doing long-term damage.

None of us currently have full-time work, and so we simply can't afford to pay extra for you to move all of the water pipes necessary to build this. We also won't ever be able to afford the tolls to use the special lanes, and studies show that those lanes actually increase the congestion on the regular lanes that we'll have to use.

I also wonder why the possibility of building a monorail along 270 was not examined. It is my understanding that it would fit in the existing right-of-way, be less expensive than rail to build, and less expensive to run and maintain, yet would be expandable by adding more cars per train. Beyond that, if we are spending many billions of dollars, let's re-visit the outer beltway concept, especially since we now have MD-200, the ICC, completing part of that road. Think big, and farther forward, since we are talking about a large amount of money!

Again, let me strongly state, I oppose this project and support Alternative number 1, the NO-BUILD option. Please don't make us miserable for many years during construction, then for many more when the costs keep coming and traffic relief doesn't materialize! Sincerely,

- David Gayer
[REDACTED] Woodmoor Dr.
Silver Spring, MD 20901

Kate Gelhard

Parks should never be downsized. Parks are a necessary part of human culture for enjoyment and exercise. Please re-evaluate these proposed changes.

From: Donna Gentry [REDACTED]
Sent: Thursday, October 1, 2020 9:08 PM
To: MLS-NEPA-P3
Subject: Oppose I-270 and I-495 widening project

After the I-495 and I-279 Managed Lanes Study Draft Environmental Impact Statement released July 2020, it is clear that I oppose the P3 Maryland proposal to widen interstates 270 and 495. To protect our Chesapeake watershed, wetlands and canopy, we must find alternatives to widening the highway. Furthermore, given the change in transportation patterns brought on by COVID, we need to re-evaluate the need for more lanes. My overarching argument against widening these highways is environmental; my penultimate argument is economic. We must be stewards of our lands, waters, and state treasury.

Thank you,

Donna Gentry

[REDACTED] James Spring Ct
Rockville, MD 20850
[REDACTED]

From: Donna Gentry [REDACTED]
Sent: Saturday, October 17, 2020 10:14 PM
To: MLS-NEPA-P3
Subject: Oppose the widening of I 270 and 495

I oppose the widening of I-270 and I-495 for several reasons. The P3 funding is a financial risk to the state. There is too great an environmental impact. Research shows that widening lanes results in more cars and greater traffic jams within a short period of time. Please consider an alternative solution such as additional bike lanes, or reversible lanes.

Thank you,

Donna Gentry

[REDACTED]
[REDACTED] James Spring Ct
Rockville, MD

Richard Gentry

My family and I are residents in the Old Farm neighborhood of North Bethesda. Our house sits directly alongside the I-270 and Montrose Road interchange.

As a middle-class family - I am a fundraising consultant for nonprofit organizations and my wife teaches at a local school - our house represents the bulk of our net worth, and of course it's our family home which we share with our two middle school children. When we bought our home we were very aware of the noise and air pollution impacts of the close-by I-270, but we really wanted our children to attend the excellent schools in this area, and to be as close as possible to my wife's school to limit her commute. I work from home. Living next to such a major highway definitely takes some getting used to. A simple breeze can make sitting in our yard transform from passable to having to move inside in order to conduct a conversation without having to raise your voice. And don't let me get started about when Days of Thunder roll into DC.

I am writing to strongly oppose plans to expand the I-270. This is a short-term band-aid to a much larger issue that has to be addressed more holistically. History has shown time and time again that simply adding capacity just leads to the need to add more capacity. In the interim, the health and financial security of residents are seriously negatively impacted. As it stands currently, our neighborhood already borders on 13 I-270 lanes, with an additional 6 lanes on Montrose Parkway right alongside. Adding additional lanes will reduce the minimal buffer we have to these 13 lanes, greatly increasing the noise and air pollution we currently endure. This will undoubtedly degrade our standard of living, possibly impact our health and greatly harm the value of our property, impacting our families long-term financial security.

From: Mr. G. [REDACTED]
Sent: Wednesday, September 30, 2020 1:20 PM
To: MLS-NEPA-P3
Subject: Opposing I-270 expansion

To whom it may concern,

My family and I are residents in the Old Farm neighborhood of North Bethesda. Our house sits directly alongside the I-270 and Montrose Road interchange.

As a middle-class family - I am a fundraising consultant for nonprofit organizations and my wife teaches at a local school - our house represents the bulk of our net worth, and of course it's our family home which we share with our two middle school children. When we bought our home we were very aware of the noise and air pollution impacts of the close-by I-270, but we really wanted our children to attend the excellent schools in this area, and to be as close as possible to my wife's school to limit her commute. I work from home. Living next to such a major highway definitely takes some getting used to. A simple breeze can make sitting in our yard transform from passable to having to move inside in order to conduct a conversation without having to raise your voice. And don't let me get started about when Days of Thunder roll into DC.

I am writing to strongly oppose plans to expand the I-270. This a short-term band-aid to a much larger issue that has to be addressed more holistically. History has shown time and time again that simply adding capacity just leads to the need to add more capacity. In the interim, the health and financial security of residents are seriously negatively impacted. As it stands currently, our neighborhood already borders on **13 I-270 lanes**, with an additional 6 lanes on Montrose Parkway right alongside. Adding additional lanes will reduce the minimal buffer we have to these 13 lanes, greatly increasing the noise and air pollution we currently endure. This will undoubtedly degrade our standard of living, possibly impact our health and greatly harm the value of our property, impacting our families long-term financial security.

I urge you to do whatever you can to block the stampede to push this project forward at any cost. We will remember those who stood by the citizens of Maryland and will never forget those who are willing to sacrifice our health, quality of living and financial security to appease influencers, corporate interests and political ambitions.

Sincerely,
Rick Gentry
[REDACTED] Whippoorwill Ln
Rockville, MD 20852

Name: Russ Gestl

Date/Hearing: 8/25/20

Type/Session: Live/Morning

Transcription:

Hello. Good morning. This is Russ Gestl (G-E-S-T-L). I reside at [REDACTED] Haddonfield Way in Darnestown, Maryland 20878. Interstate 270 has been a problem personally and professionally for me for seems like forever. I initially moved from the Olney area to Darnestown to be, well to North Potomac and then to Darnestown, to be west of 270 so that I could have the option of, when traveling north to get on up at 121 via back roads, or when heading south to go through Potomac and MacArthur and Clara Barton to get down to get on the bridge on the Beltway near the bridge, primarily to avoid Interstate 270. That's sort of personally. Professionally our offices are in the Washingtonian Center on Interstate 270. We have lost employees due to their, their need to commute via 270. We have opened a satellite office in Germantown to try and retain employees and save them that last stretch of travel south. I know that, that Interstate 270 has to be affecting far more people than than me both professionally and personally and therefore, hurting our economic development potential, the the the attracting of the of the type of workforce we want for our businesses here in in the area, and I urge you to support and do whatever you can do to allow the changes to happen to Interstate 270 and the balance of this infrastructure initiative. Thank you very much.

From: evelyn gettys [REDACTED]
Sent: Sunday, October 18, 2020 6:53 PM
To: MLS-NEPA-P3
Cc: managed.lanes@montgomerycountymd.gov
Subject: I support the no option lane

Lisa B. Choplin and others,
The expansion of 495 and 270 is not a good choice for those people who live in these area not for tax payers. This is just another why for those in power to use the public's money. Stop this project.
Choose the no build option .
Evelyn Gettys
Sent from my iPhone

Reema Ghazi

This proposed project to expand the Beltway and 270 is incredibly short sighted - in addition to the inevitable damage to park land as well as personal property, to accommodate more cars when climate change is rapidly and demonstrably accelerating is both morally unconscionable and fiscally irresponsible. Beyond this concern, there are numerous traffic studies that indicate that traffic is not alleviated when more lanes are added to a route, and that instead what happens is that the extra space is taken up by more cars, resulting in the same traffic levels. Please redirect efforts and funds toward public transportation and technological infrastructures that support telecommuting.

From: Sara Ghorayeb [REDACTED]
Sent: Monday, November 9, 2020 2:35 PM
To: MLS-NEPA-P3
Subject: Comments on Beltway (I-495/I-270) Managed Lanes Draft Environmental Impact Statement

To whom it may concern,

I strongly oppose the expansion of the Beltway to take over sections of Indian Spring neighborhood and bringing the Beltway expansion right to my doorstep at [REDACTED] East Indian Spring Drive.

The expansion of the Beltway lanes will take away significant sections of the current YMCA of Silver Spring (the historic Indian Spring Country Club that was originally split in half by the creation of the Beltway in the 1960s and the northern section of which above the Beltway was taken over as Montgomery Blair High School campus). Now years later, continued expansion of Beltway lanes is threatening to take away a great section, including the swimming pool, of the remaining recreational/park/nature facilities that the neighborhood has left. How disappointing. This takeover of park and citizens' recreational opportunity facilities further degrades the community's options for outdoor recreation, nature habitat and may cause the closure of the YMCA of Silver Spring. These are unacceptable consequences.

I strongly urge Maryland officials and Montgomery County officials to re-think this takeover of this important historic property which greatly contributes to our neighborhood Indian Spring and the surrounding areas and come up with a solution that does not require demolition of a historic property and encroachment into a beautiful residential neighborhood that has already been adversely affected by prior takeovers of land for the Beltway.

At the very least, a much greater look is necessary at the historic significance and negative consequences on these historic properties and the natural habitat and animals that will be affected.

Thank you -
Respectfully submitted,
Sara Ghorayeb
[REDACTED] East Indian Spring Dr, Silver Spring, MD 20901

From: Dana Gibson [REDACTED]
Sent: Thursday, July 30, 2020 1:11 PM
To: MLS-NEPA-P3
Subject: Do not expand the roads

Lisa Choplin,

The expansion of these roads to service the rich is not worth the environmental destruction it would cause. I am a local resident and STRONGLY oppose this project. It is immoral and disgusting.

-Dana Gibson

Dana Gibson

[REDACTED]

[REDACTED] E Wayne Ave

Silver Spring, Maryland 20901-3812

Name: Firooz Gidfar

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Evening

Transcription:

FIROOZ GIDFAR: Good evening, my name is Firooz Gidfar, F-I-R-O-O-Z, G-I-D-F-A-R and I live at [REDACTED] Hamilton Spring Road in Carderock Springs, Maryland 20817. Our community is gravely concerned about the negative impact of the highway and our health and property values. Carderock Springs, a citizens association, has commented on each step of SHA's process, talking to the public and requested in multiple letters that one sound barriers must be installed, two: SHA shouldn't carry forward any alternatives that would add two names in each direction and three: SHA should minimize impacts of the beltway expansion on arterial roads. Since my neighbors have given testimony [INAUDIBLE] I will mainly discuss the first two points. We were surprised to learn in the SHA public workshop on April 13th 2019 that SHA's plans to add an elevated ramp to connected to connect the Managed Lanes with River Road. This solution will significantly expand the areas impacted by noise from the Beltway. We were assured at the same meeting by SHA staff that the SHA would provide necessary and other assistance in order to plan for effective noise abatement. Unfortunately, the current DEIS fails to do this, do so. We request that such analysis be provided an effective noise abatement be planned and built. Despite our request to not proceed with alternatives that are adding two lanes in each direction. SHA proceeded only with these options. Four lanes with greatly increased disturbances in our neighborhood. We request that the need for adding four lanes be reevaluated to better reflect current changes in travel needs and future automotive technological advances that will allow for more efficient use of current infrastructure. If we add four lanes, if we generate more revenue, it shouldn't proceed. LOD and the EIS for our area is overly optimistic as it appears to be nearly overlapping with the location of the noise barrier. We request SHA review the appropriate LOD in this corridor and, where property impacts are shown, the final EIS should be clear on how SHA will eliminate the need for property acquisition. Furthermore, Carderock Springs Elementary School provides a publicly accessible playing fields and therefore qualifies as a public recreation area for Section 4(f) review under 23 CFR 774.17. We reminded that Section 4f analysis of Carderock Springs Elementary School be provided in the final EIS. In general, I would also like to voice my opposition to this project. Highway expansions have historically proven to be ineffective as long-term solutions to commute time reduction the minimal predicted impact in due time savings will end up being zero if policies are not undertaken that lead to a reduction of the number of commutes by single occupant vehicles. The solution is not increased arterial capacity. If that were the case, we wouldn't be going through these exercises every few years. Thank you again for providing the Carderock Community with an opportunity to voice our concerns and require us, have a good evening.

From: [REDACTED]
Sent: Sunday, October 18, 2020 12:42 PM
To: aklase@marylandtaxes.gov; kumar.barve@house.state.md.us; MLS-NEPA-P3
Subject: I oppose the I-495 and I-270 project. I support the no-build option.

Hi

I am a registered voter and **I oppose the I-495 and I-270 project. I support the no-build option.**

Valerie Gill
[REDACTED] **Winding Rose Dr**
Rockville, MD 20850

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com

Alison Gillespie

My name is Alison Gillespie. I am a resident of the Forest Estates neighborhood in Silver Spring, located near the intersection of Georgia Avenue and the I-495 Beltway. I support the no-build option and ask MDOT to reconsider this project.

I am very alarmed by the prospect of spending a huge amount of money on something that would be so incredibly destructive to the environment and waste money. There is no real benefit that I can ascertain to this project. I do not believe it would reduce traffic nor improve the lives anyone.

The most alarming aspect of this project is the huge amount of land you would be taking from our parks system, which is magnificent. I am also alarmed by the number of homes and neighborhoods that would be impacted or need to be destroyed.

Please reconsider this project and focus on the no-build option.

Jonathan Gillis

I oppose the I-495 and I-270 project. I support the no-build option.

Name: Janet Gingold

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Afternoon

Transcription:

My name is Janet Gingold. That's J-A-N-E-T, G-I-N-G-O-L-D. My address is [REDACTED] Whiteholm Drive, W-H-I-T-E-H-O-L-M Drive, Upper Marlboro, Maryland. I oppose building more lanes on the Capital Beltway. I support the No Build option. The Draft Environmental Impact Statement with many adverse effects in the immediate vicinity of this project, including loss of dwindling park land and tree canopy, as well as impacts on waterways and wetlands and stormwater problems with extreme weather events. I live in Prince George's County between Route 214 and Route 202 a few miles east of the limit of disturbance of the proposed project. I am concerned about problems that will occur downstream and downwind. I urge you to look beyond the construction zone and consider the larger consequences of highway expansion. Climate change is happening now. Our actions now, especially regarding infrastructure that we build to the next half century, will determine the severity of the change that occurs. The health disparities exposed by the COVID-19 pandemic, making it all the more important to decrease air pollution, especially in our equity emphasis areas near the Capital Beltway. Communities which have experienced the most morbidity and mortality from this pandemic and it suffered the most from our long history of racial and environmental injustice also faced disproportionate risk if we do not act now to mitigate climate change.

Maryland can't meet its greenhouse gas reduction commitments without major changes in our transportation system. This DEIS tells us that the alternative is an [INAUDIBLE] will increase throughput by thousands of vehicles per hour. More throughput means more products of combustion, even more with recent federal rollbacks, fuel efficiency standards. That's not what we need. We need infrastructure that helps phase out single occupant gas powered vehicles and diesel trucks and makes it easier for us to get where we need to go without polluting the air that we breathe. There's no such thing as a free highway. Even if a private partner can be found to assume financial risks, the environmental costs of this project are too high. Don't build this road. Put people to work building a multi-modal system for a sustainable future with a robust transit system powered by renewable energy and complete streets that are safe for pedestrians and bicyclists starting in our equity emphasis areas. Thanks.

Janet Gingold

I oppose the expansion of I-495 and I-270 by the addition of managed toll lanes. I offer these comments about the Draft Environmental Impact Statement.

The world has change significantly since the DEIS process began. With the effects of climate change increasingly apparent and the air pollution-related health disparities laid bare by the coronavirus pandemic, we need to transform our transportation system to decrease reliance on fossil fuels.

The Purpose and Need statement fails to consider the changes that have occurred in commuter behavior. With the increase in telework, fewer people commute by car. Even after the pandemic abates, it is unlikely that the pre-pandemic assumptions about traffic still apply. The Purpose and Need statement primarily addresses traffic congestion. The biggest problem now is not traffic congestion; it is the greenhouse gas emissions from the transportation sector. Any major transportation infrastructure project should have as its core objective to decrease greenhouse gas emissions in keeping with the Greenhouse Gas Reduction Act goals.

Building more lanes will enable more vehicle miles traveled and most of those VMT will be by single-occupant, gas-powered cars with resulting failure to mitigate climate change. With recent relaxation of federal fuel efficiency standards, the assumptions about vehicle emissions need updating. The DEIS fails to provide evidence that this project will decrease emission of products of combustion and help to mitigate climate change.

The DEIS analysis also fails to adequate analyze other air quality impacts, both during construction and during operation of the proposed highway. The DEIS states that "The Air Quality Analysis Study Area (i.e., Montgomery County, Prince George's County, and Fairfax County) is in an attainment area for fine particulate matter (PM2.5), therefore, transportation conformity requirements pertaining to PM2.5 do not apply for this Project and no further analysis of PM2.5 emissions were evaluated per FHWA guidance." A lack of analysis does not provide evidence of a lack of expected adverse impact on air quality. The absence of pre-existing near-road PM2.5 monitors is no excuse for failing to measure baseline pollution near the Capital Beltway. This project should not move forward unless appropriate measurements and modelling indicate that fine particulates, ozone, hydrocarbons, nitrogen oxide, mobile source air toxics, silicate dust and other pollutants will not adversely affect human health.

During the construction phase, lasting 3-5 years, people will be exposed to toxic silicate dust. In Prince George's County, communities near the Capital Beltway have been disproportionately impacted by the coronavirus pandemic. The impact of this additional respiratory hazard in vulnerable communities needs to be fully evaluated.

With the addition of many acres of new impervious surfaces and tree removal, as the frequency of extreme precipitation events and high heat days increases, we can expect more organic pollutants, chlorides and sediment in the runoff and adverse effects on water temperature and stream bed erosion. The DEIS does not adequately describe how these impacts would be mitigated.

I urge you to go back to square one and design a multimodal transportation system that provides more sustainable and just options for transportation in the future, that will both decrease greenhouse gas emissions and build resilience in our vulnerable communities.

Thank you.
Janet Gingold

Harold Ginsberg

I object in the strongest terms to this terrible plan. The last thing we should be doing in this time of climate crisis and pandemic is adding capacity to roads. We should be promoting telecommuting, public transit, bicycling, and walking.

Mary Glassman

I am a former resident of Montgomery and Frederick counties and still visit family there frequently. The congestion and sprawl along the current 1-270 corridor needs to be solved by mass transit solutions, and NOT expanding the highway. Telecommuting has become a viable alternative to commuting during COVID, proving it can relieve traffic pressure. Please do not destroy the fragile environmental areas and add more pollution

From: Emily Glazer [REDACTED]
Sent: Monday, November 9, 2020 9:28 PM
To: MLS-NEPA-P3
Cc: treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov
Subject: Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

I am strongly opposed to any beltway expansion. Improve public transport.

Karl Kosok
Silver Spring

From: mara glenshaw [REDACTED]
Sent: Monday, November 9, 2020 7:53 PM
To: MLS-NEPA-P3; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

Dear Treasurer Kopp, Comptroller Franchot, and Ms. Choplin,

My name is Mara Glenshaw. I am a 26-year resident of South Four Corners, Silver Spring. I live one half mile from the Beltway. I strongly oppose the expansion and support the no-build option.

The impact of the proposed expansion would greatly decrease our quality of life: adverse effects on parkland, businesses, and noise. When we moved here 26 years ago, we accepted the noise as part of the environment. But it has only increased, and adding these proposed lanes would make it intolerable.

The responses from M-NCPPC and the Montgomery and Prince George's County governments have shown conclusively how flawed the Environmental impact study is. The debacle of the Purple Line project - over budget and completely stalled - should be a red flag on the Beltway expansion.

Please stop this project from moving forward. We all want traffic congestion to decrease. As the pandemic has shown with reduced traffic, what's needed is fewer cars, not more lanes and more cars. The evidence against this project is abundant. Please reconsider more environmentally sound approaches.

Best regards,

Mara Glenshaw

From: pgglenshaw [REDACTED]
Sent: Monday, November 9, 2020 7:41 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

Dear Treasurer Kopp, Comptroller Franchot, and Ms. Choplin,

My name is Paul Glenshaw. I am a 26-year resident of South Four Corners, Silver Spring. I live one half mile from the Beltway. I strongly oppose the expansion and support the no-build option.

The impact of the proposed expansion would greatly decrease our quality of life: adverse effects on parkland, businesses, and noise. When we moved here 26 years ago, we accepted the noise as part of the environment. But it has only increased, and adding these proposed lanes would make it intolerable.

The responses from M-NCPPC and the Montgomery and Prince George's County governments have shown conclusively how flawed the Environmental impact study is. The debacle of the Purple Line project - over budget and completely stalled - should be a red flag on the Beltway expansion.

Please stop this project from moving forward. We all want traffic congestion to decrease. As the pandemic has shown with reduced traffic, what's needed is fewer cars, not more lanes and more cars. The evidence against this project is abundant. Please reconsider more environmentally sound approaches.

Best regards,

Paul Glenshaw

From: Gwen Glesmann [REDACTED]
Sent: Saturday, November 7, 2020 12:44 PM
To: MLS-NEPA-P3
Subject: I oppose the I-495 and I-270 project

I oppose the I-495 and I-270 project. I support the no build option. As a Maryland resident for 28 years, I have witnessed the impact that increasing traffic has had on our quality of life here. Experience shows that adding more roads just brings more cars and the inherent increased air, noise and water pollution from them. Not to mention the disruption to communities from the years of construction required. As someone who lives in the middle of the Purple line work, I can tell you it is not easy. At least that project has the potential to reduce the number of cars on the roads by creating a public transit option for cross-county travel. But that project also demonstrates that unforeseen issues can make the cost and timeline projections fall way short of the actuals.

The environmental impact of this expansion will be enormous, both in the long and short term, and will include increased air, water and noise pollution; reduction in parks, green space and the forest canopy; increased dust and dangerous particles during construction; negative impacts on schools near the highways including limiting outdoor activities and requiring additional air cleaning equipment; and the increased storm water management required by the additional pavement.

Commuting in our area has been drastically changed due to the current pandemic. I know that many workers will continue to work from home, at least some days of the week, after the current health crisis has passed. I don't believe it makes sense to move forward on a project based on traffic projections prior to the current reality. At the very least, this project should be postponed until we can judge the new reality, including the potential traffic reduction from the Purple Line completion. But based on the other concerns listed above, I feel it would be better to start over and develop options for dealing with traffic, such as reversible lanes on 270 and commuter bus lanes, that don't encourage more traffic and the inherent negative effects on our lives and environment that increased cars and roads will bring. I believe we can do better than this.

Sincerely,
Gwen Glesmann

Name: Seth Glinski

Joint Public Hearing Date: 8/20/2020

Type/Session: Voicemail

Transcription:

This is Seth Glinski (G-L-I-N-S-K-I). I live at [REDACTED] Earl Court in Bethesda 20817. In looking at the map of potential limited disturbance boundaries, our house, our property, the property to the south of us and the property to the south of them seem to be affected by an odd bump where if you follow the sound wall along the western side of the Beltway between Bradley Boulevard and River Road. There's an odd space where the limited disturbance juts out towards the west. It takes about 10% into my property about twenty-five or thirty percent of my next door neighbor's property to the immediate south and about fifty percent of the property to the south of them. My house is not perfectly square to our lot. We actually face to the south, so by doing that to our neighbor's property and the property next door that will potentially remove the house two houses away and move the Beltway sound wall, if that is indeed the final location. So close to our front door that our house will become borderline unoccupiable. So even though our property is only affected by about 10% in the rear, the Beltway sound wall would be creeping upon our front door in such a manner that our house would be so impacted that it's difficult to explain without showing a map and looking at an overhead view of how we are arranged here. I also wanted to point out that there are probably a hundred tulip poplar trees and within the limited disturbance against the Beltway sound wall that are probably between 30 and 100 years old and probably between you know fifty and a hundred feet tall and I'm concerned that the disturbance of that area would remove these trees. So not only would we have the Beltway sound wall come closer to our property, but we would also lose our forest conservation area of tulip poplars, which is, you know, our primary means of separation between us and the highway. Again, this is Seth Glinski (G-L-I-N-S-K-I). My address is [REDACTED] Earl Court (E-A-R-L Court) in Bethesda, Maryland 20817.

Name: Seth Glinski

Joint Public Hearing Date: 8/20/2020

Type/Session: Live / Morning

Transcription:

Can you hear me now? [FACILITATOR SPEAKS] Seth Glinski (S-E-T-H G-L-I-N-S-K-I). My address is [REDACTED] Earl Court in Bethesda, Maryland, 20817. I just wanted to say a couple quick things, most of which echoes some of the other testimony. I think that, you know, in my, in my career, I worked in construction and development and I see a lot of hesitation for people moving forward with a lot of different types of construction projects these days because we're not sure what the world is going to look like in six months or a year from now. And every smart private developer that I work with is putting projects on hold that may or may not be impacted by the future of how people work and live. And I feel like we've got really, really lucky in Montgomery County and with this 495 and 270 expansion idea that we hadn't yet pressed go on any of the options prior to this COVID pandemic, because if we would have been a year into a 10-year construction project when this happened, everyone would have looked at it and said, what a huge mistake, but it's too late to stop and pull the plug. And it seems to me like, at the very least, we should be delaying any decision until we come out on the back side of COVID and see how many people are still commuting and how many people are going to be permanently transitioned to work from home. A lot of tech companies, a lot of local companies that have political affiliation that need to be downtown. A lot of companies that you would not expect are transitioning employees to permanently work from home availability or optionality, which will greatly reduce the amount of traffic on 270 and 495. So I think in short, we are very, very lucky and would be very smart to delay this decision for at least another year. I also think that that would give us enough time to look at the personal impact of a lot of these studies. I personally live in a cul-de-sac of seven houses, three of which would be affected by the potential limited disturbance shown on the maps today. And even though it would theoretically impact 10 percent of my property, the effect that it would have on losing, you know, multiple houses out of the seven houses on a cul-de-sac, and the fact that the potential new Beltway sound wall would be moving close to my front door because not all of our houses are facing the same direction, would be so dramatically impactful to our neighborhood that I think that that's the next level of evaluation. Not to mention the fact that it would be clearing a forest easement of one hundred, seventy five-foot-tall full of poplar trees and losing our primary separation between the Beltway. It would take another 50 years to grow back. It's something that would give us real heartache and real property value impact. So, that's all I have to say. Thank you for the time.

Rachel Golden Kroner

My name is Rachel Golden Kroner, and I live in Silver Spring in the Blairs apartments. I am very concerned with the proposed expansion of I-495. This unnecessary construction would have detrimental impacts on the environment including habitats, water quality and flow, and air quality, and also infringe on recreational activities in parks that have been a needed solace during the pandemic. The impacts on Rock Creek Park would be particularly concerning; I visit this park 3 to 5 times per week to recreate and enjoy the quiet and fresh air; expansion of I495 would detract from this experience. In addition, the proposal has not accounted adequately for environmental justice concerns, including the increasing concentrations of particular matter in the air that this project would exacerbate. I support the no-build option.

Michael Goldfinger

Adding lanes to I-270 and I-495 will not solve the region's traffic problems, but instead will worsen an already unacceptable condition. As any planner knows, the automobile is by far the least efficient means of moving people.

At its widest, I-270 is currently six or more lanes in each direction. Two more will result in a roadway of 16 or more total lanes across, after the destruction of countless homes, other structures, parkland, and other open areas, and will add significantly to environmental destruction. The Capital Beltway is already operating well beyond capacity, so that the additional lanes on I-270 will serve simply as additional holding space for vehicles traveling from the northern areas to access the Beltway.

Beyond these effects is the issue of where to house all those additional vehicles that will be on the road once they reach their destination.

And all of the disruption has no end in sight. When I-270 was widened in the late 1980s and early 1990s, it was touted as the ultimate solution to solving the traffic problem. Under this current proposal, we might realistically see a proposal to widen I-270 to 20 lanes across in several decades in the future. This is a totally absurd plan.

A far better use of the funds for this insane project is to apply them toward an improved public transportation system, one that moves people from where they live to where they work and home again, without the need for additional acres of asphalt and massive parking structures. For example, there currently is no reasonable public transportation option for the many residents living along the I-270 corridor to reach employment in, say, the Tysons Corner area short of riding Metrorail to downtown Washington then transferring to an outbound train to Virginia. The time and cost for such a commute is well beyond being reasonable, forcing most people into their vehicles. If we can find billions of dollars to pave even more of the county, then surely we can use those funds to construct, operate, and subsidize a viable public transportation system.

Richard Goldstein

I oppose this project and support the No-Build option.

Mark Goldstone

I oppose this highway expansion. I am afraid for the noise, pollution, loss of forest land, loss of homes, and the high toll rates.

Britt Gordon-McKeon

My household, and all others in our area I have discussed this with, oppose this expansion. The proposed expansion will negatively affect our community's health, safety, and quality of life. We should focus on mass transit instead. I am also concerned about loss or damage to park land. And I am concerned about the homes and important community institutions near the Beltway that could be affected. I am also concerned about costs and lack of transparency.

Please drop this plan to expand I-495, and instead look to expand and improve mass transit. Thank you.

Charles Gorson

More of this: affordable, efficient public trans. Fewer cars. Light rail. Fewer cars, fewer highways and traffic jams. More affordable and efficient public trans. More. Fewer cars, less traffic, better public trans. That's it. More rail, less highway traffic..

Frederick Graboske

With social distancing and fear of COVID infection, fewer people will be using public transportation. Companies will be reluctant to provide transportation benefits to individuals who work partly, if not largely, remotely. Consequently, there will be more vehicles on the roads. Additional lanes will speed this traffic and reduce pollution. Build them.

Barry Graham

I am very excited that the State is finally addressing the problem of congestion on the Beltway. I hear the objections from County politicians that I did not vote for. I understand that this will be difficult for people near the improved highway. I also understand that many of those people have also objected to the Purple Line. Previous administrations have had the opportunity to improve public transit. Now, suddenly, when this option is going happen, they advocate public transit. It is noteworthy that with COVID-19, public transit is no longer such an attractive option anyway.

I don't want to pretend to be an expert by suggesting one of the proposed alternatives above the rest. I am simply in favor of widening the beltway in Maryland from the American Legion Bridge all the way to the Wilson Bridge, as quickly as possible, in a way that will provide the most reduction in travel time in peak hours. We live in Silver Spring, just outside the Beltway, and I have been caught in rush hour traffic many times. There is no viable alternative by train to get to Tysons Corner - even with the traffic it's quicker to drive

Please widen the Beltway as soon and as completely as possible and please give reasonable and fair compensation to those homeowners that will be affected.

From: Christiane Graham [REDACTED]
Sent: Friday, November 6, 2020 10:06 AM
To: MLS-NEPA-P3
Subject: Testimony for hearing on widening of I-495 and I-270, scheduled for November 9, 2020
Attachments: MDOT-495-270-widening.odt

Dear Ms Choplin,

Enclosed is my testimony on the proposed P-3 plan.

I sincerely hope that this expensive P-3 plan widening of I-495 and I-270 will be taken under serious scrutiny before contracts will be signed. Just by judging the failures, cost overruns and missed deadlines of the Purple Metro Line, I suggest the No-Build option for the P-3 plan. Our elected public officials and appointed public servants must listen to voters and the public to find reasonable public transportation alternatives that serve all people, not just a few. We cannot afford another boondoggle, nor will we have a chance to reverse Global Warming without serious changes in our thinking about transportation.

Sincerely

Christiane Graham

Maryland Department of Transportation
Lisa B. Choplin, DBIA
707 North Calvert Street, Mail Stop P601
Baltimore, MD 21202

November 6, 2020

Re.: I vote against the P3 project, widening of I-495 and I-270

Dear Ms Choplin,

As a person of faith I speak out against the widening of I-495 and I-270 with 4 luxury toll lanes (P-3 Plan) and support a no-build option. As Unitarian Universalist I believe in our 7th principle: "Respect for the interdependent web of all existence of which we are a part."

It is unconscionable to pursue the widening of these two highways and the associated negative environmental impacts on our parks, wetlands and waterways, the increased noise levels to adjacent properties, and increase in global warming vehicle emissions.

In addition I am disappointed by the lack of transparency by our political representatives. Recently a \$ 2 billion price tag came to light from the Washington Suburban Sanitary Commission (WSSC) to pay for moving sewer/water lines and storm water management systems. WSSC has informed Prince Georges and Montgomery counties about this hefty sum with all costs falling on the customers of the utility under current law.

The private company that would build the lanes and collect the tolls won't have to pay anything to defray the costs projected by WSSC, Should their income quota from tolls not be reached, we, the tax payers have to make up the differences in addition to covering the \$ 2 billion with rate increases.

Currently both highways are easy to travel on during rush hour due to COVID-19 work-from-home measures. The full economic impact of COVID-19 has yet to be determined, but it is already clear that the economic downturn and restructuring will last for years to come. Many businesses are closing office space permanently to save costs with more staff working remotely.

It is highly irresponsible of our elected officials to further spend tax payer funds on pursuing the expansion of I-495 and I-270, that only some well to do consumers will benefit from.

It would be advisable to seriously consider exploration of public transportation options that have minor environmental impact, would cost a fraction of the P-3 option and serve the whole community.

Please view this clip on monorail trains for further information:

<https://vimeo.com/311318253?ref=fb-share&fbclid=IwAR1GKT-iChJxOyutW26y04ABC8SMNLMR5JfWOuarxBoYWI6WSDcWWGfxIM>

Sincerely

Christiane Graham,

Member of the Environmental Justice Ministry,

Cedar Lane Unitarian Universalist Church, Bethesda, MD

Paul Grandin

I oppose this project and support the NO-BUILD option.

Michael Grant

I would like to thank Maryland Department of Transportation and partners for conducting a thorough analysis of the many alternatives for I-495 and I-270 and providing significant information to explore. As someone who has worked and lived in both Maryland and Virginia and has very often experienced the terrible traffic on the Beltway and I-270, I would like to express support for the Alternative 9 and Alternative 9M option. Despite the near-term COVID effects reducing peak congestion, there is a significant on-going and long-term need for more reliable mobility along these corridors for both drivers and transit users, and the Alternatives 9/9M seem to provide the most significant benefits and are consistent with a vision for sustainable transportation.

There is a significant need for transportation capacity along these routes, as clearly shown based on travel patterns and the high levels of traffic congestion and poor reliability along these routes. The HOT option provides many benefits:

- 1) Adds a reliable travel option to those who are willing to pay - This is a particularly important issue for people accessing jobs and for those who travel to BWI airport and have other trips (like medical appointments) that are very time sensitive.
- 2) Does not eliminate or reduce the capacity on free travel lanes, and does not require people to pay (only those who choose).
- 3) Will enable new express transit services between major activity centers along these routes - This is particularly an important benefit. There is currently no reasonable transit alternative between Montgomery County and Fairfax County, and the express lanes would allow for a much faster, reliable transit trip between major activity centers like Bethesda / Montgomery Mall and Tysons Corner, which would be a huge benefit for enhancing transit regionally. Similarly, improvements in transit from White Oak/US-29 corridor and Bethesda/North Bethesda and other locations in Maryland would significantly improve access to jobs by transit, making this improvement potentially one of the biggest improvements to transit in the region since the development of the Metro system.
- 4) By offering HOV-3 free, the HOT lane structure would provide incentives for people to carpool, and would help to incentivize ridesharing. Experience in Virginia clearly demonstrates that HOV-3 has supported casual carpooling and other arrangements that maximize the capacity of vehicles.
- 5) The P3 structure and collection of tolls would reduce or eliminate public sector expenditures, and if structured properly, could provide an on-going funding source for transit, as has been implemented in Virginia.
- 6) The HOT structure would provide a consistent regional approach to managing Express Lanes across the Washington, DC region, and would enable people who have the HOV-3 transponder to use this across both Virginia and Maryland for a truly regional approach.
- 7) The HOT structure under Alternative 9/9M is most consistent with the aspirational vision of the National Capital Region Transportation Planning Board (TPB) in the region's long-range plan,

Visualize 2045. This plan included an aspiration to increase express travel options, particularly for transit and ridesharing options. Alternatives 9/9M are most consistent with this vision.

As much job growth has occurred in the Western part of the region, from Bethesda to Tysons Corner and beyond, there is a critical need for fast, reliable travel options, including transit services, and the HOT lane structure would provide the broadest benefits for people to access transit, ridesharing, and other options to access these jobs and opportunities. With a strong focus on using toll revenues to support transit, the result should be an improvement in equitable job access, and would also support economic development in Silver Spring and Prince George's county by improving access.

I recognize and have some concerns about the environmental impacts of building new highway capacity, but if implemented well, I could envision this as providing a benefit to quality of life for those in adjoining neighborhoods. I previously lived along Surreywood Lane in North Bethesda, MD, and my house backup up to the I-270 spur, which created significant noise in my backyard. I would imagine that if the highway expansion includes addition of new noise barriers, that neighborhood would benefit from lower noise levels and improved reliable travel options (both by driving and transit), which would benefit the community and likely increase housing values. In other areas, there would be some adverse effects where property or park land is affected, but just as with the Purple Line construction, the overall benefit of the project would outweigh these effects and the property owners should be compensated appropriately and environmental mitigation provided.

While I currently live in Virginia, I continue to have family and friends in Maryland, have family medical appointments in Maryland, and enjoy attending football games and events at the University of Maryland as a proud Terp. The terrible traffic congestion along the Beltway has been a barrier to having family visit, to attend an event at UM or a dinner or show in Bethesda, and dissuaded us from using BWI. My belief is that the Alternative 9/9M option would be a tremendous benefit to quality of life for people throughout the region and would be a positive contribution to the economy in Maryland.

Thank you.

Hester Graves

When I was hit by a truck that ran through a red light seven years ago, I learned that the DC Maryland suburbs have one of the worst car accident rates in the nation. This is due to a variety of reasons, like a lack of traffic enforcement, and unique state laws that do not force companies to pay punitive damages if they hire a bad driver who then hits someone. Fixing this problem requires a multipronged approach, but making more roads will not help this problem.

It is absurd to add more lanes to these highway when we can finish the purple line instead. Since the Purple line, unlike metro, is above ground, we should make sure that the trains allow for open windows and ventilation. That way, if people wear masks, and if someone checks temperatures at the stations, we would have a safe way to ride public transit (even if passengers have to bundle up in winter).

This pandemic will not last five years, but wider highways and cancelled public transit will effect us for decades, and the associated traffic injuries to our population will be inexcusable. I started this letter saying that I was hit by a truck seven years ago. It took me four years to make a close-to-full recovery, but I will be sensitive to loud noises for the rest of my life. We had to delay having children, so we will not be able to have as many as I would like, and I am convinced that my car accident helped lead to birth complications when I was able to have my child. There is nothing that will give me my lost years back, and there is nothing that can make me whole. I do not want this for a single Marylander. I want us to take this money and put it into bike lanes, and well-ventilated public transit instead. The human cost of our current driving patterns are just too high.

From: Greg Greer [REDACTED]
Sent: Monday, November 9, 2020 9:42 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: I say NO to BELTWAY EXPANSION! The "No-Build option" is much better!

As a Maryland resident, I am writing with deep concern (and some ANGER) about the proposed public-private partnership (P3) to add toll lanes to I-495 and I-270. The VERY REAL DANGERS that come with the project are not worth the risk.

I am VERY WORRIED ABOUT 1) increased air and water pollution, the 2) lack of transparency, the 3) projected costly tolls, the 4) disruption to communities, the 5) unknowns due to the pandemic, and so much more. Also, the 6) huge cost & 7) likelihood of cost overruns, & 8) increases to our water bills.

Instead, I SUPPORT:

A) reversible lanes on I-270,

B) more telecommuting,

C) increased transit,

D) commuter bus lanes, and a

E) dedicated funding source for highway and transit. Also

F) look into the idea of a monorail along I-270.

(USACE Application Number: NAB-2018-02152)

(MDE Tracking Numbers: 20-NT-0114 / 202060649)

Thank you for taking into account the desires of **your** voters.

Greg Greer, a concerned constituent

E Melbourne Ave,

Silver Spring 20901

From: PTG [REDACTED]
Sent: Monday, November 9, 2020 9:15 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Please stop Beltway expansion I support No-Build option

I oppose the I-495 and I-270 project. I support the no-build option.

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. Also, the huge cost & likelihood of cost overruns, & increases to our water bills.

Instead, I support reversible lanes on I-270, more telecommuting, increased transit, commuter bus lanes, and a dedicated funding source for highway and transit. Also looking into the idea of a monorail along I-270

(USACE Application Number: NAB-2018-02152)

(MDE Tracking Numbers: 20-NT-0114 / 202060649)

Thank you for taking into account the desires of the voters.
Phyllis Greer, a concerned constituent
[REDACTED] E Melbourne Ave,

Silver Spring 20901

Aleksandr Grigoryev

Me and my family are Against LUXURY LANES on i-270/i-495.

David Grimaldi

I-270 should remain 3 lanes (or more) the entire distance to and from Frederick. Frederick is becoming a very popular destination for DC commuters. Going to and from Baltimore is not an issue because I-70 is 4 lanes.

From: Kate Grinberg [REDACTED]
Sent: Tuesday, July 28, 2020 11:35 AM
To: MLS-NEPA-P3
Subject: Beltway Expansion

Lisa Choplin,

To Lisa Choplin and Whom It May Concern,

I am writing to request that the Beltway expansion project be stopped before it gains any further traction.

As you review the DEIS, please consider the well documented impact that this will have not only on our local community but also the sprawl and environmental degradation in the general region.

I live within breathing distance of I 495. This is not a "NIMB" issue, however - studies have shown that expanding the number of lanes is just a perpetuation of clogged roads and carbon emissions.

We need to focus our time, money and energy on transit solutions that will reduce greenhouse emissions before it is too late: dedicated bus lanes, telecommuting options, and incentives to reduce travel at same time of day.

An expansion project will only exacerbate existing problems and cause increased water pollution of local streams and waterways and the air we breathe. Additionally, the cost of relocating sewer lines is prohibitive.

We owe it ourselves and future generations to think smart and act responsibly.

Sincerely,

Kate Grinberg

[REDACTED] 76th St.

Cabin John, MD 20818

Kate Grinberg

[REDACTED]

[REDACTED] 76th St

Cabin John, Maryland 20818

From: [Robert Griss](#)
To: [Dinne, John J CIV USARMY CENAB \(USA\)](#)
Subject: [Non-DoD Source] I oppose the I-495 and I-270 project and support the no-build option
Date: Friday, November 06, 2020 5:19:26 PM

John Dinne,

For whom do the roads toll?: Privatization of luxury lanes on public highways

The Public-Private Partnership (P3) to widen I-495 and I-270 with luxury lanes in Maryland is not the panacea that Governor Hogan and his former Chief of Staff turned lobbyist for the Transurban company, one of the world's largest toll road operators, would like us to believe. This P3 project, more accurately described as "Predatory, Privatizing, and Polluting" does not enable the state and local governments to entice private corporations and wealthy individuals to invest \$11 billion in needed public infrastructure for the public good. Instead this deceptive model of creative financing, which expedient politicians are rushing to embrace in the face of tax cuts and austerity measures, encourage short-sighted predatory solutions without transparent public scrutiny even though it obligates the public sector to subsidize the hidden costs of this private construction and private management of P3 projects.

Among these undisclosed costs in the "luxury lane" project are an estimated \$2 billion cost for moving existing water and sewer lines (as well as gas and electricity utility lines) that will be imposed on the water and sewer bills of home-owners whether they use or don't use the luxury lanes, incentives for private companies to employ non-union workers to maximize their private profits while robbing the local economy of backward and forward economic linkages to community prosperity, and the external costs of disrupting as many as 45 public parks and an untold number of private homes in Montgomery County which will be encroached upon to accommodate the addition of these two "luxury lanes". In addition, there are "unforeseen" cost over-runs due to changes in traffic usage patterns and unexpected implementation problems which the public sector will be expected to make up for to guarantee the anticipated private profits in accordance with opaque clauses in the P3 contract. Many of these problems can be seen in the recent fiasco to build the Purple Line between Bethesda and Silver Spring through a P3 contract (Katherine Shaver, "Purple Line project delays, cost overruns reveal long-brewing problems", Washington Post, July 18, 2020 at the URL [Blockedhttps://www.washingtonpost.com/local/trafficandcommuting/purple-line-project-delays-cost-overruns-reveal-long-brewing-problems/2020/07/18/d3bda6ae-c620-11ea-b037-f9711f89ee46_story.html](https://www.washingtonpost.com/local/trafficandcommuting/purple-line-project-delays-cost-overruns-reveal-long-brewing-problems/2020/07/18/d3bda6ae-c620-11ea-b037-f9711f89ee46_story.html)).

So while Governor Hogan touts the advantages of adding two luxury lanes to I-495 and I-270 through a creative P3 contract which will address the existing traffic congestion at no cost to the public, this private investment will enable a private Australian company to charge as much as \$50 per trip on luxury lanes on existing public highways that will most likely to be used by wealthy individuals as they drive out to their publicly subsidized mansions in the suburbs contributing to urban sprawl and increasing CO2 emissions, instead of reducing vehicle traffic through investments in public transportation like buses or a mono-rail (see "Frederick to Montgomery Via Monorail? Not Goofy At All, Developer Says", Maryland Matters, May 22, 2019 at the URL

[Blockedhttps://www.marylandmatters.org/2019/05/22/frederick-to-montgomery-via-monorail-not-goofy-at-all-developer-says/](https://www.marylandmatters.org/2019/05/22/frederick-to-montgomery-via-monorail-not-goofy-at-all-developer-says/)). Not surprisingly, the P3 proposal does not estimate how long it will probably take before growing traffic congestion creates more political pressure to expand even further the luxury lanes on this major artery between Northern VA and Frederick, MD.

While the exorbitant toll fees that will be collected by the private Australian company that appears wired to receive the P3 contract account for only a fraction of the costs of building, operating, and maintaining the two "luxury lanes", this privatization scheme hides the true costs of this temporary fix while relieving the pressure on our state and local governments to develop a long term plan for public investment through progressive taxation or deficit financing through the sale of municipal bonds that could contribute to the sustainable community we want to live in.

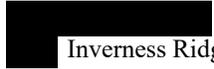
Bob Griss (health policy planner)

██████ Inverness Ridge Road
Potomac, MD 20854

(USACE Application Number: NAB-2018-02152)

(MDE Tracking Numbers: 20-NT-0114 / 202060649)

Robert Griss



Inverness Ridge Rd
Potomac, Maryland 20854

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Name: Susan Grodsky

Joint Public Hearing Date: 8/20/2020

Type/Session: Live / Morning

Transcription:

Good morning. My name is Susan Grodsky. Good morning. My name is Susan Grodsky. I live in Rockville, Maryland. And yes, I would be close to changes to the 270 changes near the Montrose Road entrance. My name is spelled G (as in good)-R-O-D-S-K-Y. And my address is [REDACTED] California Circle in Rockville, Maryland 20852. I am retired. I was a technical writer in the software industry for many years. I'm not authorized to speak on behalf of an organization. My first statement is that I do not support the project and I support a No Build option. My points are these – the big points is, that the pandemic has changed every aspect of our lives. What the numbers I am seeing are that traffic has dropped 40 to 80 percent. And it just does not make sense to spend billions of dollars on building roadway when we don't know if we're ever actually going to need it. Now, I know you said that because of the public-private partnership, there will be no cost to taxpayers. But here's something my father told me when I was 10 years old. If it sounds too good to be true, it probably isn't. We only have to look at the mess related to the Purple Line to see how well public-private partnerships can work. And that is the whole of my testimony. [FACILITATOR SPEAKS] There's nothing more I need to say.

Susan Grodsky

Why do you not allow paste? I prepared my comments in the notes app but find I cannot paste them into this field.

My comments are included as files I have uploaded. It is not right that you prevent people from using the paste option. I am technically advanced so found a workaround. Many people would not have been able to find it. Their voices would not be heard.

 Notes

September 29, 2020 at 11:11 AM

I oppose the I-495 & I-270 toll lane project and support a no-build option. This alternative does not include adding new toll lanes, but it does not preclude improvements to I-270.

I am disturbed that the analysis does not address

-teleworking

-the impact of the pandemic on travel patterns.

It is clear that after 6-12 months of pandemic-induced teleworking, we will not go back to daily commuting into a central office. So why spend billions to build infrastructure we will not need?

This project was always a boondoggle. Now more than ever.

Please consider these relevant observations from the the House Appropriations

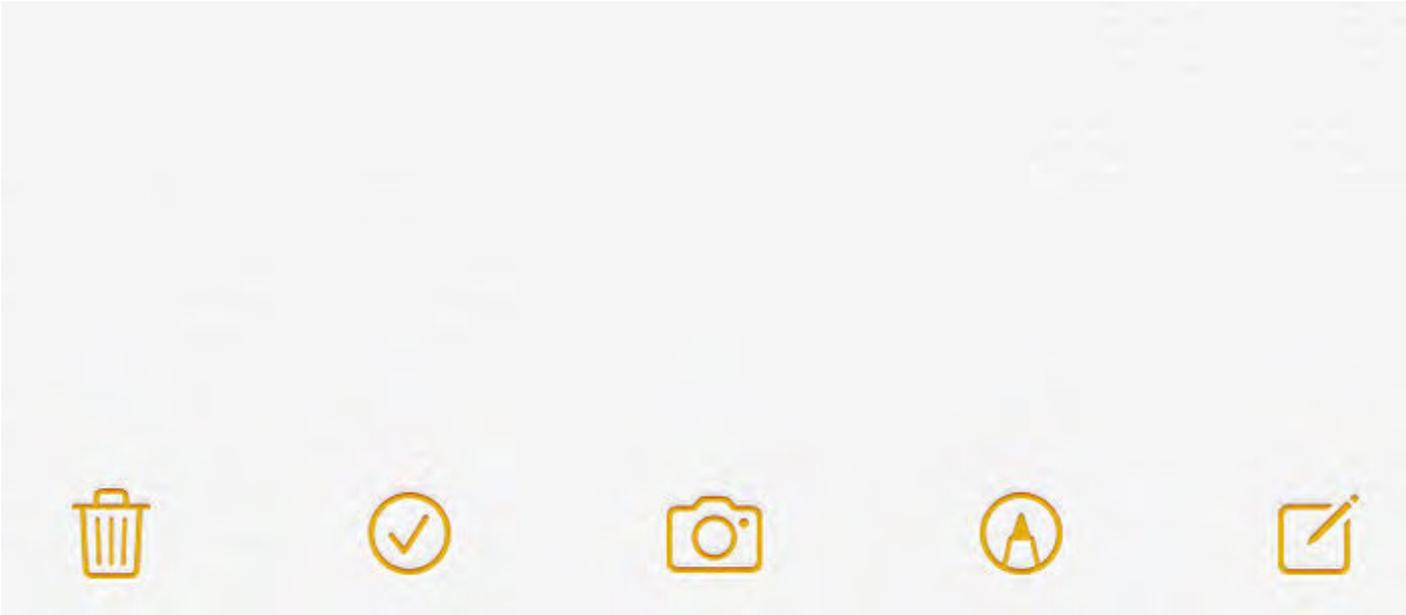


 Notes

This project was always a boondoggle. Now more than ever.

Please consider these relevant observations from the the House Appropriations Transportation and Environment subcommittee, made on August 13, 2020:

- The DEIS does not consider how covid-19 will impact future traffic patterns.
- DEIS analysis does not acknowledge teleworking to be a strategy for traffic mitigation.
- A Maryland Transportation Institute analysis showed that a 5% reduction in travel demand could reduce traffic congestion by 23%.



From: John Gubbings [REDACTED]
Sent: Tuesday, July 28, 2020 8:32 PM
To: MLS-NEPA-P3
Subject: MD beltway expansion

Lisa Choplin,

Besides the impact building this monstrosity of reinforced concrete would have on neighborhoods, it is a patently brute force design with no imagination - fodder for a future wrecking ball. The future of working from home brought about by current and future pandemics from climate change has made building for big increases of cars on the roads a terrible idea on cost-benefit grounds.

John Gubbings

[REDACTED]
[REDACTED] Cypress Ave
Bethesda, Maryland 20814

From: Bob [REDACTED]
Sent: Friday, November 6, 2020 10:21 PM
To: MLS-NEPA-P3
Subject: Beltway expansion

To the Board of Public Works and other freeway evaluators,

As a long-time resident of Maryland and a concerned environmentalist, I would like to express in the strongest possible terms my opposition to the expansion and widening of the Beltway (I-495) and Interstate 270 in the Maryland suburbs.

I have seen time and time again the widening of superhighways proposed as a solution to traffic congestion -- both here in Montgomery County and in the state of Oregon, where I lived from 1970 to 1983. I have observed that building new freeways and adding lanes to existing freeways is a poor solution to transportation problems.

Not long ago, I and thousands of other residents of Montgomery and Prince George's counties spoke out against the construction of the Inter-County Connector or ICC. We were told that we were mistaken -- construction of the ICC would relieve congestion on the Beltway. That opinion turned out to be incorrect. Instead, the ICC is under-used and congestion quickly built up again on 495.

The problem is, the more freeways you build, or the wider freeways you build, the more traffic you generate. It's a never-ending, vicious cycle.

It is far better to plan and construct non-freeway solutions, including encouraging use of public transit, and encouraging alternatives to the daily commute to work by cars each of which holds just a single person.

Thank you for listening to my comments. Please do not build and widen I-495 and I-270!

Sincerely,
Bob Guldin
[REDACTED] Willow Ave.
Takoma Park, MD 20912
[REDACTED]

From: Carl Gunther [REDACTED]
Sent: Sunday, September 13, 2020 12:46 PM
To: MLS-NEPA-P3
Subject: We are opposed to the Beltway Widening Proposal

Dear Ms. Choplin,

We are opposed to the Public / Private plan for beltway widening for the following reasons:

- 1) With Covid, beltway traffic has dramatically decreased as many people are now working from home. There is a strong likelihood that this trend will continue even after a cure for Covid should appear.
- 2) A private ownership of the toll lanes does not provide traffic relief for the majority of drivers as can be seen with I95 toll lanes in Virginia south of Washington. At \$30 to \$40 one-way at rush hour, the privileged few use the lanes while the vast majority of the traffic remains highly congested.
- 3) Major congestion at feeder roads such as Georgia Avenue will continue or get worse.

We must take the time to look for flexible transportation solutions to meet a rapidly changing future rather than placing huge capital investments based on the potentially outmoded patterns of the past and which benefit few of us. For these reasons, we ask you to place a long-term hold on the current proposal and any beltway constructions plans.

Thank you,

Carl Gunther - a longtime resident at:
[REDACTED] Seven Locks Rd,
Bethesda, MD 20817

From: suzanne gunther [REDACTED]
Sent: Monday, November 9, 2020 9:03 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

Dear Ms. Choplin,

I strongly oppose for both environmental and equity reasons, and for the financial risk to the taxpayer. I strongly support the 11/9 Montgomery County comment letter.

As Maryland ranks #3 in the country for states that will be damaged by climate change, it is outrageous to double down in our investment and planning for highways, These privately-owned toll lanes will not even provide traffic relief for the majority of drivers, as we have seen in the I-95 toll lanes in Virginia and other luxury lanes around the country, With high fees at rush hour, the privileged few use the toll lanes while the majority remain stuck in traffic.

We must take the time to look for flexible, multi-modal transportation solutions to meet a rapidly changing future rather than placing huge capital investments based on the potentially outmoded patterns of the past and which benefit few of us. For these reasons, we ask you to place a long-term hold on the current proposal and any Beltway and I-270 constructions plans.

Sincerely,
Suzanne Gunther
[REDACTED] Seven Locks Road
Bethesda, MD 20817

Raj Gupta

I oppose the I-495 and I-270 project. I support the no-build option.

My family has lived in Rockville for over four decades, near Exit 5 on I-270. I am not against development. I am against unwise development.

The proposed PPP project has one major flaw as far as the expansion of I-270 is concerned. The planned expansion will compound, not relieve, the traffic congestion. Expansion is needed above Gaithersburg and Germantown toward Frederick. Merely because a private entity may not find it financially attractive to do the development where it is needed, is not a sound rationale for delaying development where it is needed; even worse, compounding the problem with development where it is not needed, at least as of now.

Relying on PPP is hazardous to taxpayer pockets. We should heed the adage: fool me once, shame on you. Fool me twice, shame on me. Have we not learned anything from the Purple Line PPP fiasco?

Needed development of public utilities and roadways should be financed with public resources, appropriate progressive taxation and public debt. Especially in the current low interest environment, it would make sense to develop the project sensibly with public bonds. Not by leasing or selling off of public rights of way that would largely benefit those with deep pockets. Great state of Maryland should not indulge in further economic stratification, where those with money can stand in front of the line.

Thank you.

From: Sushanth Gupta [REDACTED]
Sent: Wednesday, July 29, 2020 9:02 PM
To: MLS-NEPA-P3
Subject: Comments on the I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft Section 4(f) Evaluation

Hello,

I am a resident of Woodside Forest, a neighborhood which directly borders I495. I am writing to provide comments on the proposal to expand the beltway, which would affect both the entire state, and my local community. I have a couple concerns about why I think this project is ill considered, and would be a net negative. Most importantly, the current proposal involves displacing residents of my neighborhood, whose houses currently border the beltway. These people have lived here for years, and it is wrong to force them to uproot their entire lives, when a better solution could be implemented. Additionally, as it stands, the beltway widening would significantly decrease the amount of parkland in the county, including paving over land from Rock Creek Park, and Sligo Creek Park, the latter of which being somewhere I walk every week. It is questionable whether highway widening is the right method to solve congestion problems, especially in light of research on the phenomenon "induced demand" which has shown these projects actually *increase* the amount of traffic on a given roadway. Finally, given the state's recent experience with a "flagship" public private partnership, the Purple Line, which is now hundreds of millions of dollars over budget, I think it's unwise to claim that this project will not cost taxpayer money; given the current financial situation for many Maryland families, adding to our tax bill would be unwelcome. The logistical, ethical, financial, and environmental concerns outlined, are in my view, reason enough to not proceed with this project.

best,
-Sushanth Gupta (Silver Spring, MD)

Harrison Guthorn

I strongly oppose the 495/270 expansion. I believe the no build option is the only option that will preserve the community and actually serve montgomery county residents. At no point during the expansion process has the state demonstrated how this expansion will actually help local residents (lack of local exits for hospitals, cost of toll, etc) and for that reason I must vehemently oppose any expansion of 495/270 at this time.

Teresa Gutierrez

As a resident of Silver Spring for over 30 years, I am greatly saddened the history of our community is now threatened. I fully oppose this project and support the NO-BUILD option to keep the integrity of our community, homes, environment and businesses which this project will destroy.

From: Stacie Gutowski [REDACTED]
Sent: Wednesday, October 21, 2020 9:59 AM
To: MLS-NEPA-P3
Subject: Protect parks from the I-495 and I-270 expansions

Dear Director of the I-495 and I-270 P3 Office Lisa B. Choplin,

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. Additionally, as someone who currently lives in a condo located right next to I-495, I can personally attest to how intruding the traffic noise is to those of us that live here. Standing out on the balcony is unpleasant due to high noise levels. I have had multiple colleagues mention during meetings that the background noise is disturbing - and this is with my windows closed. High-speed truck, air brakes, horns, and everything else associated with the highway mean I have to mute myself in meetings so as not to disturb others on the video call. White noise machines and ear plugs are necessary to get any sleep at night for the same reason. It is so bad that I plan to move when my lease ends. Please do not expose MORE people to this unnecessary noise pollution.

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. More lanes does not equate to a faster commute. The behemoth highways we have are already big enough - it's time to think outside the box and invest more in mass transit and public transportation options that will be more environmentally friendly and get more people where they need to go without individual vehicles. Trains, light-rail, and more accessible bus options are far better alternatives.

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.

Regards,
Stacie Gutowski
[REDACTED] Pooks Hill Rd
Bethesda, MD 20814

Name: Robert Hackman

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Morning

Transcription:

morning. My name is Robert Hackman, R-O-B-E-R-T H-A-C-K-M-A-N. I'm a professional engineer registered in Maryland. My address is [REDACTED] Oriole Court, Ellicott City, Maryland 21042. My testimony is as follows: the I-495 I-270 P3 program is a much needed improvement for managing current traffic congestion and future traffic growth in Maryland and has the full support of the Maryland Ready Mix Concrete Association. The Association members supply concrete, as an essential central construction product, resilient infrastructure projects across Maryland. The P3 Program is another opportunity for our members to build 'Maryland Strong'. The concrete industry as represented by Maryland Ready Mix Concrete Association is in full support of the P3 Program and its members are available as a resource for the participants, as well as MDOT SHA. Thank you.

Imran Hafiz

My name is Imran Hafiz, I reside at the community of Grosvenor Mews, at [REDACTED] King Charles Way, Bethesda, MD 20814. I have recently moved to this area just couples of years ago. I see that the community has to deal with lots of road and vehicle noise coming from I-270 on the west side, and on the other end, in the east side, there is a metro train station, Grosvenor-Strathmore, near Rockville Pike, which also makes heavy train noise. In some places in the I-270 corridor, I have seen noise barriers or walls setup, in fact there is a barrier/wall just on the opposite side of I-270, I was wondering if that kind of barrier or wall could be setup near our community to reduce the noise. If this is possible the community would be very happy. As of now the noise problem has gotten worse, more vehicle noise during the time of midnight hours from 1 am to 5 am, but it's more like 24 hours/ 7 days a week, highway I-270 is always busy. I took few days off last week and I just couldn't relax, always hearing the sound of vehicle racing down the highway, and specially the motorcycles, sports cars and heavy truck which made the loudest noise. A sound barrier would be a welcome for this community. Thank you.

From: BILL HAFKER [REDACTED]
Sent: Friday, November 6, 2020 10:11 AM
To: MLS-NEPA-P3
Subject: Comment submittal on I495 / I270 Beltway Expansion

**Comments of William R. Hafker on
I-495 & I-270 MANAGED LANES STUDY
Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation
June 2020**

I am submitting these comments as an individual private citizen concerned with what appears to be an incompletely done and flawed DEIS for this project. I spent 36 years as an environmental engineer employed by ExxonMobil, and during that time was involved in various project review and permitting actions. I have a special interest in and concern for the protection of our National Park lands as a member of the National Council of the National Parks Conservation Association. Finally, I am particularly focused on issues that impact directly on the DMV region's ability to meet its professed goals of significantly lowering its Greenhouse Gas (GHG) emissions as rapidly as possible as a member of the Fairfax County Community-wide Energy and Climate Action Plan (CECAP) Working Group representing the Sully District.

This DEIS is incomplete, and actually does not meet the requirements expected of it by the National Environmental Policy Act (NEPA). Most egregiously it does not evaluate scenarios that materially alter the environmental impact of the project. Within rounding, each of the alternatives evaluated and carried forward are environmentally equivalent in their impact. This is driven it seems by the flawed logic that one of the requirements any alternative to be progressed MUST meet is that it provides adequate profit for a private partner to undertake its construction and operation. Such a requirement can not be governing in an EIS project review. If this were possible, EVERY project would simply include in the objectives that the "Project MUST provide an adequate return on the applicants investment, and no alternatives that do not allow this will be advanced." Under such a logic no EIS need be done since it is preordained that more costly but environmentally less damaging alternatives would be determined to defeat the profitability goal.

Credible alternatives must be presented that are not simply multiple versions of essentially the same scenario; add x number of toll lanes to the existing roads. These should include scenarios that incorporate considerations that reduce the number of cars needing to use these roadways, as part of an integrated strategy of addressing multiple regional objectives, rather than simply debottlenecking traffic, though bottlenecking of traffic is still what this project will likely result in at the terminuses of the proposed expansions. Using zoning changes to alter future home/workplace locations, incenting teleworking, incorporating traffic management strategies, considering targeted bus and rail links, etc. should be fully evaluated rather than discounted as inconsistent with the need to generate a profit stream for a private project partner. In all likelihood what adding road capacity will do is draw more cars to the road resulting in more cars, re-emerging traffic problems over time, increasing tolls over time directionally making the toll lanes available only to those few who can afford them.

The assumption that the Limits of Disturbance for a project as major as this, will be limited to 300 feet to either side of the centerline of the roadway, 1 football field's length, appears even to the lay observer to be hard to imagine, even just considering how much of that 300 feet would be taken up by the roadway medians and shoulders alone. Impacts from noise, light, runoff/salt, auto emissions and road dust, etc are not spatially so limited. That 100 acres within 6 National Park units would be impacted even when just assessing the impact on this limited basis, as well as the damage to tree cover and vegetation generally, is of great concern given that the DEIS defers so much of the description to later analysis, presumably after an alternative is already chosen based on an incomplete environmental analysis. This again, defeats the intent and purpose of the EIS process.

I did not identify any section of the DEIS that addressed its likely impact on Climate Change, even though that is in many people's mind our greatest current environmental challenge, and the fact that transportation emissions are a major, and I believe the largest, source of GHG emissions in most if not all of the DMV regional jurisdictions. How can the impacts of a project that impacts one of the region's largest and busiest transportation corridors, and is likely to increase the number of vehicles on the roads, not be required to demonstrate how it will at a minimum not increase emissions, but additionally factor in how it COULD HELP REDUCE those emissions in furtherance of the GHG reductions goals of the same jurisdictions? This assessment is needed before the DEIS can be considered complete.

Submitted by
William R. Hafker
Oakton, VA
Retired ExxonMobil Environmental Global Technology Specialist
Member National Council National Parks Conservation Association
Member Fairfax County Community-wide Energy and Climate Action Plan Working Group
Volunteer Bike Patroller at C&O Canal National Historic Park
Chesapeake Bay Foundation Clean Water Captain
Certified Fairfax Master Naturalist

Sent from my iPad

Christine Hager

I strongly OPPOSE proposed I-270 managed lanes. The P3 proposal is a boondoggle that would not alleviate traffic issues but create congestion, dust and increased noise along I-270 for many years; plus it would cost billions and penalize low-income drivers for years to come. I oppose the project.

Christine Hager

I OPPOSE the I270 P3 expansion. The environmental impact evaluation indicates substantial effects on neighborhoods bordering I-270 for the foreseeable future. Sound walls will need to come down, at least for a period of time, causing increased noise, dirt, pollution and harm to the areas bordering I-270. Once construction ends in 4-7 years, the increased volume of traffic will continue to impact the areas.

I do support s NO BUILD OPTION but the P3 expansion of I-270 would be intolerable.

From: Chris H [REDACTED]
Sent: Monday, October 19, 2020 3:35 PM
To: MLS-NEPA-P3
Cc: Pete Franchot staff
Subject: OPPOSE I270 Expansion

- I OPPOSE the I270 expansion. This project has cost millions of dollars already -- funds needed for many other issues facing Maryland. I do support s NO BUILD OPTION but the P3 toll roads and expansion of I-270 would be intolerable. It is a boondoggle for contractors supporting Governor Hogan. Rush Hour traffic would NOT be helped. Drivers would just get to congestion faster -- particularly North of I370 and South at the spur.
- The environmental impact evaluation indicates substantial effects on neighborhoods bordering I-270 for the foreseeable future. Sound walls will need to come down, at least for a period of time, causing increased noise, dirt, pollution and harm to the areas bordering I-270. Once construction ends in 4-7 years, the increased volume of traffic will continue to impact the areas. The project would destroy parks, much-needed green spaces (including the Rockville senior center lands) and affect property values for many residents of Rockville, Rockshire and Gaithersburg. It would certainly increase noise and air pollution during construction and for the future.
- It would destroy forest canopy and animal habitats, causing many animals to move onto the streets and into other neighborhoods
- For what purpose -- so taxpayers and residents, including those in Frederick, could pay high tolls?? It is supposed to be paid for by private, for-profit entities but there is NO assurance of that! WSSC has predicted huge increases in water bills given that water pipes will need to be moved. And thousands of homes and businesses would be impacted.
- MD taxpayers and residents, especially those of us living in Rockville and along I-270 would be harmed financially and environmentally for at least 50 years (much longer than I'll live!).

I OPPOSE THIS PROJECT and urge MDOT to STOP construction I OPPOSE this project and SUPPORT the NO-BUILD option.

Christine J Hager

█ Azalea Drive

Rockville, MD 20850

From: Marilyn Hall [REDACTED]
Sent: Thursday, September 10, 2020 7:33 PM
To: MLS-NEPA-P3
Subject: Beltway expansion

I oppose all build options for the Beltway expansion proposal. Governor Hogan has made a huge error in promoting this project. It would seriously degrade my neighborhood and surrounding amenities, including the Northwest Branch Park, bordering my neighborhood.

Marilyn Hall

[REDACTED] Woodmoor Dr, Silver Spring, MD 20901

Joyce Hamel

I live on a beautiful glen that will be disrupted for years with noise and construction detrimental to flora, fauna and people all so that luxury lanes are built for rich people to use. It will bring the beltway closer to my home. In addition to loss of green space, the widening will create more traffic and thus more air and noise pollution that are already burdensome.

From: Laura Hammond [REDACTED]
Sent: Tuesday, October 20, 2020 8:06 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov
Subject: Re: widening of I-270

Good evening

I opposing the widening of I-270.

Establishing toll roads and widening I-270 is a short term solution, that most if can't afford and don't want to finance in any way. Expanded public transit is a long term solution, that is more cost effective in the long run and better for the environment.

Let's be smart about solving this problem now and with a look towards the future.

Thank you

Sincerely,
Laura Hammond

From: Peirce Hammond [REDACTED]
Sent: Monday, November 9, 2020 5:33 PM
To: MLS-NEPA-P3
Cc: [REDACTED]; Rick Morgan
Subject: Hogan's Beltway/ Toll lanes project

I reside in Bethesda, MD adjacent to Route 495 (The Beltway) at [REDACTED] Fleming Avenue, Bethesda MD 20814. I oppose this project because:

- It was advertised as not costing taxpayers anything but that clearly is not true. And that does not include the up to \$2 billion that WSSC ratepayers would be charged to relocate utilities.
- Traffic congestion on the free lanes must remain challenging in order to incentivize enough people to pay high tolls on the new lanes. Congestion is bad enough without requiring more!
- The Purple Line (whose completion is now delayed because the contractor walked) will reduce Beltway traffic.
- Telecommuting has the potential to significantly reduce auto commuting long-term as we have seen during the recent COVID-19 experience.
- Why are you continuing with this wasteful program even as "MDOT has proposed slashing nearly \$3B from its six-year capital budget?"

Peirce Hammond

From: Kenneth Handel [REDACTED]
Sent: Saturday, July 11, 2020 8:45 AM
To: MLS-NEPA-P3
Subject: I-270 changes

Gentlemen:

Is one option being considered the rerouting of North/South traffic to use the opposite direction's express lanes during rush hours, leaving the local lanes unchanged? So that in the am there would be 3 add'l lanes southbound and the reverse in the pm.

Thanks, Ken Handel

Ethan Handelman

I am Ethan Handelman, a resident of the Forest Estates neighborhood in Silver Spring, located near the intersection of Georgia Avenue and the I-495 Beltway. I support the no-build option and ask MDOT to reconsider this project.

First, the COVID-19 pandemic has drastically changed telework options for many workers and may impact transportation usage to come. Any project of this scale should be reevaluating now.

Second, MDOT should be investing in mass transit rather than expansion of car-based transportation in our region. Reducing pollution, energy usage, auto and pedestrian fatalities should be of primary concern.

Third, expansion of auto lanes tends to stimulate more driving, so that very quickly congestion returns to previous levels or even expands. Beltway expansion will not bring long lasting benefit.

Fourth, the cost of expansion lands on established communities, displacing homes, community facilities like the Montgomery Blair High School athletic field or the Silver Spring YMCA, and more walkable commercial development like the Four Corners neighborhood.

Please reconsider this project and focus on the no-build option.

From: Carol Hannaford [REDACTED]
Sent: Friday, August 28, 2020 8:44 AM
To: MLS-NEPA-P3
Subject: proposed widening of I-270 and I-495

I am extremely concerned about the further degradation of animal and plant habitats that will occur with this widening of these two major roadways. A study by the metropolitan-area group, Greater Greater Washington, has shown that the hoped-for lessening of traffic congestion will not occur. We should instead—as has been proposed for years—be looking toward mass transit. Paving over still more of what is left of our green space will be detrimental to the health of us all.

Thank you,

Carol Hannaford
Rockville

Name: Kris Hannah

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Evening

Transcription:

My name is Kris Hannah, K-R-I-S, H-A-N-N-A-H and I live at [REDACTED] Whipoorwill Court, Rockville, Maryland 20852. I'm right at the southeast intersection of 270 and Montross Road. In the wide strip of forest behind my house, we see foxes, deer, raccoons, coyotes and all kinds of birds of prey. There's a stream that runs through the woods and feeds into the Potomac. In the summer we can only see one tiny opening for the trees onto 270 and in winter we can see the sign for the Montrose exit. This is a healthy patch of forest. It's a tranquil buffer between this side of the neighborhood and the highway. We do not support this expansion project. Personally, it means losing nearly half the forest and our property values will drop. Almost 50 houses around the corner from us already you have the 270 found wall in their backyard. A wider road does not result in more efficient transport of people. Studies show it means more solo drivers in their cars. More congestion within a few years. We need to convert more lanes to HOV and encourage car-pooling, among other things. If you just expand the highway, forget about ever expanding bus and rail lines because there won't be any money left for that. During construction the impact on local roads in this area will be felt for years and cause cascading problems in our communities. Once built, the toll lanes will be affordable only for the richest residents of this area. This plan seriously hurts the environment and public health. Despite the global global climate crisis, the area's air pollution could potentially skyrocket, which will increase asthma, heart disease, cancer and respiratory diseases. We'll all have to pay for those things, too, eventually. Noise pollution will also plague every neighborhood up and down 270. The cost of the project will be obscene in the next few generations will pay for it. In the short term, Montgomery County and P.G. residents will eventually see their water bill triple in response to the cost of moving water and sewer pipes. I believe that following this COVID crisis, the concept of working five days a week in an office will be shattered. I think commuting rates will drop significantly for years to come if companies decide to stop paying for expensive office space for full time occupancy, instead go on more than 100 percent as we're doing now or use a hybrid model. Any road widening will be a colossal waste of resources. This expansion plan is a car centric vanity project for the governor. And this isn't the 1950s. It feels like his plans are steamrolling all reasonable options, despite how much is at stake. So I ask you, please, please listen to the voices of the people this impacts. Thank you for your time.

Eleonora Haralanova

Dear Sirs and Madams,

As a Montgomery county resident who uses I-270 and I-495 to commute to work, I think that managed lanes will not improve the congestions, but instead add to it. I use MD200 also and see that it is under used because of the cost that it adds to the commute. Many people will be unable to afford the toll and keep using the unpaid lanes just now, there will be less lanes or they will be narrower, which will contribute to collisions.

I don't like the narrow 5th lane on I-270 that was added from I-495 to I-270 exit 5 and in the opposite direction. This creates much confusion with people being in the exit only lane and how recklessly they are trying to get out of that lane.

I think that one way to eliminate part of the congestion on I-270/I-495 is building another bridge over Pottomac, somewhere at Germantown area. That will reduce all the traffic to the airport for example, and to a big part of Northern Virginia.

Thank you,
Eleonora Haralanova

Linda Harder

I am writing to express my strong opposition to the I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement. Building more highways merely encourages more traffic while hurting the environment. Linda

From: Peter Harnik [REDACTED]
Sent: Wednesday, October 21, 2020 1:07 PM
To: MLS-NEPA-P3
Subject: Public Comment on I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement

I am commenting on the above draft study. I believe this study is flawed because it does not properly take into account the induced demand that a wider Beltway will cause.

The nation needs to utilize mass transit. This is the only way we will reduce the pollution, energy use and climate change from the transportation sector.

Widening the Beltway for the benefit of single-occupant vehicles undermines mass transit, both on the Beltway itself and, through induced use, on all our roads.

The environmental impact statement needs to analyze the transportation of *people*, not of *cars*. This it fails to do. It needs to be redone.

Thank you.

--Peter Harnik

--
Peter Harnik
[REDACTED] N. 22 St.
Arlington, VA 22207
[REDACTED]
[REDACTED]

"The economy is a wholly owned subsidiary of the environment, not the other way around." - Gaylord Nelson

Alizeh Haroon

This is a horrible idea. It hasn't been proven that adding more lanes actually helps alleviate traffic congestion; the traffic just builds up further along the highway. The only impacts this plan will have are negative. Expansion will only make it louder and more polluted for residents who live close to the highway. The Wyngate neighborhood is an expensive neighborhood, and extra noise and pollutants from the highway will just drive people away. Those who choose to live there are affluent enough to take their money elsewhere, where they aren't kept up at night from extra noise and light from the highway and are able to breathe fresh air in their backyard instead of polluted air. The negatives by far outweigh the positives, which are pretty much nonexistent.

Mikail Haroon

I can give you 100 reasons why this is such a bad idea but I don't have the space and the time. Instead of widening the roads which has known to not reduce traffic, the money should be spent on trains which are a far less burden on tax payers, pollute less, less costly in the long run, and a permanent solution. I will help people own less number of cars which is the main issue here.

Besides, this money should be spent on education which will produce far better results in the form of innovation.

I oppose this project and support the no-build option.

From: B Harpster [REDACTED]
Sent: Wednesday, October 14, 2020 6:20 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov
Subject: I oppose widening 270

I am against the widening of I-270 and I-95. I sympathize with those who deal with heavy commuting traffic. The answer is not yet again widening the highways. We need realistic mass transit.

For example, trains running both directions throughout the day, from Frederick to Union Station would allow people to move along this corridor. It also would be less destructive to the environment.

What regular commuter would prefer to fight traffic when they could relax and sleep, read, work, or meditate during their commute? And, of course, as has occurred with every previous widening of these roads, the roads will again fill up if there is no alternative of mass transit. There will be a brief period where the drivers do not need to fight traffic; and then there will be a call to again widen the roads as drivers again sit in lines of unmoving cars.

Toll lanes are only popular with people who can afford to pass by the misery of traffic congestion being experienced by people of lesser wealth. They don't eliminate congestion; they move it to poorer people.

It appears from reports that there will be significant costs to Maryland taxpayers, despite the tolls. I do not want to be part of paying for this.

I did vote for Gov. Hogan, despite my opposition to the ICC. But he didn't stop with that unwise construction; now he proposes these additional environment- and neighborhood-destroying lanes.

What we need is well-planned mass transit.

Sincerely,
Anne Harpster
[REDACTED] Clifton Rd
Silver Spring MD 20904

From: [REDACTED]
Sent: Monday, October 26, 2020 9:58 AM
To: Jeffrey Folden <JFolden1@mdot.maryland.gov>
Subject: Fwd: DEIS comment letter_Harrison-Wright

Hello Mr. Folden,
While Ms. Choplin is out-of-office this week, I am also forwarding this correspondence to you.
Thank you.

Marcy Harrison

Begin forwarded message:

From: Marcy [REDACTED]
Subject: DEIS comment letter_Harrison-Wright
Date: October 26, 2020 at 9:50:11 AM EDT
To: lchoplin@sha.state.md.us
Cc: Treasurer@treasurer.state.md.us, pfranchot@comp.state.md.us, governor.mail@maryland.gov, senator@cardin.senate.gov, marc.elrich@montgomerycountymd.gov, Susan Senator <susan.lee@senate.state.md.us>, Ariana Delegate <ariana.kelly@house.state.md.us>, Marc Delegate <marc.korman@house.state.md.us>, Sara Delegate <sara.love@house.state.md.us>, councilmember.friedson@montgomerycountymd.gov, managedlanes@montgomerycountymd.gov, jamie@jamieraskin.com, Councilmember.Albornoz@montgomerycountymd.gov, Councilmember.Glass@montgomerycountymd.gov, councilmember.hucker@montgomerycountymd.gov,

Councilmember.Jawando@montgomerycountymd.gov,
councilmember.katz@montgomerycountymd.gov,
councilmember.Navarro@montgomerycountymd.gov,
councilmember.Rice@montgomerycountymd.gov,
councilmember.Riemer@montgomerycountymd.gov, MCP-Chair@mncppc-mc.org,
carol.rubin@montgomeryplanning.org, Susan Shipp [REDACTED]

Good morning,

Attached please **find our** comment letter on the **I-495/I-270 Managed Lane Study Draft Environmental Impact Statement**.

Thank you for your consideration.

Attached: Comments on Draft EIS_Harrison-Wright.docx

Sincerely,
Marcy Harrison & Frank L. Wright III
[REDACTED] Cypress Grove Lane
Cabin John, Maryland 20818

Marcy Harrison and Frank L. Wright III

██████████ Cypress Grove Lane

Cabin John, MD 20818

Home phone: ██████████

Email: ██████████

October 26, 2020

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, MD 21201

RE: I-495/I-270 Managed Lane Study Draft Environmental Impact Statement, Draft Section 4(f) Evaluation, and Draft Section 106 Assessment of Effects Report

Dear Ms. Choplin:

We are homeowners for 27 years residing on Cypress Grove Lane in Cabin John, adjacent to I-495, and want to provide comments on the Draft EIS through this letter. We have also commented as part of the Evergreen Community.

There are several issues that must be further considered and analyzed before the Project can advance. The issues regard impact in these areas: 1) property impacts to houses in our community, 2) construction, 3) noise analysis and barriers, 4) storm water management, 5) local traffic, 6) Moses Hall and Cemetery, 7) new MD-190 off-ramp, and 8) parkland and tree canopy. Comments on each of these are detailed below. In some cases these issues raise significant information requiring SHA and FHWA to issue a Supplemental Draft EIS before proceeding forward.

Also, SHA should more substantively address the long-term changes anticipated post-COVID pandemic on traffic commuting patterns and volumes that define the purpose and need for this project, as well as carefully consider the structure of the public-private partnership in light of the breakdown in the partnership that has occurred in the Purple Line construction.

1) PROPERTY IMPACTS TO HOUSES IN OUR COMMUNITY

Based on the limits of disturbance presented in Appendix D, the alternatives would have devastating property impacts to our neighbors along Cypress Grove Lane, who face the potential for partial or full takings. In the final EIS, SHA must take steps to avoid or minimize impacts to private property in our community consistent with NEPA regulations. Our community is prepared to pursue legal remedies to protect our property rights, consistent with the Uniform Act, as these property impacts are unacceptable to us and unnecessary to implement the Project.

The Cabin John community faces decreased property values from the anticipated increased noise, increased traffic, increased storm water-related erosion, new unsightly visual impact, and eroding of the natural parklands and tree canopy that define our Cabin John community as a place where people want to live and are willing to pay high property taxes for the privilege.

2) CONSTRUCTION

The documentation associated with construction is inadequate for our community to fully understand the nature of the impact we will experience as highway-adjacent residents. The Final EIS must have detailed and quantitative assessment of construction impacts and serious mitigation to address them, and input from our community regarding relevant mitigation approaches.

The replacement and reconstruction of I-495 bridges over Seven Locks Road and other local roadways could have substantial impact on our community's commutes and quality of life. We request additional information regarding the impacts that this construction would have on access to our community, which can only be reached from Seven Locks Road.

There is limited information in the Draft EIS regarding how construction materials would be stored and staged along I-495 between the C&O Canal and Seven Locks Road as well as the means and methods of constructing the new MD-190 off-ramp. A Supplemental DEIS and Final EIS needs these disclosures and a Construction Management Plan describing the nature of disruption, the duration of that disruption, and how construction impacts will be mitigated. The Cabin John community would object to any staging/storage that affects sensitive areas like parkland and Moses Hall and Gibson Grove Church historic areas, and seeks a commitment to avoid such uses in the Final EIS.

3) NOISE ANALYSIS AND BARRIERS

The construction of an appropriate noise abatement wall noise wall along I-495 between Persimmon Tree Lane and Seven Locks Road (considered feasible and reasonable in the Noise Analysis Technical Report - Appendix J) must be committed to as a mitigation in the Final EIS and Record of Decision. The P3 Concessionaire's designs must include these noise walls at no cost to our community.

As our home is adjacent to the highway, traffic noise is already a daily condition with which we live. When this section of I-495 was widened in the early 1990s, our community was promised that noise barriers could be provided to address the increased noise that would result from a large expansion in highway capacity. The fact that this promise was not kept previously makes us particularly concerned that SHA would abandon its commitment to address these issues should the project move forward.

The noise barrier design should include information about the location, height, grading, tree takings, and its acoustical effectiveness so that it can be assessed by our community. The location of the noise barriers should be adjusted and refined in the Final EIS and the final design of the selected Alternative to minimize negative property impacts to local residents as well as the historic Morningstar Tabernacle No. 88 Moses Hall and Cemetery site, and the Gibson Grove First Agape A.M.E. Zion Church property (MIHP No. M: 29-39).

Even if the project does not move forward we implore SHA and Montgomery County officials to develop a program and associated funding for “Type II” noise barriers to address the unconscionable onslaught of noise already subjected on our community.

4) STORM WATER MANAGEMENT

Our community has existing runoff and erosion issues from I-495. Several homes on Cypress Grove Lane adjacent to I-495 have submitted photos to document existing issues (see Evergreen Community comment letter, October 16). The Draft EIS does not provide sufficiently detailed information regarding the strategy to manage the existing and future storm water generated by the impervious service of the highway. According to the Natural Resources Technical Report, the Cabin John Creek watershed would see substantial impacts (Table 2.3-8). These impacts would result from additional impervious surfaces from the Alternatives (Table 2.9-60). The Final EIS must provide additional detail and strong commitments to manage and mitigate storm water impacts in Cabin John and its environs.

5) LOCAL TRAFFIC

Local traffic impacts caused by the Project are neither identified nor mitigated. The induced traffic created by the Project could cause substantial long-term harm to our community. In the Traffic Technical Report, Figure 5-73 indicates that the Clara Barton Parkway and River Rd. (MD-190) would see greater than 10% increases in delays with the Project. Despite this clear impact, this effect is not reported in the Draft EIS and is not proposed for mitigations. This failure must be addressed in a Supplemental DEIS with community impacts substantively resolved.

The analysis of arterial roads that do not intersect with I-495 is limited and inconsistent, as reported in Figure 5-73. While MD-410 is analyzed for traffic impacts, other state highways such as Wilson Rd (MD-188) and Goldsboro Rd (MD-614) are not evaluated. MacArthur Blvd. and Seven Locks Rd., both critical non-state road commuter routes, do not receive any traffic impact analysis. This is an egregious omission, as Appendix A of the Traffic Technical Report states that River Rd (MD-190), Cabin John Parkway, and Clara Barton Parkway exit ramps will see increases of up to 55% over existing volumes and up to 40% over volumes in the No-Build Alternative. No substantial modifications to the parkways are planned by SHA, Montgomery County or the National Park Service. A Supplemental DEIS is needed to model the traffic impacts on Seven Locks Rd. and MacArthur Blvd. and the Final EIS needs to include appropriate mitigation.

Future Clara Barton Parkway traffic would make use of MacArthur Blvd. at the Cabin John and Glen Echo exits, which are already at unacceptable peak-hour operating conditions today. The constrained infrastructure on MacArthur Blvd and Clara Barton Parkway, including the one-lane Union Arch Bridge and the reversible lane management at Glen Echo, results in limited ways to address the increased volumes. The Supplemental and Final EIS must include mitigations to minimize the impacts of commuter traffic spillover into our community.

6) MOSES HALL AND CEMETERY

The alternatives in the Draft EIS show the limits of disturbance and any new construction beyond the existing I-495 right-of-way would adversely impact the Moses Hall and Cemetery property (Morningstar Tabernacle No. 88 Moses Hall and Cemetery site (MIHP No. M: 35-212)), and the Gibson Grove First Agape A.M.E. Zion Church property (MIHP No. M: 29-39). These historic sites are key features of the remaining African American community in Cabin John and impacts on these valuable resources must be avoided. The current design would impact portions of Moses Hall foundation wall, a section of the access way from Seven Locks Rd, and multiple grave locations. These properties were disproportionately affected by the original I-495 construction in the 1960's. Further impacts would continue this racial injustice. This is unacceptable and the final EIS must offer mitigation that protects this property.

7) NEW MD-190 OFF-RAMP

The visual and noise impacts of the proposed new River Rd. (MD-190) off-ramp are inadequately analyzed in the Draft EIS. More detailed noise analysis and a Visual Impact Assessment should be prepared before moving forward and incorporated into a Supplemental Draft EIS for review and comment.

The MD-190 off-ramp would negatively impact sensitive wetlands and parkland, as shown in Appendix D. Section 4(f) considerations require the evaluation of approaches to avoid the use of such parkland. Because of the unacceptable visual and property impacts, the Final EIS should remove an eastbound flyover off-ramp onto MD-190 and replace it with an at-grade exit, similar to the proposed Clara Barton Parkway off-ramps.

Further, should the Project move forward as currently proposed we recommend (Draft EIS 4-35) that design mitigations be advanced in consultation with the community to lessen the visual consequences of the Project.

8) PARKLAND AND TREE CANOPY

We are concerned by the impacts to parks surrounding our community and insufficient efforts to avoid their use. Consistent with Section 4(f) of the Department of Transportation Act, use of Federal and local parkland should be avoided wherever possible. As indicated in the Environmental Resource Mapping (Appendix D), the construction of the Project would affect meaningful portions of the C&O Canal (Federal parkland). The proposed off-ramp from I-495 to MD-190 would require substantial use of Cabin John Park (regional parkland). The Draft Section 4(f) Evaluation (Appendix F) fails to document any efforts to avoid this use. Further avoidance measures must be pursued and described in the Final EIS.

The tree canopy and bucolic setting define Cabin John and substantial tree removal would alter the visual characteristic of the community. Avoidance measures must be taken to reduce the number of trees affected by the Project and should be documented in detail in the Final EIS.

Thank you for considering these comments.

Sincerely,
Marcy Harrison and Frank L. Wright III

CC: Maryland Governor Lawrence J. Hogan
Maryland Comptroller Peter V.R. Franchot
Maryland Treasurer Nancy Kopp
Montgomery County Executive Marc Elrich
Montgomery County Council members Andrew Friedson, Gabe Albornoz, Evan Glass,
Will Jawando, and Hans Riemer
Maryland State Senator Susan Lee
Maryland State Delegates Ariana Kelly, Marc Korman, and Sara Love
U.S. Senator Benjamin Cardin
U.S. Representative Jamie Raskin
Carol Rubin, Montgomery County Planning
Casey Anderson, Montgomery County Planning
Susan Shipp, Cabin John Citizens Association

Thurman Hastings

I oppose widening and support the no-build option. I am a regular commuter, but support this option for the following reasons:

- P3 tollways will likely increase, not decrease, traffic congestion on the Beltway, I-270 and surrounding roads. (Toll lanes aren't profitable without traffic jams in the "free" lanes.)
- I oppose expanding I-495 into Rock Creek, Sligo Creek, and Greenbelt parks, and other environmental resources, further stressing our parks and storm-water runoff management. South county residents need access to these environment resources, not just areas far-away in Maryland. Thus "mitigate" these losses by buying up streams in far-away parts of Maryland is NOT an acceptable solution.
- There would be health concerns within the community as a result of this expansion, such as poor air quality for children and excess noise as a result of the construction and added traffic - both directly my children at Blair High School.
- The project will negatively impact my property and community spaces such as the parks, schools, churches, recreation centers near the Four Corners area of Silver Spring.
- As a taxpayer I think the project will be a financial disaster. Despite Governor Hogan's promise taxpayers won't pay a dime, the current plan already involves a billion in state money and will likely boost water/sewer fees by as much as \$2 billion to move pipes out of the way. P3 toll lanes have a long track record of overestimating profits and having cost construction overruns in the millions to billions, requiring needing taxpayer bailouts.
- With Purple Line, also a P3, at a standstill and on the verge of collapse with hundreds of millions in cost overruns, how can you consider taking on another P3 at this time
- Finally, you haven't even tried no-build options, like incorporating a shoulder lane during rush-hour, to see if it could address traffic issues. Furthermore, traffic is manageable right now as a result of COVID pandemic and many working from home. While traffic is likely to pick up it is unclear at this time by how much, as many employers may continue expanded telework for their employees when things are normal again.

Thanks for your consideration.

Thurman Hastings

Whitney Hastings

I oppose widening and support the no-build option. I support this option for the following reasons:

- P3 tollways will likely increase, not decrease, traffic congestion on the Beltway, I-270 and surrounding roads. (Toll lanes aren't profitable without traffic jams in the "free" lanes.)
- I oppose expanding I-495 into Rock Creek, Sligo Creek, and Greenbelt parks, and other environmental resources, further stressing our parks and storm-water runoff management. South county residents need access to these environment resources, not just areas far-away in Maryland. Thus "mitigate" these losses by buying up streams in far-away parts of Maryland is NOT an acceptable solution.
- There would be health concerns within the community as a result of this expansion, such as poor air quality for children and excess noise as a result of the construction and added traffic - both directly my children at Blair High School.
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- Finally, you haven't even tried no-build options, like incorporating a shoulder lane during rush-hour, to see if it could address traffic issues. Furthermore, traffic is manageable right now as a result of COVID pandemic and many working from home. While traffic is likely to pick up it is unclear at this time by how much, as many employers may continue expanded telework for their employees when things are normal again.

Thanks for your consideration.

Whitney Hastings

From: mark1vws [REDACTED]
Sent: Sunday, October 18, 2020 12:43 PM
To: MLS-NEPA-P3; Kumar.Barve@house.state.md.us; Cheryl.Kagan@senate.state.md.us;
nancy.king@senate.state.md.us
Cc: [REDACTED]; 'Coloradolabels'
Subject: do not widen I 270 or I495

I oppose the I-495 and I-270 project.

I support the no-build option

go to California, 6 lanes 10mph
more lanes do not stop congestion
express lanes do not get used
HOV express lane SLOWER than lane two
lived through 5 years of I270 construction, nothing really has changed other than 2 extra lanes allows bypass with crashes

fix something

widen I270 from rt121 to Frederick
improve rt75 from I70 to I270

**I oppose this PORK project that no official who is involved will be using it
supporters do not use it, they just want to build it.....**

try HOV permit for drive time 6am to 9am 3pm to 6pm, everyone is a commuter, pays monthly commuter tax \$10
speed camera everyone who is not a commuter that is on the highway during those times and charge them for
creating the congestion (they don't need to be there) Keeps locals OFF the interstate who add to the congestion.

example, toll booths going through Richmond VA in the 1980s were there to keep the LOCALS off of i95, not to make
money, this made traffic flow better

think smarter not harder, don't reinvent the wheel, other cities and countries have the solution

Mark Hatgi
[REDACTED]

Steven Hausman

I am completely opposed to any attempts to widen 270. In the past whenever road widening has been done it has resulted in more traffic instead of relieving existing traffic congestion. In addition, it is likely (indeed, almost certain) that there will be a cost overrun so that Maryland taxpayers will have to pay increased taxes for a project that will not result in the intended outcome. The fact that homes and businesses will be affected in Rockville is also a major disincentive for me. Why should homes and businesses be lost simply to enhance a political agenda? Not only that but widening 270 will also result in increased noise and more air pollution from the increased numbers of vehicles that will use the roadway. Please reconsider this project and do not approve building it.

Name: Tony Hausner

Joint Public Hearing Date: 8/20/2020

Type/Session: Live / Morning

Transcription:

This is Tony Hausner (H-A-U-S-N-E-R), I live at [REDACTED] Brewster Avenue, Silver Spring, Maryland, 20901. [FACILITATOR SPEAKS] I live in the Indian Spring neighborhood, which is immediately adjacent to the Beltway, just south of it, between Colso Road and University Boulevard. We have eight hundred homes. I have lived here for 43 years and involved in a number of transportation projects over the years. I oppose the managed lane plans for I-495 and I-270. I support transit solutions to the traffic issues raised by the DEIS. Widening the Beltway will result in the following impacts to our neighborhood, impacting a number of homes that are currently right next to the Beltway. They will at least lose a significant portion of their backyards and could lose more. The park and playground in the middle of our neighborhood would be significantly reduced, as well as the county recreation center, which is in the middle of the park, which I know makes great use of. I have the following comments on transportation issues as discussed in Chapter 3.

The DEIS study does not include all the way to Frederick, which is an essential part of the plan. The DEIS mentions the Corridor Cities Transitway, the Randolph Road BRT and North Bethesda Transitway. However, the DEIS does not take into account whether or not these projects will or will not be completed. If these projects were completed, it would significantly reduce the need for widening 270 and 495. Further, neither MDOT nor other agencies have made any commitments to these projects. In addition, MDOT considers other transit options beyond these projects, including the use of transit on the American Legion Bridge, as recommended by the Planning Commissions. The Planning Commissions recommended that the State examine the use, using the ICC as an alternative to widening the Beltway. The DEIS dismisses this alternative without providing any analysis. We are very skeptical that this Study has been adequately performed. Finally, the DEIS does not take into account the impact that COVID-19 has had on traffic. There has been a significant reductions in traffic due to teleworking. Much of these changes are likely to persist after COVID-19 ends. Studies by KPMG and the Maryland Transportation Institute project a 5 to 10 percent long-term decrease in traffic due to teleworking. And this is beyond the COVID-19 period. Further, MDOT has indicated there has been a 17 percent decrease in traffic already compared to last year. Thank you.

From: Tony Hausner [REDACTED]
Sent: Saturday, August 22, 2020 5:11 PM
To: MLS-NEPA-P3
Subject: Testimony on 495/270
Attachments: Testimony on 495-270 DEIS.docx

Attached is the testimony that I presented orally on August 20.

--
Tony Hausner
Founder, Safe Silver Spring
safesilverspring.org
Past Chair,
AAll Chapter Leaders Executive Committee
aaii.com
Cell: [REDACTED]

Testimony on DEIS for 495/270 Project

Tony Hausner, Indian Spring Neighborhood

I am Tony Hausner. I live at [REDACTED] Brewster Ave, Silver Spring, MD. I live in the Indian Spring neighborhood which is immediately adjacent to the Beltway just south of it, between Colesville Road and University Blvd. We have 800 homes. We have lived here for 43 years and have been involved in a number of transportation projects over the years.

I oppose the managed lane plans for I495 and I270. I support transit solutions to the traffic issues raised by this DEIS.

Widening the beltway will result in the following impacts to our neighborhood.

- Impacting a number of homes that are currently right next to the Beltway. They will at least lose a significant portion of their backyards and could lose more.
- A park and playground in the middle of our neighborhood would be significantly reduced as well as a county recreation center which is in the middle of the park and which our neighborhood makes great use of.

I have the following comments on transportation issues as discussed in Chapter 3.

- The DEIS study does not include all the way to Frederick which is an essential part of the plan.
- The DEIS mentions the Corridor Cities transitway, the Randolph Road BRT, and the North Bethesda Transit Way. However, the DEIS does not take into account whether or not these projects will or will not be completed. If these projects were completed it would significantly reduce the need for widening 270 and 495. Further, neither MDOT nor other agencies have not made any commitment to these Projects. In addition, MDOT should consider other transit options beyond these projects, including the use of transit on the American Legion Bridge as recommended by M-NCPCC.
- The M-NCPCC recommended that the State examine using the ICC as an alternative to widening the Beltway. The DEIS dismisses this alternative without providing any analysis. We are very skeptical that this study has been adequately performed.
- The DEIS does not take into account the impact that COVID-19 has had on traffic. There have been significant reductions in traffic due to teleworking and much of these changes are likely to persist after COVID19 ends. Studies by KPMG, and the Maryland Transportation Institute project a 5-10% long term decrease in traffic due to teleworking beyond the end of Covid-19. Further, MDOT has indicated that there has been a 17% decrease in traffic compared to last year.

Thank you. <https://tinyurl.com/th495270DEISestimony>

From: Tony Hausner [REDACTED]
Sent: Thursday, November 5, 2020 6:24 PM
To: MLS-NEPA-P3
Subject: Testimony on 495/270 Managed Lane Study
Attachments: Testimony on 495-270 DEIS.docx; Final testimony for virtual hearing on Aug 18 Ole Varmer.docx

This is to inform you that we have formed the following group: Indian Spring Residents Opposed to Beltway Widening Group (ISROBWG). Our group consists of 98 residents in the Indian Spring Neighborhood which is adjacent to the 495 Beltway, between the US29 and University Blvd. Building the beltway will take away significant property from many homes, severely undermine the Indian Spring Terrace Park along with its recreation center and playground, and destroy part of the YMCA which is located within our boundaries. Further it will significantly increase traffic on roads that feed 495 such as US29 and University Blvd. In addition, the increased traffic will lead to increases in air pollution that will especially have greater impact on our neighborhood since we are right next to the beltway.

Attached are copies of the oral testimonies on the DEIS presented by two of our residents, myself and Ole Varmer, at the hearings conducted by MDOT in August.

Tony Hausner

--
Tony Hausner
Founder, Safe Silver Spring
safesilverspring.org
Past Chair,
AAll Chapter Leaders Executive Committee
aaii.com
Cell: [REDACTED]

Testimony on DEIS for 495/270 Project

Tony Hausner, Indian Spring Neighborhood

I am Tony Hausner. I live at [REDACTED] Brewster Ave, Silver Spring, MD. I live in the Indian Spring neighborhood which is immediately adjacent to the Beltway just south of it, between Colesville Road and University Blvd. We have 800 homes. We have lived here for 43 years and have been involved in a number of transportation projects over the years.

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- A park and playground in the middle of our neighborhood would be significantly reduced as well as a county recreation center which is in the middle of the park and which our neighborhood makes great use of.

I have the following comments on transportation issues as discussed in Chapter 3.

- The DEIS study does not include all the way to Frederick which is an essential part of the plan.
- The DEIS mentions the Corridor Cities transitway, the Randolph Road BRT, and the North Bethesda Transit Way. However, the DEIS does not take into account whether or not these projects will or will not be completed. If these projects were completed it would significantly reduce the need for widening 270 and 495. Further, neither MDOT nor other agencies have not made any commitment to these Projects. In addition, MDOT should consider other transit options beyond these projects, including the use of transit on the American Legion Bridge as recommended by M-NCPCC.
- The M-NCPCC recommended that the State examine using the ICC as an alternative to widening the Beltway. The DEIS dismisses this alternative without providing any analysis. We are very skeptical that this study has been adequately performed.
- The DEIS does not take into account the impact that COVID-19 has had on traffic. There have been significant reductions in traffic due to teleworking and much of these changes are likely to persist after COVID19 ends. Studies by KPMG, and the Maryland Transportation Institute project a 5-10% long term decrease in traffic due to teleworking beyond the end of Covid-19. Further, MDOT has indicated that there has been a 17% decrease in traffic compared to last year.

Thank you. <https://tinyurl.com/th495270DEISestimony>

Final 3-minute testimony for virtual hearing on Aug 18: Ole Varmer [REDACTED]
Lawndale Drive, Silver Spring, Md 20901

I live in Indian Spring Country Club Estate that I learned in reading the DEIS is eligible for listing on the National Register of Historic Places. The Beltway construction started in 1957 and it was opened for traffic on August 17, 1964. I recall my father loading up the family in our Corvair and driving the entire circumference of this grand new 6 lane highway. Of course, this was all before the enactment of the 1969 National Environmental Protection Act and the 1966 National Historic Preservation Act. Public concern about the destruction of historic properties from construction like the Beltway was a primary catalyst for the enactment of the NHPA. So, we don't have a lot of information about what history or natural environment was destroyed as the adverse effect were not considered much less given the "hard look" now required under NEPA that I fear is not taking place. I know the Indian Spring Country Club had to relocate. I also know that the last time WSSC tried to address the stormwater drainage issues it resulted in Indian Spring meandering under my house and causing flooding every time it rained. That resulted in me having to spend several thousand dollars for a drainage field under my basement.

Most important, the DEIS was compiled before the pandemic so it does not discuss the increase in teleworking, reduction in traffic and other strategies and alternatives that should be considered before exacerbating the harm to the environment already done. Finally, Please look at how Public Private Partnership for the Purple Line is blowing up in our face, and hurting students and parents going to the University of Md. At NOAA, they used PPP so that nautical charts could be printed out at local marinas. That worked until we realized that the a competition clause precluded NOAA from sharing its charts with the United Kingdom which is the world's largest provider of nautical charts resulting in foreign flag vessels plying US waters with charts that were not up to date. Please press pause and take a harder look. And to be clear, I oppose the expansion of the Beltway and support the No Build option.

From: Tony Hausner [REDACTED]
Sent: Monday, November 9, 2020 2:28 PM
To: MLS-NEPA-P3
Subject: Comments on DEIS
Attachments: Testimony on 495-270 DEIS.docx

Attached is slightly revised testimony from what I presented verbally in August.

--

Tony Hausner
Founder, Safe Silver Spring
safesilverspring.org
Past Chair,
AAIL Chapter Leaders Executive Committee
aail.com
Cell: [REDACTED]

Testimony on DEIS for 495/270 Project

Tony Hausner, Indian Spring Neighborhood

I am Tony Hausner. I live at [REDACTED] Brewster Ave, Silver Spring, MD. I live in the Indian Spring neighborhood which is immediately adjacent to the Beltway just south of it, between Colesville Road and University Blvd. We have 800 homes. We have lived here for 43 years and have been involved in a number of transportation projects over the years.

I oppose the managed lane plans for I495 and I270. I support the no build option and transit solutions to the traffic issues raised by this DEIS.

Widening the beltway will result in the following impacts to our neighborhood.

- Impacting a number of homes that are currently right next to the Beltway. They will at least lose a significant portion of their backyards and could lose more.
- A park and playground in the middle of our neighborhood would be significantly reduced as well as a county recreation center which is in the middle of the park and which our neighborhood makes great use of.

I have the following comments on transportation issues as discussed in Chapter 3.

- The DEIS study does not include all the way to Frederick which is an essential part of the plan.
- The DEIS mentions the Corridor Cities transitway, the Randolph Road BRT, and the North Bethesda Transit Way. However, the DEIS does not take into account whether or not these projects will or will not be completed. If these projects were completed it would significantly reduce the need for widening 270 and 495. Further, neither MDOT nor other agencies have not made any commitment to these Projects. In addition, MDOT should consider other transit options beyond these projects, including the use of transit on the American Legion Bridge as recommended by M-NCPCC.
- The M-NCPCC recommended that the State examine using the ICC as an alternative to widening the Beltway. The DEIS dismisses this alternative without providing any analysis. We are very skeptical that this study has been adequately performed.
- The DEIS does not take into account the impact that COVID-19 has had on traffic. There have been significant reductions in traffic due to teleworking and much of these changes are likely to persist after COVID19 ends. Studies by KPMG, and the Maryland Transportation Institute project a 5-10% long term decrease in traffic due to teleworking beyond the end of Covid-19. Further, MDOT has indicated that there has been a 17% decrease in traffic compared to last year.

Thank you. <https://tinyurl.com/th495270DEISestimony>

From: [REDACTED]
Sent: Monday, November 9, 2020 9:33 PM
To: MLS-NEPA-P3
Subject: Beltway project comments

I support the no build option for the beltway expansion plans on the eastern side of 270. In my opinion, this section is wide enough, curvy, and fast moving. It's already hard to change lanes and more lanes could make it dangerous.

Environmental issues are numerous. Taking property and building the highway closer to existing houses are not acceptable plans for residents who already live nearby and live with the noise from the existing traffic. Adding vehicles to the highway will not be a benefit to those who chose to live in these areas.

The state's record of success with a public private partnership project is an ongoing issue as long as the Purple Line remains unfinished.

Another suggestion: If even as more people work from home, there is still a mismatch between where people work and where they live, causing too much traffic, the states could try to make it easier for people to move, and live closer to their jobs. Maryland and Virginia could eliminate the county and state fees and taxes involved in selling and buying homes for people moving between these nearby areas. The money could come from NOT building the highway. A lot of gas and commuting time would be saved.

Elizabeth Hawthorne
[REDACTED] Woodman Avenue
Silver Spring MD 20902

Lisa Haynes

As a 15 year resident of Montgomery County and 25 year consistent user of I-495 and I-270, I oppose widening either road and support the no-build option. I oppose any expansion into Rock Creek, Sligo Creek, and Greenbelt Parks. I oppose any expansion that displaces people's homes, schools, and recreational spaces. The current pandemic only emphasizes how important these spaces are to all of our wellbeing. I'm concerned that any increase in traffic will cause community health concerns like aggravating those with asthma and other breathing related illnesses. I think the smart option is to look for ways to decrease the amount of cars on the road by increasing mass transit options like the Metro and BRT.

From: L. J. Haynes [REDACTED]
Sent: Sunday, November 1, 2020 9:25 PM
To: aklase@marylandtaxes.gov; MLS-NEPA-P3
Subject: Comments on the I-495 and I-270 Managed Lanes Study

Name: Lisa Haynes
Address: [REDACTED] Cherry Tree Lane
City: Silver Spring
Province: Maryland
Postal Code: 20901
Email: [REDACTED]

I-495 & I-270 Managed Lanes Study DEIS/ Draft Section 4(f) Evaluation

As a 15 year resident of Montgomery County and 25 year consistent user of I-495 and I-270, I oppose widening either road and support the no-build option. I oppose any expansion into Rock Creek, Sligo Creek, and Greenbelt Parks. I oppose any expansion that displaces people's homes, schools, and recreational spaces. The current pandemic only emphasizes how important these spaces are to all of our wellbeing. I'm concerned that any increase in traffic will cause community health concerns like aggravating those with asthma and other breathing related illnesses. I think the smart option is to look for ways to decrease the amount of cars on the road by increasing mass transit options like the Metro and BRT.

Kelly Headd

To Whom it May Concern,

I ask that the MDT take into consideration how Covid-19 may change future commuting patterns in our area. It appears that more companies will be allowing and even encouraging employees to work from home at least part of each week. Commercial real estate is already predicted to take a hard economic hit as business have more employees working remotely as opposed to in person. Before undertaking any work or signing any contracts, please survey a portion of area employers to find out if they plan to institute new policies regarding working from home.

Thank you for your time.

Respectfully,
Kelly Headd

Mary Headen

I OPPOSE THIS PROJECT AND SUPPORT THE NO-BUILD OPTION FOR THE FOLLOWING REASONS: (1)IT IMPACT AND DESTROY HOMES (I-270 IS IN MY BACK YARD); (2)IT INCREASES AIR AND WATER POLLUTION; (3) IT CAUSES YEARS OF NOISE POLLUTION DURING CONSTRUCTION; (4) TAXPAYERS WILL PAY THE BILL AND (5) IT WILL WORSEN RUSH HOUR ON I-270. IT IS IMPOSSIBLE TO BUILD ENOUGH ROAD TO EASE TRAFFIC AS LONG AS BUILDING/DEVELOPMENT CONTINUES. I STRONGLY OPPOSE THIS PROJECT.

From: 495-270-P3 <495-270-p3@mdot.maryland.gov>
Sent: Monday, October 12, 2020 4:45 PM
To:
Subject: FW: 270-495-p3

From: Rudy Hecht [REDACTED]
Sent: Sunday, October 11, 2020 8:12 AM
To: 495-270-P3 <495-270-p3@mdot.maryland.gov>
Subject: 270-495-p3

I oppose this project and support the NO BUILD option! Please stop ruining the county!

Rudolf K. Hecht



■ Blueberry Ridge Court
Potomac, MD 20854

[REDACTED]
[REDACTED]
[REDACTED]

From: Ray Heinsman [REDACTED]
Sent: Saturday, November 7, 2020 8:24 AM
To: MLS-NEPA-P3; treasurer@treasurer.state.md; akase@marylandtaxes.gov
Subject: I oppose 495/270 expansion

Peter, Nancy and Maryland DOT

I oppose the 495/270 expansion. In short, the project is absolutely crazy, short sighted, environmentally damaging to our water and air, destroyer of our park land, animals and plants, and does much to impede other options which likely would be more successful; including but not limited to increasing affordable housing density near transit options and urban centers, building new energy efficient mass transit, and improving access to telework options.

I support the no build option for a multitude of reasons. Here are just a few:

This enormous DEIS is both much too long for proper comprehension, and deficient in the information that is really important to the public who are the ones the project is ostensibly meant to serve.

This DEIS is written for the past. Covid made the DEIS irrelevant to current conditions, but the DEIS is being pushed ahead right now, in a time of unprecedented uncertainty. What, after all, is the point of a study based on traffic models that no longer apply?

We know that the people on the ground who live here will be collateral damage in what amounts to a war on our communities. We have lived here and have accommodated ourselves to existence alongside these urban highways that have cut us off from communities and services on the other side. We have lived with the noise, the vibration, storm runoff and the dirty air, for a very long time. Even so, we love our homes and our neighbors and all that a cohesive community provides to make a good life for families. This expansion will work to erode that. Those disadvantages I referred to will become unbearable for us. We will lose precious woods, playgrounds, open space, fields, recreational facilities, wildlife, and much more. The air will become dirtier and our health will become worse. There will be more flooding than ever; and that's from the time when it is finally finished. We know there will be years of construction before that which will be a nightmare for all of us. We know what the people near the Purple Line suffered during construction, and this project dwarfs that one. We know that you have not done your due diligence to tally the real costs to utilities, infrastructure and exit street traffic.

That is why we support the no build option, and ask that you face up to the need to start over. Don't continue on this path. We matter. The environment matters. Our economy matters. Stop now and don't waste any more money. Focus on finishing the Purple Line, focus on similar projects connecting the North to the South, and let go of your obsession with antique automobile solutions.

Strongly and Sincerely

--

Ray Heinsman
[REDACTED] Brisbane St
Silver Spring MD, 20902
[REDACTED]
[REDACTED]

raymond heinsman

From the environment to the P3 contracting model (see "purple line"), this project is perhaps the worst idea ever in the history of Maryland. My disappointment in Hogan and his leadership on this ensure that I will put all my efforts in working to find someone new to lead our state government in the future.

Here are the ways it adversely affects my neighborhood and my life:

1. Georgia Avenue and Colesville Road will face additional congestion from highway widening and there is no plan for what will happen to local roads when an increased volume of cars is funneled onto them.
2. Sligo Creek and Rock Creek: we do not know how increased storm-water runoff from the proposed expansion will impact local and downstream waterways. The Agencies plan to rely on water quality trading credits to meet permitting requirements instead of reducing water pollution where the project is located. The DEIS also fails to analyze how the proposed expansion would increase flood risks. The proposed expansion would destroy hundreds of acres of parkland and historic properties.
3. The DEIS fails to fully analyze the increased harmful air emissions the proposed expansion would cause. Instead, the DEIS seeks to minimize these harms by relying on unrelated increases in vehicle fuel efficiency.
4. Counter to project proponents' claims that the proposed expansion would not impact private homes, the DEIS shows that each of the build alternatives would require the government taking and relocating 25-34 homes, and would directly affect nearly 1,500 properties.
5. We live in one of the most problematic sections of the proposed project because of the limited right-of-way around the Beltway in Silver Spring. Proposals for our area include a "decked" section of the Beltway. The construction process would be a nightmare and the noise and air pollution of an expanded Beltway would continue indefinitely.

Additionally, the DEIS does not consider how COVID-19 will impact the traffic growth patterns on the Beltway and I-270. The study is premised on congestion and traffic patterns that pre-date March 2020. COVID-19 has changed how people across the country work and travel, and many have transitioned to increased and permanent telework. COVID-19 impacts should be included in traffic forecasting models used in the DEIS be allowed another review by the public.

There are a host of other environmental issues and fiscal concerns that will affect us and our broader community.

The taking of park land and private property for a highway project so real-estate developers, the P3 contracting partners, Hogan, and others supporting it for personal gain can take more country side and make more profit is absolutely deplorable.

B T Helms

Please do not add toll lanes. Believe Monorail option would be the least destructive environmentally and therefore best option for the environment.
Thank you.

Orianna Helms

The major slow down for those along 270 is caused by the local lanes. At every section where merging is required in and out of this lanes, traffic will completely stop. Instead of a fluid merging at every exit it limits the opportunities causing a pile up on the highway -3 exits worth of merging into and from one ramp into the local lanes. Within the local lanes cars are trapped causing long back ups. In addition, the local lanes trap causes back ups on local streets at the ramp entrance over a mile long in our case. The back up ends up in residential areas due to the local lanes trap. The traffic must be able to flow freely. Not trapped in hard stops.

From: Heidi Hemming [REDACTED]
Sent: Monday, November 9, 2020 9:57 PM
To: MLS-NEPA-P3
Subject: No beltway expansion!

It is hard to believe that Maryland officials continue to consider plans to widen 495 without serious vetting or community input.

Though near the beltway, my home is on a quiet street with forest paths and homes that immigrant families can afford. My neighbors and I have chosen to live here for the quality of life, not to mention its proximity to the beltway, the metro and downtown Silver Spring, and I find it distressing that these hasty plans could effectively destroy my neighborhood.

In the 18 years that I have lived here, traffic has indeed become more and more of a problem. But I don't believe beltway widening is the answer. For one, there is evidence that more lanes just equal more cars and more driving. (Which also means more car exhausts) If we are really trying for a sustainable model, "biggering" isn't going to do it for us. It's time for creative ideas.

I am also concerned about the cost (what's all this about moving thousands of dollars worth of pipes and sewer lines at taxpayer expense?) as well as the living hell that will be our corridor during construction. The problems that have arisen with the public/private partnership building the purple line is an example of why such an arrangement is a terrible idea. Montgomery County is a great place to live. Let's keep it that way and search for sustainable solutions.

Thanks for your time!
Heidi Hemming

From: Parrie Henderson-O'Keefe [REDACTED]
Sent: Tuesday, July 28, 2020 12:10 PM
To: MLS-NEPA-P3
Subject: Do NOT expand the beltway

Lisa Choplin,

In my opposition statement to the beltway expansion, I'd like to start with two words: PURPLE LINE. The Purple Line cut down thousands of old trees and removed a beloved trail. Features that the public asked for, like green spaces and cut-through tunnels, were deleted from the project. and NOW...incompetence prevails. People need to go to jail for the Purple Line. And lets not forget the Silverspring transit hub. NO ONE has faith that the beltway expansion won't be another brutal, abject FAILURE for which BILLIONS of tax dollars will have been spent and for which no one will be held accountable.

Expanding the beltway in MD will have huge negative impacts for me in Washington DC: The expansion would impact 30.7 acres of parkland in Montgomery and Prince Georges Counties, which, combined with the failure of the DEIS to provide adequate stormwater management from current and future impervious surfaces, will cause terrible, polluted flooding downstream where I live. The DEIS does NOT have a plan for avoidance, minimization, and mitigation requirements on parkland.

The DEIS completely overlooks effects to the community - a clear environmental justice violation.

Alternative modes of transportation, such as gondolas which don't require the destruction of trees, and transit alternatives, such as teleworking, were not included in the DEIS and if additional cars are coming into my city to work, you will be killing DC residents with Maryland pollution.

The Covid-19 pandemic has demonstrated that the Metro area DOES NOT need more road surfaces; we need more transit-oriented solutions like teleworking, that reduce greenhouse gas emissions, reduce sprawl, and don't add more air and water polluting cars.

Adding more air polluting cars will not solve traffic congestion but instead exacerbate our existing crises. We need to DISCOURAGE people from driving; not make it easier for them!

The expansion would impose a significant financial/tax risk/burden to people in the region. The Washington Suburban Sanitary Commission (WSSC) earlier this year said that it would take approximately \$2 billion to move all of Montgomery and Prince George's water and sewers systems due to the highway expansion. Think of all the things that money could be used for: funding mental health interventions for people in crises; police de-escalation training; the maintenance backlog on our parks and waterways; bailing out Maryland's unemployment situation and bankrupt hospitals; repairing deteriorated existing bridges and road surfaces.

I haven't spoken to ONE SINGLE PERSON in Maryland that supports this expansion. Listen to your population. LISTEN TO ME!

Parrie Henderson-O'Keefe

[REDACTED]

[REDACTED] Kenyon St NW

Washington, District of Columbia 20010-2616

From: Susan Henry [REDACTED]
Sent: Friday, October 23, 2020 1:14 PM
To: MLS-NEPA-P3
Subject: widening 495 and 270

I strongly oppose the widening of these two highways near Bethesda. Although I do not live near that area I am familiar with it. Because of the trees in that area it does not have the usual dismal look of endless concrete. As alternatives to automobiles are being encouraged in Maryland and Virginia, it makes no sense to waste millions of dollars and destroy the environment. Keep to the plan of encouraging the use of trains. Don't undermine your own best ideas for a greener future.

Susan Henry
Rockville

From: Jerome Herbers [REDACTED]
Sent: Thursday, October 22, 2020 4:26 PM
To: MLS-NEPA-P3
Subject: I-495/I-270 expansion NO-BUILD

I oppose this project and support the NO-BUILD option.
The Draft Environmental Impact Statement is deficient. This project will have a negative impact on our communities, the environment, and taxpayers.
Jerome Herbers
Silver Spring, MD

From: Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>
Sent: Wednesday, September 2, 2020 3:31 PM
To: Brittany Rolf
Subject: Fw: Noise Wall Dimensions

Follow Up Flag: Follow up
Flag Status: Flagged

Brittany,

Please tag. I've been having phone calls with Ms. Herman and this was in response to one of her verbal inquiries. The other response was put in an email that I copied you on.

Thanks!
Caryn



**STATE HIGHWAY
ADMINISTRATION**

I-495 & I-270 P3 Office
601 N. Calvert St.
Baltimore MD 21202
Mailing Address
707 North Calvert Street, P-601
Baltimore MD 21202

Caryn J. G. Brookman
Environmental Program Manager
I-495 & I-270 P3 Office
Email – cbrookman@mdot.maryland.gov
Office - 410.637.3335
www.roads.maryland.gov
www.495-270-P3.com



From: Catherine Robbins (Consultant) <CRobbins.consultant@mdot.maryland.gov>
Sent: Wednesday, September 2, 2020 3:10 PM
To: [REDACTED]
Cc: Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>
Subject: Noise Wall Dimensions

Hi Ms. Herman,

I hope you are doing well. Caryn asked me to provide you with the dimensions of the existing noise wall behind your home. It is 2,390 feet long and 21 feet tall, and was built in 1989. The proposed wall is 2,379 feet long and 24 feet tall. Keep in mind that the dimensions of the proposed wall are very preliminary and will be refined during final design. For this phase, we look at a "rough sketch" of what could be constructed. Once we have more detailed information on the roadway geometry and stormwater design, we can refine the noise wall design. This means that the height may change, if we find that slightly taller or shorter panels would be most effective.

I hope this helps answer your questions. Please let me know if there is any additional information that I can provide!
Catherine Robbins



Mailing Address

707 North Calvert Street
C-301
Baltimore, MD 21202

Catherine Robbins

Consultant Team Leader

Noise Abatement Design and Analysis Team

Office of Planning and Preliminary Engineering

Environmental Planning Division

Email: crobbins@mdot.maryland.gov

Office: 410.545.8565

1-800-548-5026(toll free)

Fax: 410-209-5004

www.roads.maryland.gov

From: Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>
Sent: Monday, August 31, 2020 12:43 PM
To: [REDACTED]
Cc: Brittany Rolf; Stacy Talmadge (Consultant)
Subject: I-495 & I-270 Managed Lanes Study DEIS

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon Ms. Herman,

It was a pleasure speaking with you this morning. Below are direct links to the Draft Environmental Impact Statement (DEIS) and associated Technical Reports. I've tried to narrow down areas that discuss impacts to your neighborhood but this is not an all inclusive list of page numbers. I encourage you to read through the DEIS as it summarizes the purpose and need, alternatives development, traffic analysis and environmental consequences of the alternatives retained for detailed study.

P3 Program webpage: <https://495-270-p3.com/>

Full DEIS: <https://495-270-p3.com/deis/>

DEIS- Chapter 4- Affected Environment/Environmental Consequences: https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_Ch4_Environmental.pdf

Please see Section 4.9 starting on page 4-63 for the summary of noise analysis

Appendix D- Environmental Resource Mapping: https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppD_EnvMapping_web.pdf (The mapping is by Alternative)

Please see Map 9 (Bellevue Drive for Alternative 5); Map 64 (Bellevue Drive for Alts 8, 9, 10, 13B and 13C) and Map 131 (Bellevue Drive for Alt 9 Modified)

Appendix J- Noise Analysis Report: https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppJ_Noise_web.pdf

Please see Table ES-1 starting on page ES.5; Your community is within **Area 7** and the Noise Sensitive Area (NSA) within which your house is located is **NSA 2-07**

Information on your communities NSA (2-07) is located starting on page 95. See table 4-49 on page 97 for the 2040 noise levels and anticipated benefit from the reconstructed barrier for each alternative.

Thank you for your continued participation and we look forward to receiving your comments.

Caryn



**STATE HIGHWAY
ADMINISTRATION**

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Name: Linda Herman

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Evening

Transcription:

My name is Linda Herman, H-E-R-M-A-N. I live at [REDACTED] Bellevue Drive in Bethesda, Maryland. Most residents in our neighborhood, which is Locust Hill Estate, have owned our home for 20 plus years and purchased the home based on the location and surroundings at the time of purchase. To find out now after living in our homes for 20, 30 or 40 years and paying taxes and upgrading our properties, that part of our property is being taken. Our health is being compromised, both air quality as well as noise level. Our yards are being turned into freeways is beyond comprehension, to say the least. We find studies that were completed well before the COVID-19 virus and prior to most businesses, including Montgomery County government, which have 10,000 employees and it's one of the largest employers in the country telling everyone to telework work from home now and in the future. This single event has changed the lives of so many people. The federal government has reported numerous times in their studies that come consolidation of their office presence in and around Washington, D.C. and the state of Maryland and Virginia. As more and more individuals are working remotely from home, companies in Bethesda and other local jurisdictions are using hoteling, the practice of providing only shared office space to their employees as needed to reduce the office footprint. Again, these known facts do not appear to have been studied as part of the widening 495 project. I don't see anywhere in the report that reflects the state considered the impact of these events on their proposal to widen the Beltway. In addition, the COVID-19 virus has resulted in the state revenue being severely impacted, which has been, has this been factored into the study? How can the state support such a project and still pay for school, retirement and health insurance liability for the thousands of retirees? Where has this been factored into the study? The state reports reflected the environ- environmental impacts of widening the beltway results in park funding taken, air quality being reduced and the noise level increased. All for what purpose? Also, that people who are not impacted by these events can save 30 minutes on their daily commute. Is that the value the state places on property owners lives and the benefits our park system provides? The state needs to ask themselves who is going to help and where possible 30 minute change per day commuting time really helped anyone's life versus the lives that it is hurting. I am the Locust Hill resident cannot support the project because of the potential instability of the Public Private Partnership P3 funding mechanism, which has become very evident with the problems with the Purple Line, noted weekly on the news and in the press. These are substantiated facts that the state before any decision is made about the expansion of the Beltway. Thank you for the opportunity to provide comment.

1 nearly \$90 million to terminate their lease on 490,000 square
2 feet of office space. The art of the possible with respect to
3 how and where we work and, by extension, how we get there is
4 shifting.

5 So, why is it we are looking at 20th Century solutions to
6 21st Century and beyond issues. We should be showing our
7 ability to lead, innovate and collaborate not just within our
8 state but with experts, innovators from around the country and
9 our global community. We are better than this and we can
10 do better than this. We shouldn't just be Maryland strong, we
11 should be Maryland smart. Thank you.

12 MR. BING: Thank you very much for your comments. We're
13 going to go to our next person which is Linda Herman. Linda,
14 hold on for one second. We're going to clean that area, get a
15 new cover for the microphone and then we'll have you go on up.
16 And you can lower your mask to make your comments.

17 Again, if you could state your name, spell your name and
18 provide your address, and then you'll have three minutes.

19 MS. HERMAN: My name is Linda Herman. H-E-R-M-A-N, [REDACTED]
20 Bellevue Drive, Bethesda, Maryland.

21 Most residents in our neighborhood have owned our homes

1 for 20 plus years and purchased the homes based on the location
2 and surroundings at the time of purchase. To find out now after
3 living in our homes 20, 30 or 40 years, and paying taxes and
4 upgrading our properties, that part of our property is being
5 taken, our health is being compromised, both air quality as well
6 as noise, and our yards are being turned into freeways, is
7 beyond comprehension to say the least.

8 To respond to these studies that were completed well
9 before the COVID-19 virus and prior to most businesses,
10 including Montgomery County government, which has 10,000
11 employees and is one of the largest employers in the county,
12 realizing that teleworking by their employees at home was not
13 only feasible, but resulted in substantial cost savings to the
14 employer as well as the employee.

15 The single event has changed the lives of so many people.
16 Since the virus began, studies have shown that companies are not
17 renewing leases for office space, retail establishments have
18 filed for bankruptcy and are closing their stores, and
19 20-somethings that are renting apartments are now moving back
20 home in with their parents to work from home.

21 None of these known facts are documented by the studies

1 conducted by the State to expand the Beltway. They should be
2 ashamed of themselves. The federal government has reported
3 numerous times in their studies that the consolidation of their
4 office presence in and around Washington D.C., Maryland and
5 Virginia, has removed more individuals to working remotely from
6 home.

7 Companies in Bethesda and other local jurisdictions are
8 using hoteling, the practice of providing only shared office
9 space to their employees as needed and allowing them the
10 opportunity to work from home.

11 Again, these known facts do not appear to have been
12 studied as part of the widening of the 495 project.

13 In addition, the COVID-19 virus has resulted in the state
14 revenues being severely impacted. Where has this been factored
15 into the study? How can the State support such a project and
16 still pay for schools, retirement and health insurance
17 liabilities for thousands of retirees? Where has this been
18 factored into the studies?

19 The State's reports reflect the environmental impact of
20 widening the Beltway results in parkland being taken, air
21 quality being reduced, and noise level increased all for what

1 purpose? All so that people are not impacted by these events
2 can save 30 minutes a day in their daily commute. You're going
3 to do that to homeowners. Is that the value the State places on
4 property owners' lives and the benefits of our park system
5 providing?

6 The State needs to ask themselves who it is they're trying
7 to help and whether a possible 30-minute change per day in
8 commuting time really helps anyone's life versus the lives that
9 it is hurting. The State was unable to confirm what the
10 current noise level is in my backyard. How can they state that
11 the new wall with an additional two to four lanes of traffic
12 will result in lower level of noise? The State study appears to
13 imply the new walls being built will stop the noise level.
14 However, my property has the highest noise level in the entire
15 area being studied.

16 Thank you for the opportunity to provide comments on this
17 matter.

18 MR. BING: Why don't you stay up there for a second,
19 Linda. Our next person is Lydia Thorndyke. But Lydia has
20 provided a Power of Attorney to Linda Herman to make comments
21 for her. Linda, if you could spell your name and then spell

Monica Herman

As a resident of the Old Farm neighborhood, I strongly oppose the I-495 and I-270 project. I support the no-build option.

Edwin Hernandez

I oppose this project and support the NO BUILD option

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) TO ADD PRIVATE FOR-PROFIT TOLL LANES TO I-495/I-270.

OCT. 21, 2020

WINIFRED E. HERRMANN [REDACTED] NEW MARK ESPLANADE
ROCKVILLE, MD 20850-2736

I OPPOSE THE ADDITION OF LUXURY LANES AND THE TAKING OF MORE LAND AND HOMES ALONG THE ROCKVILLE CORRIDOR OF I-270 AND NORTH TO 370 AND BEYOND. I SUPPORT THE NO-BUILD OPTION

I LIVE NEAR THE FALLS RD EXIT AT I-270. THERE WAS NO EXIT AT THAT PLACE ON I-270 WHEN I MOVED TO ROCKVILLE IN 1969. A DRIVE NORTH TO FREDERICK ON RT. 270 INCLUDED VIEWS OF FIELDS OF FARMLAND, WOODS, AND FAMILY HOMES WITH ACREAGE. A DRIVE SOUTH ON 270 TOWARDS THE AMERICAN LEGION BRIDGE WAS NOT SO BAD IF YOU STARTED EARLY.

AS MORE AND MORE LAND WAS DEVELOPED ALONG 270, THE EARLY DRIVE TO WORK BECAME LONGER AND THEN CONSTRUCTION TO WIDEN 270 AND TO WIDEN THE BELTWAY MADE THE DRIVE EVEN LONGER.

HOMES WERE DESTROYED THAT WERE IN THE PATH OF THE WIDER 270 NEAR THE NEW FALLS RD. EXIT AND RT. 28, AND SOUND BARRIER WALLS WERE ADDED TO SILENCE TRAFFIC NOISE TO THE HOMES CLOSEST TO THE WIDER 270 HIGHWAY.

SOUND TRAVELS UP AND OVER THE WALL AND DROPS DOWN FURTHER FROM THE HIGHWAY. WE HEAR THE HIGHWAY TRAFFIC WHEN OUR INSULATED WINDOWS ARE CLOSED AND TREES HAVE LOST LEAVES IN COOLER WEATHER.

THE PANDEMIC HAS SHOWN THAT MANY PEOPLE HAVE STOPPED DRIVING TO WORK; HAVE REALIZED THEY CAN WORK FROM HOME. SOME AGENCIES HAVE GOALS TO TRAIN THE STAFF TO WORK INDEPENDENTLY OF THE OFFICE AND THOSE PEOPLE HAVE MOVED OUT OF THIS AREA TO OTHER STATES. (U.S. PATENT & TRADEMARK OFFICE IS AN EXAMPLE)

THE BUILDING OF LUXURY LANES ONLY WASTE MONEY, ADDS MORE TIME DURING CONSTRUCTION, AND LEADS TO MORE CARS FILLING THE NEW LANES. CARS HEADED NORTH TO FREDERICK WILL STILL BE FUNNELED INTO A NARROWED HIGHWAY.

WHY NOT BUILD PARKING TOWERS (BUILDINGS FOR SELF-PARKING OF CARS THAT HOUSE DRIVERS THAT WILL TRAVEL VIA ELECTRIC SHUTTLE BUSES OR VANS TO A DROP-OFF POINT) THE PARKING TOWERS CAN BE LOCATED NEAR MAIN HIGHWAYS OR NOT. THE PURPOSE IS TO PROVIDE A PLACE TO LEAVE THE CARS SO THEY WON'T BE ON THE HIGHWAY. IF CONSTRUCTION WORKERS DON'T NEED THEIR VEHICLES AT CONSTRUCTION SITES - A PASSENGER VEHICLE FROM A CONSTRUCTION COMPANY CAN GATHER THEIR EMPLOYEES AND TRANSPORT THEM TO WORK. TRY IT!



Ms. Winifred E. Herrmann
 New Mark Esplanade
 Rockville, MD 20850-2736

CAPITAL DISTRICT

22 OCT 2020 PM



LISA B. CHOPLIN, DBIA
 DIRECTOR, I-495 & I-270 P3 OFFICE
 M.DOT STATE HIGHWAY ADMINISTRATION
 707 NORTH CALVERT STREET,
 MAIL STOP P-601
 BALTIMORE, MD 21202

21202-366833



Laurie Herscher

I believe that this is not favorable because the part of Rock Creek that would be expanded into is very narrow and this expansion will be very destructive to the animals and ecosystem. Additionally, traffic is significantly decreased since more people are teleworking and that will remain after the pandemic.

From: Martha Jacoby Hersman [REDACTED]
Sent: Monday, November 9, 2020 4:26 PM
To: MLS-NEPA-P3
Subject: Beltway (495) expansion

My name is Martha Hersman and I live at [REDACTED] Brookville Road in Silver Spring, Maryland. I support the 'No Build' option to widening 495 and toll road lanes on 270.

I have been living with road construction from WSSC, PEPCO's Sligo to Linden project, and the SHA realignment of the intersection at Brookville Rd, Linden Lane, Second Avenue and Seminary Road. This construction has been going on for almost 2 years and affects me daily in terms of congestion in front of my driveway, truck and large vehicle traffic, NOISE, access to my mailbox and front door for USPS and other deliveries. The projects are nearing completion and I have been able to tolerate all the disruption, dust, and noise because I see that the larger community will realize a benefit from them. **No such benefit will arise from the expansion proposal.** And my home is close to the Limit of Disturbance. The portion of the Beltway that would be expanded affects my daily driving as well. Enough!

MDOT SHA must evaluate additional alternatives for detailed study including public transit, Transportation Demand Management telecommuting, that weren't considered in depth. A recent study by the Maryland Transportation Institute at the University of Maryland found that only a 5-15% reduction in cars on the road during rush hour would virtually end congestion, making any expansion pointless (Maryland Matters).

If nothing else, we should fully examine and study whether this project will even be viable if even a small percentage of people switch to telework. And this doesn't even count the permanent changes that will occur since the pandemic of COVID-19 will affect commuting congestion.

And I don't think the Purple Line impact on reducing traffic congestion has been studied adequately. And now there are financial problems with completing the Purple Line. Maryland, we need to do better!

NO BUILD NO BUILD NO BUILD!

Martha J Hersman

From: Mary Anne Hess [REDACTED] Sent You a Personal Message
Sent: Monday, August 17, 2020 1:02 PM
To: MLS-NEPA-P3
Subject: Draft EIS on the I-495 and I-270 plan

Dear Lisa Choplin,

In light of decreased traffic and the change in work patterns, this entire study needs to be on the chopping block. This plan will destroy homes, green space and the YMCA in our neighborhood. Instead of trees I will be faced with a wall at the end of my block. And for what purpose??

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.

The DEIS does not properly analyze many impacts from the project such as:

-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.

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.

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.

Sincerely,

Mary Anne Hess
[REDACTED] Flower Ave.
Silver Spring, MD 20901
[REDACTED]
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [REDACTED] or [REDACTED].

William Hettchen

Four basic comments:

1. P3 overrun considerations. I don't see any sensitivity analysis for the P3 cost sharing agreement. From the recent disaster with the Purple Line, it is clear that a poorly constructed P3 agreement can doom a project. While the DEIS cannot direct the agreement, it should address cost sensitivity. An alternative that has higher cost/schedule risk (higher amounts of land acquisition/potential environmental mitigation costs) should be considered less favorably than one with more certainty. Risk should include the unknowns of the route, such as temporary construction access points, areas without sufficient environmental study, noise mitigation that may or may not be required. This can be accomplished with a sensitivity analysis of each alternative as an additional row on table ES-2. As it is, a reader could conclude that the upper figure in the cost range is the maximum expected price, whereas there have been many projects that have exceeded the cost by multiples due to unknowns.

2. I-270 should be separate. I do not follow the logic of including I-270 as part of this project. The I-270 study to Frederick should be determining the upgrade of this road. Upgrading the portion from MD-200 to the beltway will not significantly change travel times during peak travel periods. Reducing demand by mass transit seems to be the only logical solution. Including this segment forces the follow-on I-270 solution to be road based. This was repeatedly brought out by others in the preliminary stage and is a fatal flaw in this DEIS.

3. I495 east of 95 should be considered separately from the west side of the beltway. I don't see how a project of this magnitude can be afforded by the state of Maryland without jeopardizing our bond rating. As such, splitting the project into affordable segments seems to be the only viable solution. The East side and West side portions should be considered separately for cost-benefit and the best portion should be addressed first. The I-270 to Frederick should also be evaluated, so that the 3 projects are performed in the order with most beneficial first.

Finally, now that the pandemic has revised work patterns, I have to question the traffic growth studies. I suspect we will find that truck traffic has increased but that automobile traffic has declined. I think it is too early to see whether this will last, but there are lots of reasons to think so. I recommend a re-evaluation of traffic projections based on more current information.

From: Marianne Hilgert [REDACTED]
Sent: Monday, November 9, 2020 7:51 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Support the no build option

Ms Choplin-

We have been residents of Silver Spring, MD for the last 13 years. We oppose this project and support the NO-BUILD option. We urge you to seek alternative forms which would NOT add lanes to both highways.

We live right inside the beltway and would be impacted by the proposed expansion project. Personally, our teenager is asthmatic and has been since she was two. Increased vehicles emissions would exacerbate her asthma. Our community would also be affected as we would lose parks and homes. Essentially, we would lose our neighbors.

As Latino immigrants, we are particularly concerned that the proposed project will “disproportionately impact local communities, particularly low income communities and communities of color” (Analysis by Kyle Hart of the National Parks Conservation Association, 2020).

Science has shown us that climate change is real. Adding more cars will only increase carbon monoxide and other greenhouse gas emissions in our atmosphere. We need to reduce emissions—not increase them.

Please support the NO-BUILD option.

Marianne Hilgert

Jairo Delgado

[REDACTED] Lanier Drive

Silver Spring, MD 20910

Craig Hillman

As a homeowner and business owner in the DC suburbs (Montgomery County homeowner and PG County business owner), I am directly affected by the traffic on the beltway. However, as repeatedly demonstrated by city after city and codified in stone in urban planning, adding more lanes or more highways have NEVER solved traffic issues. The traffic in NY is no better or worse than the traffic in LA, even though one likely has double the highways as the other.

We need to spend our political capital on increasing the number of jobs in Maryland, specifically Montgomery/PG/Howard counties, to prevent the ridiculous migration every morning over the bridge into Virginia. This is the fundamental driver for traffic and, while much harder to solve, is where billions of dollars should be spent. Imagine if we took the billions of dollars that will be spent on adding lanes and used this to tempt companies in Virginia and DC to open offices closer to their Maryland workers. Imagine Tax breaks or even direct payments. Either one will be far better for our state in the long run.

From: Craig Hillman [REDACTED]
Sent: Saturday, November 7, 2020 6:05 PM
To: MLS-NEPA-P3
Subject: I-495 Expansion

To whom it may concern,

I am against the I-495 expansion for the following reasons

- COVID will change commuting patterns for many years. As an example, my company (DfR Solutions) was based in Beltsville and had 15% of the staff commuting from Virginia. All of them are now working from home and have also made clear to their supervisors they have no plans to return to 5 day/week onsite.
- All private/public partnerships that have relied on future tolling revenue have had to increase tolling beyond expectations
- If we are building to accommodate 30 years out, we need to consider that various levels of autonomous driving will allow for much higher densities of car traffic than is currently possible with human control
- The State of Maryland is, currently, failing at the current public-private partnership (Purple Line). I would prefer that the state demonstrate that they can fix that snafu before they attempt to start a similar partnership

Best Regards
Craig

Craig Hillman
DfR Services

William Hilton

Either the mono rail system or another another lane on both sides.

From: Anne Himmelfarb [REDACTED]
Sent: Saturday, July 11, 2020 12:34 PM
To: 495-270-P3
Subject: Please learn from the Purple Line problems!

How can Maryland consider such an enormous and disruptive project (toll lanes on the Beltway and 270) while the Purple Line flounders and racks up huge cost overruns? Why should this project be any different?

The claim that the public won't pay for PPP costs is wrong--we pay in the private partner's lack of accountability. That is one big lesson the Purple Line.

Maybe Gov. Hogan should wait until the pandemic has abated to see how many people are going back to work. If businesses and government offices allow employees to work from home, we can speed up traffic without building new lanes at enormous expense.

Sincerely,

Anne Himmelfarb
Rosemary Hills neighborhood of Silver Spring

From: [Anita Hines](#)
To: [Dinne, John J CIV USARMY CENAB \(USA\)](#)
Subject: [Non-DoD Source] I strongly oppose the I-495 and I-270 project
Date: Thursday, October 29, 2020 5:01:45 PM

John Dinne,

I oppose the I-495 and I-270 project. I support the no-build option.

I live in Maryland in the area that would be affected by the 495 and 270 widening and toll lanes.

Given the impending crisis Of climate change, the addition of more road capacity should not be the preferred solution to transportation congestion.

We already suffer from excessive noise and pollution from 270; adding lanes would make it worse.

Charging tolls would disproportionately affect working people who must commute. I believe that the cost of public infrastructure should be shared, and I would prefer to see my tax dollars spent on public transportation.

The injection of a public-private partnership into such a project makes me concerned that the profit motive drives the choice of adding more road capacity as opposed to other options.

The Purple Line fiasco is a reflection of how the public good and the profit motive sometimes conflict.

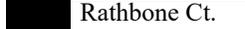
I hope the state will reconsider and reject this project.

Anita Hines, Germantown

(USACE Application Number: NAB-2018-02152)

(MDE Tracking Numbers: 20-NT-0114 / 202060649)

Anita Hines

Rathbone Ct.

Germantown, Maryland 20874

<Blockedhttps://u1584542.ct.sendgrid.net/ss/o/sKx 9Tusut-
g iwfMaIEa /36f/r25lb fT aCqHP0ghrCpg/ho.gif>

Anastasia Hinton

I oppose this project and support the no build option.

Jared Hite

Hello, my name is Jared Hite. I am a resident of the Forest Estates neighborhood of Silver Spring, just north of the Beltway. I do not support expanding I-495 east of I-270. In addition to the substantial external impact the proposed expansion would have to residential properties, park lands, public schools, and commercial districts (such as the neighborhoods surrounding Four Corners), the research evidence does not support that widening I-495 would improve local transportation or address local citizens' needs. Most transportation policy research suggests that highway widening at best produces no change in traffic suggestions, and at worst attracts additional drivers resulting in increased congestion. In 2018, WTOP reported that commutes in Northern Virginia actually got longer after luxury lanes were opened. Additionally, the U.S. Department of Transportation reports that Luxury Lanes do not save taxpayers money, instead relying on taxpayers to cover private business risks. In other places that luxury lanes have been implemented, they have impose heavy tolls, which prevent or penalize people from using the lanes during rush hour when they are needed most.

We do not want I-495 to be widened to include new luxury lanes.

We do not want to see our community's homes, parks, and environment disrupted for an ineffective, costly, and wasteful attempt to address public transportation needs that would be better addressed by investing in public transit options such as buses and subways.

As residents of Maryland and of Montgomery County, we urge MDOT to do the right thing and listen to public sentiment, rather than to continue to push forward an unpopular and ineffective proposal.

Thank you.
Jared Hite

From: Kevin Hluch [REDACTED]
Sent: Tuesday, August 18, 2020 10:49 AM
To: 495-270-P3
Subject: Re: I-495 & I-270 P3 Program Newsletter

BUILD THE MONORAIL DOWN I_270.....Hogan's proposal is ignorant, will not solve the congestion problem, is NOT environmentally friendly and only lines the pockets of Hogan's friends.

STOP IT NOW!

Kevin Hluch
Frederick, MD

On Aug 18, 2020, at 8:00 AM, MDOT SHA P3 Program Updates <495-270-p3@mdot.maryland.gov> wrote:



Program Updates Summer 2020

Greetings,

In an ongoing effort to keep you informed of the latest and most accurate information about the I-495 & I-270 Public-Private Partnership (P3) Program, I am pleased to share with you the [Summer 2020 Newsletter](#).

The I-495 & I-270 Managed Lanes Study has entered an important phase for public input. We encourage your involvement in this process by reviewing the [Draft Environmental Impact Study \(DEIS\)](#) and by participation in one of the [virtual or in-person public hearings](#). Further details are included in the attached newsletter.

We understand how COVID-19 is impacting all Marylanders today – in how we work, in how we spend our free time, and in how we travel. While MDOT's number one priority is the health and safety of Marylanders, we continue with our efforts to ensure transportation improvements are being developed to meet our State's needs not only for today but for the next 20-plus years. We will continue to work collaboratively with all our stakeholders in the development of the I-495 & I-270 P3 Program.

We will continue to keep you updated on P3 developments and welcome your feedback. Please visit 495-270-P3.com for the latest information.

Sincerely,

Lisa B. Choplin, DBIA
Director, I-495 & I-270 P3 Office

MDOT SHA P3 Program | 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202

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Sent by 495-270-p3@mdot.maryland.gov powered by



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kevin hluch

This proposal to add toll lanes to I-270 and I-495 is a complete, unmitigated, multi-billion dollar disaster in the making. It is harmful to the environment. It is a high risk PPP enterprise as indicated by the problems with Purple Line, is too expensive, it gives away a PUBLIC thoroughfare to PRIVATE interests, it punishes those who are not wealthy, will not solve the traffic jams which always occur due to density, and it will be a continued fiasco because of the accidents that routinely and unavoidable snarl traffic for hours and hours and hours.

BUILD THE MONORAIL AND DITCH THIS HORRIBLE PLAN.

From: Ann Hobbs [REDACTED] Sent You a Personal Message
[REDACTED]
Sent: Monday, August 17, 2020 7:30 AM
To: MLS-NEPA-P3
Subject: I have concerns about the Draft EIS on the I-495 and I-270 plan

Dear Lisa Choplin,

I live less than a mile from the beltway. Traffic is already overwhelming, though currently reduced due to Covid. Studies strongly demonstrate that "if you build it they will come", and that soon the new lanes will be just as congested. Sligo Creek Park, which thousands use for outdoor time and recreation, will be heavily impacted by the proposed construction. My YMCA will likely be demolished. Plus, we are told that required work on water and sewer services will result in huge charges to be paid by the citizens, one way or another. It is not worth it.

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.

The DEIS does not properly analyze many impacts from the project such as:

-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.

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.

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.

Sincerely,

Ann Hobbs
[REDACTED] Bradford Rd
Silver Spring, MD 20901
[REDACTED]
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [REDACTED] or [REDACTED].

1 the hearing room and signed up to provide public
2 testimony. At this time I'm going to call up the
3 President of the Regional Policy Advisors, Gary
4 Hodge, to provide testimony.

5 Gary, come on up and as you're coming up,
6 just a couple of quick reminders. You will have
7 three minutes. There is a clock in front of you
8 that will start to count down. Please state your
9 name, spell your name, and provide your address.
10 And just one final reminder. The panelists are
11 obviously here to hear what you have to say but
12 they will not respond to any questions. Okay.

13 MR. HODGE: My name is Gary Hodge. I'm
14 a former Charles County Commissioner and Executive
15 Director of the Tri-County Council for Southern
16 Maryland and Chairman of that body.

17 I've been engaged in state and regional
18 Transportation planning and advocacy for 50 years.

19 MR. BING: If you could just spell your
20 name and then state your address.

21 MR. HODGE: Gary Hodge, G-A-R-Y.

1 H-O-D-G-E. P.O. Box [REDACTED], White Plains, Maryland.

2 Today I'm speaking as a citizen of Maryland.

3 I oppose the 495-270 Managed Lanes P. 3
4 and I support the No Build option.

5 On June 5th 2019 I gave testimony on this
6 Project to the Board of Public Works. I said then
7 that there were three questions that needed to be
8 answered before proceeding with the proposed
9 project.

10 First, will it work? Second, is it worth
11 the risk? And third, is it the best we can do.

12 The governor said those were good
13 questions. Fourteen (14) months ago, the answer
14 to all three questions was no. It still is no.
15 The EIS hasn't changed that. It's confirmed.
16 This Project can result in more traffic
17 congestion, not less, defeating the stated purpose
18 and need, and in spite of assurances, the P.3 will
19 probably need to be subsidized by the state's
20 taxpayers.

21 Puzzling, since transit alternatives were

1 discarded because the state has no money. Even if
2 one accepts the optimistic cost estimates of 9 and
3 a half billion dollars, the few minutes saved in
4 commute times are hardly worth the costs. In the
5 cruel ordeal that lies ahead, years of
6 construction-related delays and traffic snarls,
7 entrance and exit ramps, interchanges, bridges,
8 detours, rerouting of traffic and high tolls.

9 How much longer will the thousands of
10 people who live in the long shadow of this Project
11 be dangling on tenterhooks waiting for the Sword
12 of Damocles to fall on them, their homes, their
13 neighborhoods, their daily lives, their security.
14 I've itemized 18 critical concerns with this
15 Project in my written testimony.

16 In the history of bad ideas, this came as
17 still just a footnote that could be quickly
18 forgotten, don't make it a whole chapter with
19 potentially dire and long-lasting consequences for
20 decades to come.

21 MR. BING: You have 30 seconds.

1 MR. HODGE: Take a cool, hard look at
2 the critical mass of facts. It's your own
3 analysis. Disenthrall yourselves and let it go.
4 All these hearings are doing now is bouncing the
5 rubble to quote Winston Churchill. Past
6 testimony, letters, opinions, et cetera, confirm
7 that this is a fatally fought Project.

8 MR. BING: Gary, you need to wrap up.

9 MR. HODGE: The only thing preventing
10 this project from collapsing is the wreckage and
11 debris of the unconvincing arguments put forward
12 to support it. Not even 20,000 pages and a
13 million words can do that. Thank you very much.

14 MR. BING: Thank you. Okay. Again, the
15 time is 1:10. We do not have anyone else who has
16 signed in and is in the hearing room to provide
17 testimony. So we're going to go back in recess
18 until 1:30.

19 Again, this session of our public hearing
20 ends at 1:30. This public hearing is open till 9
21 o'clock tonight, but at 1:30 this session will end

1 provide your address. You will have your time to provide your
2 public testimony. Go ahead.

3 MR. HODGE: Thank you. My name is Gary Hodge, spelled
4 G-A-R-Y- H-O-D-G-E. P.O. Box [REDACTED], White Plains, Maryland, and
5 I'll be speaking today as a citizen of Maryland.

6 I oppose the 490/270 Managed Lanes Project and I support
7 the no-build option.

8 On June 5th, 2019, I gave testimony to the Maryland Board
9 of Public Works in Annapolis. I said there were three questions
10 that needed to be answered before the state decides to move
11 forward.

12 First, will it work? Second, is it worth the risk? And
13 third, is it the best we can do?

14 The governor said these were good questions. Today, a
15 year later, the answer is still no. It won't work. It's not
16 worth the risk and it's not the best we can do. The draft EIS
17 hasn't changed that. It's merely confirmed it.

18 This project would result in more traffic congestion, not
19 less, defeating the stated purpose and need. In spite of
20 assurances, the P3 will need to be subsidized by Maryland
21 taxpayers after all. Even if one accepts the optimistic cost

1 estimate of \$9.6 billion, the few minutes saved in commute times
2 are hardly worth the price of the ordeal that lies ahead.

3 Years of construction delays, detours and traffic snarls,
4 building new exit and entrance ramps, interchanges and bridges,
5 and new traffic patterns followed by high tolls to use the
6 express lanes. How much longer will the thousands of
7 Marylanders who live in the shadow of this project be dangling
8 on tenterhooks waiting for the Sword of Damocles to fall on
9 them, their homes, their neighborhoods, their security, and
10 their daily lives?

11 Maryland isn't the only state being seduced by the siren
12 song of free money. The truth is there's no such thing as free
13 money. One way or another, sooner or later, Marylanders will
14 pay either in tolls or taxes. The list of fatal flaws and risks
15 of the proposed 495 P3 project is long and still growing. In
16 the history of bad ideas, this scheme is still just a footnote
17 that would be quickly forgotten. Don't make it a whole chapter.
18 Take a cold, hard look at the critical mass of facts, including
19 your own analysis, disenthral yourselves and let go.

20 This new round of hearings on the draft DEIS is merely
21 bouncing the rubble to borrow a phrase from Winston Churchill.

1 The only thing preventing this dubious scheme from collapsing is
2 the rubble and debris of unconvincing justifications piled up
3 around it. Not even 20,000 pages and a million words can change
4 that.

5 This isn't the best we can do. A successful strategy for
6 the 21st Century means investing in a seamless, interconnected,
7 fast, safe and accessible rapid transit system as the backbone
8 of our future economy. Let's clear the decks for action and
9 build the transportation system our people need and want. Thank
10 you.

11 MR. BING: Thank you, Mr. Hodge.

12 At this time, we do not have anyone else registered to
13 hear to provide testimony. So, we are going to go back into
14 recess. Again, this session will remain open until 3:00 p.m.
15 Right now, it is 2:06 p.m. I will come back at 2:30 or sooner
16 if we have someone come into the room to provide testimony, but
17 if not, I will come back at 2:30 to provide an update. We are
18 in recess. Thank you.

19 (In Recess)

20 MR. BING: It is 2:30. We are in recess. Just giving a
21 quick update. We do not have any individuals who have entered

Gary Hodge

In addition to my recorded testimony at the in-person hearings on September 1 and September 10 in Largo and Rockville, I am uploading the full text of my written statement on the DEIS.

Gary V. Hodge



TESTIMONY OF GARY V. HODGE ON I-495 AND I-270 MANAGED LANES STUDY JOINT PUBLIC HEARINGS ON SEPTEMBER 1 IN LARGO, MARYLAND AND ON SEPTEMBER 10, 2020 IN ROCKVILLE, MARYLAND

My name is Gary Hodge, President, Regional Policy Advisors, P. O. Box [REDACTED], White Plains, Maryland. I'm a former Charles County Commissioner, Executive Director and Chairman of the Tri-County Council for Southern Maryland. I have been engaged in State and regional transportation projects, programs and policy issues for 50 years, as a planner, an appointed and elected public official, consultant, and citizen activist. Today I'm speaking as a citizen of Maryland.

I oppose the 495-270 managed lanes project, and I support the “no build” option.

On June 5, 2019 I gave testimony to the Maryland Board of Public Works in Annapolis. I said there were three questions that needed to be answered before the State decides to move forward with the project:

First, “Will it work?”

Second, “Is it worth the risk?”

And third, “Is it the best we can do?”

The Governor said these were “good questions.” Fifteen months ago, the answer to all three questions was “no.” Today the answer is still “no.” It won't work, It's not worth the risk. And it's not the best we can do. The 20,000 pages and million words of the Draft EIS haven't changed that—only confirmed it.

This project will result in more traffic congestion, not less, defeating the stated “purpose and need.” And in spite of initial assurances, the P3 will need to be subsidized by Maryland taxpayers after all. That's puzzling, since transit alternatives were discarded “because the State has no money.” Even if one accepts the optimistic cost estimate of \$9.6 billion, the few minutes saved in commute times are hardly worth the price of the ordeal that lies ahead:

Years of construction; delays, detours and traffic snarls; building new entrance and exit ramps, interchanges, and bridges; and new traffic patterns, followed by high tolls to use the express lanes.

How much longer will the thousands of Marylanders who live in the shadow of this project be dangling on tenterhooks waiting for the sword of Damocles to fall on them, their homes, their neighborhoods, their security, and their daily lives?

The one indisputable fact is that chronic traffic congestion will need to continue indefinitely in the “free lanes” or there’s no incentive for motorists to pay to use the toll lanes. That’s the business model. To make this scheme work, the State’s private sector partner in the P3 will need to harvest vast amounts of toll revenue--to build, operate and maintain the express lanes for the next fifty years, make a profit, and pay big dividends to their investors. And in these uncertain times they’ll expect the State to minimize their risk with a safety net made of titanium.

Before embarking on a project this massive and costly, touted as “the largest P3 traffic relief project in the world,” the right sequence of steps would be to correctly diagnose the problem; prescribe the best possible solution, considering all the alternatives; and then find the means to pay for it, minimizing risks to the State and its taxpayers. The State should have engaged in a deliberate, thoughtful, collaborative and comprehensive search for solutions. Instead, it took a “ready, fire, aim” approach. Private capital investors decided what kind of solution they were willing to pay for, and the State agreed, pursuing that instead of measures more likely to deliver the needed results.

The federal government is failing to invest in America’s infrastructure. To fill the gap, state leaders are chasing “free money.” Maryland isn’t the only state being seduced by the siren song of P3’s. Unfortunately, in the aftermath of these deals, when the politicians who made them are gone, taxpayer bailouts have become commonplace. The ugly truth is, there’s no such thing as “free money.” One way or another, sooner or later, Marylanders will pay—either in tolls or taxes.

The list of fatal flaws and risks of the proposed 495-270 P3 is long, and still growing. A list of 18 of the most serious and critical concerns is attached to my testimony.

In the history of bad ideas, this scheme is still just a footnote that would be quickly forgotten. Don’t make it a whole chapter, with potentially dire and long-lasting consequences for decades to come. Take a cold, hard look at the critical mass of facts, including your own analysis, disenthral yourselves, and let go.

This new round of hearings on the Draft EIS is merely “bouncing the rubble,” to borrow a phrase from Winston Churchill. After almost three years, the fatal flaws and risks of this project have already been dissected. Its *post-mortem* is already written. The only thing preventing this dubious scheme from collapsing is the wreckage and debris of unconvincing justifications piled up around it.

This isn’t the best we can do. Pouring rivers of concrete to create a magic carpet for rich people is not what we ought to be doing to put Maryland in the vanguard of America’s most competitive states. A massive new investment in hundreds of miles of new toll highways is not the path to Maryland’s future. This mistake will only perpetuate the unfair and inequitable gap between “haves and have nots” that we should be working to

close. What we need now is a multi-modal strategy that will meet the mobility needs of all our people.

We need to put the financing of Maryland's transportation program on a solid and sustainable foundation, in spite of the federal government's failure to play its historically important role. Privatizing our interstate highways and outsourcing our State transportation program to international toll highway profiteers is not the answer. We don't ever want our Secretary of Transportation flying to Australia for his marching orders, or to find out what projects he can put in the State's next six-year capital program. And we don't want the unintended consequences, collateral damage and financial risks of this 495-270 P3 scheme to be an albatross around the neck of our next Governor, diverting attention and resources from more strategic priorities.

Investments in transportation infrastructure are some of the most consequential the State makes, with far reaching impact on our future economic growth and development. After a promising start with the construction of the Washington metropolitan area's metrorail system, followed by years of neglect, recent decades have seen Maryland become more automobile-dependent than ever. The full potential of MARC, the Purple Line, and the Southern Maryland Rapid Transit (SMRT) project has not yet been realized. A successful mobility strategy for the 21st century calls for new investment in a seamless rapid rail transit network connecting communities and jobs that's fast, safe and accessible.

Let's clear the decks for action and build the modern transportation system our people need and deserve, not make more highways the default setting for our capital infrastructure investments. Let's restore Maryland's tradition of collaboration and consultation between the State, the counties, and affected local governments as mutually respected partners.

If this misguided 495-270 P3 project moves forward, in years to come it will be of little consolation knowing we were right to oppose it, when we consider how much progress we could have made on a bold new vision for Maryland's future.

Gary V. Hodge, President, Regional Policy Advisors, P. O. Box [REDACTED], White Plains, Maryland, 20695, [REDACTED], [REDACTED], [REDACTED]

Partial List of Fatal Flaws and Risks of the Proposed 495-270 Managed Lanes Project:

- Fails to address the stated “purpose and need”—to relieve traffic congestion
- Results in no significant time savings
- Congestion continues on the “free lanes,” and tolls to use the “express lanes” will be costly during peak hours
- Financial viability of the project is questionable without public funding, which could count against the State’s debt limit
- Shifts risk from the private sector to the State, with taxpayer subsidies of \$482 million to \$1 billion, with future toll revenues unknown
- Reduces the State’s fiscal capacity for investment in rail transit and other multi-modal infrastructure
- Construction costs are incomplete and are likely to exceed estimates
- Moving water and sewer infrastructure could cost an additional \$1-2 billion
- Loss of parkland, and impact on 1,500 properties
- Limits of disturbance will need to be expanded
- Increases stormwater runoff to rivers and streams
- Public transit options were omitted from consideration
- Details of the “Capital Beltway Accord” between the Governors of Maryland and Virginia are unknown
- There is no provision for accommodating rail transportation on the proposed new American Legion Bridge
- Rush-hour traffic congestion would be worse on I-270, not better
- Upper I-270 is included in Phase 1 of the 495-270 P3 project, but is excluded from this Draft EIS
- Design and location of toll lanes will have an impact on the local road network, with necessary fixes up to local governments
- Increasing highway capacity on I-495, I-270, and connected arterial roads, will increase long-term traffic demand

From: [REDACTED]
Sent: Monday, September 21, 2020 11:12 PM
To: geoghb
Subject: Fwd: Gary Hodge—"Chasing 'Free Money': The Fatally-Flawed Scheme to Outsource MD's Interstate Highways to Toll-Road Profiteers"
Attachments: attachment 1.pdf

On September 21, 2017, three years ago today, Governor Larry Hogan and his former Secretary of Transportation, Pete Rahn, announced their 495-270-295 "traffic relief" P3 plan.

Here's a link to my commentary in today's Maryland Matters, and attached is the full text of my essay:

<https://www.marylandmatters.org/2020/09/21/gary-hodge-the-fatally-flawed-scheme-to-outsource-md-s-highways-to-toll-road-profiteers/>

Sincere regards,

Gary

GARY V. HODGE
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"Working with elected, civic and business leaders to build great communities"

CHASING ‘FREE MONEY’: THE FATALLY-FLAWED SCHEME TO OUTSOURCE MD’S INTERSTATE HIGHWAYS TO TOLL-ROAD PROFITEERS

BY GARY V. HODGE

A 495-270-295 “traffic relief” plan was announced on September 21, 2017 by Governor Larry Hogan and Pete Rahn, his former Secretary of Transportation. Their plan was to privatize and widen I-270, the Capital Beltway and MD295, the Baltimore-Washington Memorial Parkway, with two new express toll lanes in each direction. As proposed, the State would enter into a public-private partnership, or P3, with a lead project developer and outsource the responsibility for designing, building, financing, operating and maintaining the managed lanes at no cost to the State, in return for granting them the right to collect toll revenue on the highways for the next 50 years. The State has not persuaded the federal government, or Maryland’s members of Congress, to agree to transfer ownership of the B-W Parkway to the State, so it’s no longer in the plan.



For the past month the State has been taking testimony from elected officials, government agencies, regional planners, community groups, advocacy organizations and private citizens at public hearings on the 19,600-page Draft Environmental Impact Statement (DEIS) on the I-495 and I-270 Managed Lanes Study. The Draft EIS, a requirement of the National Environmental Policy Act (NEPA), is the current step in the march of the Governor’s plan toward implementation.

If the goal was to maximize public participation, the timing of the hearings couldn’t have been worse, in the middle of a pandemic, an economic crisis, massive unemployment, a superheated Presidential campaign, and unprecedented weather events. During the second and final in-person hearing on September 10 in Rockville, the day I testified, the area was paralyzed by a torrential rainstorm and flash flooding.

I had given testimony on this project before, more than a year ago at the Maryland Board of Public Works meeting in Annapolis on June 5, 2019. I said there were three questions that needed to be answered before the State decided to move forward with the project:

First, “Will it work?”

Second, “Is it worth the risk?”

And third, “Is it the best we can do?”

The Governor said these were “good questions.” Back then the answer to all three questions was “no.” Today the answer is still “no.” It won’t work, It’s not worth the risk. And it’s not the best we can do. The nearly 20,000 pages of the Draft EIS hasn’t changed that—only confirmed it.

This project will result in more traffic congestion, not less, defeating its “purpose and need.” And in spite of initial assurances, the P3 will need to be subsidized by Maryland taxpayers after all. Even if one accepts the optimistic cost estimate of \$9.6 billion, the few minutes saved in commute times are hardly worth the price of the ordeal that lies ahead: Years of delays, detours and traffic snarls; constructing new entrance and exit ramps, interchanges, and bridges; and new traffic patterns, followed by high tolls to use the express lanes.

How much longer will the thousands of Marylanders who live in the shadow of this project be dangling on tenterhooks waiting for the sword of Damocles to fall on them, their homes, their neighborhoods, their security, and their daily lives?

The one indisputable fact is that chronic traffic congestion will need to continue indefinitely in the “free” lanes or there’s no incentive for motorists to pay to use the toll lanes. That’s the business model. To make this scheme work, the State’s private sector partner in the P3 will need to harvest vast amounts of toll revenue, make a profit, and pay big dividends to their investors. And in these uncertain times they’ll expect the State to minimize their risk with a safety net made of titanium.

Before embarking on a project this massive and costly, touted as “the largest P3 traffic relief project in the world,” the right sequence of steps would be to correctly diagnose the problem; prescribe the best possible solution after considering all the alternatives; and then find the means to pay for it, minimizing risks to the State and Maryland’s taxpayers. The State should have engaged in a deliberate, thoughtful, collaborative and comprehensive search for solutions. Instead, it took a “ready, fire, aim” approach. Private capital investors decided what kind of solution they were willing to invest in, and the State complied, instead of taking the measures more likely to deliver the results that are needed.

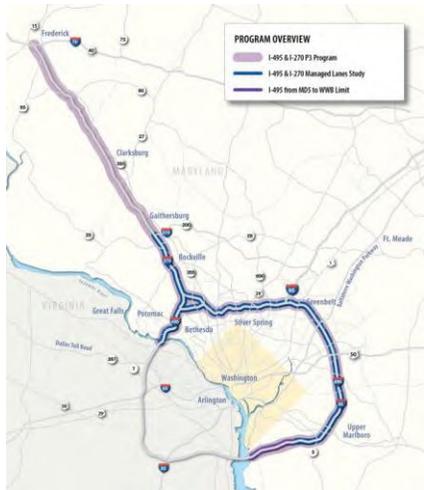
Politicians in the United States and around the world are proving to be no match for international toll highway privateers like Australia’s Transurban, the leading contender

for the Maryland 495-270 P3. There's good reason to worry that in contract negotiations their team will run circles around State lawyers.

The federal government is failing in its historic responsibility to invest in the nation's infrastructure. To fill the funding gap, state leaders are chasing "free money." Maryland isn't the only state being seduced by the siren song of P3's. But Maryland is one state with a sterling reputation for sound fiscal management, with a AAA bond rating, and the ability to borrow money at the lowest interest rate in history. Unfortunately, in the aftermath of P3 deals, when the politicians who made them are gone, taxpayer bailouts have become commonplace. The truth is, there's no such thing as "free money." One way or another, sooner or later, Marylanders will pay—in tolls or in taxes—or both tolls and taxes.

It's been said that this project doesn't need legislative approval or support. Now that it's been acknowledged that State funding will be needed, it probably will. For almost three years a fire bell in the night has been ringing in the General Assembly's ears about the wisdom of this scheme. Legislation has been introduced, heard by the committees, and debated. A few bills have even been passed by the House of Delegates. But in spite of the valiant efforts of a few Delegates and Senators, the legislature as a whole has been indifferent, and has done nothing to assert its oversight authority, demand transparency and accountability, and take concrete action to slow or stop this juggernaut. Next January, legislators will have one more opportunity. Hopefully, for the sake of their constituents' wellbeing and their own election prospects in 2022, they won't leave Annapolis empty-handed a fourth year in a row.

On January 8, the three-member Board of Public Works, the State's most powerful decision-making body that most Marylanders have never heard of, decided in a 2-1 vote to greenlight the first phase of the project, with Governor Hogan and Comptroller Peter Franchot voting yes and Treasurer Nancy Kopp voting no. The BPW reduced the footprint of the first phase of the project to cover I-495 from the vicinity of the George Washington Memorial Parkway to the I-270 west spur, across and including replacement of the American Legion Bridge, and continuing on the I-270 west spur to I-370. Future phases of the project would eventually continue north on I-270 to I-70, and around the Beltway to the Woodrow Wilson Bridge.



The list of the project’s fatal flaws and risks is long and still growing. Here are some of the most serious and critical concerns that have been expressed:

- It fails to address the original “purpose and need”: To relieve traffic congestion
- It doesn’t deliver significant savings in reduced travel times, only a few minutes at most
- Congestion will continue on the “free” lanes
- Tolls to use the express lanes will be costly during peak rush hours
- The viability of the project is questionable without public funding, which contradicts original assurances
- It shifts financial risk from the private sector to the State, with taxpayer subsidies that could count against the State’s debt limit
- It would reduce the State’s fiscal capacity for investment in rail transit and other multi-modal infrastructure
- Future toll revenues are unknown
- Construction costs are incomplete and likely to exceed estimates
- Moving WSSC water and sewer infrastructure in the project’s path would cost an additional \$1-2 billion
- There will be loss of protected parklands, and impact on 1,500 properties
- “Limits of disturbance” will need to be expanded
- There will be a significant increase in stormwater runoff to rivers and streams
- There is no standalone transit option; Public transit alternatives were eliminated from consideration
- Details of the “Capital Beltway Accord” between the Governors of Maryland and Virginia are unknown; No written agreement has been made public
- There is no provision for accommodating rail transportation on the new American Legion Bridge

- Rush-hour traffic north on I-270 would be worse, not better; Travel times to Frederick for all alternatives would be worse
- Upper I-270 is included in Phase 1 of the 495-270 P3 project, but is excluded from this Draft Environmental Impact Statement
- The toll lanes will impact local road networks, where there may be no excess capacity or potential for expansion, leaving fixes up to local governments
- Increasing highway capacity on I-495, I-270, and connected arterial roads, will increase long-term traffic demand
- A State plan that maximizes driving and perpetuates automobile-dependence for the next half-century fails to respond to the climate change crisis

In the history of bad ideas, this scheme is still just a footnote that would be quickly forgotten. My advice would be, don't make it a whole chapter, with potentially dire and long-lasting consequences for decades to come. Take a cold, hard look at the critical mass of facts, including the State's own analysis, disenthral yourselves, and let go.

This new round of hearings on the Draft EIS is merely "bouncing the rubble," to borrow a phrase from Churchill. The only thing preventing this dubious scheme from collapsing is the wreckage and debris of unconvincing justifications piled up around it. Not even the 20,000 pages and million words of the DEIS can save it. After almost three years, the fatal flaws and risks of this project have already been dissected. The *post mortem* has already been written.

This isn't the best we can do. Pouring rivers of concrete to create a magic carpet for rich people is not what we ought to be doing to put Maryland in the vanguard of America's most competitive states. A massive \$9-11 billion investment in new highway construction is not the path to Maryland's future. It would only perpetuate the unfair and inequitable gap between "haves and have nots" that we should be working to close. What we need now is a multi-modal strategy that will meet the mobility needs of all our people.

We need to put the financing of Maryland's transportation program on a solid and sustainable foundation, in spite of the federal government's failure to play its historically important role. Privatizing our interstate highways and outsourcing our State transportation program to international toll highway profiteers is not the answer. We don't ever want our Secretary of Transportation flying to Australia to get his marching orders, or to find out what projects he can put in the State's new six-year capital program.

Many steps remain before the NEPA process is completed and the project moves toward implementation: Responding to comments on the DEIS, getting federal concurrence on the Final EIS (possibly during a Presidential transition), writing the

Record of Decision. Assuming the normal slippage in the schedule of a project of this size and complexity, it's not hard to imagine that the procurement process, selecting the contractor, negotiating the P3 deal to build, operate and maintain the toll lanes, setting limits on future tolls, the required legislative review and Board of Public Works approval, will leave many critical decisions looming in the run-up to Maryland's 2022 election.

The cornerstone of the first phase of the 495-270 project is the American Legion Bridge, a huge and expensive undertaking by itself. A written bi-state agreement between Maryland and Virginia covering the details of the plan to replace the Bridge is crucial. If the "Capital Beltway Accord" is more than a handshake, and a written agreement exists, its contents have not been made public.

If this project is allowed to advance, the implementation and construction phase will land squarely on the desk of the next Governor. It would be unfortunate if the unintended consequences, collateral damage and financial risks of this misguided venture were to hang like an albatross around the neck of the State's next chief executive, diverting attention and resources from more vitally important priorities.

Investments in transportation infrastructure are some of the most consequential the State makes, with far reaching impact on our future economy, growth and development. After a promising start a half-century ago with the construction of the Washington metrorail system, Maryland has become more automobile-dependent than ever. The full potential of MARC commuter rail, and the promise of the Purple Line and Southern Maryland Rapid Transit project has not yet been realized. A successful mobility strategy for the 21st century will require new investment in seamless rapid rail transit network connecting communities and jobs that's fast, safe, and accessible.

Let's clear the decks for action and build the modern transportation system our people need and deserve, not make highway-building the default setting for our capital infrastructure investments. Let's restore Maryland's tradition of collaboration and consultation between the State, the counties, and affected local governments, as mutually respected partners.

If the 495-270 P3 project moves forward, in years to come we won't find any consolation in knowing that we were right to oppose it, when we consider how much progress we could have made working together on a bold new vision for Maryland's future.



GARY V. HODGE

The writer is president of Regional Policy Advisors, Vice Chair of the Maryland Transit Opportunities Coalition and a former Charles County Commissioner, executive director and chairman of the Tri-County Council for Southern Maryland. He has been engaged in State and regional transportation projects, programs and advocacy for 50 years, as a planner, an appointed and elected public official, consultant, and citizen activist.

This is his third in a series of essays published in Maryland Matters on the proposed 495-270 P3 plan announced by Governor Hogan and former Transportation Secretary Pete Rahn on September 21, 2017.

His previous two essays were “Pete Rahn’s Return to ‘Hip Pocket’ Government,” April 23, 2018; and “‘Largest P3 Traffic Relief Project in the World’ Needs More Scrutiny, Not Less,” March 8, 2019

Kenneth Hoffman

Commuting versus Community:

Comments in support of the first option: "no build".
Re-allocate funds to create healthier communities.

The study's own travel time index summarizes the problem. The commute itself has become the problem with all alternatives described structure to provide a speed and time advantage to individuals with the wealth to pay for the privilege of a faster drive time.

The people hurt most by any of the options, and suffering the most economically, would seem to be people commuting to low-income jobs, possibly trying to hold down two or more jobs while supporting a family or trying to go to school.

Having driven these routes myself over the past 20 years, I can attest that the commute I had could vary between 45 minutes to three hours depending on time of day and whether going with or against traffic on 270 and both directions on 495. On average, this resulted on a total commute between two and four hours between Rockville, MD, Falls Church, VA, downtown DC, or Clinton, MD.

Having seen toll costs in Virginia for any express lane, I pity those on lower incomes doomed to spend more time in crawling traffic on the "free" interstate, or taking alternative "free" ancillary roads, while the wealthier drivers variably spend up to \$50 dollars to go several miles at a reasonable speed. I take no pride in thinking that Maryland would choose to go down this same route.

Commute time has worsened over the years, with accidents, snow/ice storms, and rain-dew induced slippery roads ♦ resulting in predictable results ♦ all unpredictably occurring that totally slow all commuting times. That impact is not assessed in any of the studies.

There are lessons to be learned from the COVID epidemic and the rapid transition to remote work ♦ which has generally occurred at the worker's home location. Fewer people have had to commute to worksites where their physical presence is necessary. People able to remotely work have remained productive while total numbers needing to commute have dramatically decreased.

Adaptions we have made to prevent COVID spread also provides a chance to re-think current assumptions behind this study: that people need to commute from suburbs to work centers. All options in the study are based upon increased commuting needs, rather than the potential to decrease commutes and build more vibrant communities.

To build more vibrant communities, the first "no-build" option is the best choice ♦ linked to studies and action that would balance traffic flow in both directions and decrease the need for future additional lanes.

The key problem today: the current interstate system has served to increase income disparity in the region and cities ♦ manifested by increasing commuting traffic in one direction in the AM and the opposite direction in the PM.

The immediate solution would be to use existing traffic lanes, but have more reversible lanes.

For example, in the AM: traffic from I370 through the 270 divide, onto the outer loop, (to Virginia) is extremely heavy while traffic in the opposite direction will be extremely light; once at the 270 divide, traffic onto the 495 inner loop will be extremely light. In the PM, the opposite occurs. With 12 total lanes, plus turn off lanes and ramps, it would seem possible to have at least 4 reversible lanes for AM and PM traffic ♦ rewarding those with multiple passengers to have HOV access.

The references below provide evidence that while the interstate system has made movement between suburbs and cities more fluid, it has also resulted in increasing income disparity and quality-of-life problems for the local communities.

Rather than dedicate funds for P3 roadbuilding, optimal use might be spent on P3 partnerships dedicated to building economically thriving cities and suburban centers and an affordable lifestyle geared towards residents with middle-class incomes.

Taking this different approach ♦ supporting the "no-build option" - Community residents benefit from healthier community lifestyles; supporting walking, bicycling, and various public transit options ♦ which become more difficult if the focus is on expanding a road system supported by more traffic and options to pay for the privilege to decrease a commute time.

The metric ♦ not addressed in this study - could be lowering current disparity indices. For example, our current Gini Index is equivalent to disparity indices found in Turkey or Mexico. Our goal could be to return to indices reflecting a strong middle class, equivalent to disparity indices currently found in most OECD countries such as Korea, Germany, Ireland, or Canada; and once true of the United States several decades ago.

If able to balance our local businesses and work centers, with people living in affordable communities with middle-class incomes, the road metric would become: 1) fewer people needing to commute ♦ and spending more time in the community building community relationships and supporting local businesses, 2) less time commuting if necessary, and 3) traffic flow balanced in either direction whether AM or PM.

With more stable and higher population center densities, it also becomes more cost-effective to build attractive mass transit options like those systems found today in OECD countries.

The opportunity we have today is to build more vibrant and self-sustaining communities while decreasing everyone's time commuting, with far less need for single-person commutes.

References: (also uploaded as attachments)

Highway to Inequity: The Disparate Impact of the Interstate Highway System on Poor and Minority Communities in American Cities (2015)

[https://www.nashville.gov/Portals/0/SiteContent/Planning/docs/trans/EveryPlaceCounts/1_Highway to Inequity.pdf](https://www.nashville.gov/Portals/0/SiteContent/Planning/docs/trans/EveryPlaceCounts/1_Highway_to_Inequity.pdf)

The Role of Highways in American Poverty (2016)

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Deconstruction Ahead: How American Highway Removal is Changing Our Cities. (2020)

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France Says Au Revoir to the Caf ♦: the coffeehouse, once the heart of civic life in France, is disappearing; one town is struggling to revive its own. Bottom line: For the town, with workers having to commute, the local caf ♦ went bankrupt. Cafes have been a center of French town life. (2020)

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Highway to Inequity: The Disparate Impact of the Interstate Highway System on Poor and Minority Communities in American Cities

David Karas
University of Delaware

The Interstate Highway System constitutes one of the most substantial federal investments in the nation's infrastructure and has provided innumerable benefits in transportation infrastructure. The positive impacts of the road building campaign sparked by President Dwight Eisenhower in the mid-1950s, however, are not without their negative counterparts. Construction of the expressway network had a profound impact on American cities, often cutting through developed neighborhoods and forever changing the social and physical characteristics of urban landscapes. In discussions of the oft-devastating effects of the Interstate Highway System on urban communities, it is impossible to ignore the impact that the system has had on poor and minority communities. A growing body of research has addressed the racial effects of the landmark federal initiative, with many academics alleging that the system's construction constituted, at least in some cities, a civil rights violation that served to formalize Jim Crow-era discriminatory patterns and some of the original racial boundaries imposed in some urban spaces. In the present context, the still-evolving expressway teardown movement points to the reevaluation of the highway system on the part of policy scholars and public officials, many of whom have addressed the disparate outcomes of the network and have sought to remedy the harm it imposed on urban America.

Introduction

In Tennessee, opposition to proposed routing of the Interstate Highway System was, in many ways, a tale of two cities (Mohl, 2014). Protests in Memphis focused on the planned destruction of Overton Park, while in Nashville the citizens who coalesced to challenge the Tennessee State Highway Department spoke out against the disparate impact the roadway would have on the city's black community (Mohl, 2014). Both cases were taken to court and both received media attention, but the outcomes could not have been further apart (Mohl, 2014). While the Memphis highway was redirected to avoid disturbing the treasured community park, the stretch of road in Nashville was constructed as planned, leaving the city's black community in ruins (Mohl, 2014).

David Karas¹ is a PhD Student in the School of Public Policy and Administration at the University of Delaware. His primary research interests are city governance and media policy. Karas currently serves as an Urban Policy Fellow to the Wilmington, Delaware City Council, where he conducts policy research and analysis and drafts legislation. **Email:** dkaras@udel.edu

¹ David Karas is an Associate Editor for New Visions for Public Affairs. His identity was not disclosed to other members of the board as they considered whether to accept this piece for the peer-review process. Karas recused himself from voting on this piece. The only board member aware of the author's identity as an Associate Editor prior to publication was the Editor-In-Chief.

The Interstate Highway System, in large part the brainchild of President Dwight D. Eisenhower, was hailed by the president in his State of the Union Address on January 6, 1955, as “essential to meet the needs of our growing population, our expanding economy, and our national security” (Weingroff, 2014, p. 1). Construction of the expansive network of roadways was authorized the following year by the Federal-Aid Highway Act of 1956, the passage of which signified the beginning of a new chapter in the history of American cities (Mohl, 2014). As state highway departments released plans for the urban stretches of the highway network, it quickly became clear that few city amenities would be spared (Mohl, 2014). The system became controversial even before its construction would begin in some cities, particularly when historic districts, schools, parks, churches and waterfronts found themselves in the path of the “concrete monsters” (Mohl, 2004, p. 674) that would forever alter city landscapes (Mohl, 2014; Weingroff, 2000). As Raymond Mohl (2004) remarks, “pushing expressways through the social and physical fabric of American cities inevitably resulted in housing demolition on a large scale, the destruction of entire communities, severe relocation problems, and subsequent environmental damage” (p. 674). The physical transformations brought to American cities by the since-completed Interstate Highway System are well documented and easily visible in the present day. What can be less visible, and noticeably absent from much of the literature on the topic, is how the massive federal highway program dealt an especially devastating blow to poor, minority communities – effects that have been posited by some scholars as constituting significant civil rights violations.

The present article seeks to examine a range of published reports on America’s Interstate Highway System, assessing its purpose and evaluating its impact on urban spaces across the country. In the latter respect, subsequent sections make the case that the highway system had a disproportionately negative effect on particular populations in a way that has led some scholars to research the intent – both blatant and hidden – behind the design of the system of roadways. This article also contains an introduction to the still-evolving highway teardown movement, a glimmer of what could very well be a mea culpa on the part of American policymakers. Beyond the literature review portion of this article is a discussion intended to reflect on the recent policy shifts that have taken place, as well as to propose criteria that should be incorporated into any future efforts to remove, replace or relocate urban stretches of the roadway system.

The Reason behind the Road

In the years before the proposal of an Interstate Highway System, issues of congestion stretched across the country, with the loss of billions of hours of time and productivity attributed to detours and traffic jams, not to mention civil lawsuits related to congestion occupying the time of court systems (Weingroff, 2014). Poor routes also served to slow the delivery of goods, and the annual fatalities and injuries related to the nation’s system of roads topped 40,000 and 1.3 million, respectively (Weingroff, 2014). These pitfalls were joined by concerns related to the country’s readiness for national defense and the need to prepare for the possibility of atomic warfare (Weingroff, 2014). Eisenhower’s proposal of an expansive nationwide system of highways, 90-percent of which would be funded with federal dollars, sought both to remedy these ills and enhance connectivity across the country (Weingroff, 1996; Biles, 2014; The Tennessee State Museum, 2014b). The system is considered to have been the president’s favorite domestic initiative, and was described by Eisenhower himself as a landmark policy initiative, as noted in his memoir: “more than any single action by the government since the end of the war, this one would change the face of America...Its impact on the American economy – the jobs it would produce in manufacturing and construction, the rural areas it would open up – was beyond calculation” (Weingroff, 1996, p. 14).

While the Interstate Highway System would make progress in achieving the objectives put forth by Eisenhower, the network also paved the way for a number of challenges – particularly those related to cities (Weingroff, 2000). Rapid rates of urbanization had already contributed to the crowding of central city neighborhoods, which in turn sparked increased interest in suburban living for many who found employment in city centers but wished to reside elsewhere (Weingroff, 2000). In many ways, the Interstate Highway System exacerbated these contextual issues, all while gutting urban cores to make way for the large, unsightly stretches of roadways (Weingroff, 2000). While the system effectively ended rural isolation, it would also give

rise to new issues of equity and justice in inner-city neighborhoods displaced or destroyed by the very presence of the highways (Warner, 1972). These issues would be compounded as programs focused entirely on highway construction neglected to address impacts on surrounding urban neighborhoods while allowing local groups to play only an “obstructive role” in the process (Warner, 1972, p. 52).

Freeway Revolts

While the Interstate Highway System’s proposals were geared towards meeting deficiencies in the nation’s transportation network and offering a wide array of enhancements to travel, commerce and defense capacities, the system’s construction was not without its proverbial and literal roadblocks. And while the highway proposals presented their own challenges to American cities, the existing context offered additional struggles, as detailed by Warner:

Long lines of disparate historical trends, including private land speculation, attempts at regulation, private controls over public building, and the Balkanization of metropolitan political units, all came together after World War II to create in American cities the worst of all possible worlds. The freedom of the individual, which had been the dominant concern of our land-law tradition, disappeared with the growing scope of the influence of all manner of highway, urban renewal, and housing officials. (1972, p. 52)

It was not long after passage of the 1956 legislation that federal leaders and state highway departments announced proposed routes for the urban stretches of the Interstate Highway System, plans that were met in some cities with staunch opposition (Wells, 2012). Freeway revolts, as they have since been deemed, erupted in several dozen American cities in the wake of the landmark federal legislation as protesters took to the streets to advocate against the destruction the routes would bring to existing communities (Wells, 2012). Opposition centered on the social costs of highway construction and the disparate impact that the routes would have on particular neighborhoods, notably as neighborhood amenities were left square in the path of bulldozers (Mohl, 2008).

The freeway revolt first took hold in San Francisco, when in 1959 organized opposition spurred the city’s board of supervisors to reverse course and rescind support for any new highway construction (Mohl, 2004). Such opposition could likely be traced to the city’s previous experiences with the construction of the Embarcadero Freeway, which was erected prior to Eisenhower’s system and had the effect of dividing the city from its harbor along the bay (Mohl, 2004). Subsequent highway proposals, as Mohl (2004) posits, “...pitted neighborhoods against CBD [central business district] interests, as well as city residents against suburban commuters” (p. 679). Protests hinged on issues of aesthetics as well as historic preservation, and were supported by a groundswell of support from various community organizations and neighborhood associations (Mohl, 2004). Similar revolts would gain momentum in cities like New York, Philadelphia and Chicago, and some movements achieved modest results – with a well-organized citizen protest in Saint Paul, Minnesota successfully convincing the city council to revoke its approval of the proposed highway route through the city (Wells, 2012). The Residents in Protest over 35-E, aptly abbreviated as RIP-35E, eventually failed in its attempt to stave off any stretch of the Interstate Highway System through Saint Paul, but the originally-proposed six-lane, partially elevated freeway was replaced by a low-speed parkway restricted only to cars, designed and constructed with the input of members of the community (Wells, 2012).

The Case(s) of Tennessee

Organized attempts to “stop the road” in cities across America extended from the streets to the courts, as some groups sought judicial intervention to block the construction of spans of highway that would cut through existing neighborhoods (Mohl, 2004). Returning to Tennessee, two significant court challenges with divergent outcomes demonstrate some of the complexities of freeway revolts and the powerful interests they sought to block (Mohl, 2004; Mohl, 2014). In Memphis, opposition mounted following the approval of U.S. Secretary of Transportation John Volpe for a stretch of Interstate 40 that would bisect the city’s Overton Park, destroying some 26 acres of existing parkland (Gibson, 2011). Citizens to Preserve Overton Park, the

group that coalesced around opposition to the plan, based their protests on a provision of the Department of Transportation Act of 1966 that allowed for the approval of parkland for highway routes “only where there was no feasible and prudent alternative and all possible planning was employed to preserve the parkland” (Gibson, 2011, p. 727; Mohl, 2014). Final funding approval for the stretch of road left the grassroots organization with no other choice but to take the challenge to court (Gibson, 2011). Lower courts denied their claim, rulings that were later supported by the U.S. District Court and the Circuit Court of Appeals, each of which essentially neglected to consider whether an alternative route existed (Gibson, 2011). The latter judicial body, in adopting the holding of the lower courts, went further to suggest that the substantial work already completed in securing the right-of-way through the park, as well as the disruption of nearby homes and businesses, would mean that adopting an alternative route for the highway could constitute a significant socioeconomic impact (Gibson, 2011).

The case was subsequently granted consideration by the United States Supreme Court, which focused its study on the scope of judicial review that would be allowable by judicial bodies related to the authority granted to the Secretary of Transportation (Gibson, 2011). The Court held that Volpe’s actions were subject to judicial review, further interpreting the federal statutes as providing that parklands had to be spared for the purposes of highway construction in all “but the most unique situations” (Wilson, 2011, p. 738; U.S. Supreme Court, 1971). The Court reversed the lower courts’ holdings, remanding the action in *Citizens to Preserve Overton Park v. Volpe* to the District Court for a more thorough review of the Secretary of Transportation’s decision (Wilson, 2011). While additional hearings followed the Supreme Court’s holding, Volpe eventually reversed his initial plans, later finding that there were alternative routes that would be feasible for the stretch of Interstate 40 through Memphis (Mohl, 2014). The Supreme Court’s ruling would signal a new chapter in administrative and environmental law, and tipped the high court’s hat, so to speak, to the persistence of the grassroots organization that took its challenges from the city streets to the nation’s highest court (Gibson, 2011). As a result of *Citizens to Preserve Overton Park*, the parkland remains a central feature of downtown Memphis to the present day (Gibson, 2011; Mohl, 2014).

The legal opposition to the proposed stretch of Interstate 40 through Nashville, however, took on a vastly different flavor and brought about a polar opposite outcome (Mohl, 2014). There, planners announced proposals to route the expressway through the middle of what was a predominantly African-American community, a move that aroused concern among residents that the roadway would lower property values and destroy the sense of community there (Tennessee State Museum, 2014). In response to the proposal, a group of 40 citizens formed the I-40 Steering Committee, which launched a legal battle to halt the project (Tennessee State Museum, 2014). The context of Nashville likely played a part in the racial tone of highway plans and opposition there; racial violence followed the death of Martin Luther King, Jr., in Nashville, which was already a hot-bed for demonstrations and civil rights organizing (Mohl, 2014). Scholars point out that in both Memphis and Nashville, “many public policies had racial implications and racial intentions,” and the steering committee argued that the proposed highway route through the latter city was no exception (Mohl, 2014, p. 879). More than a decade after the I-40 Steering Committee would see the inside of a courtroom, it was revealed that the original plan for the Nashville stretch of road had been redirected to the north, “where it carved through the center of the large North Nashville black community” (Mohl, 2014, p. 880).

While that detail had not been made public, the steering committee was certain that the proposed path of the interstate would isolate black-owned businesses from their client base, a projection that was complicated by concerns that the community had not been given adequate notice of the public hearing concerning the route (Mohl, 2014; Tennessee State Museum, 2014). The group brought their concerns to the General Sessions Court of Davidson County, Tennessee, which ruled in favor of state officials who argued that the committee had exaggerated the impact the project would have in the community (Tennessee State Museum, 2014). The committee appealed the court’s decision to the U.S. Circuit Court of Appeals, which held that the hearing had been conducted similar to those in other areas of the state, and further ruled that “no discrimination is charged or shown” in the plans (U.S. Circuit Court of Appeals Sixth Circuit, 1967). The ruling also suggested that any route through an urban space could impact at least some portion of its

population and that “alternative routes undoubtedly would impose hardships upon others, further asserting that such weighing of hardships in road design is a task for engineers rather than a judicial body (U.S. Circuit Court of Appeals Sixth Circuit, 1967). While the steering committee appealed the decision to the U.S. Supreme Court, the case was denied certiorari and construction continued as planned (Tennessee State Museum, 2014).

The results of the Nashville stretch of Interstate 40 are difficult to dispute. Within a year of the project’s completion, most businesses in the neighborhoods surrounding the road had suffered financially and some closed while property rates declined by nearly a third (Tennessee State Museum, 2014). As Raymond Mohl (2014) describes:

Eventually, the I-40 expressway demolished more than 620 black homes, twenty-seven apartment houses, and six black churches. It dead-ended fifty local streets, disrupted traffic flow, and brought noise and air pollution to the community. It separated children from their playgrounds and schools, parishioners from their churches, and businesses from their customers. (p. 880)

Some have suggested that the routing of the highway might have been engineered in part to slow the progress being made in school desegregation following the Supreme Court’s ruling in *Brown v. Board of Education* (Mohl, 2014).

It is difficult to ignore the divergent outcomes of organized freeway revolts in Memphis and Nashville, the disparate results being attributed to a number of factors. In comparison with the lengthy battle against the road in Memphis, the Nashville fight was markedly short-lived, owing in large part to the late start the movement received (Mohl, 2014). This was undoubtedly triggered, at least in part, by the lack of knowledge among many in the community of the revised proposal for the highway’s route (Mohl, 2014). In addition, organizers of the I-40 Steering Committee were primarily black professionals who had expressed condemnation of the racial violence that touched the city in the past – and consequentially, did not consider engaging the broader, potentially more radical factions of the community in organizing demonstrations against the highway department (Mohl, 2014). Perhaps most striking about the movement’s failure to successfully protect Nashville’s black community from the Interstate Highway System was the fact that, according to Mohl (2014), the organizers “never seemed to realize that an expressway through a black community was not unique to Nashville, and that African Americans in other cities had been dealing with this issue with some success elsewhere” (p. 887).

Discriminatory Impact

Setting aside considerations of intent, there is little doubt among scholars who have studied American transportation history and policy that the Interstate Highway System took a particularly cruel toll on minority communities in urban spaces. As Raymond Mohl (2004) writes, “Trapped in inner-city ghettos, African Americans especially felt targeted by highways that destroyed their homes, split their communities, and forced their removal to emerging second ghettos” (p. 700).

Indeed, black communities found themselves in the path of seemingly relentless bulldozers at an inordinate rate, a trend that became more difficult to combat given the scant political leverage among minority communities in many cities (Biles, 2014; Mohl, 2004). In Miami, for instance, highway construction captured 40 square blocks of city space, demolishing some 10,000 homes and a predominantly black business community (Mohl, 2008). The impact in Detroit was similar, as the route of the highway tore through minority communities and left behind large swatches of cleared neighborhoods (Biles, 2014). There, as in many other cities, highway plans were announced long before construction would begin, resulting in significant drops in property values even before bulldozers lined up to clear the roadway’s path (Biles, 2014). In some cases, time would elapse even between condemnation orders and actual demolition, leaving “demoralized homeowners and businessmen (who) lost all incentive to make repairs” to their properties –

leading to even worse general neighborhood conditions and contributing to further difficulties among remaining property owners to sell their homes or businesses and flee their soon-to-be former community (Biles, 2014, p. 850). Scholars have documented the plight faced by African Americans not only in trying to oppose highway plans that would uproot their neighborhoods, but also in finding safe and sanitary housing to replace what had been taken through eminent domain (Biles, 2014). It would appear to many that officials would pay more attention to clearing land for the Interstate Highway System than finding adequate housing for those the massive project would displace – something that would lead at least one scholar to conclude that “racial politics guided these unfortunate developments” (Biles, 2014, p. 851).

The disparate impact that the highway system would have on urban spaces has led many to conclude that more deliberate, discriminatory intent was at work in crafting plans for the system. As Mohl (2004) posits, “freeway construction coincided with black political empowerment and the rising civil rights movement, developments that took on added significance when black neighborhoods were targeted by the highwaymen” (pp. 674-675). In Miami, researchers have pointed to highway planning as a means for the city’s political and civic elite to essentially recapture space within the central portions of the city that had previously been occupied by minority communities – racism and discrimination, perhaps, under the poorly veiled guise of economic development (Biles, 2014; Mohl, 2004). The aforementioned concept of emerging, second ghettos also came to light in some spaces, as displaced minority families and businesses were haphazardly – and often without much formal support or assistance – rerouted to surrounding neighborhoods (Biles, 2014; Mohl, 2004).

Racial Politics and the American Highway

Returning to considerations of the intent behind plans for the Interstate Highway System, many scholars have pointed to the massive infrastructure project as a means through which racial objectives of the political elite could be realized. Fotsch offers a depiction of the freeway as a “racist institution,” and one that has forever changed the fabric of American cities through altering neighborhood structures and inserting physical barriers within and between particular communities (2007, p. 169). Some of these routing schemes, Hanlon (2011) argues, can be closely connected with a growing fear of slums in many American cities, with highways being utilized as a means for slum clearance that could combat blight. Minority communities already saddled with the issues of disinvestment, inadequate schools, deteriorating housing conditions and property values, can be further plagued by challenges related to spatial separation in urban environments (Houston, Wu, Ong & Winer, 2004). The “white man’s lane” that would traverse urban spaces compounded these problems, and what neighborhoods that were not be destroyed to make way for the roadway faced the very possible fate of becoming isolated ghettos with little relief in sight (Lieb, 2011, p. 51). The distinction between neighborhoods of priority for planners was perhaps most clearly made in Baltimore, when civic leaders were assured that the areas slated for highway construction would not include anything “familiar and cherished,” but communities and neighborhoods that would “not constitute a loss to Baltimore” (Lieb, 2011, p. 56). Another example can be found in Birmingham, Alabama, where a 60-block, mainly black neighborhood was cleared in an effort that both residents and researchers characterize as a means to separate black and white communities (Connerly, 2002). In effect, the construction of the urban span of the Interstate Highway System there essentially maintained original racial boundaries that can be traced back to Birmingham’s 1926 racial zoning legislation, and the period of highway building has been attributed to the subsequent loss of a significant portion of the city’s black community (Connerly, 2002).

It is difficult to dispute the conclusion that the victims of highway construction and routing were predominantly poor, minority urban residents (Rose & Mohl, 2012). Many also argue that highways were routed through black neighborhoods in a routine and purposeful manner, claims that are supported in part by planning documents and revisions in many American cities (Rose & Mohl, 2012). Many have alleged that such decisions connect to organized efforts among public officials to maintain lines of residential segregation and discrimination, and to support efforts to rid central city neighborhoods of minority communities (Rose & Mohl, 2012). While this is perhaps more pronounced in some cities than others, scholars have concluded that it was the explicit attempt of highway planners to achieve discriminatory results along with creating the

massive federal infrastructure program (Rose & Mohl, 2012). The case of St. Paul, Minnesota presents an example of this type of targeted planning, when Interstate 94 spliced the city's small black community while avoiding the other, larger portions of the city (Rose & Mohl, 2012). As one critic posits, "very few blacks lived in Minnesota, but the road builders found them" (Rose & Mohl, 2012, pp. 108-109).

Robert Bullard (2004) concludes that the Interstate Highway System was blatantly and, in most cases, effectively utilized as a tool in what he describes as "transportation racism" (p. 15). In analyzing the effects of urban highway construction, Bullard discusses the concept of transportation equity, and the various costs of such infrastructure creation that should be weighed against the benefits (2004). A range of inequities have been attributed to this landmark federal undertaking, including the isolation of communities, environmental hazards that have had profound effects on particular neighborhoods, and the inadequate mitigation of the negative side effects of infrastructure – including noise and displacement of community amenities (Bullard, 2004). Putting the highway system in the context of racial segregation in America, Bullard posits that "transportation planning has duplicated the discrimination used by other racist government institutions and private entities to maintain white privilege" (2004, p. 20).

The Broader Context of Racial Disparities

It is critical to nest discussions of the impact of the Interstate Highway System in the context of racial segregation and urban race relations during the period of the 1950s and 1960s. President Eisenhower made the vast infrastructure project a major focus of his presidential administration (University of Virginia, 2014). However, unlike the successes he realized in his infrastructure programming, Eisenhower has been historically cited as having failed in his managing of civil rights during his time in office, perhaps reflecting his reported dislike for dealing with issues of race (University of Virginia, 2014). In this context, he is described by scholars as being "tepid" in his support of the cause of civil rights, and simultaneously unwilling to take a moral stance on the issue (University of Virginia, 2014). African Americans have been plagued with a higher likelihood of living in poverty, and urban conditions like zoning laws have historically presented barriers both to mobility and progress for many minority families and communities (Rothstein, 2014). Even recent studies on segregation attribute blame to urban highways and their routing in explaining some of the challenges facing poor, minority communities that have persisted to the present day (Rothstein, 2014). From red-lining to public housing and urban renewal efforts, scholars lump together efforts towards slum clearance and the reclamation, so to speak, of downtown neighborhoods as evidence of a concerted effort to combat the ghettoization of American cities – an issue conceived and addressed by public officials in a majority of cases as being rooted in race, and one that resulted primarily in the targeting of African American neighborhoods and communities through the lens of public policies and economic development programs (Seitles, 1998).

Lutz (2014) makes the argument that American dependence on cars, and the resulting priority given to vehicular transportation in American policies and infrastructure, constitutes a form of discrimination along the lines of mobility and income. Cars, she argues, contribute to broader socioeconomic inequities perpetuated most blatantly in urban spaces, with nearly all symptoms of inequality connected in some way to culture, status or a number of economic indicators (Lutz, 2014). It is difficult to ignore the financing and pricing discrimination that also takes place, factors that can further govern access to cars (Lutz, 2014).

American Dependence on the Highway

Setting aside for a moment the racial disparities related to the Interstate Highway System, it is helpful to include a discussion of what has become, in the opinion of some researchers, a potentially crippling dependence on the system and related transportation infrastructure. This discussion has evoked the interest of a broad base of researchers, including those who recommend studies into federal transportation spending and priorities, especially related to highways (Goldstein & Jurow, 1979). Historically, the growth of cars as a popular means for transportation granted planners additional credence as they charted plans for infrastructure systems to accommodate cars and facilitate rapid movement between spaces (Brown, Morris & Taylor, 2009). The freeway, and particularly its ability to connect rural and suburban spaces to the central business districts of American cities, has had a profound and lasting impact on urban environments and travel patterns among

Americans, patterns that have been perpetuated by the earlier discussion of the dependence upon automobile transportation and the political focus on supporting such mechanisms for movement both within and outside of cities (Brown, Morris & Taylor, 2009).

The growing use of, and dependence upon, portions of the Interstate Highway System has also supported the growth of “exit commerce,” described in a study of Interstate 75 that focused on the unique nature of commercial development and sustainability along rural, previously undeveloped stretches of the roadway (Norris, 1987, p. 23). Research has revealed that development that takes place in the area surrounding a highway interchange often does not follow the traditional norms guiding such building and commercialization (Norris, 1987). Norris (1987) finds that “like almost all interstate highways, I-75 has spawned numerous, relatively new, and generally anonymous ‘places’ in the American scene – more than three hundred clusters of roadside services spaced, on average, at a five-mile interval” (p. 31). This is yet another impact of the federal highway system developed in the Eisenhower administration, suggesting an additional set of structures and frameworks – in this case, in the sense of business and economic development – that has become heavily dependent upon the viability of the freeway network (Norris, 1987). If not for the highways, those small commercial clusters along the route’s exits and interchanges would arguably be left without the customers the concrete expanses deliver to their market.

A 2008 report on America’s infrastructure offers the argument that the federal government needs to reassess its transportation systems and infrastructure, and devise new approaches to transportation policies and land use planning mechanisms (Reid, 2008). The report resonated in the civil engineering community, particularly through its argument that the nation has been resting on the laurels of previous efforts without significant investment, reinvestment or development following initial surges of funding and planning efforts (Reid, 2008). The report offers some criticism of federal deference to state and local authorities for such endeavors, and highlights the dependence on transportation across the United States as an argument for more concerted attention to the matter (Reid, 2008). Coupled with this declaration, environmental scholars have offered pleas for further studies related to air pollution and air quality in urban spaces, as well as the impact that freeways have in contributing levels of pollution or other potential health threats – particularly within neighborhoods adjacent to spans of roadway (Fuller, et. al., 2012).

In addition to discussions of America’s dependence upon the highway system as a core of its transportation infrastructure, some researchers have analyzed the lessons that can be learned from the road network, both in the United States and on an international scale. Boarnet (2014) argues that analyses of the American model of national highways often neglect to include the full gamut of effects that the system has had, particularly the impacts experienced in urban environments. Other scholars have tied highways into broader discussions about the impact of federal urban public policy in American cities, seeking to respond to concerns that such efforts have constituted more negative than positive change and development (Plotkin, 2003). Another branch of current discussions and research related to highways focuses on efforts among planners and officials to consider options to improve freeway design and perception (Muller, 2014). But despite what previous efforts may have been made to revamp the highway system’s image or functionality, no considerations have been as significant as the still-developing expressway teardown movement taking shape in cities across the United States.

The Expressway Teardown Movement: A Mea Culpa?

In a July 2014 article published in *Governing* magazine, Daniel Vock poses a question that has long guided the studies of American transportation scholars: “why would you have a highway run through a city?” (p. 1). The article details many of the earlier discussions of the various impacts of the urban stretches of the Interstate Highway System, while also examining studies and efforts unfolding in a number of major cities to evaluate the feasibility of removing elevated highways from city centers and replacing them with ground-level boulevards or other public spaces (Vock, 2014). Part of this movement has been driven by the realization among planners and transportation officials that preserving freeway functionality and vitality will require considerations of a number of challenges facing the aging infrastructure system (Li, Hard & Bochner, 2013).

Among the chief points for further study and evaluation is the range of improvements that could be made to help alleviate congestion, especially along portions of the system that would not allow for large expansions to better accommodate traffic flows that have only increased over time (Li, Hard & Bochner, 2013). Research also suggests that further attention should be paid to options that might encourage the more efficient use of highways and other transportation systems, as well as general efforts to ensure that highways will remain functional (Li, Hard & Bochner, 2013).

Much has changed in American politics and culture since the passage of the Federal-Aid Highway Act, and researchers have spent extensive time in the period following the legislation's passage examining the impact of highway routing and construction in cities across the country (Biles, Mohl & Rose, 2014). Many of these considerations have focused on the negative effects the road system has had on minority communities – impacts that, in most cases, have yet to be addressed in a comprehensive fashion (Biles, Mohl & Rose, 2014). Another contemporary school of thought in urban planning revolves around the concept of “livability” (Fein, 2014). Brought to the forefront of federal policy and administration by a June 2009 speech by U.S. Secretary of Transportation Ray LaHood in his unveiling of the Sustainable Communities program, the idea includes promoting health, offering cost-effective transportation options and reducing dependence on gasoline and oil (Fein, 2014). Such a concept is arguably foreign to the design of much of the Interstate Highway System, especially given the local destabilization it left behind in urban neighborhoods as well as the lack of walkable, transit-oriented development included in original plans for the network (Fein, 2014). In fact, a plurality of public policies related to transportation in the past decades have served to undermine the concept trumpeted by LaHood, and significant efforts would have to be taken to remedy the effects that have already been doled out in American cities (Fein, 2013).

Fein's conclusions offer a nearly perfect cue for discussions of the evolving expressway teardown movement. The developments are offered by Mohl as evidence of a contemporary response to the well-studied impacts of the highway system, and a desire on the part of public leaders and planners to remedy the ill-effects that have been experienced in various cities (2012). To date, more than 20 American cities have planned, or at least considered, removing inner-city stretches of the system, and several have already completed such projects (Mohl, 2012). Boston, New York and Portland have already replaced formerly elevated routes with a variety of alternatives ranging from tunnels to a park (Mohl, 2012). Mayors, community groups and planners have gathered around the idea of reevaluating past transformation policy, in particular analyzing the long-term effects that expressways have had on the social and economic character of American cities (Mohl, 2012). In recent years, more cities have undertaken studies or begun conversations surrounding similar plans, notably as the existing infrastructure nears the end of its expected lifespan and hefty bills for repairs and rebuilding are confronting local, state and federal officials at an increasing rate (Mohl, 2012). And while initial research on the matter reveals some intriguing patterns among cities considering such policy reversals, the movement is far from a decisive ‘*mea culpa*’ on the part of elected officials. As Mohl (2012) remarks, “As in the past, automobility remains a key divisive issue. In many ways, the expressway removal movement highlights the continuing ambiguities surrounding the city and the highway, the American people and their automobiles” (p. 98).

Discussion: The Future of America's Highways

The ambiguities that Mohl (2012) presents serve to create a challenging context for policymakers across America who might be contemplating the future of the Interstate Highway System. Given the evidence presented in the preceding review of literature on the topic, it is difficult to dispute the lasting impact that the construction of this massive network of highways has had on communities throughout America, as well as the acute effects it has had on particular segments of those communities. Less clear, however, is the future of this public policy initiative. Vock (2014) and Mohl (2012) detail the still-evolving movement to revisit this segment of transportation policy as cities raze urban stretches of the highway system or conduct studies to evaluate such an option, but this remains an area that has received relatively little research attention both in the popular press and in academia. And while this movement might indicate that some policymakers wish to make amends, so to speak, for the ills that the policy initiative has created in many cities, it is far from a

coherent effort – at least presently – to fully remediate the negative consequences of the Interstate Highway System.

The expressway teardown movement also presents a series of decision points for legislators and officials who explore such an option. In some cases, motives appear to be related to addressing the less-than-pleasing aesthetics of the cement stretches of overpasses slicing through city neighborhoods, while in other cases – San Francisco being one instance – community development schemes drove such decisions (Vock, 2014). In cities like Nashville, plans are being developed to restore the “vitality” of urban neighborhoods through removing portions of roadway (Mohl, 2012), bringing with it the potential that the communities that the road system divided could once again be united. However, given the preceding literature review and the conclusions that can be drawn from the body of research on the impacts of the Interstate Highway System, the following considerations – adopted, in part, from Eugene Bardach’s (2012) piece on policy analysis – should be taken into consideration by policymakers reevaluating the viability of existing, urban stretches of the road:

1. **Stakeholders** – Perhaps best illustrated in the case of Nashville – where highway officials have been accused of acting deliberately to circumvent including all community members in the discussion about proposed highway routes – particular stakeholders have historically been left out of the planning process for the Interstate Highway System. These tend to include low-income, minority communities that have often suffered the worst effects of the roadway. Policymakers seeking to revisit this aspect of transportation policy should better evaluate the means through which stakeholders are identified and included in planning discussions and processes. If one of the motives behind the expressway teardown movement is to work towards mitigating the ills caused by the system at the time of its original construction, this level of involvement and engagement among affected members of the community is a must. Merely removing and replacing stretches of the road is not enough to exhaustively make amends for the negative consequences of this public policy initiative. Research on the subject suggests that the consequences experienced in some communities are more or less permanent, as businesses closed, families moved and communities were divided. Given these consequences, it is critical that officials and community leaders work in tandem to ensure more fairness and equity in future chapters of transportation policy development.
2. **Community Values** – In the past decade, cities that have removed urban stretches of highway have replaced them with community amenities like promenades or, in the case of Portland, a waterfront park (Mohl, 2012). Cities are presented with a wide range of options in terms of what could take the place of highways once they are torn down, but with this opportunity comes a great deal of responsibility. This duty centers not only on creating something that will suit its host community and is attractive to residents and visitors, but also something that could potentially restore what was destroyed by the highway when it was first constructed. Policymakers and local officials should consider whether the neighborhoods that were divided by highways could be restored or repaired; while this might not be possible in every case, it should be something that is explored with community leaders and stakeholders. Otherwise, cities run the risk of further perpetuating the negative impact that construction of the highway left in some neighborhoods. In replacing a highway with a public space that could potentially spur new gentrification efforts that could further affect these neighborhoods, the highway teardown movement could further divide these urban communities.
3. **Equity** – The concept of equity is intertwined with the preceding discussions of stakeholders and community values – in sum, it represents the importance of fully involving communities in future policy discussions. However, in this case equity can be employed in describing the ideal outcome of potential policy shifts. The literature review in the present article makes the case that the Interstate Highway System has had an impact that, in many

cities, constitutes a civil rights violation, targeting particular populations and razing certain neighborhoods to make way for the road. Given the disproportionate impact that the system has had in American cities, it is imperative that plans to remove, replace or relocate existing urban stretches of the system incorporate principles of equity. It could be argued that, if this approach had been fully considered starting in the 1950s, the very effects that have made the system detrimental to many cities would never have come to fruition.

These criteria are presented not as a fully comprehensive, exhaustive listing of necessary components of policy shifts, but rather as factors that should be taken into consideration – factors drawn from analyzing some of the effects of the Interstate Highway System in American cities. The importance of particular factors might vary between different cities, given the population makeup and historical context, and it is possible even in the infancy of the expressway teardown movement to document cases when leaders have arguably fallen short in addressing some of these factors. In Boston, for example, the so-called “Big Dig” project that replaced a central, above-ground roadway with a tunnel was bogged down by slow progress, enormous costs and a series of construction stumbles and failures (Mohl, 2012). The now-completed project has also brought considerable change to particular neighborhoods that are now better-connected to other sections of the city, introducing more concerns about the equity of the project’s outcomes – as well as who is better served by the finished product.

Conclusions

In a 2012 study, Rose and Mohl capture the enormity of the Interstate Highway System and its impact on urban America: “Few public policy initiatives have had as dramatic and lasting an impact on modern America as the decision to build the Interstate Highway System” (p. 95). It is difficult to understate the significance of the national network of roads, either in the sense of the advances it has brought to travel and commerce, or the devastating effects it has perpetuated against urban communities. And in discussions of the latter angle, it is impossible to ignore the disparate, negative impacts the system has had on poor, minority communities. The highway construction process was essentially used by some planners both as a step towards enhanced national infrastructure and connectivity, as well as a tool to achieve discriminatory objectives along the lines of race and class. A growing body of transportation and race scholars has made the connection between the highway and race relations in American cities, pointing to the oft-blatant targeting of African American neighborhoods on the part of transportation planners and officials. A thorough review of research pertaining to the effects of President Eisenhower’s network of roadways reveals what could be considered a significant civil rights violation – carried out in many cities by discriminatory officials with the objective of formalizing Jim Crow-era segregation under the guise of economic and transportation development. The evolving expressway teardown movement offers a glimpse at what could best be described as the onset of an eventual about-face for policymakers in America, some of whom have expressed the desire to return to the highway planning process and find ways to remedy the ills that have resulted from the development of the Interstate Highway System. Removing, replacing or rerouting urban expanses of the road network presents policymakers and community leaders with the opportunity to revisit this integral national transportation system while including considerations of equity and in identifying and involving stakeholders and the community throughout the process – elements notably absent in the initial rendition of highway construction some decades ago. Whether this comes to fruition, however, is a subject worthy of further research and investigation.

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BUSINESS

The Role of Highways in American Poverty

They seemed like such a good idea in the 1950s.

ALANA SEMUELS MARCH 18, 2016



Sunday traffic from New York City to the Jersey Shore in 1941 (LIBRARY OF CONGRESS)

Editor's Note: This article is adapted from remarks delivered by the author on March 16 at the University of Arkansas's Clinton School of Public Service, in Little Rock.

Little Rock is a fascinating city. With its river and renovated warehouses and bustling River Market district, it reminds me a little bit of Pittsburgh, where I lived a decade ago when I was starting my journalism career. At that time, Pittsburgh was still the butt of many jokes, though determined city planners were starting to drive the transformation that's made it so popular. Today, there's a growing population downtown and tech companies are locating in the city once known for steel.

It's a funny thing about cities: They're all unique, but they sometimes experience busts and booms in the same way. Just look at all the cities across the country that

are experiencing a craft-beer renaissance and have condos in renovated warehouses downtown.

Perhaps that's why policymakers in the 1940s and 1950s thought of cities as human bodies, bodies that had sicknesses and required cures. Bodies that got sick from the same diseases and would improve from the same medicine.

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The postwar years were a time of unprecedented prosperity, when Americans were buying refrigerators and televisions and homes, and wanted to leave the crowded heart of city centers for space to put all their new belongings. The rise of the automobile helped them do this. In 1940, 60 percent of Americans owned cars. In 1960, 80 percent did. Today, 95 percent of Americans own cars.

This increase of people heading to the suburbs in their cars caused something else new: lots and lots of traffic. And to city planners, this was making communities unhealthy. By the 1950s, highways were being recommended as “the greatest single element in the cure of city ills,” according to Joseph DiMento, an Irvine professor who has studied highway construction during that era. To keep cities healthy, planners said, regions needed unclogged arteries for a working circulatory system. In short, cities needed highways to carry people out of the heart and to the rest of the body.

Luckily for city planners who wanted to keep their cities healthy, there was federal money available to anyone who wanted to put in modern highways. While the 1944 Federal Highway Act only offered to cover 50 percent of construction costs for highways, by 1956, the federal government had upped that share to 90 percent. So if you're a city planner in the 1950s, you can put in roads from your city to the fast-growing suburbs for almost no cost at all.

Of course, there were people who couldn't move to the suburbs. African Americans were denied home loans by the federal government in certain areas, a practice called redlining. Restrictive covenants prevented homeowners from selling to certain types of people, often including African Americans. And they were also denied jobs and other opportunities that would have allowed them to afford to buy a home in the first place. When I was in Syracuse, I met a man named Manny Breland, who received a scholarship to play basketball at Syracuse, graduated with a teaching degree, and was denied job after job because he was black.

In many cities, these restrictions left African Americans crowded into small neighborhoods. They essentially weren't allowed to move anywhere else.

City planners had a solution for this, too. They saw the crowded African American areas as unhealthy organs that needed to be removed. To keep cities healthy, planners said, these areas needed to be cleared and redeveloped, the clogged hearts replaced with something newer and spiffier. But open-heart surgery on a city is expensive. Highway construction could be federally funded. Why not use those federal highway dollars to also tear down blight and rebuild city centers?

The urban planner Robert Moses was one of the first to propose the idea of using highways to “redeem” urban areas. In 1949, the commissioner of the Bureau of Public Roads, Thomas MacDonald, even tried to include the idea of highway construction as a technique for urban renewal in a national housing bill. (He was rebuffed.) But in cities across America, especially those that didn't want to—or couldn't—spend their own money for so-called urban renewal, the idea began to take hold. They could have their highways *and* they could get rid of their slums. With just one surgery, they could put in more arteries, and they could remove the city's heart.

This is exactly what happened in Syracuse, New York. The city had big dreams of becoming an East Coast hub, since it was close to New York City, Pittsburgh, Cleveland, and Boston. (In the early days of the car, close was relative.) Use federal funds to build a series of highways, planners thought, and residents could easily get to the suburbs and to other cities in the region. After all, who wouldn't want to live in a Syracuse that you could easily leave by car? And, if they put the highway in just the right place, it would allow the city to use federal funds to eradicate what they called a slum area in the center city.

That neighborhood, called the 15th Ward, was located between Syracuse University and the city's downtown. It was predominantly African American. One man who lived there at the time, Junie Dunham, told me that although the 15th Ward was poor, it was the type of community that you often picture in 1950s America: fathers going off to jobs in the morning; kids playing in the streets; families gathering in the park on the weekends or going on Sunday strolls. He remembers collecting scraps from the streets and bringing them to the junkyard for pennies, which he would use to buy comics.

To outsiders, though, the 15th Ward was the scene of abject poverty close to two of Syracuse's biggest draws—the university and downtown. They worried about race riots because so many people were crowded into the neighborhood and prevented from going anywhere else. They decided that the best plan would be to tear down the 15th Ward and replace it with an elevated freeway.

The completion of the highway, I-81, which ran through the urban center, had the same effect it has had in almost all cities that put interstates through their hearts. It decimated a close-knit African American community. And when the displaced residents from the 15th Ward moved to other city neighborhoods, the white residents fled. It was easy to move. There was a beautiful new highway that helped their escape.

But this dynamic hurt the city's finances, too. As suburbs grew, they broke off from cities, taking with them tax revenues, even though their residents still used city services. Although the Syracuse region was relatively healthy, the city started to get very sick.

Between 1940 and 2000, the population of the city of Syracuse shrank 30 percent, from about 205,000 to 147,000. The population of Onondaga County, where Syracuse is located, grew 55 percent, from 295,000 to 458,000.

Even today, the region is continuing to sprawl. The population of Onondaga County peaked in 1970 and has stayed even since then. But residents are moving farther and farther out. The county has added 7,000 housing units, 147 subdivisions, and 61 miles of new roads since 2000. Developers build 160 units a year in areas that were once rural. That's costing the county money and resources as it adds sewer systems, water pipes, and stormwater drainage to far-flung

subdivisions. As the county spends money, the city is struggling to come up with enough revenue for essential things like mass transit and schools.

What's more, as the suburbs grow, they're continuing to make sure that only wealthy people can live there. They pass zoning laws that restrict multifamily units. They require minimum lot sizes so that their only residents are people who can afford to live in big houses. It's a different kind of discrimination than half a century ago, but discrimination nonetheless.

Today, the city of Syracuse has the highest concentration of poverty in America. What that means is that large proportions of its population live below the federal poverty line, and that they're surrounded by other poor people, too. Nearly two-thirds of the black poor live in high-poverty neighborhoods in Syracuse. Around 62 percent of the Hispanic poor live in high-poverty neighborhoods.

Of course, the highway isn't the only reason there's so much concentrated poverty in Syracuse. The economy has changed, and big employers such as the Carrier Corporation and other manufacturing companies have left for overseas. Wages in Syracuse and across America have remained stagnant, so even those people who are employed are finding it is much harder to make ends meet than it used to be.

Ironically, the people who are left in Syracuse now live in more concentrated poverty than the people of the 15th Ward, which city leaders saw as so blighted decades ago.

This is bad for the health of the region. We know that people who live in concentrated poverty have a much harder time succeeding because they're surrounded by other poor people. The economist Raj Chetty made this very clear in a series of papers he's published in the last two years through the Equality of Opportunity project. He found that neighborhoods matter, and that a low-income child who is born in certain low-income neighborhoods has a much smaller shot of achieving upward mobility than a low-income child born in a better neighborhood.

Now, there are programs that move poor families from areas of concentrated poverty to wealthy suburbs. I've written about some of them. Children thrive when they're taken out of housing projects and moved to condos where there are trees, parks, places to ride their bikes, and good schools nearby. But it's not realistic to

move every family to a different neighborhood, and besides, many people don't want to move.

What does work, though, is bringing cities together so that poverty isn't so concentrated, so that the rich can't just leave or wall themselves off from the poor, so that the poor aren't trapped in areas of concentrated poverty—what people used to call slums.

* * *

In the last decade, Americans' ideas of where they want to live have been changing. Young professionals and Baby Boomers are moving back to inner cities, fueled by the desire to live somewhere walkable, near restaurants, bars, and offices, where they don't need to have cars. A freeway passing through the heart of a city does not jibe very well with an urban renaissance.

After all, walkable cities where people want to live probably don't also have noisy highways that create physical and psychological rifts that are extremely difficult to bridge.

In some cities, planners have decided to help that urban renaissance and tear down the freeways that seemed like a good idea in the 1950s.

Boston tore down its Central Artery in its famous Big Dig, turning a waterfront area of the city that had long been clogged with traffic into a popular park and walking area. Milwaukee demolished the Park East freeway in 1999 and urban development has blossomed in the neighborhoods created by the highway's removal. Manpower Corporation moved its headquarters to the area, and the average assessed land value there grew 45 percent. The economically depressed town of New Haven is in the midst of a project called Downtown Crossing, which has removed parts of Route 34 and is creating a business district in an area of town bisected by the freeways.

Even some people in Syracuse want to tear down I-81. Like many highways built by idealistic planners in the 1950s, I-81 is reaching the end of its useful life, according to engineers. It isn't wide enough to meet current highway standards, and parts of it are literally falling apart. Some urban planners want to tear it down to create an urban boulevard. For more than half a century, the road has divided the city, they say, and it's time to knit it together back again.

Some cities are taking the opposite approach. Alabama's highway department is seeking to widen parts of a highway that bisect Birmingham, Alabama, though the proposal faces opposition from business leaders. Florida's highway department declined to tear down a highway in Miami called the Overton Expressway.

In the 1950s, when so many highways were built, planners across the country wanted to help citizens access the prosperity that seemed accessible to everyone in the postwar years. But starting with the exodus to the suburbs around that time, and continuing to this day, prosperity has been out of reach for many Americans.

If part of a body is sick, the whole body can't be healthy, and many cities across America have parts that aren't doing very well. But there are regions that are trying to become healthier by coming together, rather than pulling apart. Tearing down a highway can be one way to do this. But it's not the only way. My colleague Derek Thompson has written about the miracle of Minneapolis, where high-income communities share tax revenues and real estate with lower-income communities to spread prosperity. A year ago, I visited Louisville, where a court ordered the county and city to combine their school districts in order to integrate their schools. Today, Louisville is still trying to keep its county and city schools integrated, even after the Supreme Court told the city it no longer had to do so. In Chicago, a regional housing authority that covers eight counties, including Cook County, is working to move families from the inner city to higher-opportunity neighborhoods. Some cities use inclusive zoning, in which all new construction must include a certain percentage of housing for low-income residents, which means that the wealthy can't separate themselves from the poor.

These cities have tried to tear down barriers that prevent all of their residents from reaching their full opportunity. Sometimes those barriers are highways. Sometimes they're something else entirely. Tearing down a highway isn't the only way to make a city healthy again. But building a new one—or expanding an existing one—seems a surefire way to make a city sick.

We want to hear what you think about this article. Submit a letter to the editor or write to letters@theatlantic.com.

DE- CON- STRUCTION AHEAD

An architectural sketch in black ink on a white background, depicting a multi-level highway interchange. The drawing uses fine lines and cross-hatching for shading and texture. Several streetlights with multiple lamps are positioned along the overpasses and ramps. The perspective is from a low angle, looking up at the structure.

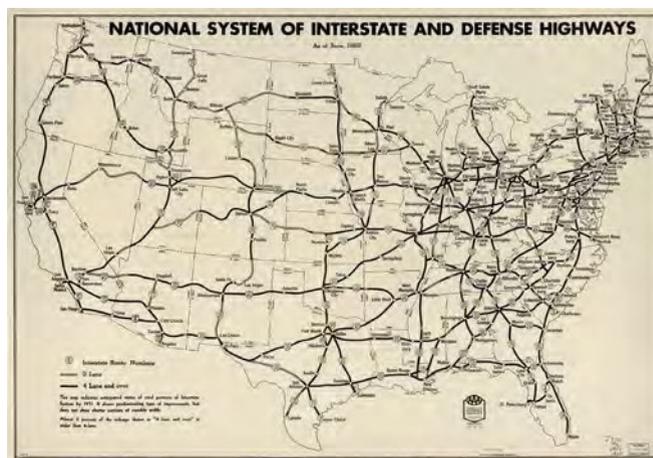
How Urban Highway Removal
Is Changing Our Cities

By Kathleen McCormick

WITH THE interstate highway system in its seventh decade, the condition of many urban highways in the United States has deteriorated. Crumbling viaducts and other unsafe conditions call for an urgent fix. But rebuilding is complicated by rising construction costs, higher engineering and safety standards, scant funding, and other factors. While the federal government underwrote most of the cost of building the interstate system in the 1950s and 1960s, state and local governments now provide about 80 percent of public infrastructure funding. With perspectives on land use, transit, and equity also evolving, many cities are finding themselves at a crossroads when it comes to highways: remove or rebuild?

Some cities are opting for reconstruction. In Orlando, Florida, a 21-mile stretch of interstate jammed with 200,000 vehicles a day is being upgraded in the \$2.3 billion “I-4 Ultimate” project, which includes building or rebuilding 140 bridges, redesigning 15 interchanges, moving exits, and adding toll lanes. But other cities have removed their highways entirely or relocated them underground, which repairs divided neighborhoods and opens new vistas. San Francisco’s Octavia Boulevard, completed in 2003, replaced the former Central Freeway, damaged in the 1989 Loma Prieta earthquake. Boston’s “Big Dig” moved an elevated section of the Central Artery underground, making way for the Rose Kennedy Greenway and reconnecting downtown districts to the harborfront.

Credit: SireAnko via iStock.



A 1958 map of the planned federal interstate system.
Credit: U.S. Library of Congress.

Following these and other successful projects in places from Portland to Chattanooga, some of the biggest urban highway infrastructure efforts now involve deconstruction. Cities and states are trading highways for boulevards and connected streets that create space for public transit, walking, and cycling.

The Michigan Department of Transportation is planning to convert a one-mile stretch of I-375 in Detroit into a surface street; its construction in the 1960s paved over black neighborhoods in the city’s core. The Texas DOT is exploring ways to remove or reduce the footprint of the two major interstates that cut through Dallas, I-345 and I-30.

While government plays a key role, the highway removal movement often is built “from a grassroots base, by people in the neighborhood who have a vision for what it could be without the highway,” says Ben Crowther, manager of the Highways to Boulevards program of the Congress for the New Urbanism (CNU). The organization advocates for replacing freeways with streets networks that can contribute to urban vitality and livability. But this is no high-speed process, Crowther says. These efforts “don’t take years—they take decades.”



Milwaukee tore down the 0.8-mile Park East Freeway spur (left), replacing it with McKinley Boulevard (right) and freeing up 24 acres of land for redevelopment. Credit: Courtesy of Congress for the New Urbanism.

An Accelerating Trend

“Urban highway removal has been happening in the United States for the last 30 years,” says Ian Lockwood, a livable transportation engineer with Toole Design Group in Orlando. “During the past few years, interest has accelerated.”

Lockwood has served multiple times on the National Advisory Committee for CNU’s *Free-ways Without Futures* report, which identifies and studies roadways that are ripe for removal (see sidebar). Since 1987, more than 20 highway segments have been removed from downtowns and urban neighborhoods and waterfronts, mostly in North America, says CNU. Lockwood says the movement has gained a national focus as more cities recognize “how costly and incompatible building highways was in cities.”

According to federal lore, President Eisenhower didn’t intend for interstates to blast through cities when he signed the Federal Aid Highway Act in 1956. But during previous congressional hearings, mayors and municipal associations had testified in favor of the interstate system because of the benefits cities expected to receive from urban highway segments, and the idea soon became unstoppable. The interstate system would eventually span 47,000 miles, many of them routed through cities experiencing what would turn out to be peak mid-century population growth.

Lockwood, who has worked on many highway removal projects, says bringing highways

up to code can heavily impact neighborhoods, due to requirements such as adding lanes or bridges and realigning ramps. Removal, however, has positive impacts. “As we slow things down, value gets added” to cities through more mobility choices, better urban design, and greater investments, which draw new people and businesses, he says.

“This trend is part of an evolution in how we think about who cities are designed to serve,” says Lincoln Institute of Land Policy Associate Program Director Jessie Grogan, who leads the organization’s work in the area of reducing poverty and spatial inequality. “No longer are cities being planned for cars and commuters from the suburbs; instead, their multiple roles as commerce centers, homes, and places of recreation and tourism are being acknowledged and encouraged.”

This trend also has economic benefits. Milwaukee replaced the 0.8-mile elevated Park East Freeway spur with McKinley Boulevard and restored the street grid to enhance access to downtown, surrounding neighborhoods, and the Milwaukee Riverwalk. A master urban design plan and form-based code were prepared to shape pedestrian-scaled development and reinforce the area’s original form and character. Removing the spur cost \$25 million in federal and state funds, as well as local tax increment financing (TIF) funds, says Peter Park, former Milwaukee planning director. The project transformed 24 underutilized acres into prime downtown

FREEWAYS WITHOUT FUTURES

For over a decade, the Congress for the New Urbanism (CNU) has campaigned for removing highways to improve cities. CNU published its first biannual *Freeways Without Futures* report in 2008, charting the benefits of highway removal, including knitting neighborhoods and communities together; revitalizing downtown cores; supporting active transportation; freeing up land for redevelopment for affordable housing, new businesses, and open space; and increasing tax revenues. The latest *Freeways Without Futures* report (CNU 2019) provides highway removal case studies for: I-10 (Claiborne Expressway, New Orleans, LA); I-275 (Tampa, FL); I-345 (Dallas, TX); I-35 (Austin, TX); I-5 (Portland, OR); I-64 (Louisville, KY); I-70 (Denver, CO); I-81 (Syracuse, NY); I-980 (Oakland, CA); and Kensington and Scajquada Expressways (Buffalo, NY).

real estate. Ongoing development in the area has helped generate more than \$1 billion in new downtown investments, Park says. Between 2001 and 2006, the average assessed land values per acre in the freeway footprint grew by over 180 percent, and the average assessed land values in the TIF district grew by 45 percent, compared to a citywide increase of 25 percent.

“We’ve shown that when you take the highway out of the city, it gets better,” says Park. “It’s that simple.” The most valuable real estate in any city is downtown, adds Park, who is a consultant to cities, a repeat member of CNU’s National Advisory Committee for the *Freeways Without Futures* report, and a former Lincoln/Loeb Fellow. By removing a highway, a city can develop more valuable assets, he says. An aging highway might attract matching dollars from the federal government for repairs, but if the city removes it and frees up land for redevelopment, that’s a much better long-term option for producing jobs, housing, tax revenues, and other benefits: “Building a city is the long play. There are no examples of a neighborhood that improved when a highway was cut through or over it. But every in-city highway removal has improved economic, environmental, and social opportunities for the local community.”

Overcoming a Dubious Legacy

While Eisenhower-era advocates promoted urban highways as expedient for shipping companies and suburban commuters, time has revealed a different story. Demographic and health data, photos, and maps confirm a fact known all too well by those living adjacent to highways: these roads cause serious health, economic, social, and environmental damage. Inserting highways often occurred in conjunction with “urban renewal” efforts, which targeted predominantly low-income and black communities with the least political purchase and least likelihood of resistance. Freeway construction in many U.S. cities caused homes and businesses to be demolished; limited access to housing, services, jobs, and open space; and polluted air, soil, and water.

Research on the short- and long-term impacts of living, working, and attending school near highways has documented many environmental and health risks, including elevated rates of asthma, cardiovascular disease, preterm birth, immune damage, and cancer. Tailpipe exhaust contains particulate matter, carbon monoxide, nitrogen oxides, and volatile organic compounds (VOCs) such as benzene. VOCs can react with nitrogen oxides to produce ozone, the most widespread outdoor air pollutant. Children, older adults, and people with preexisting conditions, especially in low-income urban areas, are at greater risk for air pollution-related health impacts, according to the Environmental Protection Agency (EPA). These environmental and health risks persist despite today’s more stringent emission and fuel standards, which have reduced harmful emissions by 90 percent compared to 30 years ago (EPA 2014).

“It’s important to understand the impact of the highway on the local community,” says Chris Schildt, senior associate at Oakland-based PolicyLink, a national research and action institute for advancing economic and social equity. Schildt managed the All-In Cities Anti-Displacement Policy Network in 2018

and 2019, which was composed of elected officials, senior staff, and representatives of local organizations in 11 cities impacted by displacement. The network focused on anti-displacement strategies cities can use when planning new public infrastructure investments.

“This is a chance for cities to start to repair the harm they created by bringing highways” through neighborhoods, Schildt says. One way to do that is for cities to secure land produced by highway removals for the community through land trusts or nonprofit organizations. If the city gains ownership of the land with the intent to redevelop, Schildt says, it should make sure that what gets built reflects actual needs expressed by the community.

In Minneapolis, the city’s newly adopted comprehensive plan includes a Freeway Remediation Recovery policy, which states the city will “repurpose space taken by construction of the interstate highway system and use it to reconnect neighborhoods and provide needed housing, employment, green space, clean energy, and other amenities consistent with city goals.” The city estimates the impacts on land value and tax revenue for property taken for freeway construction at \$655 million.

Reclaiming a Roadway in Rochester

On a one-mile stretch of road in Rochester, New York, a neighborhood is growing, with new housing, restaurants, and retail. It’s the kind of development that might seem promising in any rebounding legacy city—but it’s especially remarkable for its location atop a former section of highway.

In the 1950s and early 1960s, a growing population of 332,000 and an increasingly traffic-clogged downtown led Rochester to construct the Inner Loop, a sunken beltway around the city core that spanned up to 12 lanes with travel lanes, ramps, and frontage roads. Officials demolished nearly 1,300 homes and businesses to make way for the 2.7-mile expressway, which connects to I-490. At least two similar projects didn’t get built because of local opposition. Before the loop’s eastern segment was built, the corridor was home to a working-class neighborhood with dense, tenement-style apartment buildings that was connected to more affluent East End neighborhoods. In the five decades that followed, as

Rochester’s beltway, known as the Inner Loop, effectively cut off the downtown from the rest of the city. The construction that transformed the eastern portion of the highway into an at-grade boulevard is visible in the lower left; the city is studying the feasibility of removing another segment. Credit: © Rochester Democrat and Chronicle – USA TODAY Network via Imagn Content Services, LLC.





To convert a sunken highway to an at-grade boulevard, Rochester demolished retaining walls and bridges and imported 120,000 cubic yards of dirt. Credit: City of Rochester/Stantec.

population declined by a third, many sites adjacent to the loop remained or became vacant.

The idea of eliminating the loop's eastern segment and replacing it with a boulevard first appeared in 1990 in the city's Vision 2000 plan, says Erik Frisch, a transportation planner and manager of special projects for the Rochester Department of Environmental Services: "From that point forward, every city plan created by or on behalf of the city contained the idea of removing this section, saying it had been overbuilt and created a moat-like barrier to downtown." Traffic on this section of highway, which Frisch said never met its potential, had declined to only 7,000 vehicles per day, a volume that could be accommodated by a boulevard.

Federally funded planning and scoping began in 2008, says Frisch, but it wasn't until 2013, when the city secured a TIGER (Transportation Investment Generating Economic Recovery) grant, that the project began to take shape. The city adjusted its plans, mobilized public engagement, and moved quickly to complete design and begin construction. The \$22 million planning and construction costs were covered with \$17.7 million in federal TIGER funds, \$3.8 million in state matching funds, and \$414,000 in city matching funds.

"It took so long to go from idea to reality that we had many planning layers," notes Frisch. The city worked with small businesses, developers, and property owners in the corridor and on adjacent streets. "The goal of this effort was

consistent: to serve transportation needs and encourage investment in a walkable and bikeable neighborhood."

In 2014, the city began the work of burying the segment and building an at-grade, two-way street with cross-street connections to downtown. It demolished retaining walls and three bridges that had spanned the expressway and filled the roadbed with 120,000 cubic yards of earth. Stantec engineers and urban designers helped plan the streets, addressing challenges such as design for the north and south ends of the boulevard to ensure safe transitions from expressway to city streets. Getting land uses and character right was a big part of the redevelopment success, says Frisch. The city extended the existing center-city zoning, which is a form-based code, to these properties.

Completed in 2017, the new Union Street features two to four vehicle lanes, parking lanes, sidewalks, two-way protected bike lanes, signaled crosswalks, bike racks, benches, trees, and landscaping. The city maintains the new street infrastructure. Between 2014 and 2019, walking increased 50 percent and biking 60 percent in the project area, and the city anticipates more pedestrian and bike traffic as development around Union Street increases, says Frisch.

Charlotte Square on the Loop, with 50 affordable apartments, eight of which are reserved for ex-offenders reentering the workforce, was the first development in Rochester's Inner Loop East

Transformation Project. In the fast-growing area, Rochester-based Home Leasing also developed 10 market-rate townhomes and recently began construction on Union Square at the East End for Trillium Health, with 66 affordable apartments, including homes for people living with HIV and seniors requiring assistance. The project also will have a pharmacy, a service that downtown had lacked.

In all, the new neighborhood on and around the former expressway will include 534 housing units, more than half subsidized or below market rate, and 152,000 square feet of new commercial space, including services and amenities such as a day care center and restaurants, reflecting the city's priority for an inclusive neighborhood with affordable homes and needed services. The largest project located on the new parcels will be the Neighborhood of Play, an expansion of the city's popular Strong National Museum of Play that will include 236 apartments, a 120-suite hotel, retail, and a parking garage.

Seeing "\$229 million in economic development from \$22 million in public investment is a real coup," said Anne DaSilva Tella, Rochester's assistant commissioner of the Department of Neighborhood and Business Development, in a CNU webinar (CNU 2020). She noted that the project had also created 170 permanent jobs and over 2,000 construction jobs.

"The value created on the 6.5 acres is an incredible return on investment," says Frisch. With only one project so far completed within the seven parcels created by burying the expressway, the city doesn't have property tax revenues yet. But Frisch says private investment that otherwise would not have happened has extended beyond the site to increase property values and tax revenues and encourage new development, including residential and mixed-use structures on both sides of the boulevard, and redevelop-



New construction on the site of the former Rochester Inner Loop includes Charlotte Square on the Loop, an apartment complex with affordable homes. Credit: Gene Avallone.

ment of nearby brownfield sites. Within blocks, a former hospital campus and an underused office building are being redeveloped, and a brewpub is expanding.

Removing the highway segment "has lifted the whole downtown area," says Frisch. "We've seen it come back strong, because we're making places of value where people want to invest." The city also saved taxpayers \$34 million by avoiding the future costs of federally required highway lifecycle repairs and maintenance. "That alone was greater than the project cost," he says. The city recently began a Phase 2 planning study for the potential removal of the northern segment of the Inner Loop, which could help an area with more concentrated poverty connect to economic opportunities downtown.

"When federal or state funds are available for this kind of major investment in infrastructure, examples like Rochester show how these investments are repaid in multiples," says Grogan of the Lincoln Institute. "Not only is this good for the short-term bottom line of cities, it can also increase access to opportunity for residents, which can lead to an improvement in their long-term financial and other life outcomes."

Removing the highway segment "has lifted the whole downtown area . . . We've seen it come back strong, because we're making places of value where people want to invest."

I-10 in New Orleans

“My early memories of Claiborne Avenue were of being able to walk to the butcher, the grocery store, the dance supply shop,” says Amy Stelly, an urban planner and designer. “Those kinds of businesses don’t exist now. Some people lost land, some lost their businesses. We had a median with grass and trees and a grand traffic circle. Everyone misses that, because it made the area beautiful.”

Stelly is cofounder and creative director of the Claiborne Avenue Alliance, a coalition of local residents and property and business owners lobbying to “reclaim, restore, and rebuild” the Claiborne Corridor in New Orleans, which for over half a century has existed in the shadows of the elevated I-10 expressway. As a kid, she says, “I knew intuitively this was not right, and promised myself to work to change this situation.”

One of CNU’s Freeways Without Futures, the I-10 Claiborne Expressway slices through the neighborhood of Tremé (tre-MAY). Located next to the French Quarter, Tremé historically was the city’s main community of free people of color, and is renowned for its African-American and

“My early memories of Claiborne Avenue were of being able to walk to the butcher, the grocery store, the dance supply shop. Those kinds of businesses don’t exist now.”

Creole-influenced food, music, and culture. Claiborne Avenue, which stretches for seven blocks through Tremé, was its main boulevard and commercial corridor, distinguished by a wide, tree-lined median park that served as the community’s main gathering place, including for Mardi Gras parades. Today, Mardi Gras revelers gather within sight of looming overpasses.

Construction on the Claiborne Expressway finished in 1968, around the time that a decades-long preservation battle resulted in the defeat of a proposed expressway along the Mississippi River in the French Quarter. The Claiborne Avenue community had little political clout. Hundreds of businesses, homes, and trees in the thriving corridor had been destroyed.

In 2012, Stelly returned to Tremé and her childhood home less than two blocks from the

In the New Orleans neighborhood of Tremé, life plays out in the shadows of the elevated lanes of the Claiborne Expressway. Credits: Christian Bélanger/Flickr CC BY 2.0 (left); Derek Bridges/Flickr CC BY 2.0 (right).





Before the construction of I-10, Claiborne Avenue was a community gathering place lined with oak trees. A study by Louisiana State University found that the interstate “fragmented the community socially, culturally, and economically.” Credit: CIDnola.com.

interstate after working for years in other cities, including with New Urbanist planners Andrés Duany and Elizabeth Plater-Zyberk. She began researching the history of the I-10 and became an advocate, like others before her, for taking down what many call “the monster.” Few thriving businesses line the corridor now, and the paving beneath the expressway is used as “a two-mile free parking lot,” Stelly says, with some areas occupied with drug sales, prostitution, and encampments for homeless people.

Demographic data point to impacts on the area’s population, racial composition, and economic level at least partially due to the arrival of the interstate. Over the past few decades, Tremé’s population has declined along with that of the city at large; the population of New Orleans shrank from 628,000 in 1960 to an estimated 391,000 by 2018. Between 2000 and 2017, the population of Tremé declined from 8,853 to 4,682, according to the Data Center, an independent nonprofit data analysis resource for Southeast Louisiana (The Data Center 2019). Both declines were partly the result of Hurricane Katrina, which caused significant flooding and damage in 2005. Tremé saw a post-Katrina influx of more affluent white residents, amplified by outside investors who renovated or built homes for short-term rentals, displacing long-term residents. In 2000, over 92 percent of households were black, and 57 percent lived below the poverty line; by 2017, 63 percent of households were black, 28 percent were white, and

39 percent of residents were living in poverty, compared to a citywide rate of 25 percent.

The notion of removing I-10 has been the subject of multiple studies, the first dating to the 1970s. In 2010, CNU’s Highways to Boulevards program brought planners to Tremé to create a vision for restoring the commercial corridor. A subsequent report and preliminary design advocated for the restoration of North Claiborne Avenue as a vibrant boulevard, with new street connections and multimodal infrastructure, a landscaped median park and grand traffic circle, and new homes and businesses (Smart Mobility and Waggonner & Ball 2010).

These planning efforts helped the city obtain a \$2 million federal TIGER planning grant, which funded the Livable Claiborne Communities Study (Kittelsohn & Associates and Goody Clancy 2014). That study presented three options: maintain the expressway (\$300 million for repair and maintenance over 20 years), remove ramps and develop street infrastructure in residential areas (\$100 million to \$452 million over the same time period), or remove the expressway entirely and develop a street-level urban boulevard, new street connections, and alternative transportation infrastructure (\$1 billion to \$4 billion). The third option would reclaim nearly 50 acres of land for open space and redevelopment.

While CNU’s vision of removing the highway and restoring the corridor “really resonates with people,” says Stelly, the city pursued another path. In 2017, city leaders partnered with the

Foundation for Louisiana to launch an effort to develop the Claiborne Cultural Innovation District (CID) under I-10. With support from city, state, and regional agencies and the Greater New Orleans Funders Network, composed of 10 national and local foundations, a master plan for a 19-block innovation district was developed that would include micro-businesses, a market-place, a youth activity area, performance space, and green infrastructure elements including bioswales, trees, and freeway drainage systems. The district would be phased in over 15 years, at a cost of \$10 million to \$45 million. Though some areas beneath the expressway have drawn artists, pop-up retail, and food vendors, revitalization has not been widespread or consistent, says Stelly, illustrating her point with a photo of an abandoned shipping-container kiosk that now provides a place for homeless people to gather.

The Alliance has objected to the plan and called for freeway removal, as well as for funds to improve the avenue's existing building stock, for infill development on vacant land, and for restoration of the median as public open space. The group faces political opposition, however, from heavyhitters including the Port of New Orleans, which generates \$100 million in revenue annually. In 2013, Port officials publicly supported the retention of I-10 as an important corridor between industrial real estate properties on the Inner Harbor and its riverfront facilities. The irony, says Stelly, is that "the avenue beneath the interstate is often empty while the interstate is backed up. People don't think of other options."

The Alliance has been gathering data to convince the community and city officials that the CNU vision will provide economic, social, and health benefits. The group commissioned a study by the Louisiana State University Health Sciences Center School of Public Health, located just south of Tremé, that analyzed decibel levels, air quality, and other indicators. The study found concerns including traffic-related air contaminants, lead in the soil, noise pollution, and fine-particulate emissions. It said vulnerable populations included children, seniors, pregnant

women, those with compromised immune systems, and homeless populations living under I-10, and that policies encouraging use of the land beneath the interstate posed additional threats to health. The study also noted "the removal and paving over of historic green spaces along the corridor have exacerbated the impacts of local flooding, with consequences for water quality, ease of local transportation, [and] use of outdoor spaces."

In summary, the LSU researchers noted that the interstate's "physical division of previously connected neighborhoods and the removal of businesses along what used to be a commercial artery have fragmented the community socially, culturally, and economically. Today, poverty and crime are disproportionately experienced by residents of the Claiborne Corridor, and reliable access to jobs, housing, and transportation remains a challenge" (LSU 2019).

"Today, poverty and crime are disproportionately experienced by residents of the Claiborne Corridor, and reliable access to jobs, housing, and transportation remains a challenge."

In January 2020, the Alliance launched a data-gathering "tactical urbanism" project on I-10 structural columns called "Paradise Lost, Paradise Found" to seek community responses to its vision for a restored Claiborne Avenue. It also presented its vision to the New Orleans City Council's Transportation Committee.

"Very clear environmental racism led to the destruction of businesses and homes along that corridor," notes Kristin Gisleson Palmer, the city council member who represents Tremé and chairs the Transportation Committee. As a city council member in 2010, Palmer advocated for taking down the expressway and wrote a grant that led to the Livable Claiborne Communities Study.

Given the increasing impacts of climate change, including storms that repeatedly flood Tremé and other parts of the city, she says, the city council has priorities other than removing the viaduct. Short-term, the city's focus in the Claiborne Corridor should be on an incremental plan for new green infrastructure and housing, Palmer suggests. Bike and walking paths, alternative transportation, and flexible open space with trees and other stormwater management elements under and adjacent to the expressway would mitigate flood risks, enhance the corridor's business environment, and still be useful if the expressway eventually were taken down.

Palmer still advocates for removal, as do most people in the community, she says, though some fear that taking it down will lead to further gentrification and displacement.

The Way Forward

In July 2019, the U.S. Senate's Environment and Public Works Committee advanced the America's Transportation Infrastructure Act of 2019, which includes funding for the study and removal of highways in cities. The five-year program would allocate grants of up to \$2 million for planning, \$15 million for technical assistance, and \$5 million up to half the total cost of capital construction, with total federal assistance capped at 80 percent. Priority would be given to disadvantaged communities whose highway removal projects could be covered completely. Unlike past federal block grants, this funding is targeted specifically for removing highways, and focuses on economic development. Grants would be available to cities, states, metropolitan planning organizations, and, for the first time, community and nonprofit organizations.

To prepare for a potential infusion of federal highway removal funds, CNU is assembling a best practices manual and tool kit that could be adopted by municipalities. "Cities have been working from scratch," says Larry Gould, a

principal and transit planner with Nelson\Nygaard in New York City and a CNU board member. Decisions about highway removals are "context-sensitive," he says, and determining factors include physical and policy contexts, as well as funding and community vision. The manual will likely include design standards, transportation network concepts, engineering specifications, and metrics to measure success.

Some planners have already been sharing lessons learned. In a webinar for the global Institute for Transportation and Development Policy on the unintended consequences and solutions for urban highways, Peter Park outlined several requirements for successful highway removal and redevelopment (ITDP 2019):

1. strong community support, leadership, and political will;
2. an urban vision for the city that is not dominated by automobiles and favors short trips by different modes, such as walking and biking, along routes that are part of the city fabric, like well-connected streets and multiuse path networks;
3. decisions driven by a long-term community investment strategy rather than by the short-term pressure of spending federal allocations;
4. control of land by local government and clear regulations, such as form-based codes that create walkable urban places and shape new development that supports priorities like affordable housing and job creation.

PolicyLink's Schildt says public officials and staff should consider key questions: Has the city discussed highway removal with the neighborhoods affected before seeking funding or beginning planning? How will the city reduce the impacts of deconstruction? How will the city ensure that investments don't signal to the private market that this is an up-and-coming neighborhood, which could catalyze higher land costs, rent increases, and destabilization? What kinds of affordable housing, tenant protections, and job-generation policies and programs are in



Amy Stelly, left, leads the Claiborne Avenue Alliance, which seeks to “reclaim, restore, and rebuild” the urban corridor that was divided by the construction of I-10 in the 1960s. Credit: Courtesy of Congress for the New Urbanism.

place? Be transparent about the realities on the ground and present them to the community early in the planning process, says Schildt. “If you receive a \$2 million grant for planning a highway teardown that took 10 years to get, but the community doesn’t want to remove the highway, are you willing to reject it and start over with a planning process that identifies and responds to what the community wants?”

As urban highway removal becomes a viable option, the costs and benefits are increasingly clear. New Orleans City Council member Palmer notes the city now has “concrete examples of other cities that have taken down expressways” resulting in success and economic development. “The reality is that something has to be done with the expressway, and at some point the feds are going to have to reconstruct it or take it down,” she says. “Taking it down is expensive, but reconstructing it could cost even more.” □

Kathleen McCormick, principal of Fountainhead Communications in Boulder, Colorado, writes frequently about healthy, sustainable, and resilient communities. As a board member for CNU Colorado in 2012–2014, she advocated for removing I-70 through Denver.

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President

270 Electoral Votes to Win



Biden



Senate

51 for majority

48
Dem

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48
Rep

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A-HED

France Says Au Revoir to the Cafe

The coffeehouse, once the heart of civic life in France, is disappearing; one town is struggling to revive its

OWN

By [Noemie Bisserbe](#) / Photographs by Matic Zorman for *The Wall Street Journal*

Feb. 7, 2020 11:13 am ET

UGNY, France—There was a time when Mayor Robert Bourguignon went to Le Lounge Bar, a cafe nestled in the rolling hills of Lorraine, to sip espresso or soak up village gossip.



Today, a coat of dust lines the bar. The chairs and tables haven't moved since January 2019, when Le Lounge Bar filed for bankruptcy. To reopen its doors, the cafe is counting on financial aid from a nongovernmental organization.

Endangered species

“Without a cafe,” says Mr. Bourguignon, 71, “a village is pretty much dead.”

The cafe, once the heart of civic life in France, is an endangered species. In 1960, there were about 200,000 cafes across the country. That was down to around 38,000 in 2016, according to the latest data available from the French statistics agency Insee.

Cafes are disappearing fastest in rural France. Towns and villages that counted on cafes as gathering points—whether for romantic dates or World Cup celebrations—have been hollowed out by urbanization and the decline of traditional French industry. Cafes have completely vanished from more than 80% of France's towns and villages, according to UMIH, a hotel and restaurant federation.

Celebrated Parisian cafes, such as Les Deux Magots and Café de la Paix, are safe. They survive as tourist destinations, cashing in on bygone days as haunts of Simone de Beauvoir, Ernest Hemingway and Oscar Wilde .



Restô bar in Ugny, France, will open in March. The only cafe in town has been shuttered since 2019.

PHOTO: NOEMIE BISSERBE/THE WALL STREET JOURNAL

The soul of France, however, resides in its more modest country cafes. It was the play of cafe lights against a nighttime sky in the southern town of Arles in 1888 that inspired Vincent van Gogh to paint *Café Terrace at Night*, the precursor to his masterpiece, *The Starry Night*.

SHARE YOUR THOUGHTS

What's your favorite cafe memory, in France or anywhere else? Join the conversation below.

“It was really special,” says Gilbert Bellion, 81, recalling how he used to go to the cafe in Ugny every Sunday. There he would meet his friends and father-in-law to drink, listen to music or play cards. “I would completely forget about Monday morning.”

The turning point came in the 1970s and '80s decline of France's traditional heavy industries. Mines, textile factories and steel smelters began to close across the country as demand fell. Factory workers who filled the village cafes disappeared, taking service jobs in cities.

For Ugny, the only remnant of the region's industrial past is an old blast furnace lying on its side on what is now a golf course. The last factory in the area, in the nearby town of

Réhon, employed over 4,000 people at its peak before closing in 1987.



The town of Longwy, near Ugny, was one of the centers of the iron industry in Lorraine.



'Without a cafe, a village is pretty much dead,' says Ugny mayor Robert Bourguignon, 71.



'It was really special,' says Ugny resident Gilbert Bellion, 81, recalling the town cafe.

Ugny's population fell to around 420 from more than 460. Those who stayed found work across the border in Luxembourg, forcing them into daily commutes leaving no time for lounging in the local cafe, which closed.

In 2009, Mr. Bourguignon decided to buy the 19th-century barn in the village center and turn it into a new cafe he could lease. A decade of strife followed.

DEIS C-824

Tenants came and went, meaning locals could never count on the cafe's being open. At one point, Mr. Bourguignon recruited a couple to run the cafe who lived 30 miles away, but they threw in the towel after a particularly cold winter.

Even the cafe's name was in flux, changing from Le Devlice to A L'unisson before settling on Lounge Bar, which then went bankrupt.

"We were not very lucky," Mr. Bourguignon says.



For Ugny, one of the few remnants of the region's industrial past is an old blast furnace nearby lying on its side on what is now a golf course.

As cafe life vanished, villagers found themselves isolated. High taxes made it hard for hair salons and other gathering points to survive. The village had to build low-cost housing to justify keeping its elementary school open. Cellphone and internet connections are patchy.

"There's nowhere to go out around here," says Alisson Humbert, 28, an out-of-work waitress. "We no longer know our neighbors. We all live in a bubble."

Villagers including Ms. Humbert say the need for social contact was a reason people flocked to the yellow-vest movement to protest France's economic policies. Turning up at roundabouts across the country—wearing reflective safety vests and blocking traffic—was a way to connect and forge friendships, she says.

"I realized these people shared many of my worries," she says, "I wasn't alone." Ms. Humbert has joined Mr. Bourguignon in pushing to reopen the cafe, where she hopes to work as a waitress.

In September, the mayor heard on the radio that Groupe SOS—an NGO providing social, health and other services to the poor—was launching an aid program dedicated to cafes. The project was part of President Emmanuel Macron’s rural agenda, drawn up last summer partly in response to the yellow-vest crisis.



Ugny residents gather in the village church for a concert organized by the municipality with hopes to improve social connections in the community.



Yellow-vest member Alisson Humbert will work at the Rest’ô bar cafe.



Amanda Gargano, future Rest’ô bar manager, in front of the cafe under renovation.

Cafes supported by Groupe SOS will remain distinct—they aren’t a chain. But the NGO will use its scale to negotiate prices with suppliers and push every cafe to offer a range of

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services, from freshly baked bread to internet connections. Every cafe will have two employees, with a fixed salary and a bonus if the cafe can afford it.

“The aim isn’t to build a McDonald’s franchise,” says Jean-Marc Borello, president of Groupe SOS and a close ally of Mr. Macron. “Every cafe will be very different and that’s good.”

Groupe SOS plans to reopen a cafe in Ugny in March, calling it Rest’ô bar. The cafe is hiring Ms. Humbert and Amanda Gargano, a 33-year-old mother of four from a neighboring village, to cook and manage the cafe.

Ms. Gargano, who left her Luxembourg factory job last summer, says the cafe will host concerts, cooking classes and birthday parties for children. She plans to buy produce from local farmers to cook simple dishes. Her mother, a former waitress, has promised to help. Her husband, a welder in Luxembourg, will pitch in.

“The goal,” she says, “is to appeal to a maximum number of people.”

Ms. Humbert, who still carries a key chain with a miniature yellow vest on it, hopes her new friends will come too.

Write to Noemie Bisserbe at noemie.bisserbe@wsj.com

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Tom Hoffman

This project should not be built. It would cause too much damage to the valley of Rock Creek. Pavement creates stormwater. More cars create air pollution and more traffic noise. There would be less parkland for the public to enjoy. In a congested area like the DC region, there needs to be as much open space as possible.

Tom Hoffman

I wish to express my opposition to this project. It would cause severe damage to the environment of Montgomery County-more air pollution, more noise nuisance, runoff of toxic substances into streams.

It would involve the taking of parkland. There is not enough green space in Montgomery County as it is. It would impact historical resources, such as African American cemeteries.

Finally, new or expanded roads never solve traffic problems in the long run. I-270 has been widened several times, but it stays congested. The county and state need to concentrate on promoting public transit to reduce traffic volume.

Lisa Hohenemser

We live in the Sligo Branview neighborhood which is between Wayne Ave and 495 in Silver Spring. As such, we are sandwiched between the now halted Purple Line construction and the proposed 495 expansion. While it is unpleasant to live with the construction noise, debris, traffic issues, and tree removals due to the Purple Line, I see the merit in linking our area's public transit system and look forward to its completion. The proposed highway expansion is a different matter entirely. We are fully in the midst of a climate crisis - why are we building bigger roads at a time when what our planet needs is a reduction in fossil fuel emissions not bigger roads. Please consider the lives of people living directly between these two major, years-long construction projects as well as the lives of everyone who wants to breathe clean air. The highway expansion is a mistake. We need behavior change, fewer cars not more cars, and thoughtful urban planning. Please reconsider the 495 expansion - it's not what we need.

From: Susan Holliday [REDACTED]
Sent: Friday, October 30, 2020 10:54 AM
To: MLS-NEPA-P3
Subject: I-495/I-270 expansion comments

I'm writing to oppose expansion of I-495 and I-270 because of the harm it will pose to the environment, per the public comment opportunity on the expansion's environmental impact.

Expansion will irreparably harm parkland, wildlife habitat, and stormwater management and have a deleterious effect on Montgomery and Prince George's County residents.

Susan Holliday

[REDACTED] Buffalo Ave., Takoma Park, MD 20912

Name: Wilson Holly

Joint Public Hearing Date: N/A— 07/15/20

Type: Voicemail

Transcription:

Yes, good morning Wilson Holly calling from Chevy Chase.

Regarding the 495 270 Managed Lane Study. Ahh - referring specifically to Highway 270. Why don't they do all of the construction at night? Like every other state on the west coast does? Idaho does it - California does it - Oregon - does it - Washington state does it - Montana does it - Nevada does it. I don't know - I don't understand why you can't do it at night. You've got the halogen lights to illuminate the area. So I would hope that you would get serious consideration of doing it at night as opposed to messing up all of the highway traffic that 270 takes during the daytime. And you can't flip Lanes on 270 because that doesn't work. Any - any questions, concerns, or comments? Call me [redacted]. Thank you.

Kathleen Holmay

OK - so we're short of money and are still wanting to undertake an expensive project. The current public-private partnership of the purple line shows that we're not good at these partnerships. Moreover, thousand of people have learned they can effectively work from home making the additional traffic lanes unnecessary. What are we thinking? Let's indefinitely postpone this project.

From: Kathleen Holmay [REDACTED]
Sent: Tuesday, July 28, 2020 12:14 PM
To: MLS-NEPA-P3
Subject: No Beltway widening

Lisa Choplin,

It's painfully clear with the covid19 crisis that many of us can productively and effectively work from home. We need to encourage this as the virus dissipates. It will mean less traffic, saving a great deal of money and leaving the beltway and 270 more or less as they are, thereby being kinder to our environment and also to ourselves. Please cancel this ridiculous project.

Kathleen Holmay
[REDACTED]
[REDACTED] Kingston Road
Kensington, Maryland 20895

Kathleen Holmay

Despite statements that the expansion won't cost anything, we know it will. Why proceed with a project based on at least one lie? Taxpayers will have to pay for water line re-routing, a considerable sum. And for purchase of homes in the right-of-way. Plus other project costs that could go as high as one billion. All this following reduced revenue due to covid19. Moreover, we need funds for schools, healthcare, programs to advance POC in our state - not for more cars to pollute our air.

Name: Mark Holt

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Afternoon

Transcription:

Hi. This is Mark Holt, M-A-R-K, H-O-L-T [REDACTED] Krisran Court, K-R-I-S-R-A-N Court, Fort Washington, Maryland 20744. So, shall I start? Can you hear me?

Thank you for this opportunity to provide recommendations on the I-495 and I-270 widening project. My comments focus on the critical needs for improved bicycle and pedestrian access in southern Prince George's County and the environmental effects of the project on Hensen Creek. The Beltway widening project provides a unique opportunity to literally break through a major barrier to bicycle and pedestrian access in our community. That barrier is the Beltway itself. For decades, the Beltway has prevented the extension of our area's primary multi-use trail, the Henson Creek Trail, to connect with the Branch Avenue Metro Station, the main station serving Southern Prince George's County. Ten years ago, our county's trail planners spent a lot of effort to prepare a 30 percent design for this high priority trail connection. The extended trail would have crossed under the Beltway using the existing 10-foot box culverts, which carry the streamflow of Henson Creek. The idea was rejected by the State Highway Administration. But since that set back, the state has spent millions of dollars to encourage bicycle and pedestrian access to the Branch Avenue Station, especially with a new bike ped bridge over the Branch Avenue, which had been another major obstacle. Connecting the Henson Creek Trail to the new Branch Avenue crossing, would vastly increase its potential users. Thousands of households in Camp Springs, Temple Hills, Oxon Hill, and Port Washington would for the first time have convenient bicycle and pedestrian access to Metro.

This connection would also allow people from all over the Washington area to take their bikes on Metro to the Branch Avenue Station and ride to Prince George's County scenic Potomac River attractions such as Fort Hood, Fort Washington and the National Colonial Farm. The only thing blocking this crucial trail extension is, as always, the Beltway. The Beltway widening project, which would seem to create an even bigger trail barrier, could instead provide the long-sought solution. The solution is to have the newly widened Beltway cross Henson Creek on a bridge rather than over a longer version of the existing concrete culverts. The Beltway bridge over Henson Creek would include an upper level area underneath the trail expansion. Replacing the Beltway culverts with a bridge would also prevent the undergrounding of more than 100 additional feet of Henson Creek. It would further allow the restoration of the 300 feet of the creek currently sealed in the existing cut and culverts. Restoration of Henson Creek under the Beltway would connect an additional three quarters of a mile of the creek inside the Beltway with the rest of the creek and flowing freely to the Potomac River. Moreover, a bridge would preserve wetlands along Henson Creek that would have to be filled if the existing box culverts were extended.

To comply with federal law, both ok. To comply with federal law both the DEIS and the section 4(f) evaluation must be revised to address these impacts and mitigation opportunities. Please make the right design choices on the Beltway crossing over Henry - Henson Creek. And thanks for this opportunity to make a statement.

From: Barbara Hoover [REDACTED]

Sent: Monday, November 9, 2020, 6:34 PM

To: Lisa Choplin; governor.mail@maryland.gov; pfranchot@comp.state.md.us; Treasurer@treasurer.state.md.us; marc.elrich@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov; councilmember.jawando@montgomerycountymd.gov; councilmember.riemer@montgomerycountymd.gov; susan.lee@senate.state.md.us; ariana.kelly@house.state.md.us; Korman, Marc Delegate; sara.love@house.state.md.us

Subject: In Support of the No-Build Option: Beltway Expansion DEIS

November 9, 2020

Dear Ms. Choplin, Director, I-495, I-270 P-3 Office, Md-DOT,

The Draft Environmental Impact Study (DEIS) and other independent analyses has shown that Governor Hogan's beltway expansion project would hurt local ratepayers, Maryland taxpayers, and would be especially devastating for local residents. In March, the Washington Suburban Sanitary Commission (WSSC) estimated the cost would be \$2 billion to move water and sewer pipes to make way for the project; that's more than double the original estimate from MDOT. The state has consistently refused to acknowledge who will cover the cost. WSSC fears it may have to raise ratepayers' water bills. Despite Governor Hogan's claims that the proposal will cost Maryland taxpayers nothing, the DEIS admits that upwards of \$1 billion in state subsidies might be needed to complete the project (Washington Post).

Other public/private partnership projects like the Purple Line have run over budget to the tune of \$755 million. Developers have demanded the state cough up additional funding to keep the project alive. The governor's response? Crickets. The DEIS acknowledges that under high cost and high interest rate scenarios, every single

alternative will run a deficit between \$482 million to \$1.01 billion for building the Purple Line.

Local communities will pay the biggest price for the beltway project. The DEIS acknowledges that 1,500 properties will be negatively impacted, and up to 34 homes will have to be bulldozed completely.

The project will disproportionately impact local communities, particularly low-income communities and communities of color, all of whom will be forced to cope with increased noise and air pollution and increased risk of flooding and water pollution.

The proposal would also negatively impact dozens of community resources including schools, parks, and hospitals, not to mention the numerous environmental concerns. The DEIS acknowledges that the project will lead to increased particulate matter, carbon monoxide, ozone, carbon dioxide, and greenhouse gas emissions in local communities, yet it does not adequately address these concerns.

The goal of the project is to increase highway capacity, which obviously leads to far more vehicles on the road and increased greenhouse gases for generations to come. Climate change, the number one priority for people across the world, is mentioned only once in the main body of the 350 page report and makes no attempt to mitigate the increased greenhouse gas emissions.

At a time when all efforts should be concentrated on reducing climate pollution, this project would do the exact opposite. Over 550 acres of new impervious surfaces will be added, drastically increasing stormwater runoff, pollution, and flash flood risk for local communities. Nearly all of the stormwater mitigation efforts will need to be done off site, frequently outside the impacted watersheds, further burdening local communities and their watershed. Rock Creek, Sligo Creek, Northwest Branch, and other local creeks will all be impacted. Over 50 acres of wetlands could be impacted, further worsening stormwater runoff and destroying wildlife. Nearly 30 miles of local streams, creeks, and rivers would be negatively impacted in total (Table ES-2). Dozens of local parks, including the C&O Canal, Cabin John Regional Park, Indian Spring Terrace Local Park, Rock Creek Stream Valley Parks, and many, many more (Table 4-5)- will be negatively impacted.

Approximately 1,500 acres of forest canopy will be removed. 155 acres of area of sensitive species review will be impacted, hurting wildlife, increasing habitat fragmentation, and harming endangered and threatened plant species (Table ES-2). From the beginning, the DEIS review process has been deeply flawed. The state has always favored an extensive-build option, even though every Environmental Impact Statement is required to include a "Statement of Purpose and Need," a justification of why the proposed project should be built. This project's purpose and need includes language to ensure that the only project that could receive approval are massive

highway expansions that have the potential to create revenue for private corporations. All proposed and studied alternatives include nearly identical impacts to the environment and local communities (Table ES-2), which intentionally allows the state to exclude viable alternatives to massive highway expansion, such as expanding other transit options that are likely to involve a lower cost and far less impact on the environment.

Beyond all that, the burning question now is do we even need this project? Private and public companies, corporations and agencies based in Maryland and DC have demonstrated convincingly during the coronavirus pandemic for the past nine months that commuting to work by car is unnecessary. Work from home/telework and staggered commute times is the new norm, all of which is to say there is no evidence that this project will be needed once the nation recovers from the COVID-19 pandemic.

Even if there was no pandemic, numerous studies have shown that expanding highways almost never results in the desired goal of traffic reduction; the costly I-270 expansion in Montgomery County more than 20 years ago serves as a perfect example. Within a few years of the project's completion, bottlenecks were a common site along the I-270 corridor.

A recent study by the Maryland Transportation Institute at the University of Maryland found that only a 5-15% reduction in cars on the road during rush hour would virtually end congestion, making any expansion pointless (Maryland Matters). Even if only a small percentage of people switch to teleworking for good, the state needs to fully examine and study whether this project is viable.

I support the "no-build" option.

Sincerely,

Barbara Hoover
[REDACTED] Whiterim Ter
Potomac, MD 20854
[REDACTED]
[REDACTED]

From: Terry Hopmann [REDACTED]
Sent: Thursday, October 15, 2020 6:04 PM
To: MLS-NEPA-P3
Subject: Comments on 495-270 Expansion

I wish to express my very strong opposition to the I495-270 enlargement project. If the Purple Line, though well-intended, has turned into a disaster, this project is absurd from the start. Let me enumerate just a few reasons why I think this project would be a terrible mistake for the State of Maryland:

- 1) The American Legion bridge is, indeed, a significant bottleneck at many times of the day, and I do not oppose widening it with new lanes; indeed, much of the backup elsewhere in the system originates because of that choke point. If that situation is improved, I think many other issues will also improve without needing to do anything else.
- 2) We should learn from the Virginia experience with their express lanes which I drive frequently as I visit relatives in NOVA. Drivers pay a small fortune to be able to travel at 80 MPH on the express lanes, but then they come to an end, and so the last mile or two they have to crawl like the rest of us because the merge slows down traffic both on the express lanes and on the original lanes. In short, they pay a lot but don't really get to their destination much faster. Why should Maryland even consider replicating the disaster of our neighbors across the Potomac? I think adding extra lanes is a mistake, but if they have to be added eventually, they should be open to all; this is a democracy after all, and public roads should be equally available to all of the public regardless of their financial situation.
- 3) By encouraging more cars on the highways, these new lanes will also be an environmental disaster. If we want to improve the commute on the I270 corridor, the obvious and more environmentally friendly alternative is to extend the Red Line metro beyond Shady Grove to at least Germantown, probably even further north. As a metro user (at least pre-Covid-19) I frequently parked at the Grosvenor metro garage, and most of the other parkers commuted down I-270 to metro garages from Shady Grove down to Grosvenor from points north of Shady Grove. These commuters who had to drive on 270 to reach a metro station thus account for a large portion of the congestion. If they could park and take the metro north of Shady Grove, that would take thousands of cars off of I270 every day! That way, Maryland could solve the congestion problem in a way that is environmentally more responsible, while reducing much of the disruption along the right-of-way since the metro also uses a corridor already dedicated to train tracks. This should be a "no brainer!"
- 4) The Purple Line experience should show us that public/private partnerships are extremely risky and possibly very costly to the State and to the taxpayers; this is not the way to finance public transportation. At a time when fuel prices are at the lowest point in decades, a small increase in gas taxes would provide a more reliable source of funding that would hardly be noticed by most drivers, especially since they would use less gas if they have a public transportation alternative to using their private cars.

In short, the planned expansion of I495/270 is both a financial and environmental disaster. Yes, there is a congestion problem at rush hour on I270, but there are much better ways to remedy that problem than by getting a private developer seeking to make a lot of money to develop special lanes for wealthy people, while the rest of our citizens who live near this project or who drive on these highways will inevitably pay a high price, not only financially but in terms of environmental health and a loss of trees and parks that will be impacted by the construction. This project represents a return to the highway mania of the 1950's, not a 21st century solution to our transportation problems. Maryland needs to find a better alternative, because this plan is a real disaster in the making!

Philip T. Hopmann, PhD
[REDACTED] Valerian Court
Rockville, MD 20852

Brett Howard

How about you focus on getting the purple line fixed before taking on a huge new infrastructure project. I still have a bad taste in my mouth regarding the Sarbanes Transit Center -- don't get ahead of yourselves on this widening project. You don't have a good track record.

From: Donald Howard [REDACTED]
Sent: Sunday, November 8, 2020 6:18 PM
To: MLS-NEPA-P3
Subject: I-270 and I-495

Lisa Choplin,

Lisa Choplin:

I oppose expansion of these roads. Instead, mass transit should be improved and commuters should have more incentives to carpool. More bicycle lanes and trails are needed to encourage less driving.

Smarter development - commercial and residential - should be closer together to allow for easier walking and bicycling. Then less use of cars would be required.

Donald Howard

[REDACTED]

[REDACTED] Thoreau Drive

Bethesda, Maryland 20817

From: Karen Howland [REDACTED]
Sent: Monday, November 9, 2020 1:14 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us; Joanna Kille; Gontrum, John; Mark Newgent; Mitch Baldwin; Councilmember.Hucker@montgomerycountymd.gov; Councilmember.Glass@montgomerycountymd.gov; councilmember.Jawando@montgomerycountymd.gov; Councilmember.Riemer@montgomerycountymd.gov; Councilmember.Navarro@montgomerycountymd.gov; Craig.Howard@montgomerycountymd.gov; councilmember.Albornoz@montgomerycountymd.gov; Councilmember.Friedson@montgomerycountymd.gov; councilmember.Katz@montgomerycountymd.gov; MCP-Chair@mncppc-mc.org
Subject: Comments on DEIS for the proposed 495/270 expansion project

Dear MDOT SHA/495-270 P3,

I am writing to express my strong opposition to the widening of 495 in order to create toll lanes. As someone who travels on the beltway practically every day, I understand the desire to relieve congestion, but I do not believe toll lanes are the solution. We only have to look to our neighbors in Virginia to see that they do not work. These toll lanes are built to provide those who can afford them a fixed travel time. They are not intended to relieve congestion. When the beltway backs up, the toll rates would increase to prevent too many drivers from using them so that they do not back-up as well. This is why 66 in Virginia remains a slow and tedious drive during rush hour despite the extra toll lanes. You need to be honest in how you portray the purpose of toll lanes and stop selling them as the way to relieve congestion.

The DEIS is lacking. It does not truly address the loss of parkland and tree canopy that can never be replaced. It does not address the impact to our watershed and streams.

Maryland should be a leader in the fight against climate change. We should be preserving our parkland not forever destroying it for more asphalt. We should seek solutions for the future that focus on moving people not automobiles. Building more lanes will simply attract more drivers as has been shown to be the case in other similar projects. Let's get innovative. Let's encourage and promote the use of the ICC as an alternative to the beltway. Perhaps in doing so it could fulfill some of the promises that were made to justify its construction. Let's get employers to refocus on flex-time and telecommuting policies to reduce the number of cars traveling the beltway during "normal rush hour." I have adjusted my work hours to avoid being on the beltway before 9:30 a.m. and it has made my commute time reasonable. Let's introduce public transportation options that connect major destinations served by the beltway. Let's consider opening up the shoulders for traffic during rush hour. There are lots of solutions that could and should be pursued.

I support the "no build option." I urge you to not approve this proposal and instead plan for Maryland's future as a leader in the effort to reduce our carbon footprint.

Respectfully,

Karen Howland
[REDACTED] Crosby Road

Silver Spring, MD



From: Rebecca Howland [REDACTED]
Sent: Monday, November 9, 2020 1:47 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us; Joanna Kille; Gontrum, John; Mark Newgent; Mitch Baldwin; Councilmember.Hucker@montgomerycountymd.gov; Councilmember.Glass@montgomerycountymd.gov; Councilmember.Jawando@montgomerycountymd.gov; Councilmember.Riemer@montgomerycountymd.gov; Nancy Navarro; Craig.Howard@montgomerycountymd.gov; Councilmember.Albornoz@montgomerycountymd.gov; Councilmember.Friedson@montgomerycountymd.gov; Councilmember.Katz@montgomerycountymd.gov; MCP-Chair@mncppc-mc.org
Subject: DEIS Comments: I oppose the 495/270 expansion project. I support the no-build option.

Dear MDOT SHA/495-270 P3,

I oppose the 495/270 expansion project. **I support the no-build option.** Here are some reasons why I oppose:

- 1) It is NOT a tax-free build. The contracts give the private concessionaire a thousand outs – and the taxpayer is on the hook for the bailouts. The Hogan administration has already conceded to MNCPPC that some tax dollars up front will be needed for the build. And these projects never come in on budget or schedule. The tab will be in the billions for the luxury lanes.
- 2) WSSC will have to move water and sewer mains at a cost of at least \$2 billion. And those costs are passed directly to customers in Prince George's and Montgomery County. Estimated increases to our bills are 58% in the first ten years.
- 3) The environmental impacts – air pollution, noise pollution, woodland buffers razed, tree canopy lost, deadly storm run-off that will further compromise our already diminished streams and creeks.
- 4) Huge loss of parkland in Rock Creek, Sligo Creek, and the Northwest Branch in just Montgomery County. And additional loss of parkland into Prince George's. Once parkland is one, it is gone for good. You cannot get it back – ever!
- 5) Loss of homes, businesses, and places of worship along the 495/270 corridor.
- 6) The Covid-19 pandemic has proved that telecommuting works and takes the pressure off the roadways. Now, when you do have to take the Beltway, look how easy travel is! Even during traditional rush hours (6-11/3-8). We didn't need this project pre-covid. And we certainly do NOT need it now!

(USACE Application Number: NAB-2018-02152) (MDE Tracking Numbers: 20-NT-0114 / 202060649)

Sincerely,
Rebecca Howland
[REDACTED] Crosby Road
Silver Spring, MD 20910



From: John Howley [REDACTED]
Sent: Thursday, October 22, 2020 5:03 PM
To: MLS-NEPA-P3
Subject: Opposition to the I-495 and I-270 project

To Whom It May Concern:

I oppose the I-495 and I-270 project. I support the no-build option.

I live in Regents Square, and I do not want to hear, smell, see, or be delayed by the proposed construction which will take years to complete.

Moreover, I do not want houses or green spaces bulldozed in the name of black top "progress". I do not want our environment polluted any further than it already is.

Honestly, once additional lanes are built, and those too are full of cars, what is the plan then? Add more lanes? When does it stop?

Given that the Covid-19 pandemic has drastically reduced the congestion on area roads, and given the likelihood that many people will not be returning to business as usual (alleviating much of the once-normal rush hour delays), I find it difficult to understand the need to add lanes to these local highways.

In fact, no convincing arguments have been made for this project. The financials are laughable to anyone but the private companies building, maintaining, or otherwise managing the proposed road. Those entities, meanwhile, are laughing their way to the bank at the expense of Maryland taxpayers. The government's attempt to expedite this program, while being less than forthcoming and honest regarding project details, is unconscionable and insulting.

Adding lanes to I-495/I-270 is not the solution and is not acceptable.

Sincerely,

John Howley

Zoe Hruban

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.

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.

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.

From: Chris Huang [REDACTED]
Sent: Monday, November 9, 2020 8:21 PM
To: MLS-NEPA-P3
Subject: Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

This expansion will destroy our neighborhood. Mass transit solutions are much more eco friendly and more likely efficient!

Carolyn Huard

I oppose the 270 and 495 highway projects. I support the "no build" option. I live immediately adjacent to Rt. 270. I can see the 270 evening traffic as I look out my window when typing this message. I have lived in this home at [REDACTED] Farmland Drive Rockville Maryland for 41 years. I was part of a Old Farm community initiative to move the highways and expanded collector distributor lanes of 270 closer to the side of Cabin John Park. Even though we experienced the expanded collector distributors lanes starting in the 1980's the sound barriers were as far distant from our backyard as possible. the collector distributor lanes were designed to ease the traffic problem permanently!

Now there is a new initiative to deal with the traffic on Rte. 270 and Rte. 495. Enough! Traffic will continue to increase no matter what Maryland does. It is time to recognize the serious traffic problems on Rte. 270 aND RTE. 495 and make mass transportation the only option to deal with traffic on the Rte. 270 and Rte 495 corridors. The Purple Line is an example of the log jams inherent in Public-Private partnerships. Maryland does not need another major Public-Private partnership on the Rte 270 and Rte 495 corridors.

I strongly support the "No Build " option and want extensive sturdy to be made of how mass transportation can be used to deal with traffic in the Rte 270 and Rte 495 corridor.

From: Chris M Hulton [REDACTED]
Sent: Monday, November 9, 2020 7:41 PM
To: MLS-NEPA-P3
Subject: Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

I honestly thought this was defeated. This is still going on? Stop the stupidity. I commute to VA. The toll lane they put in doesn't work the traffic becomes bottle necked as the paying traffic (read rich people) merge back into the normal lanes. It is a mess! How could they ever think this was a solution. Unless you are going to raze the apartment complex on pooks hill road you will still have the beltway go down to a two lane road. Add six lanes, he'll be like Atlanta, add q 10 lanes. But if you have all 10 merging into two lanes what do you think is going to happen? You guys are idiots.

Chris Hulton
[REDACTED]

Name: Jackson Hurst

Joint Public Hearing Date: 8/18/2020

Type/Session: Live/Afternoon

Transcription:

Jackson Hurst, J-A-C-K-S-O-N, H-U-R-S-T, [REDACTED] Cornell, C-O-R-N-E-L-L Crossing, Kennesaw, K-E-N-N-E-S-A-W, Georgia 30144. [FACILITATOR SPEAKS] Ok, I do approve and support of a couple alternatives in the Draft Environmental Impact Statement. First off, the one that I think that MDOT should completely drop from the DEIS is Alternative 1, the No Build, the alternative, because basically, traffic and congestion on the Beltway and on 270 will get worse in the next two decades. The alternative that I do support and hope move forward are Alternative 9M, the two HOT-managed lanes on west side and east side of 495 and I-270 and the one HOT-managed lane on the top side by 495, and Alternative 8, two express toll lanes managed lanes on I-495, one express toll lane and one HOB-managed lane on I-270. These two alternatives will help decrease traffic congestion greatly, especially as traffic points pick up once we have gotten past COVID-19 and our current situation.

I also love how this will tie into the express lanes network that is going to be in Virginia with VDOT's 495 NEXT study, which is looking at its express toll lanes or managed lanes on I-495 on the Virginia side, from the George Washington Memorial Parkway over to the Dallas toll road. I really love that MDOT is looking to relieve traffic congestion in the Washington, D.C. metropolitan area because that area is one of the biggest traffic headaches in the nation, along with the Atlanta, Georgia area, which is where I live. So, I understand and I can sympathize with you having the traffic congestion problem. We have it down here and we have yet to figure it out, but we are figuring it out with the addition of express lanes in the metro Atlanta area. That is my comment.

Mary Hurt

I am opposed to this expansion. There are better ways to increase capacity. Widening this road will only worsen congestion. Spend this money on public transportation options.

I have live in this house for 51 years and have watched the steady degradation of the area as a result of congestion. Stop now

Name: Maja Husar

Date/Hearing: 8/25/20

Type/Session: Live/Morning

Transcription:

Good morning. My name is Maja Husar. And my address is [REDACTED] Fenway Road Bethesda, Maryland 20817.

I live - I have moved to Carder Rock Springs half a year ago and our neighborhood is directly adjacent to the Beltway. It's near Exit 39 on 495. And therefore, it is really impacted by the noise disturbances to local properties and the traffic impact, obviously, as well. I have to tell you, when I moved here this half a year ago, I fell in love with the neighborhood immediately. It's a fantastic place - great for families and you see a lot of children on the streets. Every day, me and my family would take walks and one of the one of the areas where we would go is near the school and we play in the school yard. And that's where it made me realize what impact the Interstate has on that local community. Uh, the noise when you are up there at the schoolyard - the noise of the Interstate - is just hard to bear.

My have - I have three-year-old daughter who is going to start elementary - her school, Carder Rock Elementary in a year and half and I just cannot imagine how much she will be impacted during her recess and anytime outside. Not only by the pollution, which obviously it's not visible - so it's not on top of our minds - but, especially the noise. It is very aggravating right now and very hard to - to really enjoy oneself when outside. I cannot imagine how it will change when the interstate comes even closer. Therefore, as a member of the community as a matter, I really hope that you can reconsider the analysis of the noise impact on our community. I understand that there is a question if the noise wall is needed or not, or to what extent, and I can tell you as a resident who uses the property near the Interstate - I can tell you we need it very much to really preserve the quality of life of our residence and our community; to let the children play and relax and enjoy recess every day. And, I really hope that you can do everything possible to construct a noise wall along I-495, between Persimmon Tree Lane and Seven Locks Road to make sure we can enjoy our community as much as we do so far. Everything comment letter will be sent by our Citizens Association before October 8th, which will be listing all of the issues in detail, but I hope we can make sure that quality of life of everybody will be increased by the Project, not only the commuters, but also families that live along the Interstate. Thank you.

From: Stasia Hutchison [REDACTED]
Sent: Thursday, October 8, 2020 9:38 PM
To: MLS-NEPA-P3
Subject: I-495 & I-270 Managed Lanes Study

Lisa B. Choplin, DBIA
Director, I-495 & I-270 P3 Office
Maryland Department of Transportation State Highway Administration

We are opposed to the proposed expansion of the Beltway (I-495) adjacent to North College Park and the Greenbelt Metro Station.

We live in North College Park and can relate to the concerns with the traffic issues on the Beltway; however, the expansion of the Beltway will negatively impact the College Park residents who live alongside this section of the Beltway. Many of these residents will have substantial footage taken from their property, ending up with their houses right next to the Beltway. The additional traffic that will be generated from the expansion of the Beltway will only bring more noise and air pollution to North College Park neighborhoods.

As a result of the expansion of the Beltway in this area, the buffer wall that serves as a barrier to keep vehicle exhaust and noise from the Beltway out of the adjacent neighborhoods will be torn down and the neighborhood will no longer be protected.

The draft environmental impact statement (EIS) fails to address the adverse impacts the project would have on the wetlands, the trees, and the wildlife that live in the adjacent wooded area; and the adverse impacts that the increase in vehicle exhaust deeper into the adjacent neighborhood would cause on human health.

We encourage you to consider the negative impacts that the proposed expansion of the Beltway will have on North College Park neighborhoods and to discontinue this property.

Sincerely,

Stasia and Myron Hutchison
[REDACTED] Kiernan Road
College Park, MD 20740

From: IL YOUNG HWANG [REDACTED]
Sent: Sunday, November 8, 2020 7:41 PM
To: MLS-NEPA-P3
Subject: oppose the I-495/I-270 widening project and support the NO-BUILD option

Dear DIES,

I strongly **oppose the I-495/I-270 widening project and support the NO-BUILD option.**

As indicated in the article (<https://bethesdamagazine.com/bethesda-beat/transportation/planners-criticize-proposal-for-i-495-i-270-widening-including-possibility-of-public-subsidy/>),

Right behind the ICC in the staff presentation was the issue of "limit of disturbance" (LOD). It is defined in the DEIS as "the proposed boundary within which all construction, staging, materials storage, grading, clearing, erosion and sediment control, landscaping, drainage, storm water management, noise barrier replacement/construction and related construction activities would occur."

Also included is the impact to parks and recreational facilities.

Rubin termed the affected area outlined in the DEIS "insufficient to identify the impacts," adding, "We believe the limit of disturbance will need to be expanded to address construction."

the plan will increase many of environmental problems (destroying forest, more pollutions, noise and vibration). Furthermore, the plan will not resolve any traffic congestion. Even the tall lane will make worsen traffic congestion on I-270 at rush hour.

Again, I strongly oppose the I-495/I-270 widening project and support the NO-BUILD option.

Thanks,

Il-young Hwang

Mary Ibrahim

I support the No Build option and oppose any widening to I-495 and I-270. Montgomery County's current transportation options are far too heavily skewed towards cars. We need a balanced transportation system, not just more roads at the expense of other options like transit. Widening roads has historically only led to more traffic, and this plan to add toll roads with a P3 partnership will be no different, except that it will create the additional effect of exacerbating inequality in our community as those who can afford it pay for the toll road and the remainder of the community is stuck with the same or worse traffic. Let's not continue to repeat the mistakes of the past.

Meanwhile, the pandemic has completely changed the commuting and working landscape, with more people working from home and fewer people using even the existing roads. This shift may last past the pandemic and makes clear that there are even better options to reducing traffic we may not have previously considered. This is an opportunity to rethink solutions to better provide for the needs of the community rather than to continue pushing old solutions to old problems.

From: Doug Ilg [REDACTED]
Sent: Monday, November 9, 2020 6:40 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

My name is Douglas Ilg. I live at [REDACTED] Thornhill Road, Silver Spring, a mere quarter mile from the beltway. Our neighborhood is already burdened by noise, fumes, and particulate matter from the beltway, in its current configuration. Adding more lanes can only make things worse. Therefore, **I support the "No-Build Option" for the I-495/I-270 Tollway Expansion.**

The Governor's plan to widen I-270 and I-495 using a "Public-Private Partnership" is ill-informed, outdated, inequitable, environmentally unsound, and financially reckless. I fully support the report from the Sierra Club of Maryland outlining the many reasons why the DEIS is deeply and hopelessly flawed. The entire project is an environmental and financial disaster in the making.

It is absolutely mind-boggling to think that my elected Maryland State officials are even considering this \$11 billion boondoggle, as we all face a worsening global pandemic and the financial uncertainty it brings. It is equally distressing that so many Maryland State employees have accepted and even furthered the Governor's cynical plan to choose the outcome first, then back-fill the reasoning in a clumsy attempt to justify it.

By now, it probably doesn't really need to be said, but I will say it, anyway: Any public official who supports this plan can expect a permanent "black mark" against them in my books. I will never cast a vote in favor of any individual who thinks that this proposed P3 mess is a good idea.

Sincerely,
Douglas Ilg

From: Marc and Alice - Imlay [REDACTED]
Sent: Friday, October 30, 2020 9:48 AM
To: MLS-NEPA-P3
Subject: Beltway (I-495/I-270) Managed Lanes Draft Environmental Impact Statement

Lisa Choplin,

The endangered species surveyed in the draft EIS are more important to save than benefits of the proposed expansion of the highway. They have the right to exist. Marc Imlay

Marc and Alice - Imlay

[REDACTED]

[REDACTED] Woodberry Dr

Bryans Road, Maryland 20616

Amanda Innes

I oppose this project and support the no-build option.

Ken Iobst

I am opposed to expansion. MD should be supporting cost-effective, affordable transportation for all commuters, not expensive "luxury lanes" for the rich.

David Irwin

Monorail instead of more concrete. More state of the art Telecommunications to substitute for travel. You can't build your way out of traffic congestion.

David A. Irwin

Judy Irwin

I oppose the I-495 and I-270 project. The planned expansion will compound vs relieve traffic congestion.

The area where expansion is needed is above Gaithersburg and Germantown toward Frederick, not be expanding the area around I-496 and I-270.

Janine Jabbour

I am opposed to having toll lanes on the I-270/I-495 corridor. Given that many people will stop commuting in post-Covid times, there is no longer a justification for this project. Having toll lanes on I-270 will increase the traffic congestion on Rockville Pike and upward, thus shifting the congestion. In addition I would like to mention that we own a weekend home in Garrett County and we do not want to have to pay high toll fees to go to our house every weekend.

Mory Jabbour

It is unjustifiable to make people pay on a major artery like this. You have a captive audience on these roads and it is unfair to try and profit from these roads which people use on a daily basis to commute to work to feed their families. Montgomery County already has one of the highest tax rates in the country and you want to make it even more expensive to live in this area all for the profit of special interests? I hope some of your family members will have to be stuck taking these roads and pay high tolls. After all, there are other options: you could raise the speed limit by 10 miles/hour and widen the bottlenecks from Germantown to Frederick without this being a toll road. That area is mostly farmland and therefore widening the lanes will not impact the local community in the same way it would in the Rockville area. Think about it: the lanes that you will add and charge toll to drive proves that the space is there, so why charge money so that private companies can benefit and rip off every day hard working citizens?

Ellen Jablon

I do not support the I-495 & I-270 Managed Lanes Public-Private Partnership (P3) Program. I support the no-build option.

"Say No to the Luxury Lane Heist" and "Yes to Protecting Maryland" from predatory, privatized, polluting (P3) highway boondoggles.

The expansion would impact 30.7 acres of parkland in Montgomery and Prince Georges Counties. The DEIS provides inadequate stormwater management, of current and future impervious surfaces. The DEIS does not have a plan for avoidance, minimization, and mitigation requirements on parkland

The DEIS completely overlooks effects to the community - a clear environmental justice violation. Alternative modes of transportation, including transit alternatives, were not included in the DEIS. These are only a few of the problems and inequities with the widening of I270.

The Washington Suburban Sanitation Commission (WSSC) recently told Prince George's and Montgomery County officials that it could cost as much as \$2 billion to move water and sewer lines to make way for the proposed private toll lanes on I-495 and I-270. Under current law, this cost would fall on WSSC customers. The company that would build the lanes and collect the tolls won't have to pay a dime

And there are other costs that local communities will be stuck with: stormwater management expenses, loss of park land, an increase in global warming vehicle emissions, more pollution in our streams and rivers. (MDOT won't estimate how high the tolls could be.

I live in a townhouse community behind the wall off I-270. This would be a major catastrophe to our homes, if in fact, we do not lose our homes.

Sincerely,
Ellen Jablon

Name: Patricia Jackman

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Afternoon

Transcription:

Good afternoon. My name is Patricia Jackman. P-A-T-R-I-C-I-A, J-A-C-K-M-A-N. I live at [REDACTED] Lamonte Drive, New Carrollton, Maryland in Prince George's County. I do not support this Beltway Expansion proposal. I will only support the No Build alternative presented in the Draft Environmental Impact Study. The DEIS model admits that the project has the potential to increase traffic along arterial roads leading to the Beltway. Yet there is no analysis of the strain this potential increase may place on those roads or the communities they serve. I am concerned for New Carrollton. I fear drivers will avoid the construction and forced tolls [0:54:10.0]. This will cause drivers to exit the Beltway near Route 450, 193, or 201 and cut through city streets. The extra traffic will impact our calm and safe community. Over 550 acres of new impervious surfaces will be added for the whole project. Drastically increasing stormwater runoff, pollution, and flood risks for local communities. The added Beltway lanes on the northeast side of our city will generate huge amounts of polluted stormwater runoff into resident's backyards and the system. This will impact the city's storm drainage canal and Brier's Mill Creek, which flow into the Anacostia River and eventually drain into the Chesapeake Bay.

The DEIS does not address polluted stormwater mitigation for communities and further downstream. The entire goal of this project is to increase highway capacity, encouraging more vehicles on the road and according to the DEIS, this will lead to increased greenhouse gases for decades to come. There is little mention of mass transit alternatives nor climate change mitigation. This moves Maryland backwards in efforts to reduce global warming at a time when action is critical. P.G. County is developing a climate action plan to reduce greenhouse gas emissions, reduce vehicle use, preserve our forested areas, and to abate polluted stormwater runoff. Logically, the county needs to reduce the number of cars on highways. The DEIS did not consider how COVID 19 would impact the traffic growth patterns on the Beltway, nor could provide those traffic models. The pandemic has changed how people across the country work and travel. And they have transitioned to permanent telework. Telework has proven efficient and there is a marked reduction of vehicles on the road. Do we even need this expansion? I do not support the Beltway Expansion project nor a governor that wants an \$11 billion dollar P3 with a 50 year funding commitment. I only support the No Build alternative.

Patricia Jackman

See attached letter of opposition to the 495 Beltway and I-270 Managed Lane Study. I only support the "no build" alternative contained in the DEIS.

Patricia Jackman
[REDACTED] Lamont Drive
New Carrollton, MD 20784

September 12, 2020

Subject: Comments on the Draft Environmental Impact Statement (DEIS) for the 495 Beltway and I-270 Managed Lanes Study

As a 30-year resident of New Carrollton in Prince George's County, **I do not support this 495 Beltway and I-270 Managed Lane Study. I only support the No Build alternative** presented in the DEIS. The limited time MDOT has given the public to review the 18,300 pages of technical data prepared by your contractors is unacceptable during the current health crisis. I am sure you have received notice of how the limited timeframe for review on such a huge monetary commitment unfairly impacts residents and municipalities. I have critical concerns with the DEIS which I describe as follows.

Local Traffic Impacts: The DEIS does not appropriately analyze the effect that increased capacity will have on long-term traffic demand on the Beltway and connected arterial roads. The Travel Model assumes that highway construction has no effect on land use, and thus underestimates the new trips that the project will generate. Additionally, while the DEIS admits that the project has the potential to induce increased traffic along arterial roads leading to the Beltway, there is no analysis of the strain this potential increase may place on those roads or the communities they serve. I am concerned for my city, New Carrollton. I fear drivers will avoid the construction by exiting the Beltway near Rt 450, Greenbelt Road or Kenilworth Avenue and cut through City arteries to escape the hassle. My street, Lamont Drive is a major thoroughfare. The extra traffic will impact the calm and safety of our city.

50-years of Funding Commitment in a P3 with Additional Taxpayer Subsidies: Despite the public, private partnership promise that the proposed expansion will pay for itself through managed toll lanes, the DEIS shows that the build alternatives might require a state subsidy paid to the developer ranging from \$482 million to more than \$1 billion. This subsidy does not include the \$2 billion of taxpayer dollars Washington Suburban Sanitation Commission anticipates will be needed to fund the required relocation of water and sewer infrastructure, nor does it account for the cost of adequate environmental mitigation.

Stormwater Runoff: The proposed expansion will degrade local water quality and make it harder for Prince George's County to meet its requirements under the Chesapeake Bay Watershed Implementation Plan for "Total Maximum Daily Load. The Agencies must take into account Prince George's higher stormwater standards. I am on our City's Green Team and also work with Anacostia Watershed Community Advisory Committee and we are concerned about stormwater runoff. New Carrollton is currently implementing a stormwater restoration project on Briers Mill Creek which already flows at high volume during the unprecedented storms we have witnessed this decade (i.e.

September 10, 2020). Over 550 acres of new impervious surfaces will be added for the whole project. The acres of asphalt from the added lanes on the northeast side of our city (86 Ave and 87 Ave and the eastern end of Carrollton Parkway) will be detrimental to homeowners next to the current sound barrier; and will add huge amounts of stormwater runoff to our system (Table ES-2). This will impact the City's storm drainage canal and Briers Mill Creek which flow into the Anacostia River and drains into the Chesapeake Bay. The DEIS does not address polluted stormwater mitigation for communities and further downstream.

Telework and Pandemic Impacts: The timing of the DEIS did not consider how COVID-19 would impact the traffic growth patterns on the Beltway and I-270. The study is premised on congestion and traffic patterns that predate March 2020. In traffic forecasting models used in the DEIS, the Agencies presumed that current traffic patterns would lead to increased congestion through 2040. However, COVID-19 has changed how people across the country work and travel, and many have transitioned to permanent telework. Work from home/telework, staggered commute times, and more will all likely reduce traffic in the region. Data from Maryland government agencies have shown that air quality is improving during the covid-19 pandemic due to a decrease in traffic. This cultural change requires the inclusion of COVID-19 impacts in traffic forecasting models to be used in the DEIS; and then provide the opportunity for another review by the public. Do we even need this expansion? At this time, it is socially irresponsible not to consider creative transit alternatives for reduced vehicle usage.

Counterproductive to addressing Climate Change: This study focuses on increasing the number of cars on the roads and skimming off land for additional asphalt which is counterproductive to current efforts to address Climate Change. According to the DEIS, the project will lead to increased particulate matter, carbon monoxide, ozone, nitrous dioxide and greenhouse gas emissions. (Section 4.8.3) The project will expand highway capacity, putting more vehicles on the road and increasing greenhouse gases, but there is no plan to mitigate these emissions.

This project moves Maryland backwards in efforts to reduce global warming. Prince George's County and municipalities are developing Climate Action Plans to reduce greenhouse gas emissions and traffic, to preserve our forested/wooded lands and to abate stormwater runoff pollution. It is our responsibility to preserve nearby Greenbelt National Park's forested area since tree canopies are the "lungs for cleaning polluted air. For the benefit of future generations, the county must support mass transit alternatives and reduce the number of cars on highways.

I don t support the 495 Beltway and I-270 Managed Lane Study nor a governor that wants an \$11 Billion Public, Private, Partnership with 50-years of a funding commitment. This proposal overlooks preferred reduced vehicle use, creative mass transportation alternatives, added taxpayer subsidy costs and climate change trends that will impact current and future generations' health: both financially and environmentally. **I only support the No Build Alternative.**

Respectfully,

/s/ Patricia Jackman

PATRICIA JACKMAN

Jerome Jackson

I oppose this project and support the No-Build option.

Thank you,
Jerome

Siporah Jackson

I am vehemently opposed to this idea, from an environmental perspective.

Evelyn Jacob

I have been a resident of Montgomery County, Maryland, since 1987. I agree that we need to reduce congestion on I-495 and I-270, but building more lanes and more roads is not the answer.

A major concern of mine from my faith perspective is climate change and our moral responsibility to be good stewards of the earth for current and future people of the planet. The proposed new lanes are not good stewardship. I support the no-build option. I think we should be exploring mass transit options instead.

The new lanes will undoubtedly lead to more cars on the road ("build it and they will come"). These cars will contribute more greenhouse gas emissions and more air and water pollution.

The new lanes will significantly reduce our forest canopy and negatively impact our parks. Forests are an important part in reducing GHGs and in providing important respite for people in the area.

The proposed lanes are also concerning because of environmental justice; they would impact low-income and minority communities more than other communities.

Finally, much has changed in our world and state since March when Covid-19 entered our lives. Many people are now working from home; businesses and governments have adapted to these new work routines. An open question is how many people will continue to work at home full-time or part-time as part of a new normal. If, as I suspect, many people continue working from home in the long term, there will be considerably less demand on our roadways. Thus, further questioning the need for the proposed new lanes on I-495 and I-270.

Caitlin Jacobs

I am writing to oppose the highway expansion proposed by Governor Hogan.

Multiple studies all over the country have proven that widening roads and highways actually results in more traffic, not less. Why defy data and clear evidence, feeding the public false hope? Even with the fancy toll lane and HOV lane schemes, the expansion will likely have the opposite of its intended effect on traffic and the environment.

Instead, Maryland should invest in improving, expanding, and promoting public transit throughout the state, especially in urban areas. Get cars off the roads - that's the best way to ease traffic congestion

Thank you for your attention and consideration in this matter.

From: Deedee Jacobsohn [REDACTED]
Sent: Wednesday, October 14, 2020 10:26 AM
To: MLS-NEPA-P3
Cc: pfranchot@comp.state.md.us
Subject: I oppose the I-495 & I-270 toll lane project; I support the no-build option

The expansion project as outlined does not provide the benefits we need.

An environmentally-friendly and economically advantageous project would focus on enhancing public transit. The idea of adding toll lanes will only encourage more cars to travel (I believe it has been proven that if you build more lanes, you end up with more cars using them and eventually the traffic problem is the same if not worse than before). Moreover, demand-priced tolls negatively impact drivers who do not have the economic means to pay for private tolls, particularly when the toll rates fluctuate and you can't adequately anticipate the expense. This does not benefit our state or its residents, particularly residents with lower incomes.

The DEIS report itself (chapter 2, pages 7-17) acknowledges that the bottleneck caused by moving from 8 new lanes to the 2 existing lanes will worsen rush hour congestion on I-270 North. Reversible lanes, which are already a fact of life for people commuting to DC, were not examined and likely could significantly reduce rush hour traffic WITHOUT toll lanes.

The construction impact alone would be devastating (see especially chapter 4 of the DEIS report). This project would destroy 47 parks and remove 1500 acres of forest and tree cover. 34 homes and 4 businesses would be taken, and thousands more impacted--along with recreation centers, houses of worship, schools, hospitals, cemeteries and registered historic properties.

This is a disaster that can be avoided if no-build alternatives are considered seriously.

Thank you,

Diane Jacobsohn
[REDACTED] Race Horse Lane
Rockville, MD 20852

From: Joseph Jakuta [REDACTED]
Sent: Monday, September 28, 2020 6:18 PM
To: MLS-NEPA-P3
Subject: Re: Draft Environmental Impact Statement for the I-495 and I-270 Managed Lanes Project
Attachments: Comments on Draft Environmental Impact Statement for the I-495 and I-270 Managed Lanes Project.pdf

Ms Choplin,

Attached are my comments concerning the Draft Environmental Impact Statement for the I-495 and I-270 Managed Lanes Project.

Thanks,

--

Joseph Jakuta
[ELP](#) CRN '19, [Duke](#) MEM-EEP '10, [UMD](#) BS-CS '02



"When I see an adult on a bicycle, I do not despair for the future of the human race." ~ H.G. Wells

**Lisa B. Choplin, DBIA
I-495 & I-270 P3 Program Director
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore MD 21202**

Re: Draft Environmental Impact Statement for the I-495 and I-270 Managed Lanes Project

Dear Ms. Choplin,

My name is Joseph Jakuta and I live in Mount Rainier, Maryland. I am writing as a resident of Maryland, a father of two young children, a commuter, and a taxpayer.

I oppose the project and support a no-build option.

There are numerous problems with this project. Build options fly in the face of what we need to do to reduce emissions in order to combat climate change. Building will result in stranded assets that, given what we are seeing from other transportation public-private partnership projects in Maryland, will wind up with the taxpayers needing to pay the bill. Build options will increase air pollution, which is especially troubling given what we have seen with the impact communities that are exposed to high levels of air pollution have had from Covid-19. Build options will again place burdens on the communities of color that live near to the Beltway, in order to benefit those that live far away and aren't subjected to the air pollution, noise pollution, water pollution, and dangerous vehicles that will be added to their communities. Build options will also place financial burdens on people like me that don't need to drive a car to work, but yet will have to pay increased water bills that won't be borne by the drivers of these lanes.

I am particularly troubled by the impact that this project will likely have on my children, and the other young children in the region. The Draft EIS does not acknowledge the environmental burdens that will be placed on the younger age cohorts. This group is a particularly vulnerable population and we need to make sure these types of projects don't cause irreparable harm to them to benefit others.

Firstly, no consideration was given to the increased carcinogenic construction dust that will be produced during demolition of the lanes. Seven public schools are within 500 meters of the Beltway I-495. The schools will not be able to operate during the demolition phases of the project in order to protect the health of the children. These students are already needing to learn remotely due to the health dangers of Covid-19 and then they will come back and need to uproot their learning environment again. And MDOT could not even analyze this impact in their DEIS.

Secondly, pollution doesn't stop once construction is completed. Numerous pieces of evidence have shown that constructing new lanes leads to induced demand (a concept which MDOT does not consider in their analysis as evidenced in Table 3-33 of Appendix I, which shows the

same vehicle counts being used for all scenarios). This will lead more vehicles on the road and thus greater increases in long term exposure to air pollution. Officials have also implied that a purpose for the expansion is allow for existing lanes to hold more freight trucks. These vehicles are particularly high emitters of fine particulate matter and oxides of nitrogen, and an increase in their use along our highways will be particularly harmful to the young children attending school in close proximity to the Beltway. MDOT did also not explicitly include an increase in fine particulate matter and oxides of nitrogen from an increase in miles from vehicles, especially diesel trucks.

Thirdly, the Washington area continues to violate the health based federal ozone levels, even though they need to demonstrate attainment this year. And now plans are being made to increase the amount of miles traveled by cars and trucks on our roads. This when children are already being exposed to ozone levels near the Beltway that leads to more asthma attacks. Despite reductions in passenger traffic during Covid-19 air quality monitors in Prince George's County are still violating the health-based National Ambient Air Quality Standards. And MDOT could not even analyze this impact in their DEIS.

Lastly, CO₂ concentrations continue to increase every year. The IPCC says that worldwide we need to reach net zero emissions by 2050 and that we need to cut our emissions in half by 2030. Yet each of the build options increases CO₂ emissions in both 2025 and 2040, with the best case scenario increasing CO₂ emissions in 2040 by 0.9%, at a time when we need to be well on our way as a society to net zero emissions (Table 3-39 of Appendix I). When it comes to my five year old and two year old that will be inheriting this world, decisions to add lanes that increase emissions in the short term is beyond irresponsible. MDOT needs to come back with a plan to reduce congestion that fits within the framework that the science shows is necessary in order to stave off the worst of the climate emergency and that decreased CO₂ emissions in the region from vehicle travel by 50%.

If MDOT wanted to issue a serious proposal that takes a lane of the current Beltway away from single passenger vehicle traffic and implements a world class electric Bus Rapid Transit system that should be discussed. It would speed more people along using the current levels of space on the highway. It would be emissions free. It would further encourage switching away from personal fossil-fuel fired polluting vehicles. It would also be a more cost effective solution. MDOT needs to start thinking of the future instead of living in the past and focus their project on clean efficient travel instead of trying to make our children breathe worse air and suffer a worse climate future.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Jabato". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Joseph Jakuta
Proud Father of Two
Mount Rainier, MD

I Jamey

Cars, construction, pollution of natural resources noise, fumes, a few feet from your home. whats not to like?

From: [REDACTED]
Sent: Monday, November 9, 2020 2:06 PM
To: MLS-NEPA-P3
Subject: new beltway lanes

Cars, construction, pollution of natural resources noise, fumes, a few feet from your home. whats not to like?

From: Francine Jamin [REDACTED]
Sent: Wednesday, October 14, 2020 12:04 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov
Subject: I oppose the widening of I-270

I oppose the widening of I-270

- What we really need is all-day, two-way, frequent MARC train service between Frederick and Union Station, with stops including Germantown, Gaithersburg, Rockville, Kensington, and Silver Spring. This is the most cost-effective way to increase mobility in the 270 corridor, and it's better for the environment, too. Yet the state refused to study it or any other all-transit alternative.
- The toll lane plan will increase traffic congestion. Nobody will pay high tolls to drive in the new toll lanes unless the "free" lanes are backed up. And all of those additional cars will end up in even bigger back-ups on local roads like Route 29, Connecticut Avenue, and Old Georgetown Road.
- The toll lane plan doesn't work financially. On the one hand, the private toll-lane operators must set high rush-hour tolls (\$2 per mile or more) to recoup their costs and make a profit. On the other hand, most drivers will be unable or unwilling to pay tolls that high. So where will the money come from?
- Originally Governor Hogan said that the toll lane plan would not cost the public anything. But we keep learning about more things the public, not the toll-lane operators, will pay for. Who will have to pay a billion dollars to move water and sewer pipes? We will. Who will be left holding the bag if the toll-lane builders walk away from the job and demand more money? We will.

In sum, the new lanes would create a no-win situation. Please don't build them.

Francine Jamin

Silver Spring, MD

Voicemail Testimony added to file on Oct. 23, 2020

Name: Thomas Janes

Joint Public Hearing Date: 8/20/2020

Type/Session: Voicemail

Transcription:

My name is Tom Janes. I live in Prince George's County and I am for the 495 construction for the speeds reprogram. I just drove on 495 and going north on 495 is a parking lot. It's always been that way as far as I can remember as long as I've lived in Maryland my whole life and it's a problem that needs to be addressed. I just read a trip reports from 2000 and 2018. It says we're the second-highest congested interstate in the country. It's a problem. It's a problem that needs to be addressed. I think this is a good opportunity for us to address it and I think it's good that it's a P3. I say, let's move forward with the P3. Thank you.

Name: Thomas Janes

Joint Public Hearing Date: 8/20/2020

Type/Session: Live / Morning

Transcription:

Hey, how is it going? My name is Thomas Janes (T-H-O-M-A-S J-A-N-E-S), Thomas Janes and I live in Upper Marlboro at [REDACTED] Paynn Street, P-A-Y-N-N Street, Upper Marlboro, Maryland 20772. I've lived in Maryland my whole life. I've always been accustomed to the busyness of the Beltway. Now that I am in a working profession, I see how busy it is and I'm just used to always sitting in traffic on the Beltway from 3 to 5, or when I'm coming home from work or even in the morning when I've got a morning commute. If I need to go up the Beltway from Upper Marlboro, it's going to take, I need to have extra time and it's burdensome. So I just, I did some research. I was looking at the transportation research, the trip report from 2000 to 2018 that shows the Maryland interstates have increased nine times faster than the new lane capacity. And it's the second busiest state in the country and the second most congested state in the country when it comes to travel. So it's a burden. It's a problem for Maryland residents. It's, it's a problem for people traveling through Maryland. And I think this P3 is an awesome thing. I think it will bring jobs to Maryland. It's going to make infrastructure better. It's going to bring jobs here. And it's a great thing. So I am 100 percent for this P3 initiative to, to improve 495/270 interstate. So please, please consider keeping it and moving forward with it. Thank you.

Thomas Janes

Please please allow this project to go thru. New jobs created. Better highways. I have lived here my whole life. This traffic is terrible and needs to be fixed.

Scott Janiczak

As a home owner that residents in a zoning area that will be DIRECTLY impacted and an MD taxpayer, please do not widen 495 from Chevy Chase/Connecticut Ave exit to past Wheaton/Colesville Road exit, as this will greatly affect our community. Especially the widely utilized Sligo Creek Park and golf course

From: Nancy Janssen [REDACTED]
Sent: Saturday, October 17, 2020 12:59 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov
Subject: Opposing widening Beltway and I-270

I oppose widening the Beltway and I-270 because:

1. We need all-day, two-way, frequent MARC train service between Frederick and Union Station, with stops including Germantown, Gaithersburg, Rockville, Kensington, and Silver Spring. This is the most cost-effective way to increase mobility in the 270 corridor, and it's better for the environment, too. Yet the state refused to study it or any other all-transit alternative.
2. The toll lane plan will increase traffic congestion. Nobody will pay high tolls to drive in the new toll lanes unless the "free" lanes are backed up. And all of those additional cars will end up in even bigger back-ups on local roads like Route 29, Connecticut Avenue, and Old Georgetown Road.
3. The toll lane plan doesn't work financially. On the one hand, the private toll-lane operators must set high rush-hour tolls (\$2 per mile or more) to recoup their costs and make a profit. On the other hand, most drivers will be unable or unwilling to pay tolls that high. So where will the money come from?
4. Originally Governor Hogan said that the toll lane plan would not cost the public anything. But we keep learning about more things the public, not the toll-lane operators, will pay for. Who will have to pay a billion dollars to move water and sewer pipes? We will. Who will be left holding the bag if the toll-lane builders walk away from the job and demand more money? We will. It's heads they win, tails we lose.

Tom Jelen

I am writing to oppose expansion of the Beltway and I-270. I support the no build option.

The main road near my house, Georgia Avenue, will surely face additional congestion from highway widening and there is no plan for what will happen to local roads when an increased volume of cars is funneled on to them. Georgia Avenue is already filled with traffic for most of the day. The last thing we need is more car traffic.

Our local park, Sligo Creek, will be negatively affected by increased stormwater runoff and flood risks, but we do not know how badly because the DEIS analysis is incomplete.

Highway expansion is a 20th century solution to a 21st century congestion. Maryland should be spending its resources on solutions that acknowledge climate change and seek to get people out of cars and into alternative forms of transportation. Better sidewalks, bike lanes, and transit are all less expensive ways to relieve congestion while not adding to climate change. The COVID crisis may permanently change how people work. The last thing we should be doing with limited resources is spending them on projects that were designed for a pre-COVID world.

Respectfully,
Tom Jelen

Tom Jelen

To Whom It May Concern:

I am writing to express my concern about the environmental impact of the proposed expansion lanes. As a resident who lives less than half a mile from 495, I do not think there is any way to expand 495 without significant negative impacts on Sligo Creek Park, Rock Creek Park and Northwest Branch park.

It would be better to spend the money developing infrastructure that acknowledges climate change. We need more transit and bike lanes to get people around without contributing more CO2 into the atmosphere.

Sincerely,
Tom Jelen

Deirdre Jennings-Holton

I oppose the widening of I-495 and I-270. This is not a sustainable solution to the traffic problems. As we've seen in Northern Virginia, and with the ICC, this just speeds up the commute for those who can afford to pay the tolls, and serves as a regressive tax for those who lack other options. Demand for cars on these roads can be decreased by increasing public transit options, and carefully managing future residential and commercial development projects.

Lyudmila Jndoyan

Hello, I live in neighborhood nearby I-270 and I strongly oppose the I-495 and I-270 project. I support the no-build option. Thank you for taking my opinion into account. Lyudmila Jndoayan.

Name: Zaida Jocson

Joint Public Hearing Date: 8/20/2020

Type/Session: Live / Evening

Transcription:

Hi, my name is Zaida Jocson. Frank Hartman is my husband, and he couldn't testify tonight, so I'm taking his place. Like I said, my name is Zaida Jocson (Z-A-I-D-A J-O-C-S-O-N). I live in Silver Spring at [REDACTED] Guilford Court, Silver Spring, Maryland, 20901. I support a No Build option. I live very close to a Beltway overpass, within sight of it. We already have a lot of noise to deal with and I know it will get much worse. Obviously the pollution would get worse. The construction going on in our neighborhoods would be awful and would likely go on for years. In addition, I don't think we have enough information about the environmental and monetary costs of this project. Mitigation measures were vague, insufficient, or missing. I also live close to Sligo Creek Park, which would be negatively impacted. We would have stormwater runoff issues worse than they are currently. Also, I'm a member of the Silver Spring YMCA, which provides vital services to the community and it would likely have to be shut down because it's right next to the Beltway. I also just don't see the reasoning given we don't know how commutes are going to be impacted at this point. As others have mentioned, with the pandemic, working from home is much more common. So I question how necessary expanding the Beltway is right now. Thank you.

Voicemail Testimony added to file on Oct. 23, 2020

Name: Zaida Jocson

Joint Public Hearing Date: 8/20/2020

Type/Session: Voicemail

Transcription:

Hi, my name is Zaida Jocson. I live in Silver Spring at [REDACTED] Guilford Court Silver Spring, Maryland 20901. I wanted to leave a comment about the the Beltway widening. Basically, I support a no-build option. I live really close to the Beltway overpass, within sight of it. We already have a lot of noise to deal with and I know it'll get much worse. Obviously, the pollution would get worse, the construction going on in our neighborhoods would be awful and would likely go on for years. In addition, I don't think we have enough information about the environmental and monetary cost of this project. Mitigation measures were vague, insufficient, or missing. I live close to Sligo Creek Park also which would be negatively impacted. We would have storm water and runoff issues worse than they are currently. Also. I'm a member of the Silver Spring YMCA which provides vital services to the community and it would likely have to be shut down because it's right next to the Beltway. I also just don't see the reasoning given that we don't know how commutes are going to be impacted at this point because of the pandemic, working from home is much more common. I question how necessary expanding the Beltway is right now. Thank you.

Carol Joffe

These toll lanes should not be established. First, we are in a time of rapid changes in commuting patterns. We will need several years after the pandemic is over to be able to judge the volume of commuting traffic. Remote work is here to stay, volume will Most likely never return. Second, the better way to handle volume is to stage commuting days and times. Third, more incentives for carpools and public transit. Montgomery County is working on all these alternatives. Give them time and give time to the new world after Covid-19 is defeated. Thank you. Please don't do this.
Carol Joffe

Voicemail Testimony added to file on Oct. 23, 2020

Name: Stephen John

Joint Public Hearing Date: 9/03/2020

Type/Session: Voicemail

Transcription:

Yes, my name is Steven John. I live in New Carrollton, Maryland. I oppose any expansion of the 495-270 corridor. I only support the no-build alternative. There is no clear proof that this will actually reduce congestion. This project is an example of a 1970s solution to current traffic problems. This is an example of failure of innovation and of social irresponsibility. There would be massive disruptions during and after construction, such as environmental and social impacts, such as stormwater runoff, destroyed trees, parks, and green areas. Homes removed and/or yards decreased. More noise and more pollution and climate issues. I support and mass transit even including bicycle and other non-vehicle choices and I do not oppose—I mean, I do oppose— further road expansion with huge transportation projects that can be inevitable in substantial overrides of time and money. Look what's happening with the Purple Line. To summarize, I support only the no build alternative. Thank you.

Sept 25, 2020

Comments on the Draft Environmental Impact Statement (DEIS) for the 495 Beltway and I-270 Expansion Project...

As a 37-year resident of New Carrollton in Prince George's County, **I do not support this Beltway Expansion proposal. I will only support the No Build alternative.** Your DEIS includes 1000s of pages of technical data that is a daunting task for residents and municipalities to even skim this bureaucratic jargon.

Local Traffic Impacts

The DEIS does not appropriately analyze the effect that increased capacity will have on long-term traffic demand on the Beltway and connected arterial roads. The Travel Model underestimates the new trips that the project will generate. Additionally, while the DEIS admits that the project has the potential to induce increased traffic along arterial roads leading to the Beltway, there is no analysis of the strain this potential increase may place on those roads or the communities they serve. I am concerned for my city, New Carrollton, where 495 now touches homes in our NE section. To avoid construction, I am sure drivers will exit the Beltway at Annapolis Rd (Rt 450), Greenbelt Road (Rt 193) or Kenilworth Avenue (Rt 201); this will include passing through my city's residential area, impacting the calm and safety of our city.

Health Issues and Climate Change

I am concerned that the DEIS does not address the project's disproportionate health impacts on marginalized communities near the highway. The DEIS states, "human health has been considered", with no, or inadequate supporting data. One serious example of how human health was not adequately considered is found in Chapter 4 and Appendix E, where the document states that excessive emissions **may** be reduced. Even in the unlikely event this is true, those emissions will be closer to where people live and play, with many fewer trees to filter the pollutants. Environmental justice and the impact on minority communities is simply not addressed, nor is done so adequately. This project focuses on keeping cars on the roads and taking land for additional asphalt which is counterproductive to efforts to address **Climate Change**. According to the DEIS, the project will increase noxious emissions. (Section 4.8.3); there appears to be **no plan to mitigate these emissions**.

Taxpayer Subsidies

Despite the public, private partnership promise that the proposed expansion will pay for itself through managed toll lanes, the DEIS shows that the build alternatives might require a state subsidy paid to the developer ranging from \$482. million to more than \$1 billion. This subsidy does not include the \$2 billion of taxpayer dollars Washington Suburban Sanitation Commission anticipates will be needed to fund the required relocation of water and sewer infrastructure, nor does it account for the cost of adequate environmental mitigation, including stormwater runoff. With huge transportation projects, there can be inevitable and substantial overrides of Time and Money (consider what's happening with Maryland's Purple Line, as the State and the construction Consortium negotiate cost overrides). It's now well documented by public and private analysts that P3 tollways struggle to reduce congestion while they do not eliminate taxpayer risk or project uncertainty.

The DEIS indicates that stormwater runoff and inevitable degradation of parks, wetlands, waterways and adjacent neighborhoods that would be caused by the expanded highways, would NOT be mitigated onsite or nearby. Instead, SHA plans to use mitigation credits it has amassed, so local mitigation would be left to affected municipalities and counties to handle and pay for. This is totally irresponsible and unacceptable.

Water Issues

The expansion's construction, and subsequent traffic increase will impact the Prince George's County's requirement, under the Chesapeake Bay Watershed Implementation Plan for "Total Maximum Daily Load. The Agencies must take into account Prince George's higher stormwater standards. New Carrollton is currently implementing a stormwater restoration project on Briers Mill Creek which already flows at high volume during recent unprecedented storms. The acres of impervious asphalt from any added 495 lanes will impact the northeast side of our City, adding huge amounts of stormwater runoff to our system, which then drains into the Anacostia River, and finally into the Chesapeake Bay. (Table ES-2).

Telework and Pandemic Impacts

MDOT states there is no clear model to predict the future effect of our current pandemic. However, in traffic forecasting models used in the DEIS, it is assumed that current traffic patterns would lead to increased congestion. Yet, COVID-19 has changed our work and travel patterns; many people have transitioned to permanent telework. Work from home/telework, staggered commute times, and more traffic-use changes will all likely reduce traffic in the region. These cultural and traffic changes need to be included in traffic forecasting models in the DEIS. In fact, do we even **need** this expansion?

Summary

This HUGE project offers no clear proof that traffic congestion will be reduced. Massive **social, health and environmental disruptions** during construction and afterward include: destroyed green areas; homes removed or yards decreased; stormwater runoff; more pollution; climate change issues.

I don t support the 495 Beltway Expansion Project nor a governor that wants an \$11 Billion Public, Private, Partnership with 50-years of a funding commitment. This P3 proposal overlooks preferred reduced vehicle use, mass transportation alternatives, added taxpayer subsidy costs, and climate change trends that will impact the health of future generations, both financially and environmentally.

I only support the o Build Alternative.

Respectfully, Stephen John

██████████ Lamont Drive, New Carrollton, MD 20784, ██████████; ██████████

Steve Johns

I oppose this project and support the NO-BUILD option.

1. P3 partnerships are a disaster and fraud. If the State can't afford something, then the Public cannot afford it.
2. Toll roads are obscene.
3. Water and sewer lines need to be left alone except in the case of necessary, planned, appropriate end-of-life or emergency replacement.
4. There are plenty of targeted, limited, specific road improvements that should be receiving attention and funds instead.
5. Public transportation deserves public support, which should be skewed against fossil fuel use going forward and starting NOW.

From: Aj Johnson [REDACTED]
Sent: Monday, November 9, 2020 10:49 AM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: DEIS comment

Good Morning,

I live in Forest Glen Park Silver Spring and I oppose lane widening and support the no build option. My comments on the DEIS are as follows:

P3 tollways will likely increase, not decrease, traffic congestion on the Beltway, I-270 and surrounding roads.

Expanding 495 into Rock Creek, Sligo and Greenbelt Parks will stress water runoff management. Mitigating by buying up streams in far off areas does not address the issue.

There is already a huge negative taxpayer impact built into the plan, over a billion in state money, but the future costs will be large, (moving water and sewer lines as well as other utilities) and could be enormous, involving future fee increases and P3 contractor failures.

As we transition to a less car centric society with more work from home and less commuter traffic how will P3 tollways be profitable? Only by raising tolls and keeping our public lanes congested.

Thank you,

Andrew Johnson

From: Cathy Johnson [REDACTED]
Sent: Monday, November 9, 2020 3:33 PM
To: MLS-NEPA-P3
Subject: No-Build

In regard to proposed Beltway expansion, we support the no build option. Expanding the beltway would negatively impact quality of life in my neighborhood, taking homes and parkland. I fear that the proposed funding and toll structure will put taxpayers on the hook for enormous sums. I also do not believe that paving more of our neighborhoods to attract more cars is appropriate to the present climate crisis. We need more forward looking fixes, from continued work at home to tax incentives to live near work and to give incentives to employers who encourage workers to use the greenest methods to come to work. Let's build for the future, not the past. Sincerely, Cathy Bryan Johnson and Edward R. Johnson

1 session, this is Session 2 of our public hearing
2 today, and this will run from 1:30 to 3 o'clock.
3 I've just been handed a name so we will not go
4 into recess and we will continue on.

5 So at this point our next speaker will be
6 Denvia Johnson. Just give me one second. Ms.
7 Johnson, as you come up, you will have three
8 minutes. Please state your name and spell your
9 name and state your address.

10 MS. JOHNSON: Good afternoon. It's
11 Denvia, D-E-N-V-I-A. Middle initial is B. And
12 Johnson, J-O-H-N-S-O-N. I'm at [REDACTED] Pine Cone
13 Court in Bowie, which happens to be (Inaudible)
14 from where we are.

15 So I've been living in this area using
16 the Beltway for the last 40 years and I have a
17 couple of concerns. I have a concern with the
18 (inaudible) list, I believe it is where you're
19 going to have possibly tolls on the road. I'm
20 told the expansion is going to need take money.
21 So I'm sure the tolls will pay for that. But I

1 don't know exactly where they're going to be.

2 I get on at Landover Road or the Central
3 Avenue. So I don't want to have to pay a toll to
4 go to Landover Road to Greenbelt or to get on the
5 Central Avenue to go to Branch Avenue.

6 The most important thing I'm concerned
7 about is people's property. So if you're going to
8 expand the road, that means someone's property, I
9 don't know how many, I have been told yet, come in
10 these back yards or property that's going to be
11 taken away from them.

12 And that involves also their property for
13 their home, what their homes are worth, and that's
14 a major concern for me. And I tell you the truth,
15 I'd rather go ahead and just deal with the
16 community traffic that I've been dealing with.
17 I've worked from here going up to Bethesda to
18 Walter Reed.

19 I was, you know, in different things. I've
20 traveled many roads. I just deal with the
21 traffic.

1 Thank you so much. Have a good day.

2 MR. BING: Thank you. So at this time
3 again, I have not been given any indication that
4 we have any additional people who would like to
5 speak. So we are going to go into recess. It is
6 1:55 p.m. We are going to go in recess. I will
7 come back and provide updates to people but again,
8 this session goes until 3 o'clock, but I will
9 provide updates before then or if someone comes in
10 who is looking to provide testimony, we will come
11 back from recess. So thank you very much.

12 (In Recess)

13 MR. BING: Okay. It's 2:30 p.m. We are
14 in recess. We have not had any additional people
15 arrive in order to provide public testimony. We
16 will remain in session for the second session of
17 the September 1st public hearing until 3 o'clock.

18 If someone comes in wishing to provide
19 public testimony, obviously we will do that. If
20 not, we will end this session at 3 o'clock and
21 then start our Session 3, again at 3 o'clock. So

From: Elizabeth Johnson [REDACTED]
Sent: Saturday, November 7, 2020 11:36 PM
To: MLS-NEPA-P3
Subject: Comment
Attachments: Comment on the Managed Lanes Study- Elizabeth Johnson.pdf.pdf

To whoever it may concern,
Please see attached for my comment on the I-495/I-270 Managed Lanes Study. A confirmation email would be appreciated.

Sincerely,
Elizabeth Johnson

To: Maryland Department of Transportation
From: Elizabeth Johnson, PG County Resident
Re: The I-495/I-270 Highway Expansion Project

My name is Elizabeth Johnson and I am a Prince George's County, Maryland resident. I am a law student at the University of Maryland Carey School of Law. I support the no build option and, if the road is to be built, I support option 10 in addition to a supplemental EIS, which I believe is necessary to address the multiple shortcomings of the current EIS. While I believe there are many faults to the current EIS, I will focus on how the purposes and needs statement was improperly narrow and the mitigation analysis is insufficient.

Improper Purpose and Needs Statement

A NEPA compliant Purpose and Need Statement cannot be so narrowly construed as to support only one type of alternative.

The Purpose and Need Statement guides the scope of review under NEPA. 40 C.F.R. § 1502.13. As the agency only needs to provide a detailed study of reasonable alternatives that accomplish the purposes of the proposed action, the Purpose and Need Statement determines what alternatives will even be considered. *Webster v. U.S. Dep't of Agric.*, 685 F.3d 411, 422 (4th Cir. 2012). Because the Purpose and Need Statement sets the baseline upon which to compare alternatives, agencies are not permitted "to contrive a purpose so slender as to define competing 'reasonable alternatives' out of consideration." *Simmons v. U.S. Army Corps of Eng'rs*, 120 F.3d 664, 666 (7th Cir. 1997).

The Purpose and Need Statement for this DEIS is so narrow that it essentially mandates that the final solution will be a form of toll road. As the only alternatives examined in detail were toll roads, the Purpose and Need Statement appears to be nothing more than a post-hoc justification for an already-conceived project. This goes against what is set as necessary in the case law precedent.

MDOT should reconsider the Purpose and Need Statement so that a full analysis of reasonable alternatives would not only consider toll-based highway expansion options. This will be beneficial to MDOT both as a means of meeting their requirements under NEPA, but also as a means of assuring the public that the final alternative was not pre-determined and was carefully considered.

Insufficient Mitigation Analysis

MDOT's mitigation discussion is insufficient and leaves practicable mitigation alternatives off the table.

For Environmental Impact Statements, agencies must address "all relevant, reasonable mitigation measures that could improve the project" and "use all practicable means . . . to

restore and enhance the quality of the human environment and avoid or minimize any possible adverse [environmental] effects. 40 C.F.R. §§ 15002, 1502.14(f), 1502.16(h). Under NEPA, mitigation must be discussed in sufficient detail to ensure that environmental consequences have been fairly evaluated. *Neighbors of Cuddy Mountain v. U.S. Forest Service*, 137 F.3d 1372 (1998).

The mitigation discussion in this DEIS is inadequate given the amount of off-site mitigation compared to on-site mitigation. On-site mitigation is necessary to protect communities from the increased stormwater threats that will be caused due to increased impermeable surfaces as well as the removal of streams and wetlands.

MDOT should consider more on-site mitigation efforts in order to more accurately evaluate what would be necessary to mitigate impacts on local communities. The mitigation discussion should focus not only on environmental impacts but also on impacts on local property owners.

In conclusion, as the current EIS is insufficient, the only current option that I can fully support is the no build option. I believe that MDOT should complete a supplemental EIS in order to cure the deficiencies in the current EIS before moving forward with any option.

Sincerely,



11/07/20

Lucien Johnson

I feel the options that cost under \$10 billion are the best. I think the HOV lanes on I-270 should be turned into Express lanes with managed congestion. I think this has been done on I-880 in the San Francisco Bay Area in Alameda County, CA. With COVID-19, I think a lot of businesses are going to switch to telework at least 20% of the time. Also, I think some jobs will be moved out of the area, because of videoconferencing technology. It is too risky to spend \$50 billion adding 2-4 lanes to I-270. To me, it makes sense to convert 2-4 lanes on I-270 to "Express Lanes" with "congestion pricing". And video cameras and license plate toll collection can be used for enforcing the rules.

From: Sherman Johnson [REDACTED]
Sent: Monday, November 9, 2020 11:36 PM
To: MLS-NEPA-P3
Subject: Should motorists pay 3-4 cents per mile or \$1.50 - \$2+ per mile?

To Whom it May Concern,

Thank you for taking the time to read my comment:

~

Page 43 of Chapter 2 of the "DEIS" says that, if built, the ****average**** weekday toll would be about 73 cents (\$0.73) per mile. See:

https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2F495-270-p3.com%2Fwp-content%2Fuploads%2F2020%2F07%2FDEIS_Ch2_AlternativesDevelopment.pdf&data=04%7C01%7CMLS-NEPA-P3%40mdot.maryland.gov%7Cfc3f3e7642904b86d5ac08d8853216f9%7Cb38cd27c57ca4597be2822df43dd47f1%7C0%7C1%7C637405797466582437%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&data=rE1Whd1kZzmWcXkqu6HQtM8tFXMz34EChgNPDVaJVy8%3D&reserveid=0

The peak rush hour toll would of course be much higher than the average -- according to WUSA (Channel 9), the average rush hour cost from Frederick to Shady Grove would be about \$50!

Furthermore, that ~\$0.73 per mile is is the estimated average toll for the first year. Tolls would rise greatly over time. The proposal has no cap/maximum toll.

Motorists who drive a 25 mpg vehicle pay about 2 cents (\$0.02) per mile in fuel taxes. Yes, the fuel tax should be raised -- it should have been raised decades ago -- but even if both state and federal taxes were doubled that would only be about \$0.04 per mile -- vs \$1.50 (or much more) per mile.

Maryland has had a motor fuel tax for almost a century (since 1922). It works very well. Drive more? Pay more. Drive a fuel-efficient vehicle? Pay less.

*****Why should motorists pay \$2+ per mile instead of \$0.02-\$0.04 per mile?*****

*****Why not simply increase the motor fuel tax?*****

Some toll road proponents express feigned concern that 'hybrids and EVs don't pay their fair share'. That is clearly a red herring. Modern vehicles are all connected to the internet. All sorts of data is shared with the mfr. It would be incredibly easy to have vehicles periodically report miles traveled for tax purposes.

Lexus Lane fans will also claim, "This road cannot be built any other way!" In fact, we've financed roads with the fuel tax for decades! It simply needs to be increased.

HOT lane cheerleaders will say that the traffic in the toll lane(s) will increase speeds in the free lanes (the typical claim is +10% -- so 5.5 mph vs 5.0 mph). They neglect to mention that any decrease in congestion will be very short-lived as further development causes traffic to increase. That increased traffic will go disproportionately into the peasant (free) lanes.

The fuel tax has worked well for 100 years. It allows all motorists contribute to maint. & construction costs and all motorists are free to use all lanes, on all roads, at all times.

From the point of view of wealthy elitists though, that's not a benefit -- it's a problem. They do not want to share the roads with the riff-raff. Unfortunately, the motor fuel tax is a great equalizer -- no matter your station in life; your wealth; or your income, we have all -- ALL Americans -- always shared our public roads. That is tolerable to the wealthy until traffic congestion begins to affect *them*. Then the question becomes, "How can we avoid the unwashed masses on the highways?" Building their own exclusive private roads would be too expensive. No, a better method was needed. Enter the P3!

They allow a (usually foreign) corporation to build their (semi) private lanes on existing *public* ROW, and they give them a license to print money for decades (at least). The tolls will be outrageously expensive for most people -- but for the those in the top (say) 10% income bracket the tolls will be pocket change, or at least affordable -- a 'cost of doing business'. Next best thing to a private highway!

Despite all the spin and gushing prose, that's what this proposal is all about. Allowing the wealthiest people to buy their way out of traffic

-- and that is clearly wrong. In fact, at a time when our nation is already very divided, and the income/wealth gap is huge (and growing) proposing such a system -- which would only further divide Americans by class -- is deeply wrong.

Also, when the rich and powerful can buy their way out of traffic, that dramatically lowers the pressure to improve the 'free' roads. Those that have the most pull in Annapolis will no longer be concerned about traffic congestion, because it won't affect them. So if this proposal goes through, expect your commute to get *worse* over time, not better (unless you're wealthy).

Whats' next -- corporate built and operated wings on public schools?
Poor kids need not apply?

There are a few alternatives:

* One would be to re-direct growth. Growth simply cannot continue indefinitely -- to pretend it can is insanity. America is a large country. There are plenty of other places where employers can locate. We are obviously -- as evidenced by the traffic congestion and continued destruction of prime farmland -- beyond any reasonable capacity.

* If any lanes are eventually added, they must be paid for with the fuel tax and be free to all, 24/7. In addition, any road widening should come with a moratorium (or at least very serious restrictions) on any further residential growth. Otherwise it is guaranteed there will be more development, and before long the additional lanes will be packed with vehicles and we will be right back where we started. Needless to say, building restrictions in FredCo would not stop residential construction in points north (PA) and west, but it would reduce the number of cars significantly.

One thing is certain. The rights-of-way for our roads are fixed. In many areas it is prohibitively expensive to widen them -- not to mention cruel to force people to leave their homes, or perhaps stay but have to eat a huge reduction in market value. We can't keep widening roads forever.

Sherman Johnson

Middletown, Maryland

From: Sherman Johnson [REDACTED]
Sent: Monday, November 9, 2020 11:55 PM
To: MLS-NEPA-P3
Subject: Increase the fuel tax and use that revenue to build lanes *everyone* can use

To Whom it May Concern,

I appreciate you taking the time to read this comment, thank you:

~

Sadly, we have allowed foreign corporations to take control of many of OUR public roads for years now.

Our public roads are not meant to be operated for profit, any more than our public schools, parks, and libraries are. Charging a toll to use a public road is the equivalent of privatizing our schools and charging parents tuition -- over-priced tuition at that -- for each child they have in public school.

The way companies are scrambling and tripping over themselves to submit proposals for the I-270/495 scheme shows that it would be a sweet money-making deal for the corporation that gets the contract.

Taxes are clearly cheaper than tolls -- by orders of magnitude in some cases. For example, the top toll rate on I-66 of \$4.40 per mile, vs the ~\$0.02 per mile the fuel tax costs (with a ~25 mpg car).

No case can be made for handing roads we all paid for over to a corporation -- particularly a foreign one -- so that they can develop HOT/Lexus lanes for the exclusive use of the wealthy. Lexus lanes enable the rich to bypass the "little people" who are stuck in traffic and give the foreign corporation a license to print money.

This idea is wrong on many levels.

Decades ago almost all highway projects were financed -- at least in large part -- by the fuel tax. Unfortunately, the fuel tax is not indexed to inflation and hasn't been raised since 1993. See this (short) Forbes article:

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.forbes.com%2Fsites%2Ftaxanalysts%2F2013%2F10%2F24%2Fthe-gas-tax-doesnt-work-because-politicians-broke-it%2F%235e7943016bf1&data=04%7C01%7CMLS-NEPA-P3%40mdot.maryland.gov%7C81209720795f41a0043808d88534d376%7Cb38cd27c57ca4597be2822df43dd47f1%7C0%7C0%7C637405809220419052%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C1000&data=ajLsizRCYpXrMDrHqrfWKAKqyv4SwlrUZFo3bAEqHJE%3D&reserved=0>

The current fuel tax averages about \$0.50 per gallon (federal + state). It varies from state to state. That means a person driving a 50 mpg Prius pays just 1 cent per mile -- lower mileage cars cost about 2-3 cents per mile.

Toll are always WAY more than that -- up to ~\$45 to drive 10 miles on I-66! That's what is being proposed for I-270 and I-495 -- outrageously expensive HOT lanes (aka "Lexus lanes"). The idea is not so much to ease congestion as it is to give the well-heeled a way to buy their way out of traffic. Assuming new lanes are built, any minor improvement there might

be in traffic flow in the regular/"riff-raff" lanes will be temporary, as new development (the other reason for the Lexus lanes) will add thousands of additional cars to I-270 (and FredCo roads).

Of course, that's not a problem for those who can afford to pay \$2+ *per mile* each way. I-270 from I-70 to the Beltway is about 32 miles -- 64 miles r/t. That'll be \$128. No problem for an attorney at a large D.C. law firm but not exactly affordable for the average guy/gal.

The fuel tax worked fine for decades until congress broke it. It needs to be raised in order to generate enough revenue to maintain our existing infrastructure -- let alone widening roads and building new bridges.

No one likes seeing taxes raised, but the gas tax has remained the same since 1993, while the price of construction materials, labor, etc has almost doubled since then.

The fuel tax could be gradually doubled or even tripled and that would be FAR less expensive than toll roads and HOT/Lexus lanes.

Of course one group wouldn't like that plan -- the well-heeled, because revenue from the gas tax benefits everyone equally. We would ALL be able to use any additional lanes, without restriction. Can't have that...

The only long-term solutions to our traffic problem (aside from 'social engineering' using grossly unfair, draconian tolls) are a) public transportation, and b) encouraging major employers to locate in other areas of the country that are not already impacted and could actually benefit from some growth.

Sherman Johnson

Middletown, Maryland

From: Sherman Johnson [REDACTED]
Sent: Monday, November 9, 2020 11:45 PM
To: MLS-NEPA-P3
Subject: Why not simply increase the motor fuel tax?

To Whom it May Concern,

Thank you for taking the time to read this:

~

It comes down to this:

Would you rather pay 2 cents per mile, or \$2.00 per mile?

The vast majority of roads in America have been built and maintained using motor fuel tax revenue. The state + federal fuel tax is approximately \$0.50 per gallon (with variations between states). A person driving a 25 mpg car is paying about 2 cents per mile.

Contrast that with the proposed Lexus/HOT lanes. The MDOT-SHA refuses to provide the citizens of Maryland with even a rough estimate of what the rush hour per mile tolls would be (which should tell you something), but the DEIS says the *average* might be about \$0.72 per mile. That's the average -- rush hour tolls will obviously be much higher and could easily reach \$2 per mile or more.

The fuel tax needs to be raised, but even if it were doubled that would amount to 4 cents per mile for the average 25 mpg vehicle.

Many of us would like to see the SHA pick option 1 -- "Do nothing" -- to slow the rampant growth in and near FredCo, but if the Beltway and/or 270 are going to be widened, it should clearly be financed with the fuel tax and any new lanes should be open to all drivers, all the time.

Despite the rhetoric we hear from the USDOT, SHA, and elsewhere, the brutal facts are:

* The vast majority of people simply cannot pay \$50 or more to drive one-way from Frederick to Shady Grove (per WUSA Ch. 9 article). That's \$100 or more daily! Sure, many of us might be able to afford to use the Lexus Lanes once or twice a year, but that does not help with the daily commute. The only people who would truly benefit on a daily or frequent basis are those at the top income levels.

* The tolls would be outrageously expensive for most people -- but for the those in the top (say) 10% income bracket the tolls will be pocket change, or at least affordable -- a 'cost of doing business'. Next best thing to their own private highway!

* If the goal were to help everyone equally, regardless of income, any additional lanes would be open to ALL drivers, 24/7.

* Yes, initially, the Lexus Lanes will attract the wealthiest of drivers, reducing traffic in the 'free' lanes. However, by definition, the Lexus Lanes will be at capacity almost immediately -- after all, that is the design goal -- to maximize the number of vehicles per hour, while still maintaining the design speed. As traffic naturally increases (assuming nothing will be done about growth) ALL additional vehicles will be funneled into the free lanes (and some will 'bump' vehicles

out of the Lexus Lanes into the free lanes). Traffic congestion will be worse than it is now within a few short years.

* Any road widening would create world-class construction delays that would last for years. Already ridiculous commute times will increase dramatically. The SHA and other Lexus Lane boosters gloss over that fact.

* There is overwhelming real-world evidence that shows that the fuel tax is MUCH more efficient than tolls -- even automated tolls. While any flat tax (like the fuel tax) is in fact regressive, it is much *less* regressive than onerous tolls. The most regressive and unfair of all toll roads of all are Lexus Lanes.

* Some toll road proponents express feigned concern that 'hybrids and EVs don't pay their fair share' of taxes. That is clearly a red herring. Modern vehicles are all connected to the internet. All sorts of data is shared with the mfrs. It would be incredibly simple to have vehicles periodically report miles traveled for tax purposes.

* At the end of the day, despite all the spin and gushing prose, what this "P3" proposal is all about is allowing the wealthiest people to buy their way out of traffic -- and that is clearly contrary to what America stands for. In fact, at a time when our nation is already very divided, and the income/wealth gap is huge (and growing), proposing such a system -- which would only further divide Americans by class -- is deeply wrong.

There's nothing wrong with *true* capitalism. If a multinational corporation, on their own dime, wants to a) purchase the right-of-way; b) pay for the environmental impact statements; c) conduct all of the surveys; d) obtain the permits; and e) pay for the construction -- then more power to 'em, they can charge what the market will bear. However, I-495 and I-270 are existing PUBLIC roads. Any widening should be paid for with fuel taxes, and the new lanes open to all.

We would not allow a corporation to add wings on public schools and then charge tuition! If improvements are needed we pay for them with property taxes and they are available for all students, regardless of the wealth of their family. Widening public roads is no different.

Sherman Johnson

Middletown, Maryland

From: Sherman Johnson [REDACTED]
Sent: Monday, November 9, 2020 11:23 PM
To: MLS-NEPA-P3
Subject: HOT/Lexus lanes would only further divide a fractured citizenry

To whom it may concern,

I very much appreciate you reading my submission:

~

This proposal is nothing more than a way to divide our publicly owned highways into lanes for the "haves" and "have nots". 'Lexus lanes for the rich'. That is un-American. All lanes on our public highways should be open to all motorists, all the time -- regardless of wealth or income.

The analogy I use is allowing a multi-national corporation to build additions onto existing public schools -- and then letting them charge exorbitant tuition to recoup their investment. Those new wings would have the latest computers, incredibly fast internet access, reduced class sizes, additional security, the best lab equipment, desks and chairs, etc. Of course, only the wealthiest parents could afford the tuition, but hey, 'them's the breaks', right? Segregated classrooms for the rich, in *public* schools. Lexus Lanes are no different.

How much would these proposed Lexus lanes on I-270 and 495 cost to use during rush hour? The US DOT website says the highest cost HOT/Lexus lanes in the country are up to \$9 PER MILE! In our area we know I-66 west of D.C. costs up to \$4.50+ per mile for a 10 mile stretch. That's \$45 one-way, \$90 per day!

Why haven't we at least been given an estimate for the cost to use these proposed HOT/Lexus lanes? A cynical person might say it's because the toll is projected to be outrageous -- unaffordable to all but the wealthiest motorists -- and once people are aware how much the lanes will cost they will revolt and any support for the project will vaporize. Apparently the plan is to remain silent -- other than issuing disingenuous 24/7 *average* toll estimates (which are still expensive) -- and hope the project can get past the point of no return before area residents realize the true cost.

According to this article from WUSA (Channel 9) the estimated average rush hour cost from Frederick to Shady Grove Metro would be about \$50!:

<https://www.wusa9.com/article/traffic/toll-lanes-on-270-could-cost-50/65-cb1fa706-1fc9-4a8a-a485-a22938a032ef>

That's \$100 round-trip, which is clearly unaffordable to all but the wealthiest motorists. Proponents of the P3 project like to point out that the HOT/Lexus Lanes will remove some traffic from the general lanes, and increase travel speeds in those lanes by about 10%. That's not a significant difference, and before long increased traffic will eliminate any gains as the highway returns to a linear parking lot for much of each day.

In fact, as a matter of design, the Lexus/HOT lanes MUST be unaffordable to the vast majority of people in order to work. To keep the 'Lexus Lanes for the rich' flowing at or above their design speed, the variable toll must be set high enough to prevent the riff-raff (that's most of us) from entering. Otherwise they would come to a screeching halt like the "free"/general use lanes.

High cost is designed in -- it's a critical feature of Lexus lanes -- and there is no cap on how expensive the tolls can be. That sounds like a license to print money.

This proposal is wrongheaded. Some would say it is evil, because it would further divide our nation and exacerbate the

gap between the rich and poor. It would be a very visible indicator -- a daily reminder -- of the enormous wealth gap. That is the last thing we need right now. Your income should not dictate which lane(s) you can use.

The other local P3 project, the Metro "Purple Line" has turned into a huge boondoggle. Why should people believe this proposal, if approved, would not suffer the same fate?

If a corporation wants to build a truly private road from scratch, parallel to I-270 -- purchase the land for the ROW; pay for the environmental impact study; pay for all of the surveying, engineering & design, permits, and the construction -- then they should be free to charge what the market will bear. In this case however, the proposal calls for lanes to be built on an existing public right-of-way. I-270 belongs to us -- all of us -- not just the wealthy.

There is an opportunity cost to everything. If additional lanes (whether toll or 'free') are built, they will take precious right-of-way that can no longer be used for some form of public transportation that would connect with Metrorail at Shady Grove.

Not to mention that the proposal would require bulldozing homes, commercial buildings, and parkland (mostly along I-495) -- as well as relocating WSSC aqueducts at an estimated cost of \$2B! Last I heard, WSSC customers (who may not even use the proposed lanes) will be expected to pay for that through outrageous water bills over a couple decades. That is obviously unjust.

In some cases, a majority of homeowners' yards would be taken, drastically lowering the value of their home, yet they are often only reimbursed for the (minimal) value of the land alone. So they may lose tens or even hundreds of thousands of dollars in market value -- but not be reimbursed. That is clearly wrong.

The construction delays would be horrendous and last for several years. Once the construction is complete, any easing of traffic congestion would be very short-lived. Before long we'd end up with a wider parking lot. Unless some way is found to redirect growth to other areas of the country (doubtful) widening I-270 is an exercise in futility.

Finally, let's say the Lexus lanes for the rich end up being built. What happens a few years after they are complete and 495 and 270 are jam-packed all over again? There will be no right-of-way left in many places. No way to widen any further. Game over. Traffic will be worse than it is now, with no feasible solution. FredCo real estate values will plummet when people realize there are simply not enough hours in the day to commute to the D.C. area and back. The smart approach is to severely restrict and redirect growth now -- because that is the real problem.

Infinite growth is impossible. The D.C. metro area is well beyond capacity. Instead of expensive, short-lived band-aid solutions, we need to encourage major employers -- public and private sector -- to locate elsewhere. There are plenty of areas across the country that could use an economic boost.

Sherman Johnson

Middletown, Maryland



I-495 & I-270 Managed Lanes Study DEIS/ Draft Section 4(f) Evaluation COMMENT FORM

MEETING LOCATION: _____

IS YOUR COMMENT RELATED TO THE DEIS OR JPA?

- DRAFT Environmental Impact Statement (DEIS)/
Draft Section 4(f) Evaluation
- Joint Permit Application for Wetlands and Waters

(PLEASE PRINT)

NAME: Kevin Jones DATE: 07/14/2020

EMAIL: _____

ADDRESS: _____ Red Lion Place

CITY: Waldorf STATE: MD ZIP: 20602

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Check here if you prefer email communications only

Submit your comments July 10, 2020 through October 8, 2020 by 11:59 PM. You may use this form or complete a comment form at 495-270-p3.com/DEIS/ or send an email to MLS-NEPA-P3@mdot.maryland.gov.



From: MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>
Sent: Wednesday, September 2, 2020 9:17 AM
To:
Subject:
Attachments: CR Jones Comments on I270 & 495 DEIS and JPA.docx
Importance: High

From: Rick Jones [REDACTED]
Sent: Tuesday, September 1, 2020 2:33 PM
To: MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>; john.j.dinne@usace.army.mil;
MDE.SHAProjects@maryland.gov
Subject: I-495 & I-270 Managed Lanes Study DEIS and JPA
Importance: High

Good Day – You will find below and attached my official submittal of comments on the I-495 & I-270 Managed Lanes Study DEIS and JPA for your consideration.

In response to the DEIS and JPA for the I-495 and I-270 Managed Lanes Study, the following comments are provided for the States evaluation and incorporation into the official record. These comments are provided in bullet form, and then explained individually thereafter.

Bulletized Summary of Comments:

1. Delay the project due to COVID-19 Impacts - Delay the project until a thorough evaluation of the future impact of COVID-19 on traffic needs can be completed and factored into this project to allow it to continue, be modified, or cancelled/terminated.
2. Contractor Bankruptcy - The documents are not clear on what would happen if the revenue of the implemented option does not meet contractor expectations and bankrupts the contractor.
3. Social Justice - The selected option to go forward with construction should not include any HOT or ETL's Managed lanes which will only widen the economic gap between rich and poor citizens.
4. Adverse Air Quality – This proposal will only add more cars and more adverse air emissions to the detriment of our environment and health, in opposition to Maryland State law that requires the State to reduce GHG emissions 25 percent from a 2006 baseline by 2020.
5. Support Public Transportation - Money would be better spent on public transportation and housing near public transportation.

6. Project is too Disruptive - All the options are too disruptive to the citizens of affected areas.
7. Cost to Maryland citizens - The proposal is not transparent concerning the cost to the state and citizens of Maryland.

Further Explanation of Bulletized Comments:

1. Delay the project due to COVID-19 Impacts

There has been a dramatic reduction in the number of vehicles and miles driven in the DMV since the outbreak of the COVID-19 pandemic. As the Federal Government is the largest employer in the DMV, and it has embraced and even mandated “work at home,” for its employees, meaningful discussions should be conducted with the Federal Government to evaluate and quantify how many workers can be expected to return to office work in the near and distant future. The Government’s Office of Management and Budget is also looking into this issue, to determine if less Federal workers working in offices would equate to a need for less office building space. Based on surveys of Federal employees to date, it is expected that the number of Federal employees driving to work in the DMV on a daily basis will be dramatically reduced. This fact of life should receive deliberate and important consideration in allowing this project to go forward in its current scope or even be terminated. A comprehensive and thorough study should be conducted.

2. Contractor Bankruptcy

What will happen and who will bear the burden if once the project is completed the contractor declares bankruptcy due to insufficient revenue being generated by the tolls? It is possible that the revenue generated by the toll traffic would not meet projected levels. If that should happen the contractor may be unable to pay or service its debt. The proposal for this project should consider that possibility and provide for reasonable actions that would not financially burden the state and people of Maryland.

3. Social Justice

This proposal should not include any lanes (HOT or ETL’s) that cost drivers to use them. The divide between those with money (the rich) and those without money (the poor) is constantly getting wider and leading to civil unrest and repression of the poor. This proposal creates a situation where the rich can get around easier and quicker while the poor are stuck in traffic in the regular lanes. This only further segregates the poor and holds them back even further. It also makes their condition more obvious as they sit in traffic and watch all the Mercedes, BMWs and Jaguars whiz by them in their Kia’s and Chevrolets. To go forward with this proposal will only contribute more to civil unrest in the DMV.

4. Adverse Air Quality

This proposal and resultant increased number of vehicles and miles driven in Maryland can only result in more adverse emissions and worsen the air quality to the detriment of the environment and people in the DMV. If you build more roads, then there will be more cars on the roads and more development of housing further and further out in the suburbs to match the expected, documented increase in the population in the DMV. Just look at Louden County in Virginia and Clarksburg in Montgomery County. Air quality will worsen in the DMV if this proposal goes forward. Electric cars could help mitigate this situation if there are sufficient incentive for their purchase and supporting infrastructure is installed (e.g., public charging stations). The building of more roads in a growing, sprawling area is a recognized, flawed strategy to accommodate growth in the DMV. In addition, this is in complete contradiction to the Climate Change Program that Maryland has established

5. Support Public Transportation

Government policy and resources would be better spent by focusing on more support for effective and affordable public transportation. To make public transportation more attractive, government should also partner with housing contractors to build affordable housing near public transportation. This would be a win-win situation for government, the people and housing. It would also support the existing long-term goals of the Maryland Climate Change Program. Once again, as you well know this is also a social justice issue.

6. Project is too Disruptive

The proposals call for the relocation of 25 to 34 residential units and four businesses as well as directly affecting 1240 to 1474 properties. Those relocations will be very disruptive and costly for the affected families and businesses. It will undoubtedly result in increased property taxes, longer commutes and loss of business, at least and hopefully temporarily for the businesses. It will also create more noise and disruption for neighboring residents that are now closer to the increased traffic. More lanes are not the answer. Fewer cars, made possible by better public transportation is the answer to the problem.

7. Cost to Maryland citizens

The documents state that the “Program has a goal to implement the Program at no net cost to the state.” This should not be a “Goal” of the Program but a Requirement of the Program. In 2017 the State of Maryland ranked second, after New York and D.C., for State and local income tax collection per capita (<https://taxfoundation.org/state-and-local-individual-income-taxes-per-capita-2020/>). That does not include the additional costs of sales and property taxes. The citizens of Maryland should not have additional financial burdens placed upon them due to this Program. It has also

been reported that the cost to Maryland utilities (WSSC and Pepco) to make required changes as a result of this Program are not included in the proposals and has been estimated to be in excess of \$1 Billion. These costs will most certainly be passed on to utility customers resulting in an additional financial burden to the citizens of Maryland. The proposals need to be reviewed more carefully with the intent to find any and all potential costs to the citizens of Maryland and these costs identified and clearly communicated in a transparent manner. Greater transparency in the potential costs to the citizens of Maryland is needed.

Thank you for your time and consideration of the above important comments. If you would like to discuss any of the comments further, please do not hesitate to contact me.

C. Rick Jones



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I-270 & I-495 DEIS and JPA Comments

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C. Rick Jones

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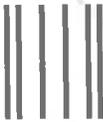
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Stephanie Joseph

I oppose toll lanes on 270. This will cause huge backups on route 355 when people running local errands will not pay tolls to do such short trips. It is not right to charge everytime someone wants to take 270. This is greed

Adam Judge

As a long-time resident of Montgomery County, and as homeowner in Rockville since 2002, I have strong feelings about the proposed widening of 270/495 in the Rockville/270spur area.

We are already suffering from increased traffic noise and air pollution in my neighborhood. The almost-nightly motorcycle races that have been taking place on I-270 are only the latest worsening of conditions. Bringing the highway nearer to our homes will only increase this problem and - as has been shown in cities and suburbs around the country for years - you can't build your way out of sprawl. As this analysis from Bloomberg of the Katy Freeway in Houston stated: "Nearly all freeway expansions and new highways are sold to the public as a means of reducing traffic congestion.... More lanes creates more capacity, meaning cars should be able to pass through faster. But that's not what always happens once these projects are completed. Just as with the Katy Freeway expansion, adding new roadway capacity also creates new demand for those lanes or roads, maintaining a similar rate of congestion, if not worsening it." (<https://www.bloomberg.com/news/articles/2018-09-06/traffic-jam-blame-induced-demand>).

This is not a new concept; I also suggest looking at Anthony Downs's classic paper "The Law of Peak-Hour Expressway Congestion" (<https://trid.trb.org/view.aspx?id=694596>). Downs found, back in the 1960s, that "...on urban commuter expressways, peak-hour traffic congestion rises to meet maximum capacity."

To be sure, increasing capacity on 270 would have an impact, but capacity should be added where it is needed. Currently, every day there is a bottleneck where the already-expanded southern end of I-270, with its express and local lanes, meets the northern end which has far fewer lanes. This IS a problem which your office can and should address by adding capacity in the north. Adding local lanes through Germantown would ease congestion all the way down to the Beltway. Widening at the southern end will only funnel more traffic and more congestion to the already limited northern part of 270. And this congestion will extend south no matter how many lanes, toll or otherwise, are added to the already overbuilt southern end.

The proposed widening, I believe, will adversely affect property values for me and my neighbors, and it will not address the very real problems 270 has with traffic congestion.

I ask you to reconsider the widening and "luxury lane" proposal for the southern end of I-270. Thank you.

Howard Jung

I oppose the I-495 and I-270 project.
I support the no-build option.

I live near I-270 Exit 6, and there are already drag races on the highway a large percentage of the nights, which disturb all the neighbors. It's really annoying now and the police won't do a thing to stop it. Now you want to bring this literally right into our backyards? Forget it Swap-able lanes are a much better and much less expensive option.

Ed Justice

Local Planners Pan Hogan's Proposal To Widen Beltway, I-270 I haven't seen the plans so my comment is hopefully already addressed. Access to and from the beltway to Walter Reed National Military Medical Center is needed to reduce traffic congestion In the local neighborhoods. Walter Reed property abuts the beltway. If additional area is needed, land on the other side of the beltway is already government property. The beltway widening project is the best opportunity to accomplish this that will come.

Anne Kaiser

This year, 2020, has changed the behavior of people in the Maryland suburbs. Many people are now working from home and no longer need to travel to a work site. While there is talk of returning to offices across the region, many folks may decide to work remotely or go to an office only occasionally as needed. Why then expand the highways when this action may not be needed in the future.

Perhaps the biggest consideration for all involved in this project is to look on the history of the Purple Line, Light Rail system, currently in progress. If this project is ever completed, it should help with some of the transportation issues in the region.

I believe that the State of Maryland should first complete successfully one transportation project using public and private funding.

-----Original Message-----

From: George Kambanis [REDACTED]

Sent: Wednesday, October 14, 2020 10:07 AM

To: Dinne, John J CIV USARMY CENAB (USA) <JOHN.J.DINNE@usace.army.mil>; mde.shaprojects@maryland.gov

Subject: [Non-DoD Source] RE: PN 20-42 Public Notice Hearings Application Number NAB-2018-02152

John and SHA,

I was on the first virtual hearing but felt a bit uneducated/intimidated to make my point when hearing what others had to say. I live at [REDACTED] Old Club Rd, Rockville, MD 20852 and my house backs up to the 270 spur where there is no sound barrier for about a 150 yard stretch. The sound is unbearable at times when cars and motorcycles are literally racing up 270 or big trucks make loud bankgs and noises. I know someone was in my backyard a few years ago testing the sound I believe for this project but I think it really needs to be taken seriously. If this project goes forward I would like to see a sound barrier wall connecting the existing walls along Tildenwoods/Cabin John park along the spur to keep the noise out. The wall should be built there already, adding another lane makes the need for a wall even greater.

Please call me anytime to discuss at [REDACTED].

Thank you,
Gerge

--

George N. Kambanis

[REDACTED]

Theodore Kanatas

I am in favor of the proposed P3 development. I am a strong advocate for all improvements that will increase productivity, reduce congestion, and decrease pollution from slow and stalled traffic. The State should exercise the most efficient use of eminent domain and create expanded right of ways. I believe the characterization of "luxury" lanes by others is categorically unfair and very misconstrued. I maintain the 'pay to use' application to the expanded lanes, like the 'Connector' between I-270 and I-95 is the most appropriate option. User fees are a consumer's discretion, and for long-term Public-Private infrastructure improvements, makes most economic sense. I applaud Governor Larry Hogan's vision by taking this initiative. Needless to say, it is a project long overdue, and it would be irresponsible to delay it any further. Regardless of the future transformation of vehicular transportation to more smart technologies and the possible increased "work from home" prospects, increased population migration to the Maryland-DC-Virginia Metro Area alone is the primary determinant to justify such an enterprise. My only suggestion is to study the virtues of widening American Legion Bridge even more than what is currently proposed (unless there are plans to construct another bridge and spur further west). Thank you for listening.

From: [REDACTED] on behalf of Max Kantzer
Sent: Monday, November 9, 2020 11:59 AM
To: MLS-NEPA-P3
Subject: Support for I-495 and I-95 Congestion Relief Project

Dear Director, I-495 & I-270 P3 Office Lisa Choplin,

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.

The Virginia HOT Lanes Network has proven that similar projects effectively reduce congestion and would significantly help congestion on the Maryland side of the Capital Beltway and I-270. The benefits to the economy, the environment and quality of life are clear - this project should move forward. Of all the alternatives, Alternative 9 is the best balance of improvements, limited disturbance outside the right-of-way, minimizing environmental impacts and cost effective construction.

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.

Sincerely,
Max Kantzer
Potomac, MD 20854
[REDACTED]

From: Harriet Kaplan [REDACTED]
Sent: Wednesday, October 21, 2020 7:59 PM
To: MLS-NEPA-P3; managed.lanes@montgomerycountymd.gov
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Objection to I-495 and I-270 Expansion Proposals

To Whom It May Concern:

My name is Harriet Kaplan. My husband and I have lived in our house at [REDACTED] Whitney Street in the Sligo-Branview community in East Silver Spring since 1999. Our house is about a mile south of the Beltway. We have enjoyed the quiet neighborly atmosphere here as well as close proximity to urban conveniences, parks, and the green spaces and waterways that thread the area.

I have been following developments in the plans to implement a public-private partnership to widen I-495 and I-270. I oppose this project and support the NO-BUILD option.

The "build" options all include the loss of many homes and businesses and much community space and green space. They will cause disruption to both travel and general living in the area (including noise, dirt, pollution, and traffic problems) that will span more than a decade. And at the end of the day, there is no guarantee that any of them will solve traffic problems in the area. Many studies have shown that there are even more traffic problems after such construction is done. The "luxury lanes" concept actually depends on road congestion for profit.

Some properties in our immediate area that will be either destroyed or directly impacted are Blair High School, the YMCA, Holy Cross Hospital, Sligo Creek Park (with its green space, waterway, walking paths, and public golf course), and Rock Creek Park (a prime amenity of the area near the Beltway). In our neighborhood, Long Branch Creek will be negatively affected. Millions of dollars worth of residential and commercial real estate will be either destroyed or devalued. If the project does get built, drivers avoiding the toll lanes will divert to neighborhood streets, adding noise, pollution, and hazards to residents.

The other really objectionable aspect of the proposals is that many financial costs are understated or ignored. For example, there is no plan to pay the \$2 billion WSSC has estimated it will cost to move water and sewer pipes. An estimated billion dollars of state subsidies may be needed that have not been accounted for. To quote the analysis of the DEIS by Kyle Hart of the National Parks Conservation Association, "Under high cost and high interest rate scenarios, every single alternative will run a deficit between \$482 million to \$1.01 billion (Table 2-6)." These costs and others will ultimately fall on the taxpayers. In the case of the disastrous Purple Line project, cost overruns and delays allowed the developer to abandon the project unfinished and leave the mess that we have been living with in our neighborhood (torn-up streets, unsightly machinery, numerous large trees removed) with no end in sight. It is dreadful to contemplate this happening on the much larger project that is being proposed.

The notion that the number of vehicles on the road will continue to grow at the same rate it has in the past and that there is nothing to be done about it other than build more roads in the most highly populated areas, and that in fact this increased number of vehicles should be encouraged, is flawed. It is the way of the past. Instead, we need to be decreasing the number of cars on our road and addressing the related problems of pollution and climate change in more creative and cost-effective ways. For example, as we have seen over the past 7 months, programs that encourage businesses to support work-at-home options drastically decrease traffic at no financial cost.

If any of the build options do go forward, my husband and I will probably leave the area, and the State of Maryland. We do not want to spend the rest of our lives witnessing, living with, and paying for this kind of destruction.

Sincerely,

Harriet Kaplan

█ Whitney Street

Silver Spring, MD 20901

█

Laura Kaplan-Weisman

I am very opposed to widening I-495 and I-270. This will only aggravate the climate crisis and guarantee more cars on our highways, more congestion on secondary roads, and more air pollution. We should be exploring more public transit options and clean energy solutions.

Richard Kaplowitz

We do NOT need to create a class society in which the people who can afford it get priority instead of all of us able to use the roads - and we should look at creating high speed transit alternatives going to park and ride lots that feed existing transit systems.

From: Stacy Kaplowitz [REDACTED]
Sent: Thursday, October 29, 2020 6:17 PM
To: 270-Study-P3 <270-Study-P3@mdot.maryland.gov>
Subject: Widening of 270

To Whom It May Concern,

I reside at [REDACTED] Beall Avenue in Rockville, MD and I oppose the widening of 270. We have sufficient highway infrastructure and need to redirect resources to improving public transportation infrastructure and encouraging better connectivity.

Widening the highway and implementing toll lanes only solves for one variable. It isn't worth the trade-off of increased traffic congestion, increased air pollution, and increased noise and light pollution (ask any residents of the West End neighborhood about the late night drag racers on 270).

Please consider redirecting the horsepower behind this p-3 to improving public transportation infrastructure, supporting the completion of the purple line, and building affordable housing closer to major employment areas, which have positive environmental and quality of life outcomes, and improves our state's reputation for turning a blind eye to the environment impact of our policy decisions.

Thank you,
Sincerely,

Stacy Kaplowitz
[REDACTED] Beall Avenue
Rockville, MD 20850

E. Hamilton Ave.
Silver Spring MD 20901

CAPITAL DISTRICT 208

24 SEP 2020 PM 2 L



Ms. Lisa Chedlin, OBIA
MOOT-SHA
703 N. Calvert Street
Mail Stop P-001
Baltimore, MD 21201

21201-2104



Rebecca Kapstein
■ E. Hamilton Ave.
Silver Spring, MD 20901

September 24, 2020

Lisa Choplin, DBIA
Director, I-495I-270 Office
MD Department of Transportation and State Highway Administration
703 N. Calvert Street
Mail Stop P-601
Baltimore, MD 21201

Dear Ms. Choplin:

I'll get straight to the point. Please vote NO on the expansion of I-270 and I-495. Vote NO to adding "luxury lanes" to I-270 and I-495.

Yes, we have an issue with traffic in the DMV. At least we did before the arrival of Covid-19. Yet, expanding the highways at the expense of our neighborhoods and communities, is NOT the answer. It's not a viable and reasonable solution. There are other solutions. They have been suggested, researched and talked about and documented for many, many months. Even years. I'm sure people at MDOT and SHA are familiar with these articles and research. I don't need to cite them. Yet these ideas and possible solutions have been taken off the table, without any real consideration.

Why I ask, would you not consider the following;

- A project that will tear down, destroy many, many perfectly fine homes
- A project that will cause families to be uprooted, forced to move and probably relocate out of their community and possibly their county and the state
- A project that will tear down many thriving business and business locations
- A project that will negatively impact 6 National park sites
- A project that will destroy dozens and dozens of local and regional parks and playgrounds
- A project that will negatively impact 30 miles of streams,
- A project that will negatively impact 50 acres of wetlands
- A project that will destroy 1,500 acres of forest canopy
- A project that will last more than 5 years (projects NEVER finish on time or on schedule)
- A project that will cause endless traffic and congestion headaches
- A project that will add more emissions and pollution to our neighborhoods and the counties
- A project that will flood our quiet, peaceful neighborhoods (located adjacent to the highway) with endless streams of traffic
- A project that will cause huge delays and confusion as access roads are re-routed
- A project that will add more concrete and asphalt to our environment
- A project that will add immeasurable levels of noise pollution
- A project that will add to climate change and climate issues, when the world is trying to undue

to harmful effects of climate change

- A project that WILL cost the taxpayers millions, if not billions of dollars. DESPITE what the P3 companies promise. DESPITE what the Governor promises. Look at all the literature documenting similar projects around the DMV, in other states and in other countries that show PROOF of the exact costs and the increased amounts of fees and money that the jurisdictions actually had to pay. None of these projects have lived up to their expectations. All of them have cost their taxpayers millions of dollars.

- A project that isn't free. It truly isn't subsidized by the company. It NEVER IS.

- A project that could realistically end up like the Purple Line. - partially built and abandoned.

- A project that is antiquated. A project that is backward thinking, not forward thinking.

Cities in MD, throughout the USA and countries around the world are successfully implementing "alternative" modes of transportation instead of building more and more roads. These alternatives are viable solutions. They are successful. They are LESS expensive. They are user friendly. They don't destroy communities. They are easier to implement. They don't destroy the environment.

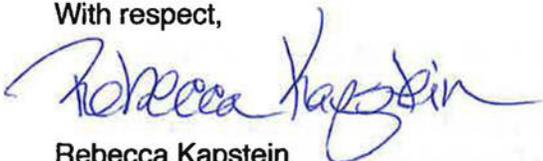
- A project that is now obsolete, according to the numbers and statistics originally given. Since COVID-19 "more than 50% of America has worked from home". 30% of US workers will continue to work this way for the next 5 years (at least) according to the latest from the BLS - Bureau of Labor Statistics. Everything has changed. Our world has changed. We are not going to go back to our previous ways of work and commuting, any time soon. So, why base a project on older information? Why invest millions of dollars? Doesn't make any sense to spend this effort and money and destroy what is wonderful about living in MOCO and PG County when the world around us is changing. We need to change with it. We need to readjust how we spend our money and how we will impact our community and the people that live here.

I could cite more reasons, yet I'll stop here. The list is much larger than what I've noted. Yet the bottom line is that the plans put forward are plans that will impact the residents and literally destroy our way of life in MD. You don't have to do this. You don't have to destroy the reasons we, as residents, had decided to move here, buy/rent homes here, raise our children here and settle here. We could have decided to do this elsewhere. There are many, many communities close by that are equally appealing and offer many of the same advantages. Yet, for whatever reason we all decided to move and settle in MD.

Don't destroy this for us. Don't push us out of a county that doesn't listen to the true concerns of its' residents, as perhaps many of us will be forced to seek an alternative place to live and locate our businesses.

Please vote NO on the expansion of the roads and NO to adding luxury lanes.

With respect,



Rebecca Kapstein

Resident and small business owner of Silver Spring, MD

From: Rebecca kapstein [REDACTED]
Sent: Saturday, November 7, 2020 7:08 AM
To: MLS-NEPA-P3
Cc: [REDACTED]
Subject: Support no build option for 495/270 expansion

To Whom it May Concern:

I oppose the 495/270 expansion. I support the no build option for a multitude of reasons. Here are just a few:

This enormous DEIS is both much too long for proper comprehension, and deficient in the information that is really important to the public who, please be reminded, are the ones the project is ostensibly meant to serve.

This DEIS is written for another period that we may never again see in our lifetimes. Covid itself has made the DEIS irrelevant to current conditions, but the DEIS is being pushed ahead right now, in a time of unprecedented uncertainty. What, after all, is the point of a study based on traffic models that no longer apply?

We know that the people on the ground who live here will be collateral damage in what amounts to a war on our communities. We have lived here and have accommodated ourselves to existence along side these urban highways that have cut us off from communities and services on the other side. We have lived with the noise, the vibration, storm runoff, the dirt that comes from dirty air, for a very long time. But we have loved our homes and our neighbors and all that a cohesive community provides to make a good life for families. This expansion will take all that away. Those disadvantages I referred to will now all become unbearable for us. And we will lose precious-to-us woods, playgrounds, open space, fields, recreational facilities, in our case YMCA with its pools, its own fields and open space, firehouse, wildlife, and much more. The air will become dirtier, our health will become worse. There will be more flooding than ever. And that's from the time when it is finally finished. We know there will be years of construction before that that will be a nightmare for all of us. We know what the people near the Purple Line suffered during construction, and this project dwarfs that one.

That is why we support the no build option, and ask that you face up to the need to start over. Don't continue on this path to misery for us. We matter. The environment matters. Our economy matters. Stop now and don't waste any more money. Focus on finishing the Purple Line and leave the highway expansions alone for now.

Thank you,
Rebecca Kapstein
Silver Spring Resident

Kristina Karoutsos

In the last 5-10 years I've noticed a huge change on 270 going north to Frederick. Unfortunately, it's too expensive the closer you get to DC or the beltway so some of us don't have an option other than to live in the north of MoCo. It can sometimes take 2-3 hours to get home from work depending on what time you get on the highway. There's a bottleneck after Germantown/Clarksburg when the lanes go down to 2 heading to Frederick. Actually, Frederick has a better cost of living but we can't buy there because I would be on the road more than I would at home. Public transportation isn't reliable, it's expensive, and there's no metro stops past Gaithersburg. This means it would take longer to take a bus to the metro than it would to drive somewhere. We need more lanes or have more lanes going one direction during traffic. It would be nice to have another bridge into Va but I know that requires more. I'm not sure what the solution should be, but please help us

Michael Karpman

Not only will this increase of highway use cause the destruction of precious natural areas, but it will incentivize the use of private cars. This is in direct contradiction to what we must do to protect our environment, both in the short term and the long term.

Finally I assume the "private" component of this means that there will be tolls on these roads. Public roads should be public. They should be funded by progressive taxation. If toll roads are installed, it creates a special transportation system for the wealthy.

So although I oppose the creation of any new highways, it is adding insult to injury to create these roads that will be for the wealthiest amongst us.

Over my dead body (I am 70 years old)

From: Tracey Katsouros [REDACTED]
Sent: Friday, October 30, 2020 10:02 PM
To: MLS-NEPA-P3
Subject: Beltway expansion

Lisa Choplin,

I do not suppose expanding the beltway because of the climate crisis and public health crisis we are facing today, adding more air polluting cars will not solve traffic congestion but instead exacerbate our existing crises.

Tracey Katsouros

[REDACTED]
[REDACTED] harwich dr
waldorf, Maryland 20601

Miranda Katsoyannis

We live in Willerburn Acres neighborhood and back to I 270. We have noticed an uptick in noise after the thinning of trees and can only imagine the noise and pollution we will be bombarded with if I270 is widened

We chose this neighborhood 22 years ago because of its natural beauty and peace. This would be upended with this project.

We would want to review environmental assessments, plans to protect near neighborhoods And traffic assessments that actually indicated an easing of traffic. Lane widening does not usually correlate with traffic abatement.

Please consider Montgomery county resident's views as you move ahead.

From: Arthur Katz [REDACTED]
Sent: Thursday, July 30, 2020 5:03 PM
To: Marion Harris <MHarris10@mdot.maryland.gov>
Subject: Re: Katz 824771 Response: Critical Alternative to be examined by I-495 & I-270 Managed Lanes Study

Dear Ms, Harris,

As a follow up to the email of June 3, 2020. I would appreciate if MDOT would identify the pages that contain any information, analytical or descriptive, including traffic loadings that relate to your analysis of my proposed January 7,2020 alternative discussed in your email.

I would appreciate receiving the requested references as soon as possible to prepare my public testimony on the DEIS.

One other comment. I do not understand why the June 3 response below is not dated in the equivalent way of a letter. I realize the email has a date but professionally once you have a letterhead I would expect it to have an associated date. I just find it odd.

Thank you for you attention and assistance.

Sincerely,

Arthur Katz, PhD

■ Stevenage Circle

Rockville, Md 20850

From: Arthur Katz [REDACTED]
Sent: Wednesday, August 5, 2020 12:07 PM
To: Jeffrey Folden <JFolden1@mdot.maryland.gov>
Cc: Marion Harris <MHarris10@mdot.maryland.gov>
Subject: Re: Follow up request**FW: Katz 824771 Response: Critical Alternative to be examined by I-495 & I-270 Managed Lanes Study

Dear Mr. Folden,

I have looked at Page 123 in Appendix C which shows travel times between i-495 and I-370. I want the travel time breakdown between the Montrose Road Interchange and I-370 going South in the AM and PM and going North in the AM and PM. You should be able to provide those numbers because MDOT has already stated in writing in its June 3, 2020 reply about this subject to me that it has run those numbers. Please do not be difficult. MDOT should be able to direct me specifically to those numbers in the document, or more appropriately, provide a table of data. I know you are busy but it isn't that much work.

Thank you for your assistance.

Sincerely,

Arthur Katz

Arthur Katz,
PhD [REDACTED] Stevenage Circle Rockville, Md 20850

Name: Arthur Katz

Joint Public Hearing Date: 8/18/2020

Type/Session: Live Testimony/Morning

Transcription:

My name is Arthur, A-R-T-H-U-R, Katz K-A-T-Z. I live at [REDACTED] Stevenage, S-T-E-V-E-N-A-G-E Circle, Rockville, Maryland, 20850.

Can you hear me?

OK. I just want to make sure. Thank you for the opportunity to speak today. I oppose the project and support the No Build. The proposed highway expansion of I-495 and 270 is based on a politically driven, full fantasy, embodied in 'I built it and you didn't have to pay for it.' Think the Purple Line chaos and the one to two billion dollar price for the WSSC to reposition its facilities to accommodate the toll road. It's even more bizarre is the idea that it's OK to make billions, make ten billion dollars, fifty year commitments to highway building without understanding the telework and other COVID-19 effects and other transportation options will permanently upend pat, traffic patterns and flatten the peak-hour commute.

To the DEIS specifically, Myth 1.) congestion on I-270, in particular, will get worse and there's nothing to be done except build more highways. You may be surprised to find that the MDOT's own number for peak hour travel times southbound and 270 and 495 actually improved by more than 40 percent between today and 2040, without the toll road, because MDOT has a workable traffic management plan that it is currently implementing. Myth 2.) Drivers who don't use the toll lanes will still have significant time savings. The toll road will look like the existing, the Virginia toll road, 10 percent of the drivers and the toll lanes, nearly 90 percent in the non-toll lanes. In 2014 traveling in the non-toll lanes will be only two minutes faster, only two minutes faster than the No Build option if you are traveling from I-370 to River Road and it will be zero difference when you reach the Clara Barton exit heading towards Virginia. Why doesn't the toll road help that [inaudible] than toll lanes more? For people to use the toll lanes, you have to have real, unpredictable congestion in the non-toll lanes. No one will pay the tolls otherwise. Worse, the unpredictable congestion makes the 2- to 3-minute savings useless for planning your life.

Myth 3.) If you are a high 270 commuter from I-370 to the Beltway, the expansion will change your life. No. The reason it's worth, worth so little is that the non-toll lane trip will be 4 minutes faster than the No Build in the morning toward Virginia, but will be 1 to 6 minutes slower on 270 in the afternoon.

I'm savings 90 percent. Thank you, bye. Even the, can I go? Even the toll lanes users only save six percent, 6 minutes. That cost hundreds of million dollars in construction, transportation chaos during construction because all the interchanges and bridges will have, [inaudible] families disrupting the I-270 communities. Thank you for the opportunity to speak.

Voicemail Testimony added to file on Oct. 23, 2020

Joint Public Hearing— August 18, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

Name: Arthur Katz

Joint Public Hearing Date: 8/18/2020

Type/Session: Voicemail

Transcription:

My name is Arthur Katz, A-R-T-H-U-R, K-A-T-Z, and at ■ Stevenage S-T-E-V-E-N-A-G-E Circle Rockville, Maryland 20850. I wanted to leave a correction of my testimony because they seem to be a garbled in the, in the transmission. First, in, in one place in the middle of when I talked about myth two, I said, somehow said 2014 instead of 2040 in the sentence, 'in 2040 traveling in the non-toll Lanes will be only two minutes faster than the no-build option.' I would like that corrected in the transcript and in the myth three it seems to be totally dropped a couple of places in terms of being able to hear and understand so I'm going to repeat that. If you are a 270 commuter from I-370 to the Beltway the expansion will change will change your life. No. The reason it's worth so little is the non-toll lane trip will be four minutes faster than a no-build in the morning towards Virginia, but will be one to six minutes slower on I-270 in the afternoon afternoon round trip time savings for ninety percent of the drivers about zero. Even the toll lanes users only save four minutes round trip because the afternoon trip to I-370 isn't any faster than the no-build trip. The costs hundreds of million dollars in construction transportation chaos during construction because all of the interchanges and bridges along I-270 will have to be rebuilt to accommodate the toll road profoundly disrupting the I-270 communities, especially the city of Rockville. Thank you.

From: Arthur Katz [REDACTED]
Sent: Monday, November 9, 2020 5:32 PM
To: MLS-NEPA-P3
Subject: Comment on DEIS Managed Lane Study
Attachments: Submission on Managed Lanes DEIS.docx

Arthur Katz, PhD
[REDACTED] Stevenage Circle
Rockville, Md 20850

Lisa B. Choplin, DBIADirector,

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, MD 21201

Jeanette Mar

Environmental Program Manager

Federal Highway Administration, Maryland Division

George H. Fallon Federal Building

31 Hopkins Plaza, Suite 1520

Baltimore, MD 21201

Jack Dinne

USACE Baltimore District 2 Hopkins Plaza

Baltimore, MD 21201-2930

Arthur M. Katz, Ph.D.

■ Stevenage Circle

Rockville, Maryland 20850

██████████
████████████████████

Re: Comments on I -495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft Section 4(f) Evaluation and Joint Federal/State Application (JPA) (USACE Application Number (NAB-2018-02152) and the MDE Tracking Numbers 20-NT-0114 / 202060649)

I wish to express my support for the No Build option and opposition to the other proposed alternatives highway options in the draft Environmental Impact Statement (DEIS) I -495 and I-270 Managed Lanes Study currently under consideration by the State of Maryland Department of Transportation (MDOT).

The MDOT SHA plans for a four-lane expansion of I-270/Beltway reflects 1950/1960s thinking that has been rejected based on its demonstrated failures in the real world. The expansion alternatives should be rejected.

The DEIS is biased toward highway alternatives and therefore fails to appropriately evaluate all alternatives.

The DEIS is indicative of MDOT's overwhelming bias toward highway alternatives with public transit alternatives given short shrift or in this case no meaningful consideration. The lack of any transit alternatives has made it difficult to argue their viability and puts the onus on the interested public to generate resources to develop plans and detailed information, not on MDOT which is not consistent with the requirements of the EIS process.

The DEIS focus on rejecting all the transit alternatives in the initial screening based on financial viability was not a valid application of this criterion in the EIS process by MDOT. Just because something is expensive is not an appropriate criterion for removing it from consideration for decisionmakers. For example, public officials make decision all the time to make investments that from a strictly business point of view would not be of interest to the private sector. That is why we have government. Around the world public transportation facilities require subsidies, sometimes substantial ones, because they are considered a public good and they are required to allow highways to function without overwhelming gridlock.

So, the elimination of all public transit alternatives and the lack of creativity in the proposed alternatives in the development stage of this project represents a failure on the part of MDOT to meet the requirement for the objective use of evaluation criteria by the EIS process. Moreover, the decision about what is financially viable is one for Maryland public officials in the Executive and Legislature, not planners. Public officials are the ones who have the responsibility to determine if a project is too expensive, and therefore, they should have had in their hands the designs for a credibly set of public transit alternatives.

MDOT failed to implement a meaningful public participation process.

The fact that no transit alternative was maintained in the study reflected another failure to meet the requirement of the EIS process. It represents a substantial bias in light of the overwhelming submitted public comments in support of these transit alternatives. It also represents a failure of MDOT's to take seriously its obligation to develop improved public transportation alternatives if the ones presented to the public were not optimum.

The lack of response to public comments by MDOT represented a parallel lack of seriousness of MDOT toward its obligation under EIS requirement for effective public participation. The public participation can only be considered a sham with the many meetings and public testimony a meaningless façade. No attempt was made to involve the public and local officials in a meaningful process in which they could propose improvements or alternatives that MDOT would seriously evaluate.

Nor were the public and affected County and city officials afforded any meaningful opportunity to shape and comment on the design of the impact studies that evaluated the alternatives air, water and other environmental, social, traffic effects. Nor were the public and officials allowed to be engaged in monitoring and commenting on these studies as data and results were being produced. There is no evidence that this DEIS process had taken seriously the comments made by the public and local officials, as noted above, there is abundant evidence that the comments made over the stages of the DEIS process has not and will not receive meaningful consideration. This a violation of the requirements of the EIS process.

In the 1970s I was the chief negotiator for the largest coalition community and environmental groups (the Greater Boston Committee on the Transportation Crisis (GBCTC)) around the Boston area in what was called the Boston Transportation Planning Review (BTPR). This was not just some local study of the Boston metropolitan area, but was funded by the U.S. Department of Transportation with the intention of using it as the model for USDOT requirements for the EIS process for the U.S. Most of the elements of that study process were adopted by USDOT as policy and regulation and required for EIS studies. The elements of that study are applicable today. The detail study techniques may have changed but the generic study elements about noise, air and water, wetland, community economic and cohesion effects, and traffic flows, etc. remain relevant.

One of the key features that made the study work was that the various groups had the opportunity to assure the process, which encompassed the rethinking and reshaping of the Boston Metropolitan region, fairly reflected their concerns. This not been what happened in MDOT's DEIS process

The I-270/Beltway study while not on the same regional scale will nevertheless affect economic development, land use and environmental quality for a significant portion of Maryland and even Virginia.

The EIS process for the I-270 and Beltway deserved to be treated with respect and currently its structure and scope does not fulfill that requirement.

In the current study the governance structure is not responsive to true participation.

Having periodic meeting at one point in time in a Charette-like environment is no substitute for substantive participation – it becomes window dressing for decisions that are already made.

There should have been an ongoing steering committee composed of representatives of Montgomery County, effected municipalities that are legal entities, environmental and community groups and interested parties such as chamber of commerce along with representatives of the State administration and highway department. The responsibilities of this committee should have been to: (1) review in detail and advise on the development of the EIS study plans, (2) review and advise on the acceptable contractors to carry out the studies and designs

alternatives, and (3) continuously review and advise during the EIS process evaluating the implications of the new results emerging from the ongoing EIS and their implications for changes in study design and transportation alternatives. None of this was done.

Finally, there is substantial evidence that MDOT has engaged in an effort to make it as difficult as possible for the public to access needed critical data about traffic and other aspects of MDOT's EIS analyses. In a section below I analyze travel times from the DEIS's Appendix E, Travel Analysis Technical Report. I used MDOT's Travel Time Matrix Tables contained in Appendix E for the analysis. However, there is one critical problem.

The Travel Time Matrix Tables pages in the appendix have no page numbers or citations in the Table of Contents of the Appendix. The Matrix pages I used are found by searching through hundreds of pages in the part of Appendix E that has no page numbers and no citations in the Table of Contents of the Appendix. The public and even other professional analysts would have no idea that the information in these Tables existed or where in the DEIS you could find it.

I found the Tables because I was willing to carefully look through hundreds of annotated pages after seriously questioning MDOT about where the information resided. The response by MDOT staff vaguely noted Appendix E in a letter they wrote to me. MDOT gave me a vague reference to Appendix E without giving me any landmarks to use to find this information or even the name of the Tables. It was clear MDOT was unforthcoming when it should have provided a road map in a situation where it was impossible to find the information required to be available to the public. I have attached * (cannot attach because too large)a sample at the end of these Tables, but they are only part of a large number of tables and other sources of data that reside in this "unmarked Death Valley of information." This is truly unacceptable and compromises the integrity of the DEIS and its analytical credibility. This is a clear violation of the requirement of the EIS process to provide information to the public.

Segmentation

The DEIS Unlawfully Considers the Impacts from Only a Segment of the Broader P3 Program to Add Managed Lanes to I-495 & I-270 and other construction requirements inextricably tied to the construction of added lanes to I-495 & I-270

Agencies are required to consider connected actions in the same EIS. 40 C.F.R. § 1508.25(a)(1) (2019).

Limiting the current study of I-270 to south of I-370 represents a salami planning approach on the part of MDOT where the interconnectedness of elements of this project are hidden from affected Parties – the public, local officials and state legislators. The DEIS therefore deprives communities and public officials of the ability to evaluate the full effects of an integrated I-270 highway transportation project from the I-495 to Frederick, Maryland, which MDOT acknowledges as the ultimate goal. MDOT in the DEIS does not evaluate the impact of building one part of this project on the imperative to build other parts. The public and public officials are deprived by MDOT of the appropriate base of knowledge to see common interest that would allow them to effectively evaluate the overall project .

More specifically, the lack of study of the interconnectedness of future I-270 highway expansion between I-370 and the City of Frederick with the current project clearly represents a case of segmentation, a violation of the federal requirement. If the State wished to reduce traffic congestion, attention should have been first paid to widening I-270 to the north-- above Gaithersburg-- where the highway drops from 12 lanes near Exit 5 to a mere four lanes. Congestion is severe in both directions to the north of Gaithersburg during rush hours, and increasingly on weekends.

Further the federal requirement that forbids segmentation is violated by the lack of acknowledgement and assessment of the impacts of the requirement placed on the Washington Suburban Sanitary Commission (WSSC) for replacement and reconfiguration of sewage and water infrastructure, if a MDOT expansion alternative is selected. The impact of the \$1-2 billion project costs on the WSSC and its rate payers with regard to both the financial burden, and environmental and physical related construction impacts has not been acknowledged and evaluated within this DEIS. There is no serious representation of these impacts in the DEIS, a clear case of segmentation.

The Focus of the Study is inappropriately narrow and does not provide a proper framework for analysis

MDOT seriously fails to meet the requirement to develop a realistic framework describing land use and economic development as the base for the DEIS. One of the key drivers of traffic patterns is economic growth in North Virginia and yet DEIS has no accounting for the potential impact of opening the Silver line for work trips to Virginia from Maryland. The Silver line extension to Dulles will open up a major location of technology economic activity to public transportation, where previously only cars provided access to this area. More significantly, the combination of the Silver line changes with the gravitation of younger population to urban, no car living, and the rise of autonomous vehicle could change the Maryland to Virginia commuter pattern. It is this travel pattern that acts as a driver for the perception that these toll lane alternatives are required. None of these potential changes are evaluated in the DEIS.

Moreover, the DEIS should include detailed alternatives that combine public transit strategies, and traffic management strategies with other highway approaches. The current study does not meet these needs. It does not talk about potential transit approaches such as decreasing red line headways, the use of monorail (examined

outside the DEIS) and expansion of MARC commuter services to make it more attractive to use. None of these alternatives were addressed in the DEIS.

The failure of this study to be a true transportation study is overwhelming obvious. The proposed highway expansion of I-495 and I-270 is driven by a politically false narrative embodied in, "I Built it and you did not have to pay for it."

The P3 – Public-Private Partnership process is similar to the distorting effect of the 90-10 money from the original highway trust fund, until it was opened to transit construction in the 1970's. The U.S. built highways because the money was there, and essentially free, not because in many cases in dense urban areas they made sense, causing significant community and environmental damage.

Moreover, MDOT's use of economic viability to eliminate transit alternative was and is seriously flawed. If MDOT applies the same criteria to the toll road P3 alternatives in light of the disastrous financial failure of the Purple line P3 process and the subsequent funding demands for Maryland State funds, it would be forced to conclude they should be eliminated on the same basis as the transit options or at least would have had to withdraw its objections to retaining the transit options. Instead it illegitimately and prematurely rejected the transit options in light of its flawed analysis of which alternatives were financially viable.

As I stated above, while I reject the premise of the economic viability criterion, even if I did accept MDOT rationale for its decisions, it would still fail the test of an unbiased application of this criterion to all transit and highway alternatives that were considered at the start of the EIS process.

Covid 19, Telework and the collapse of the rationale for I-270 and I-495 expansion/

Corvid 19 has also dramatically upended the assumptions contained in the DEIS. The Secretary of Transportation for the State of Maryland, Mr. Slater, has stated publicly that, "The estimates [of traffic] we make today are different than they would have been a month ago and they're going to be different a month from now, so a lot of uncertainty," he said. "We're really hoping to learn a lot from what happens to that," he said of the shifts in commuting patterns over the last few months. Nevertheless, the MDOT insists, without justification, on continuing forward with the EIS process when it has no idea what a sensible and effective transportation plan is for Maryland, for Montgomery and Prince Georges Counties, and specifically for the I-495/I-270 highway expansion area.

The head of the Maryland Transportation Institute speaking in August 2020 before the House Appropriations Subcommittee on Transportation and the Environment of the Maryland legislature stated, "A 15% reduction in traffic volume observed in July 2020 (related to telework) was able to eliminate almost all

traffic bottlenecks in the region.” With active leadership from the State of Maryland and Montgomery and Prince Georges County leadership this level of teleworking could be maintained and might be maintained even without official actions. The results would be the elimination of the justification for the I-495/I-270 toll road expansion project. But still MDOT proceeds recklessly with the EIS process, instead of withdrawing the DEIS for the I-495 and I-270 expansion project to be reconsidered and revised.

The effects of the Corvid 19 experience in shaping society is currently unknown but is likely to be profound over the next one to two years and extend to the “normalization” of society in the longer term. Telecommuting would change the character of traffic in the long term. It is quite possible that in-office work might begin to increase but not to the same level assumed by the MDOT traffic projections in the DEIS. Realistically, the timing of these work trips could change, outside traditional peak hours.

With telework, the idea that an employee would be required to be physically at work for a full 8- or 10-hour day could easily change, with in-office work becoming some fraction of a day. The result would be off-peak trips at convenient hours, with the consequence of spreading traffic more uniformly over the day. This change would reduce the need to accommodate high volume traffic peaks and eliminate the justification of the I-495/I-270 expansion project. It would be no different than electric and gas utilities shaving their peak with financial incentives to avoid making even larger capital investment in new capacity.

Yet none of these possibilities are part of the analysis of this DEIS. In this regard the DEIS fails in its most basic obligation to accurately described the traffic patterns that are essential to produce credible environmental and related impact analysis. This trip information is essential to justify the project in the first place. As noted above the actual and potential specific effects of telework have been confirmed by recent traffic flow studies in Maryland on the existing I-270/I-495 network by the Maryland Transportation Institute. In this context the DEIS has failed to perform its EIS requirements to fully account for the impacts of the project in the future . Essentially, MDOT has failed to step back and think carefully about what the implication of telework might be for the project priorities.

The appropriate action is for MDOT to acknowledge the current covid19 situation and formally withdraw the current Draft Environmental Impact Statement (EIS) process and revise the EIS schedule for the I-495 & I-270 Managed Lanes Study.

The Managed Lanes decision will affect the region’s and the State of Maryland’s future for decades. This fifty year plus irrevocable fixed investment will inevitably shape transportation strategies for the region, precluding other investments likely to be more successful. There is no desperate need to complete the EIS and decision process in the previous timeframe, until we begin to understand the short-, medium- and long-term- effects on the regional economy and commuting behavior and attitudes of the current crisis. Proceeding without a sensible delay and a rethinking and reanalysis of this project is a mistake and does not conform to the intent of the EIS process.

The reconsideration should extend to the proposed public-private partnership (P3 process) currently favored by the Governor. It might seem attractive in the financial squeeze on Maryland government in the near term, but the credibility of the private sector spending billions of dollars up front on the project in the current environment should be carefully examined.

And yet, MDOT and the DEIS are oblivious to the real-world changing situation so the draft EIS has remained unchanged, without any apparent reexamination of its assumptions and further analysis. MDOT acknowledged that telework, Metrorail, bus rapid transit among others would play a role in the future but holds to the position that “expansion of the express highway network” was needed.

The public raised many unanswered issues even before covid19 intervened. We can take a deep breath and use this time to carefully examine them.

What have we learned about MDOT’s own traffic projections based on the DEIS Travel Time Matrix Tables in Appendix E.

Some of the results are shown in Table 1.

TABLE 1

Travel Times in 2040 (minutes)						
Southbound - AM Peak						
Alternatives	From I-370 to					
	Montrose	I-270 Split	I-495 intersection	River Rd Exit	Clara Barton Exit	Connecticut
Existing	16.3	19.8	29	26.2	29.2	
No Build	9.2	10.8	16	15.3	17.8	
Alt. 5	9.9	12.2	16	15.4	22	
Alt. 8	8.3	10.2	15	14.7	17.5	
Alt. 9	5.9	7.6	12	13.5	17.2	
Alt. 10	6.7	9.3	19	20.5	24.2	
Alt. 13B	6	7.7	12	13.9	17.6	
Alt.13C	10.4	14.7	24	25.4	28.9	
HOV current			12			
Toll Lanes	4.8	6	10	9.3	11.4	
Trip North Bound -PM Peak						
	Bound PM from	I-495 to I-370				
			Non-Toll	Toll		
Existing			15	11 (HOV)		
No Build			10	10		
Alt. 5			14	10		
Alt. 8			11	10		
Alt. 9			12	12		
Alt. 10			16	9		
Alt. 13B			13	14		

While MDOT maintains that its traffic studies show that there is a needed for the expansion of I-270 and I-495. MDOT's own numbers for Peak Hour travel times Southbound on I-270 and I-495 actually show an improvement by more than 40% between today and 2040 because MDOT has a traffic management plan that it is currently implementing.

For example, a trip from I-370 to the Montrose Road interchange takes 16.3 minutes today but will take 9.2 minutes in 2040 without building anything. If you go from I-370 to the River Road you save over 10 minutes from 26.2 to 15.3 minutes. It raises the question how MDOT applies its criteria related to required improvements in travel times to justify this project.

Drivers who don't use the toll lanes will not have significant time savings vs. the No Build alternative drivers.

For example, in 2040 the non-toll lanes part of the toll road will be only 3 minutes faster than the No Build, if you are going from I-370 to Montrose Road southbound on I-270 in the morning peak.

But that time advantage for the non-toll lane drivers begins to disappear if you travel to River Road or Virginia, with only 2 minutes faster at River Road and essentially zero difference when you reach the Clara Barton exit near the American Legion Bridge.

Why doesn't the toll road help the non-toll lanes more? To get people to use the toll road you have to have real unpredictable congestion in the non-toll lanes. No one will pay tolls otherwise.

Worse, the unpredictable congestion makes the 2- or 3-minutes savings useless for planning your life. The justification for this project begins to crumble.

If you are a commuter on I-270 the toll lane alternatives not will provide significant round trip peak travel improvements.

Let us get the parameters correct. We are evaluating the I-270 part of the proposed MDOT highway expansion. It includes a southbound segment (1) from I-370 to where the spur meets the Beltway and its counterpart northbound, segment (2) from the I-270 spur starting at the Beltway and ending up at I-370.

Building the toll road on I-270 and its spurs is essentially the equivalent of building the infamous bridge to nowhere. You can spend the money, but it won't get you much.

The reason building the I-270 part of the MDOT project is worth so little is the non-toll lanes drivers will save no time on their daily round trip commute, while the 10-15% who may use the toll lanes will save only 6 minutes on their round-trip commute.

More concretely, in the morning non-toll drivers southbound on I-270 are projected to save about 4 minutes over the No Build drivers, but in the commute home northbound on I-270 (segment 2) there is a surprise. Time savings are reversed, with travel in the non-toll lanes 1 to 6 minutes SLOWER than the No Build. Non-toll road time savings for the round trip – essentially zero.

With regard to the toll lane commute it is very disappointing.

The morning I-270 commute on the toll lanes from I-370 to the Beltway is projected to be 6 minutes faster than the No Build. But the reverse trip in the evening peak has another surprise. Travel time on the toll lanes is not any faster than the No Build option for the trip back to I-370.

Toll lane users are left with only the 6 minutes of savings for the round trip.

So, in order to save the six minutes for 10-15% of the commuters, we will build a toll road between I-370 and the Beltway that:

- will cost hundreds of millions if not a billion dollars,
- create transportation chaos during construction, because all the interchanges bridges and probably all other bridges along this part of I-270 will have to be rebuilt to accommodate widening I-270 to 14 or more lanes.
- and finally, and most importantly, profoundly disrupting the I-270 communities, especially the City of Rockville.
- none of these impacts have been appropriately evaluated.

If MDOT's own analysis produces these results than this is segment from I-370 to the Beltway is an investment should be removed from consideration.

For example, rebuilding the interchanges will require years of reconstruction since the support structure of the current bridges over I-270 will have to be removed and a new support structure put in its place. This is a particular challenge since the supports for the current interchange bridge also happens to be integrated into the north and south Jersey wall lane separating the I-270 local from thru lanes. The current Jersey wall separators will have to be completely removed since they are designated to be converted to one new lane going north and one going south.

The result will be severe disruption to traffic flow on I-270 itself and local flows on State Routes such as Route 28, 189 and local arterials in Rockville and North Bethesda. In addition the demolition during the reconstruction period of the supports will produce substantial noise and particulate matter, in one case, Julius West Middle school, which abuts the Fall Road Interchange will be extensively affected.

None of these impacts are adequately evaluated.

Based on the traffic projections and travel times for the I-270 portion (from I-370 to the intersection of I-270 spurs with the Beltway) of the proposed toll alternatives and the substantial impact on I-270 communities the DEIS provides no justification for selecting any alternative but the No Build option.

Patricia Kearney

I have lived in this area over 40 years. I do not support the widening of the Beltway and NEVER even heard about this project. As a MD taxpayer, I don't want to pay to build it - I know you don't think it will cost anything but I know it will - or pay to ride on it. I don't want to pay more in my WSSC bill for the widening that I won't use but will make the local streets more crowded. How can this project move forward and people don't know about? My neighbors and church members don't know about this project.

Name: Linda Keenan

Date/Hearing: 8/25/20

Type/Session: Live/Evening

Transcription:

My name is Linda Keenan. It's spelled (L-I-N-D-A K-E-E-N-A-N). My address is [REDACTED] Saint Andrews Way, Silver Spring 20901. Thanks for this opportunity to comment. I haven't read all 18,000 pages of the Draft EIS. But, I've read quite a bit of it. Um - Our neighborhood would be very severely impacted by any widening or expansion of Interstate-495. We would have parkland impacted; we would have changes that would have to be made to the Silver Spring Sligo Creek golf course; we would lose homes; we would lose some businesses that our neighborhood uses just on the other side of 495. We're also very concerned about impacts at the Beltway exit – uh, where 29 comes on and off the Beltway. Overall, the proposal to add toll lanes to the Beltway does not seem to be very forward thinking. There are a lot of changes afoot in transportation. One of them is simply the development of automated vehicles. How does that affect the throughput on the roads? The other thing is a lot of plans are based on previous traffic studies. As the pandemic has lengthened, the transportation patterns have changed and some of that change is likely to be permanent. So, I would really hesitate to make plans based on previous patterns when they're likely to be quite different in the future. I would really like to support a different solution to rush hour congestion, which I believe is the problem you're trying to solve, with adding toll lanes. So, I would really like us to not - not move too fast and give some very careful consideration to other solutions besides expanding the size of the road. Thank you.

Elizabeth Kellar

These are my comments on the I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement (DEIS).

1. Telework. The DEIS study was prepared without fully contemplating the acceleration of telework in the region. The telework assumptions need to be reexamined as many organizations have adapted to virtual operations during the pandemic and now see telework as an ongoing option for many of their employees. I conducted a telework poll of my Bannockburn neighbors in October and found that 59% currently were teleworking full time; 15% were teleworking several times a week; and 6% were teleworking once a week. Once the pandemic is over, 24% expect to telework full time; 32% expect to telework several days a week, 9% expect to telework once a week; 9% expect to telework a few times a month; and 26% do not expect to telework at all.
2. Transit options. The plan does not include the structural improvements needed to support rail across the American Legion Bridge. Having the option to add rail in the future is important for both environmental and social equity purposes. Likewise, the Montgomery County plan for Bus Rapid Transit along I-270 is not included in the plan. We need to provide our region with mass transit options. Not everyone can afford to drive, nor is that a wise environmental strategy.
3. Costs. The cost of moving water and sewer pipes to accommodate the expansion has been underestimated, according to the Washington Suburban Sanitary Commission. Those increased costs likely will be passed on to ratepayers.
4. I-270 chokepoint. For traffic heading north on I-270, there will be increased congestion as eight lanes of traffic will have to merge into two lanes after I-370. This is an unacceptable plan and will lead to increased air pollution as traffic idles along I-270.
5. Parkland and storm water run off. Mitigating storm water run off and protecting and restoring parkland should be a top priority. These concerns are not adequately addressed in the draft DEIS.

Matt Kelley

This traffic has been a nightmare my whole life working in the DMV area. It can easily cost an extra 2 hours a day sitting in this horrid traffic. I think people would have more job opportunities if it were for the traffic. The express lane charges are now through the roof.

Joyce Kelly

We oppose all options to widen 495.



I-495 & I-270 Managed Lanes Study DEIS/ Draft Section 4(f) Evaluation COMMENT FORM

MEETING LOCATION: _____

IS YOUR COMMENT RELATED TO THE DEIS OR JPA?

DRAFT Environmental Impact Statement (DEIS)/
Draft Section 4(f) Evaluation Joint Permit Application for Wetlands and Waters

(PLEASE PRINT)

NAME: Laurie Kelly DATE: 9/10/2020

EMAIL: _____

ADDRESS: Grant Ave

CITY: Takoma Park STATE: MD ZIP: 20912-4327

With the increasing impacts of climate change on weather events never seen before can we depend on the 100-year flood plain flooding only that often?

MAILING LIST*: Add my name Delete my name
**Individuals who have received a copy of the Joint Public Hearing announcement through the mail are already on the Program mailing list.*
 Check here if you prefer email communications only

You may use this form or complete a comment form at the Program website, 495-270-p3.com/DEIS/. Comments may also be sent via email to MLS-NEPA-P3@mdot.maryland.gov, or by mail to Lisa B. Choplin, DBIA, Director, I-495 & I-270 P3 Office, Maryland Department of Transportation State Highway Administration, 707 North Calvert Street, Baltimore, MD 21202. **Comments must be received by 11:59 PM on October 8, 2020. The public comment period may be extended 30 days. Please visit the Program website, 495-270-P3.com/DEIS, for updates.**



Douglas Kennedy

As a non-regular commuter from Virginia to our offices in Baltimore and Delaware, I had typically had to travel once a month across the American Legion Bridge and I495 north for business, and have spent countless hours on the weekend for family trips to New Jersey and New Hampshire. The time spent in traffic congestion regularly makes that 495 link the far worse part of the total trip as there is no reliability to predict travel times.

I support the I-495 Managed lanes project, and also the I-270 linkage in order to provide improved reliability for commuters and travelers, to stimulate the economy and reduce stress. As part of the draft EIS, alternatives 9, 9N, and 10 improve peak hour flows by over 30% in relation to the no-build condition and the Planning Time Index and Travel Time Index provide higher ratings in the study review. That reliability is critical.

While I understand the environmental challenges exist, the MDOT team should continue to promote the project and incentivize the developer to provide innovative solutions to minimize impacts.

However, the do nothing solution should not be an option ,as we need to plan now for growth and provide a reliable transportation alternative for both corridors.

Thanks

Andrea Kenner

I support the no-build option. I think it's ludicrous to support private developers with our tax dollars instead of using those funds to support the public. I also oppose the ecological destruction that will accompany the building scheme. During Covid, we should be finding ways to protect the environment while we work to reduce the number of cars on the road... and not by pampering the few rich folks who can pay to ride in the Lexus lanes.

From: Shannon Kenny [REDACTED]
Sent: Wednesday, October 14, 2020 1:11 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov
Subject: Don't widen the beltway!

Please halt all plans to widen the beltway and 270. It will hurt the environment and it will not lessen traffic in the long run.

1. We need all-day, two-way, frequent MARC train service between Frederick and Union Station, with stops including Germantown, Gaithersburg, Rockville, Kensington, and Silver Spring. This is the most cost-effective way to increase mobility in the 270 corridor, and it's better for the environment, too. Yet the state refused to study it or any other all-transit alternative.

2. The toll lane plan will increase traffic congestion. Nobody will pay high tolls to drive in the new toll lanes unless the "free" lanes are backed up. And all of those additional cars will end up in even bigger back-ups on local roads like Route [29, Connecticut Avenue](#), and Old Georgetown Road.

3. The toll lane plan doesn't work financially. On the one hand, the private toll-lane operators must set high rush-hour tolls (\$2 per mile or more) to recoup their costs and make a profit. On the other hand, most drivers will be unable or unwilling to pay tolls that high. So where will the money come from?

4. Originally Governor Hogan said that the toll lane plan would not cost the public anything. But we keep learning about more things the public, not the toll-lane operators, will pay for. Who will have to pay a billion dollars to move water and sewer pipes? We will. Who will be left holding the bag if the toll-lane builders walk away from the job and demand more money? We will. It's heads they win, tails we lose.

Shannon Kenny

[REDACTED] Midwood pl, silver spring MD 20910

From: Lisa Choplin <LChoplin@mdot.maryland.gov>
Sent: Friday, October 16, 2020 10:19 AM
To: MLS-NEPA-P3
Subject: FW: I Support The No-build Option

From: Kate [REDACTED]
Sent: Thursday, October 15, 2020 9:06 AM
To: Lisa Choplin <LChoplin@mdot.maryland.gov>
Cc: governor.mail@maryland.gov; pfranchot@comp.state.md.us; Treasurer@treasurer.state.md.us; marc.elrich@montgomerycountymd.gov; County.Council@MontgomeryCountyMD.gov; Councilmember.Katz@montgomerycountymd.gov
Subject: I Support The No-build Option

Dear Ms. Choplin,

I am writing to express my strong opposition to Governor Hogan's Beltway/I270 expansion plans in Maryland, and to register that **I support the no-build option.**

Expanding the beltway would be fiscally irresponsible, environmentally reckless, and a decision lacking in sound judgement, all during a PANDEMIC. Have we learned nothing from the public/private financing fiasco of the Purple Line? Marylanders cannot be saddled with yet another high risk transportation project that could have a negative effect on our state for years to come. Moreover, transportation needs and commuter traffic are in flux and will most certainly change as we adjust to our new, post Pandemic "normal".

Say no to the Governor Hogan's luxury lanes/vanity project and focus on sensible legislation for ALL Maryland residents - not just those who can pay to ride above others.

Sincerely,

Kate Kern
Montgomery County Maryland

Daniel Kessler

I am opposed to the alternatives laid out that would widen I-495 and I-270. This will lead to a loss of vegetation, a costly realignment of sewer lines, luxury toll lanes that could top \$20 over 20 miles, and overwhelmed interchanges from the extra ramps leading to the toll lanes.

I recognize that certain interchanges and merges warrant improvements, and I encourage MDOT to prioritize these type of improvements over dated freeway widening. In particular, I appreciate that the plan does include a relocation of the left lane entrance from Rockville Pike onto the Beltway inner loop, so that it's instead from the right lane.

MDOT should also take into account the significant improvements coming to I-270 that will ease a lot of merges. And it should be wary of any new bottlenecks it may create as a result of adding lanes. Notably, a major interchange project in Frederick with MD-85 will keep I-270 at 2 lanes each direction. If this Managed Lanes project goes forward, it'll require either re-doing some of the major work at the MD-85 interchange, or it'll force a significant bottleneck somewhere nearby simply shifting north the bottleneck on I-270 that currently exists in Clarksburg.

I have lived and spent a lot of time in southern California, and I encourage the planners of this project to examine the long and expensive process to widen I-5 between the 55 Freeway in Santa Ana on the south and I-710 on the north in Commerce. Although it didn't involve toll lanes, it did involve carpool lanes, so the fundamental idea that at least 1 lane will be free-flowing each direction most of the time and will reward people for carpooling remained. This endeavor began back in 1997, first widening I-5 up to the LA County border. The next segment, between the county border and I-605, began in 2013 and won't be complete until late next year. After billions of dollars and a quarter century, drivers will still encounter a significant bottleneck at I-605. The final segment, between I-605 and I-710, may not break ground until 2036. And even after that's completed, some mediocre merge lanes further north toward downtown LA could still allow backups to routinely occur. And even if all merging issues are resolved, there's induced demand to worry about. There are other competing routes for drivers in the form of freeways and major arterial roads. If a freeway's capacity expands in the LA area, it doesn't take long for thousands of new drivers to join that freeway. That principle also applies to the DC area. Although the DC area doesn't have the population magnitude that LA does, it doesn't have the same road capacity, either.

When congestion is high, as it's becoming in the DC area, a freeway's capacity is sensitive to its weakest segments. If there's a short merge or tight clover leaves that create conflicts (such as the Beltway's outer loop New Hampshire Ave interchange or the BW Parkway interchange), that will cause backups to occur when congestion is high, including in the lanes to the left of the merging. I strongly encourage MDOT to focus most on improving these congestion points. And I think MDOT should follow this principle of reducing bad merges and bottlenecks when prioritizing other projects as well.

I understand the probability is high this project will move forward, so I do want to commend the project for allowing buses to use the toll lanes at no charge to passengers. And again, I did notice the project will look to improve at least a couple interchanges, including at Rockville Pike. And I am relieved that the planners recognize building new ramps cannot occur at Georgia Ave on the

Beltway, and I am excited about the interchange improvements coming there as a separate project in a few years. I would also encourage planners to take a serious look at the BW Parkway interchange in Greenbelt.

The state of Maryland takes air pollution and climate change seriously, so if this project goes forward, I hope planners will take serious measures to mitigate the lost vegetation, the extra impervious surface, and the enhanced heat island effect that this project will cause. I think planting new trees along the arterial roads near the Beltway and I-270 would help in this regard (though that should not be the only measure). Many of those arterial roads, such as US-1 in College Park, have no trees along them near those interstates. More trees can help cool the region, particularly during the summers, which have trended warmer in recent years thanks to climate change. In addition, Maryland together with the federal government should push policy that encourages more fuel efficient vehicles. To that end, hybrids and electric vehicles should be especially emphasized, as they will save fuel and reduce air pollution compared to ordinary gasoline vehicles, regardless of driving habits and congestion.

A fundamental rule for medical professionals is to do no harm, and that can also apply to transportation. This project should first and foremost address the segments that are causing the most "harm" in the form of frequent backups. That involves first looking at short merges from tight interchanges and existing bottlenecks. It is very important that this project take into account the extra traffic that will result from the extra ramps for the toll lanes. I think this is where the project has the potential to get into trouble, and along with my environmental concerns, this is my reason for opposing the toll lanes. The I-5 widening projects in southern California were not supposed to take a quarter century or more. But the scope of the work forced the work to spread out over many more years. Although the funding for this I-270 and I-495 project is different, the potential cost overruns are still concerning.

In sum, I would endorse a plan that reconfigures the tighter interchanges, primarily along the Beltway. But I do not endorse a plan to add 2 toll lanes each direction, as they may force a major bottleneck near Frederick, will cause a noticeable impact on the environment without major mitigating measures, and may cause big unforeseen costs with a number of arterial roads. Please take these concerns seriously when deciding whether this project is warranted, or whether it should be broken up into a series of interchange realignments and lane reconfigurations rather than a single widening project.

Thibault Kevyn de Meerendre

I oppose the I-495 and I-270 project. I support the no-build option.

I oppose this project for many reasons. The draft environmental impact statement (DEIS) shows that the project will increase air pollution including increased particulate matter, carbon monoxide, ozone, nitrous dioxide and global warming emissions. (DEIS Chapter 4, pages 58 to 63 and [https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u18365/Outline of Key Issues Draft EIS 8.13.2020.pdf](https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u18365/Outline%20of%20Key%20Issues%20Draft%20EIS%208.13.2020.pdf)). I wish to protect the health of my family, my community and our world by NOT supporting this project.

This project would harm 45 public parks and open spaces, including Greenbelt Park, Sligo Creek Park, Rock Creek Park, Woottons Mill Park, Cabin John Regional Park and Cherry Hill Road Park. (DEIS Chapter 4, pages 20-21) These parks are one of the main reasons I chose to raise a family here. Parks and outdoor spaces give people a place to gather in a healthy way. I want to preserve this for future generations.

DEIS shows that traffic congestion on I-270 north will be worse after lanes are added. (DEIS Appendix C, page 124,). And, taxpayers must pay as much as \$1 billion in subsidies to the tollway contractor. (DEIS Chapter, 2, pages 48 and 49,). There will be 4-5 years of worse traffic during construction on each segment of the project. (DEIS Chapter 4, page 157) Why should I support something that will cost me more money and fail to improve our traffic problem?

DEIS fails to examine alternatives such as transit options, traffic management or the ICC (MD Route 200) alternative proposed by Montgomery County. Widening highways never works to reduce congestion because they draw more cars to the highway over time. (See Melo PC, Graham DJ, Canavan S., Effects of Road Investments on Economic Output and Induced Travel Demand: Evidence for Urbanized Areas in the United States, Transportation Research Record, 2297(1), 163 (2012)). And the DEIS fails to consider how increased telework could lead to long term reductions in traffic.

Akhlaq Khan

I oppose the I-495 and I-270 project. I support the no-build option.

From: Jerry Kickenson [REDACTED]
Sent: Thursday, July 30, 2020 6:33 PM
To: MLS-NEPA-P3
Subject: Beltway (I-495/I-270) Managed Lanes Draft Environmental Impact Statement

Lisa Choplin,

Director Choplin,

I am writing to you to express my dismay at the inadequacy of the Beltway (I-495/I-270) Managed Lanes Draft Environmental Impact Statement (DEIS).

The DEIS provides inadequate stormwater management, of current and future impervious surfaces, does not have a plan for avoidance, minimization, and mitigation requirements on parkland (especially critical in the down county areas through which the widened Beltway would run), and completely overlooks effects to the local community - which given the racial and economic of many communities along the proposed widening route, is a clear violation of environmental justice.

Additionally, alternative modes of transportation, including transit alternatives, were not included in the DEIS. Any EIS worth its cost must evaluate alternative approaches in order to compare impacts.

As a resident of Montgomery County living close to the Beltway, I am concerned about the lack of rigour in the DEIS. As a car owner and commuter, I have no confidence that this poorly planned project will help either my commute or the environment, and indeed will negatively impact both!

Thank you for your consideration,

Jerry Kickenson

[REDACTED] Ladd Street

Silver Spring, MD 20902

Jerry Kickenson
[REDACTED]

█ Ladd St
Silver Spring, Maryland 20902

Brooke Kidd

I am strongly opposed to this project. The deficiencies of addressing environment and social equity issues merit a serious reconsideration of resources. The lack of public transit options should eliminate further justification of the expense of solely providing for car use. Maryland cannot continue to find transportation projects solely focused on easing automobile congestion. I ask that our collective taxes and government talent be allocated to better, beneficial projects of regional transportation support and improvements.

HASSAN Kidwai

I'm against the widening project. It only induces demand by promoting growth far outside the city and increases car use in the long term. Land should be used more thoughtfully, like affordable housing near public transportation.

From: Gene W. Kim [REDACTED]
Sent: Monday, November 9, 2020 10:06 PM
To: MLS-NEPA-P3
Cc: treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov
Subject: Comment on the I-495 and I-270 Managed Lanes Study DEIS

To Whom it May Concern:

I am a property owner and a resident of the area affected by the proposed project to widen the I-495 Beltway and I-270 expansion in Maryland in the Forest Estates Community, near Holy Cross Hospital. I am providing comment on the I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement.

I support the no-build alternative, and I oppose expansion of I-495 and I-270.

I am deeply concerned about the impacts from any of the build alternatives, as they would increase air pollution and traffic noise, decrease habitat for fish and wildlife, negatively affect recreation opportunities, and provide little, if any, benefits to the public. The burden on the taxpayer is underestimated and I do not support this use of public funding. Instead, there is a need to fully explore other options, such as improving mass transit capacity, supporting reversible/dedicated/HOV lanes, and promoting telework to reduce traffic congestion.

Thank you for the opportunity to provide comments.

Regards,

Gene W. Kim

[REDACTED] Julep Court

Silver Spring, MD 20902

jay kim

i support this project. traffic is horrible on 495/270. look at our neighbor in nova, they fixed their traffic issue 10 years ago

please add an option to travel directly non-stop or limited stop from shady grove metro to greenbelt metro.

it's time for MD to step up

From: Kenli Kim [REDACTED]
Sent: Monday, November 9, 2020 10:14 PM
To: MLS-NEPA-P3
Cc: treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov
Subject: Comment on the I-495 and I-270 Managed Lanes Study DEIS

To Whom it May Concern:

I am a property owner and a resident of the area affected by the proposed project to widen the I-495 Beltway and I-270 expansion in Maryland in the Forest Estates Community, near Holy Cross Hospital. I am providing comment on the I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement.

I support the no-build alternative, and I oppose expansion of I-495 and I-270.

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Thank you for the opportunity to provide comments.

Regards,

Kenli Kim

[REDACTED] Julep Ct

Silver Spring, MD 20902

Laurence King

I strongly oppose this project and support the NO BUILD option.

The governor has failed to incorporate mass transit and this is in essence a boondoggle benefiting the private sector not the public interest.

From: Jacqueline Kistler [REDACTED]
Sent: Friday, October 23, 2020 11:40 AM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov
Subject: Opposition to Widening Beltway and I-270

Dear Sir/Madam,

I am writing to express my sincere opposition to widening the Beltway and I-270. After some research, I have found no compelling arguments in support of the proposed project and only data that suggests it would be a detriment to our community.

1. Investment in public transportation is better for our environment and our communities. All-day, two-way, frequent MARC train service between Frederick and Union Station, with stops including Germantown, Gaithersburg, Rockville, Kensington, and Silver Spring is a cost-effective way to increase mobility in the 270 corridor. In addition, it would spare the community's treasured green spaces. It is significantly concerning that the state refused to study this or any other all-transit alternative. We cannot possibly support a project to widen major roadways until these studies are conducted and thoughtfully considered.

2. Analysis of the toll lanes in Northern Virginia and other areas suggest that instead of decreasing traffic congestion, they actually increase traffic congestion. Further, traffic increases onto local roads as drivers try to avoid these major thoroughfares and the high tolls. Finally, these projects have proven to be costly to taxpayers when the private company is not able to recoup the promised profits from these high toll roadways. Originally Governor Hogan said that the toll lane plan would not cost the public anything. However, the state continues to disclose proposed costs that will not be covered by the toll operators, such as moving water and sewer pipes.

3. Neighborhoods such as my own will be greatly impacted by the widening of 495. Not only does the proposed plan take away treasured park land, it also cuts into our direct neighborhood. This would bring traffic noise closer to home, decrease the value of our property, and create a neighborhood less desirable to our family and future families that might seek to live here. As I stated above, I absolutely cannot support these proposed changes when no all-transit options have been considered.

Thank you for taking the time to consider my position.

Jacqueline Kistler

Montgomery county resident

Andrew Klansek

Please increase the number of lanes

Hannah Kleber

I OPPOSE widening I270/I495, and SUPPORT the NO-BUILD option.

I am a home owner. This would increase air pollution, traffic and noise. It would impact more than 1500 homes, destroy 34 others, invade dozens of parks, destroy nearly 1500 acres of forest canopy and cause 4 years of construction congestion and risk. Thank you for the opportunity for input.

H.Kleber

5MR2

From: [REDACTED]
Sent: Monday, November 9, 2020 8:08 PM
To: MDE.SHAprojects@maryland.gov; MLS-NEPA-P3
Subject: Tracking Numbers 20-NT-0114 / 202060649

Hello. I'm writing to express my opposition to the plans to expand I-495 and I-270. For one, I'd prefer that my tax dollars be invested in cleaner infrastructure impacting different modes of transportation all over the region, vs. focusing solely on car trips along our beltway. Also, I'm sure you've been made aware of the Smart Mobility study, which concluded that, as written, the expansion plan will be hugely disruptive without even achieving your stated goals.

Most importantly, Covid has changed *everything*, including commuters' needs. With telecommutes working out in enough cases that they're likely here to stay, toll lane revenues can't possibly reach your originally-projected totals. I urge you to go back to the drawing board and involve the local communities in a more sensible and comprehensive solution.

Thanks for your time,

Karen L. Klein
(Montgomery County)

Miriam Klein

I strongly oppose the proposed luxury lanes on I-495 and I-270 and am very troubled by the impact this proposal will have on our neighborhoods, parks and streams: stormwater runoff; destruction of forest canopy; increased traffic on local roads; homes taken and neighborhoods destroyed; an increase in water, air and noise pollution; years of construction leading to additional traffic and delays for the multiple neighborhoods affected. The toll lanes will have an impact local road networks, where there may be no excess capacity or potential for expansion.

This doesn't even take into account the fact that traffic congestion will not be resolved by this approach, and that taxpayers will ultimately end up paying for this boondoggle for years to come.

I believe a more innovative and less destructive solution can be achieved. Please consider the no-build option.

Name: Gabriela Kock

Joint Public Hearing Date: 8/20/2020

Type/Session: Live / Afternoon

Transcription:

Hello, my name is Gabriela Kock. It's G-A-B-R-I-E-L-A K-O-C-K. My address is [REDACTED] Second Street, Mt. Rainier, Maryland, 20712. And I just want to clarify, I actually did register to provide testimony, so I'm not really sure why it was mentioned that I did not register. I did register and that's why I have the information for the call-in number. You know, my home is not immediately impacted by this roadway project. But to be honest, I am very surprised that with all that we're going through, the governor and Maryland State Department of Transportation, the State Highway is still thinking about moving forward. I support the No Build option at this point. I just want to say that my background, I'm actually a civil engineer and I've been working in transportation planning for more than 20 years. My first job here in this metropolitan area was with the Council of Governments. So for many years I've actually worked in transportation studies and the entire metropolitan region. And, you know, as somebody who actually is familiar with this, I have, I don't really see the benefits of toll lanes. As somebody else mentioned, toll lanes are regressive. They impact, you know, people of lower incomes. Second, we have the Intercounty Connector (Maryland 200). And I would really love to see what the numbers on the usage of Maryland 200 are. They've actually support installing and operating toll lanes through 270 and 495. Additionally, I just want to say that, you know, I think for several years I think Marylanders have not supported the expansion of 495 or 270. I mean, it's just like it's an invitation for an increase in emissions, increase on our footprint. I mean, we just cannot afford to build more impermeable surfaces. Another impact that I see throughout, you know, just looking at a map of the area that would be needed for these toll lanes is businesses, schools, green spaces that would have to be eliminated to provide these lanes. And it's just unconscionable for us to be doing that and following that path. I just cannot, you know, understand why we are being told that this would not cost us. Of course, it has cost. Of course it has cost replacing those businesses, those schools. There is no way to replace the green spaces that were lost and the amount of money that will be needed for compensation for private properties. So I just want to put all this out there and I am strongly opposed to these toll lanes and the impacts that will have on our metropolitan region. Thank you.

Christy Koenig

I am writing to submit my strong objection to adding traffic lanes to the already large, 270 corridor. Our neighborhood borders 270 and the current level of noise, pollution and traffic is overwhelming. By adding lanes, it will destroy an established, vital shopping center in the Woodley Gardens area and literally destroy the hub of our neighborhood. Many families gather there in the evenings at Carmen's Italian Ice and Slice of Rockville Pizza. Both of which are locally owned establishments. Hard Times Cafe has been a staple there for over 30 years and a widening of the highway will require the shopping center to be demolished. It is across from an active park with baseball fields, playgrounds, tennis courts and basketball courts, all which will be detrimentally affected by a widening of the highway.

The motorcycle racing has gotten to be a huge problem on 270 over quarantine, and I only imagine it will get worse with more lanes to race in. Please, please find another way to relieve congestion. With more and more companies allowing remote working, the need for more highways has lessened. Please reevaluate the widening and consider other options

Edward Koh

The Rose Hill Farm and Rose Hill communities are right next to Exit 5 (Falls Rd) exit on I-270. Will a noise barrier wall be installed around this area? The noise pollution will be too much during the construction and when more traffic is generated by the extended lanes.

Sandeep Kohli

I oppose this project and support the NO-BUILD option.

Alan Kolnik

The existing HOV lanes are barely used, and in many cases those using them are scofflaws not obeying the requirement for 2 or more people in the vehicles.

The section coming North from the 495 is virtually empty during the afternoon rush hours except for the scofflaws, who know that the police rarely patrol the lane. Simply make it a regular lane and you immediately add 50% capacity to the I-270 from the 495 to the north-bound lanes every afternoon.

The same applies to the southbound I-270 lane in the morning - open it to all traffic and you add 50% capacity going towards Bethesda and Silver Spring, and on the spur down to the outer loop you add 25% or 50% capacity there depending on the section of the spur.

All at no cost.

From: Kristen Konopka [REDACTED]
Sent: Wednesday, August 26, 2020 3:09 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; kumar.barve@house.state.md.us; cheryl.kagan@senate.state.md.us; [REDACTED]
Subject: DEIS and P3

Dear MDOT officials,

I write to you about the proposed P3 project and the recently released DEIS and it's impact on my household and community. I was born and raised in the Woodley Gardens neighborhood of Rockville, and last year my husband and I moved from Washington, DC to Woodley Gardens to raise our two daughters (Rose 3, Opal 1). We absolutely love the sense of community and vibrancy our neighborhood offers, exemplified by the parks and green foliage proliferating throughout the neighborhood. It is a critical variable that drew us to buy a home in this community and something our friends notice when visiting from across the DMV area.

Our particular home backs up to Gude Drive near the intersection with I 270. Currently, traffic noise and pollution are a daily and nightly factor in our life, **something which is particularly challenging to manage with two small children**. We have been aware of the intention to widen I 270, but we cannot support this project due to the impact it will have on our community. We would support a **no build** option. I ask that you wait, give the project additional analysis until we understand completely the economic and potential transit changes that will result from the COVID-19 pandemic.

My husband and I, like many others across the nation, are working from home for the foreseeable future. As our companies, and others across many enterprises, evaluate the viability of telework solutions, it would be hasty to assume there would be no long term impact to telework, transit and commuter patterns. We still don't know the economic fallout yet and I don't think MD tax payers will be amenable to an increase in their taxes to pay for new WSSC pipes and projects based on antiquated data.

After reading section 4.3.3 Environmental Consequences CEA Analysis Area Communities, I have particular concerns regarding the new Gude Dr interchange and it's potential visual and audio changes for Woodley Gardens, specifically, my home located so near the intersection of Gude and I 270. The wording is quite vague on the proposed changes, which is worrying that there is a potential for cumbersome, concrete ramps and roadways like the 395/95 corridor in Springfield. The new addition of ramps and a larger bridge all create impermeable surfaces which will result in more waterflow and pollution directly into Watts Branch and adjacent streams. These are streams and wooded areas in which our children play. Additionally, the Senior Center will lose a portion of its acreage, a loss to the community that utilizes the green space, garden plots and playground equipment throughout the seasons. These are public spaces in which our children play and thrive. These are also some of the defining features of our neighborhood which could be negatively impacted or lost.

Please slow this project down in order to consider all viable options and potential impacts the COVID 19 pandemic will have on traffic patterns, commuting and telework, mass transit optimization, and long term economic ramifications.

I appreciate your time and consideration.

Sincerely,

Kristen Konopka Pazan

█ Aster Blvd

Rockville, MD

--

Kristen Konopka, MPH

█

Casey Korba

I do not support widening the beltway. I am disturbed that the DEIS does not consider how COVID-19 will impact the traffic growth patterns on the Beltway and I-270. The study is premised on congestion and traffic patterns that pre-date March 2020. COVID-19 has changed how people across the country work and travel, and many have transitioned to increased and permanent telework. COVID-19 impacts should be included in traffic forecasting models used in the DEIS and be allowed another review by the public.

In addition, there are a host of other environmental issues that will affect my community, including increased harmful air emissions due to my neighborhood's immediate proximity to the Beltway. The DEIS fails to fully analyze the emissions the proposed expansion would cause. I support a no build option to solving the challenges around congestion and traffic in the coming years. Thank you.

Katharine Kosin

My name is Katharine Kosin, and I am a lifelong resident of Montgomery County, MD who currently lives (and owns property) in downtown Bethesda. I DO NOT support this expansion project and support a no-build option. MDOT SHA must evaluate additional alternatives for detailed study including public transit, that were dropped from consideration without adequate consideration.

Climate change is happening, and if we are to mitigate its grave impacts on our state (a state very much subject to sea level rise/flooding), we must stop trying to encourage more driving and car-oriented land development -- which expanding road lanes while ignoring public transit investment does. The transportation sector is one of the largest contributors to carbon emissions, especially low-occupancy vehicles, and we can't afford to continue "business as usual" on that front. The proposed expansion will further exacerbate climate change and hurt Maryland's ability to reduce its greenhouse gas emissions by 40% by 2030 under Maryland's Greenhouse Gas Reduction Act.

Millennials like myself and future generations of Marylanders will have to live with the uninhabitable consequences. This impact must be considered in the environmental analysis, or it is incomplete. The I-495 & I-270 Managed Lanes Study was segmented in a way that unreasonably constricts the scope of environmental evaluation, so that public transit options that would be viable when considered against the whole project could be omitted. This is seriously flawed.

I was also disturbed that the proposed expansion will result in greater PM2.5, CO, ozone, NO2, and greenhouse gas emissions when compared to the no build alternative or the ignored public transit-based alternatives. It is well-established that PM2.5 causes cardiovascular, nervous system, cancer, and mortality harms including at levels below the National Ambient Air Quality Standards. The DEIS ignores these harms and completely fails to take a hard look at this impact. This is all the more insufficient because of the recent studies establishing a link between COVID-19 mortality and higher PM2.5 concentrations.

Deborah Koss

I oppose this project and support the No-Build option.

From: David Kosterlitz [REDACTED]
Sent: Sunday, August 16, 2020 12:05 PM
To: MLS-NEPA-P3
Cc: arlene Montemarano; Brad German; Barbara Coufal; Marc Korman
Subject: Comment on the DEIS for widening 495 & 270

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

Dear Ms. Choplin:

Chapter 3.3 of the DEIS discusses future vehicle traffic on I-495 and I-270. But it just says:

1. Population: up
2. Employment: up

Therefore:

3. Traffic: up.

But #3 does not necessarily follow from 1 and 2 (even if they are correct, though no authority is cited for 1 and 2). During this Coronavirus pandemic, many jobs that were previously worked in-person were shifted to telecommuting, and are likely to stay that way even after Corona. Telecommuting saves huge amounts of people's time that would have been spent commuting, and saves their money from commuting costs. Avoiding road commuting this way saves fossil fuel and reduces environmental degradation and global warming from internal combustion engine pollution. Does the DEIS even address the rise in telecommuting and project how prevalent it will be in 2040? If not, and I did not see a discussion of this issue, such omission is a glaring defect in the DEIS.

Please add this comment to the official record. Thanks.

David S. Kosterlitz
[REDACTED] Hollins Dr
Bethesda, MD 20817

[REDACTED]

--
David S. Kosterlitz
[REDACTED] Hollins Dr
Bethesda, MD 20817

[REDACTED]

From: David Kosterlitz [REDACTED]
Sent: Saturday, September 5, 2020 10:08 PM
To: MLS-NEPA-P3
Cc: Brad German; Barbara Coufal; arlene Montemarano; Marc Korman
Subject: I oppose adding private toll lanes to I-495 and I-270. I support a no build option

I oppose the project to add private toll lanes to I-495 and I-270. I support a no build option

--

David S. Kosterlitz
[REDACTED] Hollins Dr
Bethesda, MD 20817

[REDACTED]

From: David Kosterlitz [REDACTED]
Sent: Sunday, September 6, 2020 12:25 AM
To: MLS-NEPA-P3
Cc: arlene Montemarano; Barbara Coufal; Brad German; Marc Korman
Subject: I oppose the toll lanes on I-495 and I-270 and support the no-build option due to harmful effects on parks

As just one example, I am told:

The DEIS identifies two specific sites in the Chesapeake and Ohio (C & O) Canal National Historic Park that would be partially or completely destroyed or be significantly diminished in all aspects of integrity by construction of the project

I have bicycled on the C&O Canal Towpath (part of the National Historic Park) several times, including one magnificent multi-day ride from Pittsburgh to Washington, DC. On that ride we used the Great Allegheny Passage (GAP) Trail from Pittsburgh to Cumberland, MD and switched there to the C&O. This ride is one of the finest off-road trails in the United States.

Don't destroy this wonderful and historic trail by adding toll lanes to I-495. Don't destroy the many other parks that would be destroyed by this P3 project to widen I-495 and I-270 with toll lanes. Destroying parks would greatly degrade the quality of life in our region.

Sincerely,

David S. Kosterlitz
[REDACTED] Hollins Dr
Bethesda, MD 20817

[REDACTED]

From: Marion Harris <MHarris10@mdot.maryland.gov>
Sent: Wednesday, July 29, 2020 8:57 AM
To: [REDACTED]
Cc: Jeffrey Folden
Subject: Kosterlitz 825337 Response: Please Expand Comment Period on the P3 Highway Widening Idea

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Kosterlitz:

Please find the following response sent on behalf of Lisa B. Choplin.



**STATE HIGHWAY
ADMINISTRATION**

**I-495 & I-270 P3 Office
601 North Calvert Street
Baltimore MD 21202**

**Mailing Address
707 North Calvert Street
P-601
Baltimore MD 21202**

**Marion Harris
Administrative Assistant, Executive
I-495 & I-270 P3 Office**

Email – mharris10@mdot.maryland.gov
Office - 410.637.3300
www.roads.maryland.gov
www.495-270-P3.com



Dear Mr. Kosterlitz:

Thank you for contacting Maryland Department of Transportation (MDOT) Secretary Gregory Slater regarding the I-495 & I-270 Managed Lanes Study. Secretary Slater has asked that I respond on his behalf.

MDOT understands your concern. We are committed to a robust period for public input, to help get the best outcome. While the Federal Highway Administration (FHWA), as the lead federal agency, is responsible for decisions on the length of the comment period, we are coordinating with them on the request to extend the comment period to 120 days.

Thank you again for contacting the Secretary. We appreciate hearing from you. If you need further assistance, please contact Jeffrey T. Folden, P.E., DBIA, MDOT State Highway Administration I-495 & I-270 P3 Office Deputy Director, at 410-637-3321 or at jfolden1@mdot.maryland.gov. Mr. Folden will be happy to assist you.

Sincerely,

Lisa B. Choplin, DBIA
Director, I-495 & I-270 P3 Office
lchoplin@mdot.maryland.gov
410-637-3320

-----Original Message-----

From: David Kosterlitz [REDACTED]
Sent: Monday, July 27, 2020 12:45 PM
To: Secretary MDOT <SecretaryMDOT@mdot.maryland.gov>
Cc: arlene Montemarano [REDACTED]; Brad German [REDACTED]; Barbara Coufal [REDACTED]; Marc Korman <marc.korman@house.state.md.us>
Subject: Please expand comment period on the P3 highway widening idea

Dear Secretary Slater,

Please expand the comment period to 120 days at least. The DEIS is 18,000 pages, and obviously cannot be properly evaluated by the public and technical experts in just 90 days; to require such a short deadline to evaluate such a long document violates due process of law. I've heard that MDOT says their hands are tied because the decision to extend the deadline must be made by the FHWA. If that is true, you owe it to the citizens of Maryland to persuade FHWA to extend the deadline.

Sincerely,

Dave

-

David S. Kosterlitz
[REDACTED] Hollins Dr
Bethesda, MD 20817

[REDACTED]

From: David Kosterlitz [REDACTED]
Sent: Friday, July 31, 2020 6:23 PM
To: 495-270-P3
Cc: Brad German; Barbara Coufal; arlene Montemarano; Marc Korman; susan.lee@senate.state.md.us; Sara Love; Delegate Ariana Kelly
Subject: Freeze all activity on 495/270 widening project for one year

Lisa B. Choplin, DBIA
Director, I-495 & I-270 P3 Office

Dear Ms. Choplin:

Without having read it, here is my first comment on the DEIS, which could not yet have the necessary facts. Many employers are changing all or most of their teleworking positions from temporary to permanent, including Google. Until we can determine how many other employers are also doing this, we won't really know if widening of 495/270 is needed. It would be prudent, therefore, to have an immediate freeze for at least one year, on all activities involved in this highway widening project until more information becomes available. Another reason is that we are in the midst of a pandemic which has drastically affected peoples' lives and lifestyles (including the use of cars and roads). After a year, hopefully we'll know more about the pandemic and whether it can be contained. During this one year freeze, the comment period for the DEIS should stay open. Please share this with the proper officials in the FHWA and reply confirming. Please let me know if you will support this freeze and advocate it with FHWA. Thanks.

Sincerely,

Dave

--

David S. Kosterlitz
[REDACTED] Hollins Dr
Bethesda, MD 20817

[REDACTED]

From: David Kosterlitz [REDACTED]
Sent: Saturday, August 29, 2020 7:03 AM
To: MLS-NEPA-P3
Cc: arlene Montemarano; Brad German; Barbara Coufal; Marc Korman
Subject: I support a "No-Build" option - Don't widen highways under this P3

Hi folks,

Don't widen any of the roads under this P3 proposal (under any of your proposed alternatives). I support a "NO BUILD" solution. MDOT prematurely and unfairly eliminated from consideration other alternatives, including NO BUILD. This project has been like a steam roller over the legitimate concerns and objections of citizens. It is clear to me that MDOT is not listening to the citizens.

I find it odd that you've picked the "short list" of contractors before hearing all the comments on the DEIS. This whole project has felt like a juggernaut, with no way to stop it, taking on a life of its own. While MDOT has gone through the exercise of pretending to take public comments, it is clear to me that MDOT is just doing so for show.

Public Transit, including rail and bus should be prioritized over roads. Burning of fossil fuels by cars and trucks pollutes the environment. There will be large charges from WSSC to re-route water and sewer lines; who is going to pay for that? There will be more runoff and noise which harm wildlife and cause tension for people.

The P3 vehicle is the wrong way to approach public works projects. Experience shows that the profit-making company will come back later and ask the State for more taxpayer money. Toll lanes depend on congestion to make drivers use them. This project is not in the public interest, and seems only in the interest of the private companies hoping to collect lots of tolls (and if not, they will ask the State for more money).

Stop this ill-conceived project NOW.

--

David S. Kosterlitz
[REDACTED] Hollins Dr
Bethesda, MD 20817

[REDACTED]

From: David Kosterlitz [REDACTED]
Sent: Saturday, September 12, 2020 9:44 PM
To: MLS-NEPA-P3
Cc: Brad German; Barbara Coufal; Marc Korman; arlene Montemarano
Subject: State of Maryland (taxpayers) could get stuck paying cost over-runs (see this article on Purple Line) - I support "NO BUILD" option for P3 plan to widen I-495 and I-270

To Maryland Department of Transportation (MDOT), attention Ms. Choplin:

Please make this email comment part of the official record of citizen comments on the P3 plan to widen I-495 and I-270 which I oppose; I support the "NO BUILD" option.

I just read this article about disputes over cost overruns on the Purple Line light rail project, which is a P3 project of MDOT (you must be well aware of this situation as your department is involved). Here is a link to the article:

<https://www.marylandmatters.org/2020/09/10/mdot-loses-showdown-with-purple-line-contractor>

I incorporate that article by reference in my comments here. It states in part:

"A Baltimore judge on Thursday soundly rejected the Maryland Department of Transportation's attempt to keep the firm building the Purple Line from abandoning the light rail project. The ruling, by Baltimore City Circuit Court Judge Jeffrey M. Geller, **allows Purple Line Transit Partners (PLTP) to sever its ties to the rail project in the middle of construction, a dramatic move it has sought for months amid a rancorous dispute with the state over approximately \$800 million in cost overruns.**" [Emphasis added]

Cost overruns are typical in construction and likely would occur in the proposed P3 for widening I-495 and I-270. They could be large sums and the State of Maryland (taxpayers) could get stuck paying them. I don't think your highway-widening plan takes this into account; the track record for MDOT with the Purple Line P3 is disastrous. Moreover, this highways proposal is not just for construction of highways, but also for a 50-year long contract to maintain them and to administer toll collections. It would be likely that, over 50 years, there would be further cost overruns that the State could get stuck with. Fifty years is a long time; disputes between the contractor(s) and the State over ongoing costs would have a long time to arise. I would hate to see another "rancorous dispute with the state" over "millions in cost overruns."

Sincerely,

David S. Kosterlitz
[REDACTED] Hollins Dr
Bethesda, MD 20817

David Kosterlitz

I've heard the term "demand management" which is different from the concept of "managed lanes." Is your study going to seriously consider whether the roadway expansion projects could be obviated by implementing "demand management"? By implementing "demand management" (part of which will result from employers making permanent the Corona virus-inspired expanded telecommuting), I think you could and should reject all the highway expansion alternatives you are proposing. I support the "no build" option.

David Kosterlitz

I support the NO BUILD option. This project makes no sense because of the big changes to our society's approach to transportation. In today's New York Times, there is an article (attached) about a new developer creating a car-free community in Arizona. This looks like a trend for the future, for reasons described there, such as telecommuting and usage of transit. I object to the damage that all this road widening would do to our environment and to the fact that such damage will disproportionately impact minority communities. We should not be encouraging more use of fossil fueled cars for transportation, which this proposal would do. Even if all cars become electric, congestion and accidents present problems and inefficiencies. The P3 structure for this project is not in the public interest. It will cause more congestion, not less and is a giveaway of a public good (transportation systems) to a private developer, with no assurances that the state's fisc will be protected from more demands from the developer and concessionaire(s) for more taxpayer money in the future (and look what happened with the P3 for the Purple Line - a huge cost overrun, disputes, delays and breakdown of the P3 agreement). PLEASE - use the NO BUILD option.

The Capital of Sprawl Gets a Radically Car-Free Neighborhood

On an empty lot near Phoenix, perhaps the most auto-addicted city in America, a start-up is betting \$170 million on a more walkable future.



By **Conor Dougherty**

Oct. 31, 2020

Phoenix, that featureless and ever-spreading tundra of concrete, has been called “the world’s least sustainable city.” It has been characterized as a “sprawling, suburbanite wasteland” and “a monument to man’s arrogance.” The Onion has darkly predicted that by 2050, “most of Earth’s landmass” will be swallowed by the encroaching Phoenix exurbs. The Walk Score index ranks the place as the second-worst big city in America for pedestrians, and traversing it has been described as “a slog through a desert, plus the occasional McDonald’s.”

The Phoenix metropolitan area is, in other words, the last place you would expect a real estate developer to spend \$170 million creating what it calls the first-ever car-free neighborhood built from scratch in the United States.

The development, Culdesac Tempe, is a 17-acre lot just across the Salt River from Phoenix. Currently a mess of dust and heavy equipment, the site will eventually feature 761 apartments, 16,000 square feet of retail, 1,000 residents — and exactly zero places for them to park. The people who live there will be contractually forbidden to park a car on site or on nearby streets, part of a deal the development company struck with the government to assuage fears of clogged parking in surrounding neighborhoods.

Culdesac Tempe is a proving ground for a start-up also called Culdesac, which was founded in San Francisco and moved to Tempe during the pandemic. Started in 2018 by two native Arizonans, the company announced the project last year to a mixture of curiosity and doubt. Urbanists cheered it as a bold and important step toward a future with fewer cars, while suburban developers said the concept could never work on a large scale.

Others preferred to simply ignore Culdesac. “If something is described as ‘car-free,’” Car & Driver wrote, “we’re generally not interested in reading any further.”

Although Culdesac was devised before the coronavirus emerged and has experienced some construction delays, the project could end up benefiting from the pandemic, as more Americans consider working from home indefinitely in cheaper cities. Culdesac says it expects the first residents will be able to move into their apartments next year, with the larger site completed by 2023 — a pedestrian oasis in the megalopolis known as the Arizona Sun Belt.

To be fair, Tempe, the home of Arizona State University, gets high marks for bike friendliness and has seen a recent boom in high-rise construction. But outside the campus area, it is very much a part of the region’s autoscape. Culdesac’s immediate neighbors include an R.V. park, a mechanic, a transmission shop and an auto-parts store, and nearby apartment complexes — the competition — are surrounded by parking lots that shimmer in the three-digit heat.

The car-addicted reality of the area makes Culdesac’s architectural renderings both intriguing and a little hard to believe. According to the images, neighbors will lounge in communal courtyards and walk to do their errands. Culdesac Tempe is directly on a light-rail line to downtown Phoenix, but residents may never need to leave: The complex will feature its own grocery store, coffee shop, restaurant, co-working space and other amenities.



A rendering of Culdesac. The development's park, shops and co-working spaces will all be open to the public. Culdesac



Apartments start at about \$1,000 a month for a studio and \$2,200 for a three-bedroom. Culdesac

The 167 rowhouse-size apartment buildings will be broken up by wide pedestrian malls, and there will be a half-acre park where residents can walk their dogs and stage picnics. A limited amount of parking will be provided for outsiders who want to visit friends or shop at the stores, but the people who live there will have to rely on public transit, bikes, ride-hailing apps, scooters and the like to get around greater Phoenix. Apartments start at about \$1,000 a month for a studio and \$2,200 for a three-bedroom, about in line with the area.

DEIS C-1010

Because Culdesac's founders come from the technology industry, where no idea is valid if it does not scale, the company's plans go way beyond Arizona. Ryan Johnson, a founder and Culdesac's chief executive — he's also the Tempe site's first official renter — said the multidecade goal was to retrofit American cities and end car ownership as we know it.

"After this one, we're going to build something for 10,000 residents," Mr. Johnson said in an interview. After that: entire municipalities. "The vision of Culdesac," he added, "is to build the first car-free city in the U.S."

Rent checks and bar tabs



Ryan Johnson is a founder of Culdesac and its chief executive — and the Tempe site's first official renter. He said he hadn't owned a car in 10 years. Adriana Zehbrauskas for The New York Times

Mr. Johnson's thesis, as laid out over a few hours of recent Zoom calls, is that (a) the future of American cities is the walkable urbanism found in New York and San Francisco but that (b) that future is headed to the Sun Belt.

The coasts may dominate American culture now, but for decades the biggest growth rates have been in sprawl-heavy places like Atlanta, Houston and Phoenix. The latter remains among the nation's fastest-growing metropolitan areas, adding about 750,000 people since 2010. With a total population just under five million, Phoenix has edged out Boston as the country's 10th-most-populous urban area.

Compare that with New York and Chicago, which are losing population, and with California, which continues to see a net outflow of middle-class residents to cheaper cities beyond its borders. If you want to be in the business of creating not just new buildings but entire neighborhoods, you go where demand is exploding, and that's Arizona.

Megan Woodrich might become one of these coast-to-Sun-Belt transplants. "It's absolutely untenable here long term," said Ms. Woodrich, a teacher who lives in South San Francisco — a suburb of 63,000 that sits below its more famous neighbor — with her husband and three children. They are considering a move to a cheaper place like Arizona, but they want a walkable neighborhood — a combination of desires that led them to discover Culdesac. Ms. Woodrich is on a list of 200 people that have expressed early interest in the development.

Some economists and demographers have derided Phoenix's growth as cheap. They note that many of the jobs being created are low-paid positions in sales and customer service, the result of the local government's encouraging corporations in higher-tax states to move their back-office operations.

But in the recovery since the subprime-housing bust, which leveled the local economy and its construction-dependent job growth, Phoenix has developed a budding tech scene and started to attract jobs from Silicon Valley. Zoom, the videoconferencing app that has gone from little known to ubiquitous during the pandemic, recently announced that it was opening a research and development office — full of the higher-paid software engineers that tech companies usually place in the Bay Area, Seattle and New York — in the Phoenix area.

At the Culdesac site, the developers are blending two ideas that usually have nothing to do with each other. The project is both an “infill” development that aims to sleeve itself into the urban landscape, and a master-planned community that recalls a Disney exhibition or a golf-and-condos parcel in Florida.

The goal might be termed instant gentrification: to open up with all the amenities that make a place desirable, and hope that they make the neighborhood a destination overnight. The development's park, shops and co-working spaces will all be open to the public, and every penny spent on site, whether from a tenant's rent check or an outsider's bar tab, will filter up to the same company.

An edge case, eerily prescient



Culdesac Tempe is directly on a light-rail line to downtown Phoenix, but residents may never need to leave: The complex will feature its own grocery store, coffee shop and other amenities. Adriana Zehbrauskas for The New York Times

When Culdesac Tempe was announced, the idea of a large, car-free development in Arizona seemed like the extreme but plausible edge of a long-term trend. Americans are getting serious about reducing their carbon footprint, and for years, cities across the country have been rewriting their zoning codes and building regulations to require fewer parking spots and encourage greater density.

Outside urban cores, there has been a parallel trend toward more duplexes, apartments in shopping malls and “car-lite” developments — building projects that acknowledge most residents must drive to work five mornings a week but may prefer to walk or use transit for errands and leisure. Even in Phoenix, the few relatively walkable neighborhoods command premium prices.

Still, there was probably going to be a ceiling on the number of tenants Culdesac could attract. The great bulk of the city's working population has jobs requiring a car commute. Culdesac might have made a profit courting the subset that shunned automobiles and worked from home, but there's no disputing it would have been a subset.

Then, of course, came the pandemic, causing tens of millions of Americans to begin telecommuting from their living rooms. Across the country, employers are re-evaluating whether they will ever reopen their downtown offices at full capacity, and some have told their staffs that they can accomplish their tasks via videoconference forever. Suddenly, the Culdesac pitch — a Sun Belt development that caters to people who work remotely and middle-class refugees from the expensive and crowded coasts — started looking eerily prescient.

Builders and urban planners have long denounced city-mandated parking minimums — requiring projects to include one or two spots per unit — as “apartment blockers” that raise the rent. Instead of telling developers how many parking spots to build, they argue, cities should allow parking to be built according to demand. The hope is that once residents see how much a parking space is costing them (a few hundred dollars a month in big cities), they will be more apt to embrace car-sharing and public transit.

In 2018, Seattle passed a law requiring developers to unbundle the cost of parking from the cost of rent, and various other cities, including Los Angeles, Portland, Minneapolis, Austin and San Francisco, have approved buildings with minimal or no parking for residents. Just a year after Culdesac announced its Tempe development, a more modest project — a 104-apartment complex with just six units of parking — was proposed in Charlotte, N.C. The developer, Grubb Properties, assembled a spreadsheet of car-free buildings and developments for the City Council to consider. Culdesac topped the list, which mostly consisted of smaller, one-off projects.

The more common it becomes to sever parking from development, the easier the concept is to sell to tenants. “When other developers get on board, it helps change the mind-set of lenders and others who are stuck in the traditional car-centric mentality,” said Clay Grubb, Grubb's chief executive. In mid-October, Charlotte's Council approved the project with a 6-to-5 vote.

The petri dish of real estate



Culdesac Tempe will be built on this empty lot, surrounded by reminders that the region is deeply reliant on motor vehicles, including an R.V. park, a mechanic, a transmission shop and an auto-parts store. Adriana Zehbrauskas for The New York Times

Arizona — for all the scorn heaped upon it by, ahem, car-despising coastal elites in professions like journalism — is actually a magnet for housing innovation. Like the rest of the West, the state boomed after World War II, attracting residents and industries as white Americans suburbanized and the baby boom commenced.

In the dominant Phoenix region, which accounts for about two-thirds of the state's population, growth was steered by a cabal of civic boosters and Chamber of Commerce men, who courted out-of-state employers by hoovering up federal infrastructure dollars and fostering a good “business climate” — that is, they kept unions weak, taxes low and regulation minimal.

The mix of fast growth and low-key rules has given Phoenix a reputation for being “the petri dish for housing experiments.” It's a great place to build because people are constantly showing up. And because so many houses look the same — terra-cotta roof, rock lawn by the driveway, and exteriors in your choice of tan, tan or tan — the region emerged from the housing bust with a reputation for being one of the easiest places in America to gauge the price of a home.

In the aftermath of the Great Recession, when investors built single-family-home empires from the wreckage of a mortgage crisis, the Phoenix region was one of the first markets where institutional buyers started amassing foreclosed properties. More recently, Phoenix also became a test market for an emerging class of “iBuying” (short for instant buying) companies, including Redfin, Zillow, Offerpad and Opendoor, which hope to upset the traditional broker model by offering home sellers quick cash offers, then flipping the properties back on the market.

Arizona is so encouraging of new real estate schemes that its Commerce Authority has a program, Property Technology Sandbox, in which companies can apply to test new ideas to buy, sell and develop without having to get the usual licenses. It's a place that attracts builders because the local attitude seems to be “Eh, give it a try.”

Unlike so many other Arizonans, Mr. Johnson is actually from here. He grew up in Phoenix and was one of those kids who spent hours building rail networks and skyscrapers in SimCity. Being a good student and interested in software and public transit, Mr. Johnson expected that he would attend the Massachusetts Institute of Technology or some other elite university in a dense, Eastern city.

Instead, he went to the University of Arizona with a full-ride scholarship plus \$50,000. This came from the Flinn Foundation, whose Flinn Scholars program aims to keep smart locals from leaving the state.

Mr. Johnson used the \$50,000 to invest in the Tucson rental market, then left for a succession of out-of-town jobs in consulting, finance and in public service, the latter at New York's Metropolitan Transportation Authority. In San Francisco, he joined Opendoor, and in 2018 started Culdesac with Jeff Berens, his college roommate.

“What we saw at Opendoor,” Mr. Johnson said, “was there is enormous demand for walkable neighborhoods, and with all these innovations in transportation, ride sharing, scooters, et cetera, we realized that there was a way to build it. So we said, ‘Where can we build a new type of walkable neighborhood?’”

Doing this would require three things: raising money, finding land and getting a city to let them do it. The first two could be satisfied anywhere. The last required a place with a loose approach to housing regulation. However much Arizona is associated with sprawl, the Phoenix region is actually a builder of everything — towering condos, garden apartment complexes, golf course villas.

The company approached Tempe with its plans in 2018 and by late last year had a development agreement that allowed it to build the project without residential parking so long as the residents were prohibited from parking nearby. With that, Mr. Johnson went home. Soon the company followed him: In May, Culdesac canceled its office lease in San Francisco and instituted a remote work policy. A half-dozen of the company's 20 employees have since moved to the Phoenix area.

Cheap, but tethered to transit



Culdesac intends to develop more residential projects in other cities, usually relying on rail links to downtown. Adriana Zehbrauskas for The New York Times

Before Culdesac's backhoe went in, the Tempe site was a neighborhood eyesore. The ground consisted of dirt and broken glass. On top of it stood abandoned buildings with stray wires and punched-out windows. Standing there in early February, I imagined it being the site of a dystopia-themed paintball war or a great place for teenagers to vape.

This is, of course, how developers make money: They see potential where others don't, and profit through the timeless process of turning land that is worth little into land that is worth a lot. But I wondered how viable Culdesac's expansion prospects were beyond the sure-why-not regulatory ethos of Arizona. Even if the Tempe project is a success, it's unclear how many times Culdesac can assemble large, underutilized lots along existing transit lines and persuade cities to let them rezone with the eagerness that Tempe did.

I asked Mr. Berens to show me Culdesac's potential development sites in other cities, and he agreed on the condition that I describe them only generally. Recently, over Zoom, he took me on a satellite tour of five metro areas: Denver, Washington, Dallas, Atlanta and Raleigh, N.C.

The common element was that the sites were miles from the central business district but still (with the exception of Raleigh) proximal to a rail line. Their neighbors were industrial yards and towing companies and car dealers. Imagine riding a subway from downtown, in the direction of the airport, and looking out the window as you reach a stop on the industrial edge of the city.

That's the sort of spot Culdesac is seeking: Places that can be bought cheap, covered with hundreds or thousands of new homes, and made to feel that they are connected to the heart of the city because a new generation of tenants fundamentally embraces transit — or maybe doesn't want to go into the heart of the city at all.

Doing this will require lots of money and lots of interests, pools of debt and equity that developers assemble into a "capital stack" that lays out who is paid for what and when. If Culdesac is successful, it will operate like a franchise or chain hotel that links several individual companies through one brand.

One of those companies, Culdesac Inc., has raised \$17 million from venture-capital firms including Khosla Ventures, Zigg Capital and Initialized Capital. That company plans to serve as the developer and property manager for the series of limited liability companies that make up an individual project, which in turn will be funded by individual investors and bank debt. Culdesac Tempe, for instance, is being

codeveloped with Sunbelt Holdings, a local developer, and Encore Capital Management, a real estate investment firm, which raised most of the equity for the \$170 million project's construction.

The discontinuity hypothesis



The Salt River at sunset. "It's a bunch of people who are willing to pick up whatever they had in their life and move to try this thing," Daniel Moreh, a software engineer, said of Culdesac. Adriana Zehbrauskas for The New York Times

We are living in a moment of extreme disruption. (And that's a sentence I'm typing *before* the outcome of the presidential election is known.) People are changing how they live, where they work, how they get there or if they get there at all. The process of getting back to normal is likely to be more disruptive still. Billions of people will create new habits, and no matter what happens, many of them will stick.

For whatever reason, changing addresses seems to open people to further change. In studies of military families, one of the few groups of people who are shifted around at random, researchers have found that marriage and children are often associated with long-distance moves.

"There is something about being told that you are going to be moving across the country that forces you to re-evaluate other big decisions in your life," said Abigail Wozniak, an economist at the Federal Reserve Bank of Minneapolis who studies migration.

This "discontinuity hypothesis" seems to apply to environmental habits as well. A study in Copenhagen found that when drivers were nudged to take public transit, the nudge worked best with people who had recently changed addresses. Movers also seem more open to recycling more, conserving water and reducing electricity use. There seems to be a sweet spot, sometime within three months of a move, when people's habits are upset and they open themselves to the possibilities of new ones.

To build anticipation for the opening in Tempe, Culdesac has been hosting semiregular video calls with prospective residents, who give input on the final design. Talking about bike-rack design or the rules of a future community garden, they come off as the urban-planning equivalent of the fanatics and early adopters who stand in long lines for "Star Wars" movies and Apple products.

Demographically, they mirror the two groups that have been credited with the past three decades of urban revitalization: young professionals like Ms. Woodrich, and empty nesters like Reynolds-Anthony Harris, a 67-year-old business consultant who lives in the Minneapolis area and is also considering a move to Phoenix.

“There are some of us who have no interest or desire whatsoever to be in a segregated senior citizens’ community,” he said. “That, to me, is the fastest way to the grave.”

Whatever the age, they also all seem interested in a kind of self-imposed shock and the discovery of something new.

Daniel Moreh, a software engineer in Oakland, Calif., isn’t even interested in Tempe itself. He’s heard nice things; he knows it has a university. The real appeal of Culdesac is the idea of being part of something new.

The start-up bug is something people take with them everywhere, so he uses phrases like “co-create the culture,” and he expects that the first few months of living there will be echo the feeling of traveling and making easy friends. “There’s not an established hierarchy of ‘Hey, I can’t talk to you yet,’” he said.

“It’s a bunch of people who are willing to pick up whatever they had in their life and move to try this thing,” he added. “I don’t know who they are yet, but that sounds like a group of people I would be interested in meeting.”

From: David Kosterlitz [REDACTED]
Sent: Saturday, November 7, 2020 1:30 AM
To: MLS-NEPA-P3
Cc: treasurer@treasurer.state.md.us; akfase@marylandtaxes.gov; arlene Montemarano; Brad German; Barbara Coufal; Marc Korman; Sara Love; Delegate Ariana Kelly; susan.lee@senate.state.md.us
Subject: I support the NO BUILD option - more reasons

I've written before about the environmental problems of this highway expansion (which I oppose). But that is referred to as "the environmental track." Recently I watched a presentation explaining why the P3 structure is full of problems in what is referred to as "the PROCUREMENT track."

Unlike traditional financing of public goods like highways (using tax-exempt municipal bonds or the "public option") the P3 amounts to taking a loan from a private, for profit company at higher rates of interest (a bad deal).

On February 20th, the Request for Quotes was changed to add "RISK SHARING" by the State, arranged in SECRET MEETINGS with bidders on the project. No transparency for the public and other stakeholders, just another chance for the private contractor to ask for more state money. These revisions were made to this project to reverse Governor Hogan's initial promise that "no taxpayer money" would need to be spent. Now the proposal says that state money may well need to be paid into the project (and the track record of P3s for highways shows that often public money did have to be spent, contrary to prior projections).

In San Diego, the South Bay Expressway P3 got traffic 40% less than projected and the private entity went bankrupt, which could happen with this P3, too. It does not appear that this contingency has been planned for. In Texas, the Camino Columbia toll road revenues were only 6% of projections (which were way too rosy). A P3 for the Greenville Southern Connector resulted in revenue of only 39% of projections. In this P3 projections might also turn out to be too rosy, and so the State of Maryland is taking on a big risk.

MDOT's financial assumptions are too speculative. They don't count the cost of the northern I-270 extension from Shady Grove to Frederick (which everyone agrees will be a money loser). They don't count the \$2 BILLION cost of moving the water and sewer lines that this project will necessitate (so the public ratepayers will be forced to absorb this cost).

When we talk about traffic projections turning out to be too high, it means that toll revenues projected will be too low. So it's more likely the private entity will come back to Maryland taxpayers with its hand out asking for more money. One reason traffic might not meet projections may be that the tolls (\$50 sometimes?) will be too high for most people to afford. That increases congestion on the toll-free lanes and leaves the expensively built toll lanes underutilized (defeating the purported purpose of this project: reducing highway congestion).

This P3 has a "phase P3 agreement" and a "section P3 agreement." This two-step process means that the state picks the "Phase Developer" (PD), the PD designs the toll lanes, and then the PD and the state negotiate a SOLE SOURCE contractor. This means the state loses out on getting multiple bidders as would be the case in traditional state financing and construction of a highway.

And who will be the SOLE SOURCE contractor? Governor Hogan went to Australia to meet with the CEO of TransUrban (TU). A top aide to Governor Hogan recently left state government to become a LOBBYIST for TU on Maryland government issues (like highway widening for toll lanes, perhaps?) Virginia used TU to build its toll lanes on the beltway. Virginia paid a \$400 million subsidy to TU and gave TU an outright GIFT of the existing HOV lanes on I-95 and I-395. TU will demand similar "subsidies" and payments from the state of Maryland. This Maryland toll-road highway

widening P3 proposal seems designed to benefit only TU, not the public, the commuters, the environment or the state Treasury. The Board of Public Works should veto this whole project.

This proposed highway widening would have a PERSONAL IMPACT on me and my family. I live about five houses inside the Beltway. This proposed widening will cause construction noise and dust for at least a year or two, and will permanently add more traffic noise, air pollution and congestion of local arterial roads, negatively affecting me, my family and my neighborhood.

Please select the NO BUILD option.

Sincerely,

--

David S. Kosterlitz
[REDACTED] Hollins Dr
Bethesda, MD 20817

[REDACTED]

From: David Kosterlitz [REDACTED]
Sent: Monday, November 9, 2020 4:18 PM
To: MLS-NEPA-P3
Cc: arlene Montemarano; Brad German; Barbara Coufal; Marc Korman;
aklase@marylandtaxes.gov; Delegate Ariana Kelly; Sara Love;
susan.lee@senate.state.md.us; Linda Rosendorf; treasurer@treasurer.state.md.us
Subject: I support NO BUILD option - another reason - negative impact on cyclists, pedestrians and streams

Hi Ms. Choplin,

I've written before several times, stating various reasons why I support the NO BUILD option on the proposal to widen I-495 and I-270 for toll lanes. But here is an article:

<https://ggwash.org/view/79513/bike-and-ped-connectivity-is-threatened-by-highway-expansion-how-to-weigh-in>

that shows that the proposed widening will negatively impact the ability of bicyclists and pedestrians to cross these highways and will negatively affect streams that run under the beltway. The DEIS apparently does not address these problems.

I am copying Comptroller Peter Franchot and Treasurer Nancy Kopp with this information and with the request that they support the NO BUILD option.

Sincerely,

--
David S. Kosterlitz
[REDACTED] Hollins Dr
Bethesda, MD 20817

[REDACTED]

Marek Kotelba

Please do NOT widen Rt. 270. There is already a huge amount of noise and pollution from it 24/7. There are loud motorbike races on local lanes almost every night in warm weather. Also, plenty of speeding vehicles with modified exhaust systems, against the state law which MSP does not seem to enforce. The last thing we need is more traffic on that highway.

Lee Kouvousis

Opposition to these lanes so often stems from individuals who assume that all MOCO residents either work in MOCO or DC. However, a growing number of residents work in VA, particularly in the rapidly growing Tysons Corner area. There are zero REALISTIC options for getting from somewhere like Gaithersburg to Tysons other than by private automobile. Given MOCO's perpetual reluctance to even explore the possibility of an additional crossing between the American Legion bridge and Point of Rocks, there's not much else that can be done to relieve congestion besides expanding the already existing roadways. And the problem isn't just one of weekday commuters. These roads are in such bad shape they're clogged many hours during the weekends as well. Although mass transit is great and should continue to receive support, it cannot solve all of the area's problems. The errors in land use were made decades ago. You cannot erase single family homes that were built in places like Bethesda and Rockville and which continue to be built daily in the periphery. Take Clarksburg, for example. What are the (logical) mass transit options available to those residents who work in or choose to travel to DC or VA? It's the height of hypocrisy that the county government puts down road improvement projects yet continues to approve the construction of massive housing developments in distant parts of the county such as Clarksburg. What exactly are they thinking? How is it fair to those residents or even the already existing residents in other parts of the county who now have to share a more congested road with new residents. Don't talk about induced demand. It's more a problem of unregulated supply that's constantly being added without taking infrastructure into account. Is it worth expanding the tax base in an unrelenting manner if so many residents' ability to travel is curtailed more and more? We must be reasonable in how we think of the future. If we don't address this problem realistically, quality of life will continue to deteriorate for everyone.

Christine Kozak

I object to the proposal to widen I270 and the Beltway by up to 4 lanes. I think the environmental impact has not been adequately evaluated, and I think this will only make traffic congestion worse and raise noise and pollution levels. It would be better to invest in public transportation.

Christine Kozak

Joseph Kracke-Bock

I live across the street from the beltway. I and my neighbors will bear the brunt of this project. I am strongly opposed to any option that widens the beltway and fully support the no-build option.

Rena Kramer

This project is an environmentally unsound plan that will affect our home, the homes of our neighbors, our parks, our schools, and our surrounding community. This is a 20th Century solution to a 21st Century problem that is more likely to band-aid any traffic issues than actually provide lasting change. Given the fiasco that surrounds the Purple Line, it is hard to imagine that a P3 for this project will not have a similar fate. I urge you to re-think the necessity and the execution of any I-495/I-270 expansion.

Rena Kramer

This project is bad for my home, my neighbors' homes, the environment, and is a 50 year old solution to a modern problem. Continuing to expand the roads is not the answer to traffic - thinking outside the box, public transportation is the answer. We will lose parks, wetlands, and so much quality to life in this area. Housing values will plummet and there are so many negatives for a very short term solution. Seeing how the P3 for the purple line has failed is a perfect example why this plan is a disaster waiting to happen. I'm disappointed in the governor and our various leaders who have pushed this ill advised project through.

William Krampf

Thank you for the opportunity to comment. Three items for consideration.

1) Need to Limit Future Growth: I appreciate the need to expand I-270 and I-495 as the traffic is already unbearable (pre-COVID) and will most likely only get worse. Since moving to the Montgomery County in 1984 I have seen unchecked growth. Any property not covered with private or commercial buildings is at some point built upon. I know it is not within the scope of this study, but the state and the counties must examine the extend of growth we are willing to tolerate. I am not interested in having DC/MD/VA continue to expand to become an LA or NYC type megatropolis. If growth isn't contained I will be commenting on another study in 20 years reviewing alternatives for yet another expansion.

2) OCI for Any Commercial Contributors to the Study: I looked at the study authors and didn't see any commercial entities listed but do not know if you are required to list them. Any commercial contributors should be eliminated from the P3 opportunity due to conflict of interest.

3) P3 Risk Management to Limit Impact on Taxpayers: There are numerous success stories and failure stories on P3s. For those that fail, the taxpayer pays the price. It is ABSOLUTELY CRITICAL that the P3 be structured such that any failures, delays, or lack of revenue due to reduced future traffic does not result in an impact to the taxpayers. Government entities are in existence to provide services to the constituents. P3 are in existence to make money. If they are not making money their services will decline and they will be at risk of default. The details of the P3 agreement should also be made available for review and comment by the public.

Again, thank you for the opportunity to comment.

Linda Kroening

Stop any beltway widening. With significant telework from the covid pandemic, wait and see what traffic becomes. The telework changes are here to stay.

George Kroner

I do not support the widening based on the report. Other better options exist to improve mobility in the area.

Denali Kufirin

I object to building 270 Lexus lines. There are so many reasons to object this project, not to mention the rush that this idea was put forward; the lack of transparency especially for underlying data and how traffic modeling for this widening is done. But most of all, you are constantly shedding new surprises that keep coming for this project, for example about taxpayer subsidy and WSSC subsidy for replaced infrastructure. It is visible that citizens and property owners were not included in planing. If you continue with this, you'll be left with no money back (hardly anyone will use these lines, and money will go to foreign builder and not back to the state or county) and tracks that are the mainstays on the road will continue using free lines, making these even more traffic. There are going to be disruption on the road during the building that will cause additional traffic on top of everyday ones. Also, you are in business to destroy green spaces, and disturb wildlife that have already divided area due to humongous road.

Alan and Carole Kuritzky

We oppose the I-495 and I-270 project. We support the no-build option. Our principal reasons are as follows:

1. Harm to the environment - adding toll lanes will lead to greater traffic and, therefore, greater harm to the environment - to confront climate change, focus should be on increasing public transportation
2. Economic inequality - toll lanes allow those in the upper income brackets to buy their way out of traffic jams, lessening their willingness to engage in solutions that are more just for those who are economically disadvantaged
3. Conflict-of-interest - government projects are focused on the common good of its citizens, while private projects are focused on corporate profits. We believe public infrastructure projects should be the responsibility of governments, not private corporations. Also, a deal that looks good today, may look like a very poor deal 5, 10, or 25 years from now.
4. Cost - the extensive funding required for this project could be better used for improving public transportation infrastructure and many other uses for the public good (especially given the fiscal constraints caused by the global pandemic)
5. Already, too many of the county's trees and parks are being sacrificed for development - this project will greatly exacerbate this problem

Carol Kurtz Mannix

I strongly disapprove of the beltway expansion plan. Adding additional lanes of traffic and the numerous negative environmental impacts are not in the best interest of the citizens of Montgomery County or the commuters in the region.

Paula Kurtzweil Waiter
Edgewood Dr
Gaithersburg MD 20877

CAPITAL DISTRICT 208

15 OCT 2020 PM 1 L



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 St
Mail Stop P-601

2120233601



██████ Edgewood Dr
Gaithersburg MD 20877

Oct. 14, 2020

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 St
Mail Stop P-601
Baltimore MD 21201

Dear Ms. Choplin:

Re: the I-495 & I-270 Managed Lanes Study DEIS/Draft Section 4(f) Evaluation: I submit the following comment:

I find the Draft Environmental Impact Statement/Draft flawed in the following ways, and until and unless these flaws are corrected and a new statement issued, the proposed I-495 & I-270 Public-Private Partnership (P3) program should not move forward.

Flaw No. 1: The impact statement fails to give comprehensible information. It is so poorly written and full of gobbledegook that local residents, such as I, are hard-pressed to figure out what it says. How can we adequately assess and comment on it when we don't understand what it says? This has been a problem all along with this proposed P3 program: to obfuscate to the point that local residents like me can't figure out what's going on until it's too late and the damage is done.

Flaw No. 2: The study does not address the Rosemont subdivision in Gaithersburg where I live, even though it will be directly impacted by the proposed highway changes.

The Rosemont subdivision lies within the confluence of interstates 270 and 370 and Maryland state highway 355 (see attachment). As you might imagine, the traffic from these roads creates a constant, tremendous noise in Rosemont. Residents of the Rosemont subdivision have for years asked the State of Maryland to assess and correct the noise level, not just because it's an annoyance but because it most likely exceeds federal standards and poses a health risk. And even now, when the opportunity presents itself to address these concerns with this environmental impact study, the state fails to do so.

The State of Maryland should not proceed further with this P3 program until these flaws are corrected—that is, by reassessing the environmental impact on specific communities such as Rosemont, and rewriting the statement so that the average person can figure out what the state plans to do.

Sincerely,



Paula Kurtzweil Walter

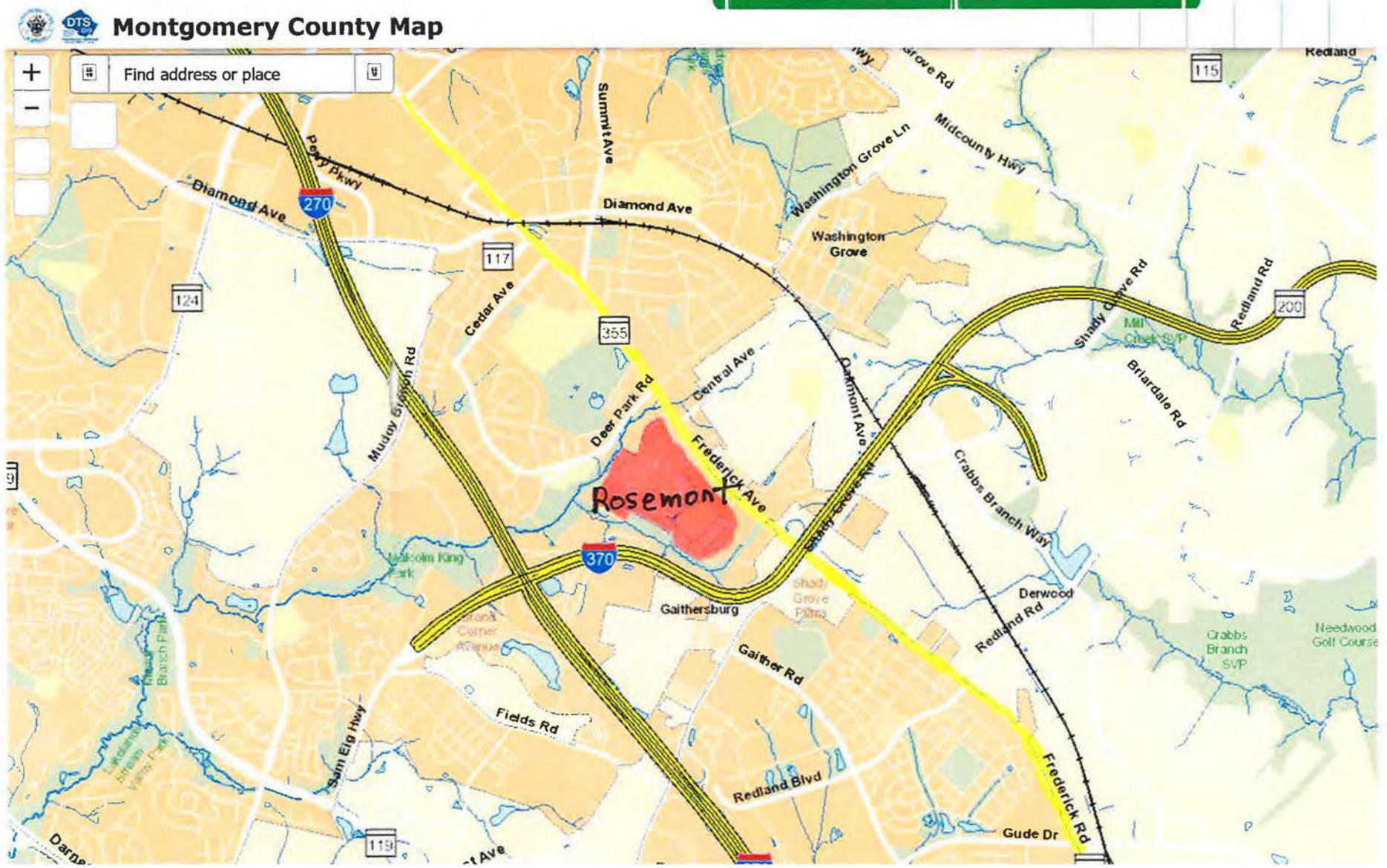
Attachment

cc:

The Honorable Chris Van Hollen, U.S. Senate

The Honorable Cheryl Kagan, Maryland Senate

The Honorable Sidney Katz, Montgomery County Council



0.4mi
-77.177 39.145 Degrees

From: Quon Kwan [REDACTED]
Sent: Wednesday, October 14, 2020 12:06 PM
To: MLS-NEPA-P3
Subject: Comments on the DEIS for the I-270/I-495 Managed (Toll) Lane Study

1. It is an utter shame that the State refuses to study a transit alternative to managed lanes -- what kind of unbiased study are you doing?. All-day, two-way, MARC train service between Frederick and Union Station must be expanded to replace more roadway widening. This is more cost-effective way than more roadway widening and better for the environment.

2. The toll lane plan will attract more traffic.

3. The toll lane plan is financially not viable.

4. Governor Hogan said that the toll lane plan would not cost the public anything, but he is contradicted by statements that more things the public, not the toll-lane operators, will pay for. Who will have to pay a billion dollars to move water and sewer pipes? Who will be left holding the bag if the toll-lane builders walk away from the job and demand more money?

--

Quon Kwan

From: Quon Kwan [REDACTED]
Sent: Monday, November 9, 2020 3:14 PM
To: MLS-NEPA-P3
Subject: DEIS for I270/I495 Managed Toll Lanes

This project should be stopped and the funds diverted as allowed by law to mass transit, in particular, to completing the Purple Line between Bethesda and New Carrollton which is short on funding --

Quon Kwan

Sussan Labin

I'm writing to voice my opposition to expanding 270 & 495 and opposition to the proposed toll lanes. I have been a resident of Montgomery County for over 30 years and the ride-on buses for easy access to Metro, along with excellent schools, were the most compelling factors when we chose to move to Montgomery County from Northern VA. I understand that traffic gridlock is a serious problem, but my family (4 adults) supports public transportation options. Adding more lanes and more vehicular traffic is a short-term solution. The demand for transportation access is ever increasing. The damage and costs to health and safety will only be exacerbated with an increased volume of traffic. Human lungs did not evolve to breathe car exhaust nor our ears and brains to listen to high volume of vehicles, nor our bodies to survive the numerous accidents that occur. The public health costs of increased traffic are enormous. As it is, it's difficult to locate a residence that is within a clean air space from existing highways and major routes. Furthermore, the tolls at rush hour are predicted to be about \$50 for a roundtrip, an indication of the regressive nature of such a plan. My understanding is that our County Executive, Mark Elrich, has long proposed to use Express buses on 270 to relieve traffic congestion. Especially with reduced auto traffic due to COVID, these Express buses and more Ride-on Buses to connect with such buses is a reasonable short and intermediate-term option. Long term we need other mass transit options. Perhaps even the monorail to run along highway routes and avoid displacement of residents. I would also ask for full disclosure of real estate holdings or other business interests of Governor Hogan and all elected officials who might benefit from the proposed expansion and who are involved in these decisions

Sarah Lam

I oppose the I-495 and I-270 project. I support the no-build option.

Steve Lam

Please do not add lanes.

From: Tacy Lambiase [REDACTED]
Sent: Tuesday, July 28, 2020 3:19 PM
To: MLS-NEPA-P3
Subject: Don't move forward with Beltway & 270 expansion

Lisa Choplin,

We're facing dual climate and public health crises. Adding more air polluting cars will not solve traffic congestion, but instead exacerbate our these crises. We must not subject local communities (including my own, Silver Spring) to the environmental injustices that this project would create. Our region needs more transit-oriented solutions, including expanded teleworking, that reduce greenhouse gas emissions, reduce sprawl, and protect our air and local waterways. NOT an expansion of dirty infrastructure.

Tacy Lambiase

[REDACTED]
[REDACTED] Georgia Ave Apt [REDACTED]
Wheaton, Maryland 20902

From: Elaine Lamirande [REDACTED]
Sent: Sunday, November 8, 2020 11:47 AM
To: MLS-NEPA-P3; aklase@marylandtaxes.gov; managed.lanes@montgomerycountymd.gov; treasurer@treasurer.state.md.gov
Subject: Comments on the Maryland DOT Managed Lanes Study DEIS and JPA

My name is Elaine Lamirande and I live at [REDACTED] Waterford Road, Silver Spring, MD 20901. I live in a neighborhood called Woodmoor that is bordered by I-495, University Boulevard, Colesville Road, and the Northwest Branch. I can see the beltway signs and hear the traffic from my backyard.

I oppose all build alternatives. I support the no build option.

The DEIS is quite lengthy but is unfortunately based on flawed methodology and assumptions, and in some instances dodges the analysis altogether. An informed decision can not be made based on incomplete and outdated information. The purpose and need is written so that only tolls and roadway widening meet the criteria, which prematurely eliminates any other infrastructure and policy solutions.

MDOT should focus on completing current rapid transit options such as the Purple Line. Disappointingly, the Purple Line P3 has fallen apart because of cost overruns and delays. It had great promise and support but stopping mid-construction is a disaster for residents and businesses alike. I used to shop at the Long Branch Giant for many years prior to the Purple Line construction. Now it is difficult to gain access to the lot which is surrounded by fencing and partially occupied by construction equipment. The \$800 million dollar cost overrun is staggering and raises serious concerns for future P3 projects that will most likely pass on "unforeseen" expenses to taxpayers like me.

The DEIS does not account for the costs of infrastructure relocation or treatment of polluted stormwater runoff from the roadways added by the project. The current beltway in Montgomery County does not deal with polluted runoff such as the on-ramp area of Colesville Road onto the outer loop of I-495 which regularly floods during downpours. Any plans to expand the beltway need address polluted runoff from the entire beltway; the DEIS should address this but it does not even calculate the amount of stormwater generated.

The current plans do not relieve congestion problems for the majority of travelers. Current traffic modeling research shows that you can not build your way out of congestion; additional lanes return to pre-project congestion levels in 5-10 years. Additional lanes just move the bottlenecks to different locations, as seen with the VA Express Lanes; the bottleneck is where the express lanes end. The same is true with the bottleneck on I-270N in Clarksburg on just about any afternoon where the lanes narrow from three to two lanes. I can tell there is an accident on the beltway when gridlock on both University Boulevard and Colesville Road feeding the beltway makes is almost impossible to leave my neighborhood. The shift to teleworking by many companies due to the current pandemic has changed traffic patterns in the DC metro area. A financial analysis as well as engineering study of the transit needs of all travelers would lead to a more informed decision instead of advancing plans using faulty and outdated information.

The DEIS does not adequately address critical elements needed to make an informed decision regarding the risks of the various build options. We all acknowledge that traffic is a problem in Maryland, but we must find solutions that are smarter uses of our funds, resources, and environment.

As a lifelong Maryland resident, I expect my public officials to make science-based decisions. We have seen what happens when public officials ignore science – be it COVID-19 or climate change - and seen the devastating consequences to communities. The DEIS is filled with faulty data. Look at the current facts and support the no-build option.

Sincerely,

Elaine Lamirande
[REDACTED] Waterford Road
Silver Spring, MD 20901

Name: Stephanie Land

Date/Hearing: 8/25/20

Type/Session: Live/Evening

Transcription:

Good evening. My name is Stephanie Land, Robert Gorman is my husband. My name is spelled S-T-E-P-H-A-N-I-E L-A-N-D my home is at [REDACTED] Lilly Stone Drive in Bethesda 20817. I live in Carderock Springs a National Historic District just outside the Beltway at the River Road exit. Carderock Springs Elementary School is adjacent to the Beltway. Expanding the Beltway will cause years of additional congestion and disruption and before long, roads will fill to capacity again as is always the case. That means more air pollution and noise pollution for children at our elementary school and for all the communities close to I-495 and I-270. This region is beautiful with waterfalls, flowers, gorgeous rocks to climb, trees, creeks, and wetlands. It's beautiful except on the Beltway. Expanding the Beltway means turning more of our lovely region into concrete ugliness. There are many other approaches to traffic mitigation that do not cause so much harm. Trip reliability can be enhanced by enforcing traffic laws to reduce traffic accidents, to give one example. I don't believe that expanding the Beltway will ever be a good idea but it's a particularly bad idea right now. Commuting is greatly reduced and some transition to telework might be lasting. Technological advances also promised relief and there are many priorities for the state's resources and dealing with the pandemic. Expanding our highways are not just lower priority but should be off the list entirely. These are the reasons I support the no-build alternative. Thank you for your attention.

From: Michael Landauer [REDACTED]
Sent: Saturday, November 7, 2020 2:47 PM
To: MLS-NEPA-P3
Cc: Michael Landauer
Subject: AGAINST BUILDING MARYLAND TOLL LANES ON I-95 AND 270

AGAINST BUILDING MARYLAND TOLL LANES ON 95 AND 70

Reasons not to build

1 Traffic reduction, more people working from home - forever. Companies find cost effectiveness and efficiency in working from home. The old rush hours may never be the same. In Virginia, toll revenue is down significantly on both I-95 and I-66.

2 would experience the same problems being seen now on Purple Line. The state's first priority should be to complete the PL whose construction now is largely stalled because of P3 contractor walked. As with the toll lanes project, the Purple Line P3 was promoted on the basis that it would save taxpayers money. It will have big cost overruns and so will building the ones on I-95 and 270.

3. huge environmental costs of construction and operation of a bigger highway

Michael R. Landauer
[REDACTED] Melvern Dr
Bethesda, MD 20817

Name: Gail Landy

Joint Public Hearing Date: 8/18/2020

Type/Session: Live/Afternoon

Transcription:

Good afternoon. My name is Gail Landy, G-A-I-L Landy, L-A-N-D-Y, [REDACTED] Silver Dollar Court in Gaithersburg, 20877. [FACILITATOR SPEAKS] I am concerned. OK. I am a concerned citizen of Montgomery County supporting the No Build MDOT alternative for I-495 I-270 Managed Lanes Project. Widening the Capital Beltway and Interstate 270 with four toll lanes who impede on 237 parks, 18 community recreation centers, and four community pools. This would include land acquisition, removal, trees and landscaping, and the addition of concrete noise, noise walls. Even as park property is not next, solidarity at the park will be lost by the proximity to the highway. State and neighborhood parks are identifying features of Montgomery County. Urban Parks provides shade, a shady spot. [FACILITATOR SPEAKS] Provide access to basketball and tennis courts which are equitable to all income groups, but also infringement on parks is unacceptable to me. I enjoy long hikes. I often follow the trails in Sligo Creek Park, which extends from University Boulevard in Wheaton to Takoma Park. This is one of the parks that will be compromised by the Highway Expan, Expansion Project. Another casualty is the CNO National Historic Park, a pristine wilderness locale that encompasses trails for hiking and biking. It is also a sanctuary for wildlife. I am not willing to give up these benefits to Montgomery County living. This is only one of the reasons I oppose the I4, 495 I-270 Managed Lanes project. Thank you.

From: Gail Landy [REDACTED]
Sent: Sunday, November 8, 2020 6:31 PM
To: MLS-NEPA-P3; Klase, Anne
Subject: Public Comment on I-495 and I-270 Managed Toll Lanes

As a concerned lifelong resident of Montgomery County, I am going to provide two arguments against committing to the I-495 and I-270 Managed Lane Project proposed by Governor Hogan without any initial input from state and county officials or the public. As politically active citizens we demanded to have a voice in the project that will greatly affect our county.

I support the no build option for the I-495, I-270 Managed Lane Project. It is an unnecessary, expensive project that will require significant taxpayer funding, and will fail in its objective of reducing congestion during rush hour. More commuters will choose to drive rather than relying on mass transit such as MARC and Metro. Governor Hogan denied transit as an avenue to solve the problem of massive congestion. He claims that we lack the state funds to expand public transportation. The P3 agreement would designate a portion of the tolls collected to be allotted to funding public transportation. We do not know at what point the private company will fulfill the agreement to fund transit. The rationale for pursuing a P3 contract is that the entire project will be funded by the private company at no cost to taxpayers. The promise is just an illusion propelled by Governor Hogan. We know that it will cost \$2 billion for relocating the water and sewer lines. We need only to look to the P3 Purple Line project which is on hold since it has exceeded its funding.

Future traffic conditions cannot be predicted when we are in the middle of raging pandemic with many employers adopting a telework policy. The transition to telework has been largely successful for many occupations. The result has been a significant reduction of traffic. The experiment has worked and will continue at least part time long after a vaccine is developed. Even a 15% reduction of vehicle traffic will alleviate traffic congestion. One of the rationales for the managed lane project is the projected increase in traffic by 2040. We cannot assume traffic on I-495 and I-270 will greatly increase in twenty years. Meeting the goals of the Greenhouse Gas Reduction Act will require a reduction of single vehicle traffic. In the future we need to rely more on electric rapid transit buses, MARC, Metro, and development of new public transportation such as the monorail. We also need to provide safe conditions for bicyclists and pedestrians on our main roads. They may be accessing transit or simply walking or cycling to work. With many employees currently teleworking due to the pandemic the managed lane project needs to be put on hold and reevaluated in three or four months when we can quantify traffic conditions as more return to the office.

The Draft Environmental Impact Statement does not fully justify the project's infringement on public parks, recreation areas, wildlife and waterfowl refuges, and historic sites. There must be no feasible alternative to impacting sites and if approved damage must be mitigated according to the United States Department of Transportation Act of 1966. The Maryland Capital Park and Planning Commission has argued the against the legitimacy of the P3 project. 111 projects will be affected. The plan will require rerouting of a few streams. The new highway construction will impede on parklands crossing or situated close to trails and wildlife habitat. When streams and waterways are closer to the highway the impacts of pollution from storm runoff is greater. The result will be an increase in air pollution from vehicle emissions. The noise from traffic will replace the once peaceful park environment. As an Audubon member, I am concerned about the loss of bird habitat and the effect of overwhelming noise on nesting behavior.

I enjoy long hikes in state, local, and neighborhood parks. Montgomery County has always prioritized tree-covered parks within walking distance of homes and apartments. I enjoy observing wildlife while listening to bird calls that I can identify. Living in Gaithersburg provides those amenities. Expanding I-270 with 2 toll lanes will infringe on the parks and recreational centers that line our neighborhoods in Upper Montgomery County.

Two of the many parks I enjoy are Sligo Creek and Great Falls National Park. Sligo Creek provides opportunities for hiking, golfing, biking, and picnicking. There are also basketball and tennis courts at the recreation center with adjacent athletic fields. Recreation areas provide opportunities for low income populations to indulge in sports, promoting racial and social equity. Those amenities are imperative in our diverse county.

The other park I cherish is Great Falls National Park, a wild and wonderful local to commune with nature. The park provides endless recreational possibilities such as hiking and canoeing along the C&O Canal, rock climbing, biking, picnicking, and experiencing the majesty of the falls. Both parks are at risk for being compromised by the highway expansion project.

There is no justification for Governor Hogan to foist this \$11 billion project on the citizens of our state and rush to speedily enact it. Climate change is a reality for Maryland, and transportation is a leading contributor. We cannot expand our highways without increasing CO2 emissions produced by more cars and trucks on the road. The Board of Public Works needs to delay the decision until the pandemic is under control and only then conduct a comprehensive reevaluation of the need for the I-495. I-270 Managed Lane Project. The DEIS did not consider all the impacts of the project on the environment or the projected cost for taxpayers.

Gail B Landy

████████ Silver Dollar CT

Gaithersburg, MD 20877

Telephone Number: ██████████

Email Address: ██████████

From: Gail Landy [REDACTED] Sent You a Personal Message [REDACTED]
Sent: Monday, July 27, 2020 11:16 AM
To: 495-270-P3
Subject: Extend the I-495 and I-270 comment period to at least 120 days

Dear Lisa Choplin,

The highway expansion project will impede on Rock Creek and Wheaton Regional Park. The parks provide an opportunity to commune with nature, and exercise without the pollution of vehicle traffic. As a Audubon member I am concerned about habitat loss for birds and other wildlife. I often observe the Canadian Geese that comb the park, taking a dip in the ponds. The project will impede on our natural places.

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.?

Sincerely,

Gail Landy
[REDACTED] Silver Dollar CT
Gaithersburg, MD 20877
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lindsey Mendelson at Sierra Club at [REDACTED] or [REDACTED]
[REDACTED]

Janet Langenderfer

I am vehemently AGAINST this project.

1. Its is unfair to people with less money who cannot or choose not to pay high-priced tolls.
2. Based on I66 results in Virginia it is clear that tolls could reach astronomical rates.
3. Extra lanes will not remove any delays, it will only move them to where the extra lanes end; see the place where I95 extra lanes end.
4. Extra concrete is very ugly
5. Private Public partnerships fail. Just look at the purple line.
6. Only public transportation will ease the traffic.
7. Extra lanes won't resolve the curve in Bethesda where the beltway meets 270. Too many accidents happen there. The entire road gets closed...no one gets by.
8. It will add noise to neighborhoods and will take property along the route away from current owners probably below actual sales value.

THIS IS A TERRIBLE IDEA--DO NOT IMPLEMENT THIS PROJECT.

From: Pamela Langer [REDACTED]
Sent: Monday, November 2, 2020 5:09 PM
To: MLS-NEPA-P3
Subject: Do not widen 270 and 495.

I oppose this project and support the no-build option. I live within a mile of 270 and take public transportation for my commutes when I am not telecommuting. The epidemic has shown that so many more people can telecommute and the planning has not taken that into consideration. We need to move to clean energy not have luxury lanes disrupting 1,500 homes and messing with our water.

Sincerely,
Pamela J Langer

Peter Lanier

I feel that expanding the Beltway - and honestly, expanding bus lanes on 29 - are both pointless because they don't address the REAL issue... why are we all commuting into work (and back home) at the same time? ? ? If we can do away with 'rush hour' (or at least scale it back), then we'll solve the traffic.

Mandating businesses to have a certain percent of their workforce work from home... staggering in-and-out times...these are the kind of things we need govt to be focusing on. And after the pandemic is the perfect time to make it happen Thanks so much.

Colin Larsen

How about instead of adding for-profit lanes on the highway, you improve our public transportation system? That's the only reason I'm willing to put up with the Purple Line construction. More highways add more cars, they don't decrease congestion.

Put more separate bike and bus lanes, not more car lines.

Michael Laskey

Please don't expand the highways. Added lanes just induces demand. And with more people working from home permanently now, there will be less driving. Please invest in public transportation instead, including completing the Purple Line.

Brandon Lassiter

Opposed to widening. Sufficient information related to the public private contract agreement is not available to generate conclusions on environmental impact. Increases to beltway will create 'draw'. IE greater demands from contributing roadways. How those demands will be addressed may be constrained by the public/private contract.

Ev Le

How are the comments being considered? Is there a concrete method that accounts for the thoughts of the public? I want to believe that my thoughts are being heard, but in the earlier stages of this project it was very clear that they were being disregarded. This is a huge project and yet it feels like it is being rushed. It seems to be in particularly poor judgement to push it ahead during this pandemic. I do not feel comfortable going to the storage containers where you are keeping the documents for this project, and my daily life does not allow me to read through 18,000 pages of material - particularly on a short time line. Slow down and be thoughtful about this project, and please take the Environmental Impact study very seriously. The damage done to the environment will not be easy to repair, and we should not be burdening our children with another mess to clean and pay for.



I-495 & I-270 Managed Lanes Study DEIS/ Draft Section 4(f) Evaluation COMMENT FORM

MEETING LOCATION: _____

IS YOUR COMMENT RELATED TO THE DEIS OR JPA?

- DRAFT Environmental Impact Statement (DEIS)/
Draft Section 4(f) Evaluation
- Joint Permit Application for Wetlands and Waters

(PLEASE PRINT)

NAME: Evelyn Lear DATE: 10-22-20

EMAIL: _____

ADDRESS: [REDACTED] Portland Road

CITY: Silver Spring STATE: MD ZIP: 20901

Hello, I am very concerned about the rushed nature of this project. Please slow it down so that the community that will be impacted can participate properly. Our neighborhood association cannot meet due to covid. I do not feel comfortable reviewing the materials you have provided in a shipping container. I would prefer to see the project stopped and support the no build option. At the least you can do is provide time for safe review.

MAILING LIST*: Add my name Delete my name

**Individuals who have received a copy of the Joint Public Hearing announcement through the mail are already on the Program mailing list.*

Check here if you prefer email communications only

You may use this form or complete a comment form at the Program website, 495-270-p3.com/DEIS/. Comments may also be sent via email to MLS-NEPA-P3@mdot.maryland.gov, or by mail to Lisa B. Choplin, DBIA, Director, I-495 & I-270 P3 Office, Maryland Department of Transportation State Highway Administration, 707 North Calvert Street, Baltimore, MD 21202. Comments must be received by 11:59 PM on October 8, 2020. The public comment period may be extended 30 days. Please visit the Program website, 495-270-P3.com/DEIS/, for updates.



DEIS C-1058

US

CAPITAL DISTRICT 208

22 OCT 2020PM 1 L



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DIRECTOR, I495 & I270 P3 OFFICE
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
707 NORTH CALVERT STREET MS P-601
BALTIMORE MARYLAND 21298-6521



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DATE: 10/25/20

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 BALTIMORE, MD 21202-3601
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 Comments: RACK 1 P.O. Box 717 Baltimore MD 21203
 PO of Mailing: Cost Center 23-0378-0001 BALTIMORE, MD

Current Balance: \$133.04
 Contact: DONNA JEAN DEAN
 Phone Number: [REDACTED]
 Finance Number: [REDACTED]
 PO of Permit: [REDACTED]

BRM Invoice Type: High-Volume BRM Opening Balance: \$133.68

Mailing Date: 10/25/2020	Final
TRANS# 202029901332186BM	

Letter Prices						
Line Seq#	Description	Weight Not Over (Ounces)	Number of Pieces	Postage per Piece	Per Piece Handling Charge	Postage
B1	Postcards	0	0	0.350	0.093	0.000
B2	1 oz.	1	1	0.550	0.093	0.643
B3	2 oz.	2	0	0.700	0.093	0.000
B4	3 oz.	3	0	0.850	0.093	0.000
B5	3.5 oz.	3.5	0	1.000	0.093	0.000
B6	Nonmachinable Surcharge	3.5	0	0.150	0.000	0.000

Seq#	Description	Number of Pieces	Postage per Piece	Per Piece Handling Charge	Postage
B128	Postage Due	0	0.000	0.000	0.000
Total Postage: \$0.64					

Closing Balance: \$133.04

Customer Reference ID	
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The above amount has been deducted from your advance deposit account.

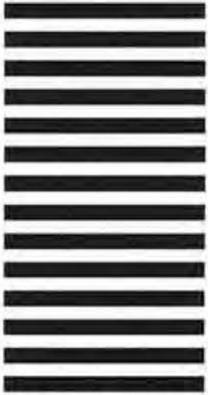
Clerk Initials: EKE



ATTN: LISA B. CHOPLIN, DBA
 DIRECTOR, 1495 & 1270 P3 OFFICE
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 707 NORTH CALVERT STREET MS P-601
 BALTIMORE MARYLAND 21298-6521

POSTAGE WILL BE PAID BY ADDRESSEE

BUSINESS REPLY MAIL
 FIRST-CLASS MAIL PERMIT NO. 17715 BALTIMORE MD



NO POSTAGE
 NECESSARY
 IF MAILED
 IN THE
 UNITED STATES



4 NOV 2020 PM 3 L

CAPITAL DISTRICT 208

I support
 the "no build"
 option

This questionnaire is for the purpose of evaluating the effectiveness of the Joint Public Hearings.

- The information presented was easy to understand?
 Good Okay Poor
- The presentation was informative and useful?
 Good Okay Poor
- The presenters responded well to my questions?
 Good Okay Poor
- Meeting information was in the language I requested?
 Good Okay Poor
- How can MDOT communicate more effectively?

MEETING LOCATION: _____

IS YOUR COMMENT RELATED TO THE DEIS OR JPA?

- DRAFT Environmental Impact Statement (DEIS)/
Draft Section 4(f) Evaluation
- Joint Permit Application for Wetlands and Waters

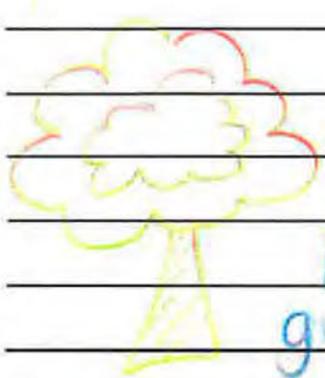
(PLEASE PRINT)

NAME: Evelyn Lear DATE: 11-2-20

EMAIL: _____

ADDRESS: _____

CITY: Silver Spring STATE: MD ZIP: 20901



Trees and
honesty are
greater than money



Do not build more beltway!
I support the no build option

MAILING LIST*: Add my name Delete my name

**Individuals who have received a copy of the Joint Public Hearing announcement through the mail are already on the Program mailing list.*

Check here if you prefer email communications only

You may use this form or complete a comment form at the Program website, 495-270-p3.com/DEIS/. Comments may also be sent via email to MLS-NEPA-P3@mdot.maryland.gov, or by mail to Lisa B. Choplin, DBIA, Director, I-495 & I-270 P3 Office, Maryland Department of Transportation State Highway Administration, 707 North Calvert Street, Baltimore, MD 21202.

Comments must be received by 11:59 PM on October 8, 2020. The public comment period may be extended 30 days. Please visit the Program website, 495-270-P3.com/DEIS, for updates.

[Close Window](#)

P.S. 3582 - C

Business Reply Postage

COST CENTER: Cost Center 23-0378-0001 BALTIMORE, MD

DATE: 11/07/20

Account Information

Account Number: 959327	Current Balance: \$131.76
Permit: BR 17715-001	Contact: DONNA JEAN DEAN
Company: MARYLAND STATE HIGHWAY ADMINISTRATION	Phone Number: (410)545-8455
Address: 707 N CALVERT ST RM LL1 BALTIMORE, MD 21202-3601	Finance Number: 23-0378
Where Issued: n/a	PO of Permit: Cost Center 23-0378-0001 BALTIMORE, MD
Comments: RACK 1 P.O. Box 717 Baltimore MD 21203	
PO of Mailing: Cost Center 23-0378-0001 BALTIMORE, MD	

BRM Invoice Type: High-Volume BRM **Opening Balance: \$132.40**

Mailing Date: 11/07/2020 **Final**
TRANS# 202031212581738BM

Letter Prices						
Line Set#	Description	Weight Not Over (Ounces)	Number of Pieces	Postage per Piece	Per Piece Handling Charge	Postage
B1	Postcards	0	0	0.350	0.093	0.000
B2	1 oz.	1	1	0.550	0.093	0.643
B3	2 oz.	2	0	0.700	0.093	0.000
B4	3 oz.	3	0	0.850	0.093	0.000
B5	3.5 oz.	3.5	0	1.000	0.093	0.000
B6	Nonmachinable Surcharge	3.5	0	0.150	0.000	0.000

Set#	Description	Number of Pieces	Postage per Piece	Per Piece Handling Charge	Postage
B128	Postage Due	0	0.000	0.000	0.000
Total Postage: 30.64					

Closing Balance: \$131.76

Customer Reference ID	
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The above amount has been deducted from your advance deposit account.

Clerk Initials: TMA

Jonathan Leby

I oppose this project and support the NO-BUILD option.

This project will destroy our quiet neighborhood, cutting through parks, local business and displacing families. It's environmental impact to our community will be devastating. Additionally, expansion of road will no longer be necessary post-COVID as more business will turn to telework versus commuting to an office.

Karen Lechter

I strongly oppose the addition of toll lanes on I-270 and I-95. I am opposed for a number of reasons including the following:

1. Some drivers cannot afford to pay to use the roads, especially at the projected prices. Even if there will still be regular lanes available and the prices will be lower than projected, this proposal creates a 2-class system for drivers. Guess who gets left out? Everyone should have the use of all lanes.
2. The trend is now for more people to work from home, thus substantially reducing traffic. There may not be a need for toll lanes at all. Any traffic studies supporting this proposal that were done even nine months ago were using the old assumptions and projections that are no longer applicable. The world has changed and we must take that into account.
3. This proposal has been rammed through the approval process with those living nearby, and who are the most frequent users of these roads, in opposition. I attended one of the open presentations about this plan and it was obvious that the presenters were not responsive to questions and comments. They had already decided to institute tolls come hell or high water.
4. If tolls are implemented, I object to giving a private company the profits from the tolls. Although the costs at the beginning are significant, as time goes by, the costs will be lower and the profits will become available in perpetuity. The people of Maryland should benefit from any profits. The county and State have excellent financial ratings. If this project must be done (although I believe it is not needed), the government should finance the program with loans and bonds and reap the profits for the benefit of the citizens.
5. Toll roads will encourage drivers to cut through the neighborhoods to avoid paying, increasing traffic and danger for nearby residents.

For these reasons and many more, I strongly object to the plans for toll lanes.

David Lee

Adding lanes to 270 is a horrible idea. It's bad for the environment and will destroy neighborhoods. Furthermore, with COVID prompting companies to accept telework on an extended and flexible basis even beyond the pandemic, it is completely unnecessary.

Douglas Lee

I oppose this project and support the NO-BUILD option. I live in Rockville and want the neighborhood to stay the same and do not want my neighbors losing their homes. Expanding the freeway will only increase traffic.

From: Paul Leistra [REDACTED]
Sent: Sunday, November 8, 2020 8:35 PM
To: MLS-NEPA-P3; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: DEIS Comment: No-Build on Planned I-495/270 Expansion

Paul Leistra
Silver Spring Resident
No-Build on Planned I-495/270 Expansion

Thank you for the opportunity to comment on the DEIS. I live at [REDACTED] Saybrook Avenue in Silver Spring. My house is approximately ½ mile from the Beltway, between the Colesville and University Avenue exits. Prior to covid-19, I took the Beltway to work every day (westbound in the morning, eastbound in the afternoon) and will do so again when my workplace reopens.

I oppose this project and support the no-build option for the following reasons:

1. MDOT SHA has failed to evaluate additional options for detailed study. It has not conducted a full analysis of public transit or routing traffic onto the ICC. This was evident from the outset of the process, as the initial parameters were set such that only one preferred option was ever possible.

We live in a time of accelerating climate change. The state of Maryland should be considering how to draw down our carbon emissions as quickly as possible, not building highways to facilitate yet more emissions. MDOT suffers from a failure of vision, defining the problem as moving cars along freeways instead of moving people from place to place. The SHA is the proverbial hammer that makes everything look like a nail.

MDOT should instead consider public transit, such as the ideas presented by M-NCPCC, and other last-mile options such as viable bicycling paths along major streets.

2. MDOT SHA has failed to consider the ongoing impact of covid-19 on traffic projections. It is highly likely that many people will never return to their offices as more workplaces migrate to remote work. The Maryland Transportation Institute projects a long-term 5-10% decrease in traffic. This will both mitigate congestion and reduce potential toll income.

Previous experiences with P3 projects in Virginia, Texas, Australia, and elsewhere suggests that taxpayers will eventually be asked to pay for revenues that are less than the vendor expected, even when those shortfalls are entirely predictable. Closer to home, the current debacle with the Purple Line is another illustration of the simple truths that a) major public construction projects nearly always run over budget, and b) taxpayers are always ultimately on the hook.

The assertion from Governor Hogan the SHA that taxpayers will not bear the \$11 billion cost of this project is farcical at best, corrupt at worst.

3. MDOT SHA has failed to analyze storm water runoff sufficiently. I live near the Northwest Branch in Silver Spring; this sensitive ecosystem, in which storm water is already poorly controlled, would be irreparably harmed by the addition of further water runoff. WSSC customers would also be asked to shoulder the burden of additional rate increases. It is impossible for me to state how much runoff would occur and the extent of rate increases due to MDOT SHA's negligence on the issue. It is simply not in the DEIS.

4. On a personal level, my five-year-old daughter suffers from asthma. We used Indian Spring Terrace Local Park regularly before covid-19 struck, though always for fairly short periods of time due to existing levels of air pollution. Indian Spring Terrace Local Park is my neighborhood's primary community gathering site, used for holiday celebrations, the chili cook-off, etc. There is not an alternative park in Indian Spring. With additional lanes, the park -- if it is not destroyed outright, which current maps suggest it will be -- would be unusable for my family.

Further, the additional pollution from additional traffic would impact my own house and backyard. This constitutes a real health concern for my family. I don't want to confine my daughter to the house because the air outside is unsafe.

The MDOT SHA has failed utterly in their core charge of improving the lives of Marylanders. As a regular commuter on I-495 during rush hour, I am well aware of the congestion issues. This project is not the answer.



Virus-free. www.avast.com

Matt Lemp

I oppose the I495-I270 project. I support the no-build option. Please don't go forward with another expensive transportation plan. We don't have the money I fear the environmental destruction it would bring, the disruption to homeowners in its path, and the further entanglement of public/private endeavors. The virus has already proved that daily commutes to and from the office are unnecessary.

From: [REDACTED]
Sent: Thursday, October 22, 2020 7:34 AM
To: MLS-NEPA-P3; aklase@marylandtaxes.gov; kumar.barve@house.state.md.us
Subject: DEIS I-495 & I-270 Managed Lanes Study

I oppose the I-495 and I-270 project. I support the no-build option.

Our family moved to Rockville shortly before the last great widening of 270. Our commutes and ability to get around town were impeded for years until the project was finished. Twelve lanes! And within a few years, congestion was again becoming an issue. The DEIS itself states that the proposed expansion will actually worsen rush hour congestion north of I-270, where 8 lanes will converge to 2.

Making more room for more cars is no longer feasible in a highly developed area such as Montgomery County and does not work. If it did, we would not still be faced with unacceptable traffic congestion in the county a mere 4 years after full opening of the Intercounty Connector, another costly, controversial and disruptive road project. While the ICC has shortened trips between certain points, it has not appreciably reduced traffic congestion on 270 or 495.

Adding lanes to solve traffic congestion introduces its own problems, documented in the DEIS...increased traffic and development; greenhouse emissions, noise and other pollutants; loss of green space, wildlife habitat, and public and private lands; decreases in property values; more storm water runoff.

The DEIS ignores almost a dozen alternatives to road widening: reversible lanes; mass transit; commuter bus lanes; stronger carpooling incentives; and dedicated funding for highways and transit that does not imperil the state's finances. In addition, as this process rolls on, the pandemic is changing business owners' teleworking and development plans and, consequently, commuting. Traffic patterns in Montgomery County will likely look very different once the pandemic subsides or a vaccine is widely available.

As a citizen, I do not believe the proposed public private partnership will be a good deal for Maryland taxpayers. Fifty year cost and toll projections cannot be trusted. The DEIS does not address the 70 miles of water and sewer pipes that would need relocation, according to WSSC, costing ratepayers \$1-\$2 billion. As much as \$1 billion in subsidies will be provided to the tollway contractor. The catastrophe unfolding on the Purple Line is living proof that private entities in PPPs have enormous leverage when a costly project is half completed and anticipated profits are diminishing. I'd rather see how that turns out for taxpayers before embarking on another massive PPP.

Tolls allow the relatively well-off to escape the negative impact of congestion. They continue to enjoy the ease and comfort of their vehicles while the rest of us sit and fume. That's inequitable and leads to anger and resentment. Interestingly, the DEIS omits rush hour toll calculations and lists only estimates of average daily rates.

It is time to put the brakes on this proposed project. Important factors are in flux. Alternatives to, and the full impacts of, this PPP are being ignored. The public input process has been designed to limit informed deliberation and participation. Maryland taxpayers deserve more.

Donna Lenahan

DEIS Appendix C, page 124

Melo PC, Graham DJ, Canavan S., Effects of Road Investments on Economic Output and Induced Travel Demand: Evidence for Urbanized Areas in the United States, Transportation Research Record, 2297(1), 163 (2012)

DEIS Chapter 4, pages 20-21 and (DEIS Chapter 4, pages 58 to 63 and

<https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u18365/Outline%20of%20Key%20Issues%20Draft%20EIS%208.13.2020.pdf>

DEIS Chapter 2, pages 38-39; the plan would provide for limited on-site mitigation of runoff; and DEIS

Chapter 4, pages 90-91 and June 8, 2020 staff memo to Maryland-National Capital Park and Planning Commission, page 10, <http://www.mncppc.org/DocumentCenter/View/14719/5d-I-495-and-I-270-Managed-Lanes-Study---DEIS-Comments?bidId=>

https://www.washingtonpost.com/local/trafficandcommuting/moving-pipes-to-add-toll-lanes-to-beltway-i-270-will-cost-up-to-2-billion-wssc-says/2020/03/12/0d0f89fe-6406-11ea-acca-80c22bbee96f_story.html

DEIS Chapter 2, pages 48 and 49

Suzanne Leonard

I oppose adding toll lanes to the I-270 & I-495 project. I support the NO-BUILD option. The other option would reduce air & water quality and increase noise. We need light rail and other public transportation, not wider highways. Tolls are a barrier to lower income residents.

From: Miguel Leonardo [REDACTED]
Sent: Monday, November 9, 2020 9:35 PM
To: MLS-NEPA-P3
Subject: Widen the beltway

I cannot reiterate the importance of addressing congestion in Maryland. As it stands with COVID and with most people working from home, the Beltway remains as congested as before. Even on weekends it's still crowded. For example, we were returning from a camping trip from Washington County on Saturday and the stretch that goes past the Old Georgetown Rd exit to my exit, Georgia Avenue was brutal. Please widen the beltway. The people are willing to pay the costs, but because part of this will be funded by a private contractor — this is a win-win for everyone.

Miguel

Sent from my iPhone

Name: Sarah Lesher

Joint Public Hearing Date: 9/3/2020

Type/Session: Live Testimony/Afternoon

Transcription:

No, I am 2797. My name is not Janet Waxman. Hello, my name is Sarah Lesher. That's spelled S-A-R-A-H, L-E-S-H-E-R, and I live at [REDACTED] Sedan Drive in the Oakview District of Silver Spring, which is a neighborhood right next to the I-495 just west of New Hampshire Avenue.

All right. I do not support the I-495 I-270 Managed Lanes Public Private Partnership P3 program, I support the No Build option. The fundamental problem with a Public Private Partnership is that the private partner is interested only in maximizing profits by minimizing costs and maximizing return. A publicly funded infrastructure program such as the highway must take into account the extra analyses, the costs to the wider community of such a project. A well-designed project will consider all the extra analyses, both for the current government regulations require a project to consider, like the ones included in this DEIS and others not yet qualified by important but important for the well-being of a community. Such effects include economic and health effects passed on to members of the community that don't benefit from and may in fact suffer from a project, including respiratory conditions made worse because the increased heat of road surfaces causes an increase in ground level ozone, nitrogen oxide and volatile organic compounds. The impact of these gases on asthma and other respiratory conditions is worse and economically challenged neighborhoods where the incidence of such diseases is already elevated. Highways are less likely to be used by the residents of such neighborhoods who can't afford the tolls and often can't afford cars, but these highways contribute disproportionately to their health problems. There is no mention of asthma in the DEIS. The heat from Los Angeles highways increases ozone 10 to 15 percent, increasing medical expenses by \$350 million dollars, and that was a calculation made in 1997. It must be much, much greater now.

At the first public workshop for the Managed Lanes Study that I attended, the first question I asked was what is the impact of removing all the trees currently on the shoulders or otherwise adjacent to these highways? They'll be replaced, I was told. Where I asked? Elsewhere in Maryland, he said. But planting trees in cities is considered to be far more effective for combating climate change than planting them in forests because the trees help with cooling, local cooling. And I'm not going to be cool by a tree planted in western Maryland. A single mature tree produces enough evaporative cooling to counteract the heating effect of eight hours of 100, 100-watts of incandescent lights. Not the cool LED 100-watt equivalent. That's enough energy to run a whole house of AC for more than 24 hours. If trees are removed over a large urban area, and the I-495 I-270 project will remove trees along roughly a 100 miles of highway. The increased need for AC can mean more electrical power. Increased heat from more pavement flanked – flanked by fewer trees, no mention of heat pollution in the DEIS. Thank you for your attention. There is a trees also manage stormwater runoff, but only if they are adjacent to paved surfaces, not if they are miles away. A truly valid DEIS, would examine the importance of all these issues. Thank you. Thank you for your attention.

From: Sarah Lesher [REDACTED]
Sent: Monday, November 9, 2020 11:24 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us;
managed.lanes@montgomerycountymd.gov
Subject: Why I support only the NO BUILD option MLS I-495 & I-270 P3

[REDACTED] Hedin Dr.
Silver Spring, MD 20903
9 November 2020

Ms. Lisa B. Chopin, DBIA Director
I-495 & I-270 P3 Office
Maryland Dept. of Transportation, State Highway Administration
707 North Calvert St.
Baltimore, MD 21201

Re: Why I support only the NO BUILD option MLS I-495/I-270/P3

Dear Ms. Chopin:

I am a resident of the Oakview neighborhood of Silver Spring, where the Roscoe Nix Elementary School, on Corliss Street, sits right next to the existing Beltway. I suspect many youngsters there, like me, have suffered from asthma. Things are bad enough with the existing Beltway. We don't need more pollution from more vehicles in the same lanes, much less more lanes. And though your group dismisses it, many studies show that induced demand from building more highways really does increase traffic. Until the earth is paved over, like Los Angeles (ever watch a traffic chase from above?) and all that impervious surface sends rain mixed with air and highway surface pollutants into our waterways, killing them, ultimately the Bay, ultimately the earth. We must change the way we live.

And the Covid19 crisis, for all the pain and loss of life and livelihood it has caused, has shown us that we can, very very abruptly, change the way we live. In a way that has drastically reduced traffic congestion. That was never considered or evaluated in the DEIS.

Nor did the DEIS try to evaluate whether Millennials and other younger generations are really going to adopt a lifestyle that has them migrating to ever more distant suburbs and then commuting back into an urban workspace.

Instead, the DEIS assumes that for the next half-century Maryland is going to continue to develop along old, 20th century lines. Did anyone know before the end of WWII and the original Levittown that housing trends would change as they did? Does the DEIS even attempt to pick the brains of futurist planners to try to discern what might be ahead?

We're facing a fiscal crisis in Maryland because of Covid19 and now because of the collapse of the Purple Line P3. I remember much earlier testimony when Secretary Slater, I believe,

admitted that to make bidding on the I-495/I-270 P3 attractive to Transurban and other private partners, it would be necessary to sweeten the deal by having the state, i.e. taxpayers, take back some of the costs. That was before WSSC belatedly acknowledged that ratepayers might be stuck with the \$2B cost of rerouting their pipes. Recently we learned that all sorts of other infrastructure exists that will be disrupted by reconfiguring these highways. As a taxpayer and WSSC ratepayer, I'm wondering when I should bail.

We need to keep all the trees that the DEIS plans to chop down – and we need them here, to help mitigate our heat and pollution and noise and other stressors. Not replaced in Western Maryland.

We need to keep impervious pavement off as much land as possible and try to get rid of it where it exists – not add more. It's critical that vegetation covered land be there to absorb rain, direct it into wetlands, let it be processed slowly, then released into waterways.

As a volunteer with the Sierra Club and other groups I read many pages, probably at least 3,000, of the DEIS, focusing on hazardous waste and mitigation of wetlands and waterways.

I believe I found at most one mention of climate change, and nothing of what that might require in the way of planning, engineering, mitigation.

Every recent weather forecast I hear words I find chilling, about how wonderful 70 degree weather is in the middle of November. I refuse to believe that meteorologists don't know what that means; I fault them for not hammering it home to their listeners.

Meanwhile my yard – you can find it by looking back on some of the rainfall maps – was one of those hit by the 6 plus inches of rain back on, I believe, September 10. Flooded my basement.

But I hate to think of all the waste flushed off by that rain and others that month from the existing Beltway into all the watersheds carefully delineated in the DEIS, including the NorthWest Branch of the Anacostia behind my house.

I remember when I met a father and son there, who, having learned that the NW Branch had been stocked with trout, had come to fish, only to see a roiling and seething mass of sediment and worse. They were in tears, not up to having me use it as a teaching moment on the need to reduce impervious surfaces.

We need to get back to recruiting fisherman and hunters to spread the word about conservation: what it really involves, if they want to enjoy the world as their grandparents did.

The DEIS does, so far as I could see, a careful job of listing known hazardous waste sites. Though I found it strange that it devoted many more pages to a former Kodak Processing Plant, █ Choke Cherry Road, Rockville, than to Joint Base Andrews and other present and former military sites.

But there was no discussion of hazardous wastes at any of the proposed sites for remediating wetlands and streams. Nor was there any discussion of the role that extreme rain events can have in mobilizing even non-water-soluble wastes, transporting them into waterways.

I could go on and on, but you've seen the endless detailed critiques, and we had only 120 days.

For the sake of black humor, sarcasm, or perhaps amusement and edification, let me give my own futuristic suggestion re one proposed mitigation site, Konterra, in Appendix N, (sub)Appendix I, Agency Meeting Minutes, RFP-1: Indian Creek & Tributaries at Konterra: "This is

the largest mitigation site currently proposed....The Konterra mitigation project proposes over 27,000 linear feet of stream and 30 acres of wetland mitigation.”

As I’m sure most of those reading this will remember, developer Kingdon Gould and Konterra were central players in another highly controversial road project, the InterCounty Connector, MD 200.

Although I lived through the history of Konterra and the ICC, I’m grateful to Eugene L. Meyer, *The Road Less Traveled*, Bethesda Magazine, September-October, 2013, for refreshing my memory. From this article, emphasis added:

“Once the highway was a given, debate centered on which route would **least damage the environment** and which would provide the best access to BWI. The route that {then Governor} Ehrlich chose in 2005 did not veer northeast toward BWI—which would have made the trip to the airport shorter—but southeast, toward **Konterra**, the long-planned, mixed-use project of developer **Kingdon Gould**, just four miles north of the Beltway off Route 1. Major construction has yet to begin, but plans call for the development to include hotels, 4,500 residential units and 5.3 million square feet of offices, restaurants and shops.”

(I note that presently there is an elegant welcoming gate with little behind it.)

“Sufficient access to the Interstate system will be critical for the Konterra property to develop into its full potential,” the State Highway Administration said in a 2004 report. That access would come by way of the ICC. **In order to build ramps from the ICC into Konterra, the state paid the development’s owners \$74 million for 240 acres. Earlier, the same land had been appraised at \$32 million, though the Gould family had challenged the lower valuation.”**

The DEIS material cited above, Appendix N, (sub)Appendix I, Agency Meeting Minutes, RFP-1: Indian Creek & Tributaries at Konterra, did not include the detailed plans for “the Konterra mitigation project {which} proposes over 27,000 linear feet of stream and 30 acres of wetland mitigation.” But it seems quite possible that the same 240 acres that Kingdon Gould sold to the state for ramps for \$74 million for the ICC/MD 200, minus the impervious pavement of the ramps themselves, is now on offer as a mitigation site for the I-495/I-270 P3 project.

“It was also reiterated that the Indian Creek and Tributaries at Konterra Wetland and Stream Mitigation site will provide significant functional uplift to wetlands and stream, and that the site is in very close proximity to the proposed impacts.” (DEIS op. cit.)

In other words, the Konterra developers, having emasculated the Indian Creek watershed on land sold to the state for the ramps to connect the ICC with I-95, are now encouraging the state to use the very same site they destroyed to mitigate the I-495/I-270 highway impacts.

Although Indian Creek and its watershed must have supported wetlands, the geomorphology is not generally promising. One site is described as containing “former sand/gravel borrow pits, which later served as a depository for washings from excavated materials. The cells are comprised of poor quality, monotypic wetlands.” {Appendix N, (sub)Appendix I, Agency Meeting Minutes} was RFP-1: Indian Creek & Tributaries At Konterra, p.2.}

The Lennar Brickyard development is on land adjacent to Konterra that was formerly the site of clay shales mined at first for iron and later for bricks.

Before that, 100 million years ago, the area was a very prosperous wetland, with vaguely ostrich-like (ornithomimid) dinosaurs crowned with feathered plumes. All this is on display in “the Konterra wetland that was: Dinosaur Park in Laurel Maryland,” illustrated with image of dinosaurs in wetland captioned “Maryland during the Cretaceous Period.”



<https://www.scientificpsychic.com/alpha/travel/dinosaur-park.html>

A modest proposal: Form a private public partnership to restore Konterra to a Cretaceous wetland complete with cloned dinosaurs. Make it a theme park. Think of the revenue that could bring in! But also traffic problems. OOps! Cancel that.

Sincerely yours,

Sarah Leshner

Cc: Comptroller Peter Franchot; Treasurer Nancy Kopp; Montgomery County Council

From: [REDACTED]
Sent: Monday, November 9, 2020 10:20 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov
Subject: I-495 and I-270 Managed Lanes
Attachments: CommentsHighwayWideningDEIS.docx

Attached, please find my comments opposing the managed lane project and supporting the No Build Option.

Regards,

Molly Lester
[REDACTED] Hillside Rd, Unit [REDACTED]
Greenbelt, MD 20770
[REDACTED]

-----Original Message-----

From: Biff LeVee [REDACTED]
Sent: Friday, October 16, 2020 1:29 PM
To: Dinne, John J CIV USARMY CENAB (USA) <JOHN.J.DINNE@usace.army.mil>
Cc: 'Biff LeVee' [REDACTED]; 'Cheryl LeVee' [REDACTED]
Subject: [Non-DoD Source] Comments: I-270 widening/Luxury lanes

Reference: USACE Application Number (NAB-2018-02152), MDE Tracking Numbers 20-NT-0114 / 202060649

Attn: Mr. Jack Dinne

As long-time residents of the New Mark Commons community, we give thanks for this opportunity to register our strong objection with MDOT about the plan to widen I-270 and add luxury lanes. Our townhouse and community will be directly affected, as we are only ½ mile from exit 5 of I-270. We don't understand why this work is needed at all at exit 5.

But we do know that widening I-270 will result in high costs:

- * Home values in both the short and long terms will decrease (during and after construction).
- * 34 homes will be destroyed and 1,500 homes affected.
- * Dozens of parks will be affected.
- * More than a thousand acres of forest canopy will be destroyed.
- * Significant taxpayer costs will increase for many years.
- * Construction congestion for years and years.

We urge you to reject this harmful project.

William and Cheryl LeVee

[REDACTED] New Mark Esplanade

Rockville, MD 20850

[REDACTED]

John J Levenson

We need less development of highways, and more mass transit. Look at history, especially the MESS Robert Moses made in suburban New York by facilitating auto travel and neglecting mass transit.

Toby Levin

I know that MDOT gathered over 2,200 public comments. The theme that got the second highest support overall was transit. Yet MDOT dropped the most-preferred options from consideration and focused only on different ways of adding lanes. This project is not supported by the evidence of what transportation changes will address the gridlock.

The top preferences from the public were:

1. Technological solutions to better manage traffic,
2. Heavy and light rail
3. Contraflow, a form of reversible lane
4. Make no changes.

I strongly oppose the I-495 and I-270 project and support the no-build option.

Toby Milgrom Levin

Beth Levine

I oppose this project and support the NO-BUILD option.

caroline levine

Dear Governor Hogan,

Please abandon plans to widen highway 270. I don't think it's going to be needed in the future. With two family members working from home during the Covid pandemic and their wish to work at home, at least partially, when things get back to normal, I don't believe 270 will be so crowded. I believe with so many workers doing fine at home, there will be a huge change in workers having to commute to offices.

Thank you,
Caroline Levine

Name: Elliott Levine

Joint Public Hearing Date: 8/18/2020

Type/Session: Live/Afternoon

Transcription:

I am Elliot Levine, E-L-L-I-O-T-T, L-E-V-I-N-E, and reside at [REDACTED] Old Stage Road in Rockville. I've had a career in air pollution and renewable energy and hold a graduate degree in environmental science and engineering. My review of the impact statement shows that in many cases the analysis is weak and that when misapplied leads to incorrect conclusions. For this reason since I believe with No Build option is the only acceptable alternative. I live a 3-minute walk from the I-270 forest buffer and the noise from the vehicle traffic is incessant now and the build alternatives would increase this noise. Regarding purpose and need, the COVID-19 pandemic's a game changer. There's no certainty office life and associated traffic will ever return. If it, if it is corrected that a reduction of 12 percent of the traffic results to acceptable congestion, there'd be no need for this highway. Therefore, don't build. Similarly, the impact statement fails to explore reasonable congestion reducing alternatives, including transportation demand measures, forthcoming technologies like synchronicities vehicles and monorail concept that are far less impactful.

Regarding potential impacts, Appendix C, page 123 shows that four of the 10 scenarios, the drive times will actually increase in the general purpose lanes. Hence the speed gained in the toll lanes are compensated by slower drive times than the free lanes. Hence the moniker Lexus lanes for this project. Regarding GHG emissions, I think the analysis is weak. It concentrates on 2025, the day the highway opens, rather than on later years when the roads are clogged again. It mentions the State for affordable fuel efficient vehicles, road railroad backed, but it does not analyze this according to the increase in GHG emissions per. The DEIS completely fails to come in compliance with the Maryland GHG emissions law requiring a 40 percent reduction of emissions by 30. If emissions increases expect the best room for GHG emissions from a new industry, any new industry as the highway gobbles up too much of the GHG allotment than this must be analyzed. The induced demand says there may be less than one percent vehicle mile travel increases. However, the analysis fails to measure the impact of those who abandon the Metro to head to work as well who abandoned existing carpools. The DEIS insufficiently accounts to the GHG impact from clogged arteries leading to the freeways that are acknowledged to occur. Lastly, the forest canopy, the impact statement doesn't say where, where they will replace. And you, as far as nor do they demonstrate where what the cost estimates for the collisions that are going to occur between deer and cars and take that into consideration. [FACILITATOR SPEAKS] All right. There are other fires mitigation plan calls for paying 45, 36 per acre instead of replanting to 6.8 million hardcovers the full societal impacts of this forest habitat destruction. Thank you.

1 MR. BING: Thank you Mr. Ross. Mr. Vaghi, I just want to
2 point out that we do have a private court reporter here as well.
3 So, you can also give your comments directly orally to that
4 person as well. You can find that person by going to the
5 registration table. Thank you.

6 Our next speaker is Richard Levine. Richard, as you come
7 up, you'll have three minutes. Again, please state your name,
8 spell your name and provide your address.

9 MR. LEVINE: Hi, I'm Richard Levine and I'm speaking on
10 behalf of the Locust Hill Citizen's Association. I have a
11 prepared statement I have put in the box. My address is [REDACTED]
12 Locust Hill Road, Bethesda 20814.

13 MR. BING: Mr. Levine, just one second. I'm just going
14 to raise the mic.

15 MR. LEVINE: I can do that without I guess poisoning
16 myself.

17 MR. BING: There. Just try to talk into it.

18 MR. LEVINE: Is that better? Locust Hill is a
19 single-family community bounded by the arc of the Beltway and
20 Rock Creek Stream Valley Unit 3 from the MD 355 Interchange
21 around to the Cedar Lane overpass.

1 Our comments focus on issues that have particular impact
2 for us. These assume that Phase 2 goes ahead in some form, an
3 outcome which we do not advocate.

4 First, there must be greater segmentation in beltways in
5 traffic assessment for alternative [9M], especially for less
6 than two-lane expansions for the beltway between the spurs on
7 the I-270 East spur and around to Connecticut Avenue.

8 Our earlier SHA comments argued against the addition of
9 two lanes on both the I-270 E spur and on the Beltway segment
10 between the spurs to prevent very lengthy merge lanes.

11 New Alternative 9M does this one better by not expanding
12 the number of lanes on the I-270 east spur at all. However, a
13 9M-type alternative should not be rejected if it is a good
14 choice, but only from the I-270 west spur around to MD 355 or to
15 Connecticut Avenue or to Georgia Avenue with a two-lane
16 expansion east of that. Failure to analyze alternate M points
17 would seem a false economy.

18 Second, SHA must require the concessionaire to conduct an
19 environmental assessment to demonstrate that its designed for a
20 given segment minimizes harm. SHA intends to grant the
21 concessionaire's significant flexibility in constructing the

1 chosen alternative. The winning bidder must thus demonstrate
2 that its final design, construction and maintenance of traffic
3 plans are the least impactful of the potential solutions within
4 the scope of the preferred alternative using an EA process with
5 the opportunity for community comment.

6 For example, the concessionaire needs to conduct noise
7 analyses with required abatements for new flyover ramps at
8 interchange.

9 Next, the EIS analyses must be modified to address the
10 reconstruction of the Cedar Lane bridge as it impacts the
11 Elmhurst Parkway Trail and Neighborhood Park. According to the
12 draft statement, all expansion is inside the Beltway. However,
13 there is no discussion whatever regarding the impact inside the
14 Beltway within SVU3 including construction and impact on
15 Elmhurst Parkway Trail within the line of LOD west of Cedar Lane
16 or on the popular playground at Elmhurst Park.

17 Importantly, Elmhurst Trail provides a bicycle commuting
18 path to NAH and Walter Reed for residents east of MD 355, its
19 recreational use has been highlighted in the press as the access
20 route used by Dr. Anthony Fauci on his long-standing lunchtime
21 runs into Rock Creek Park.

1 The EIS must include these features in the inventories and
2 provide impact minimization and commitments to preserve the
3 trail and access during construction. Thank you very much.

4 MR. BING: Thank you Mr. Levine. At this time, we don't
5 have any additional people who have signed up to provide
6 testimony. I know we had some people here who registered to
7 come in and listen which is great. We certainly welcome you.
8 But at this time, we will be in recess until I am handed a note
9 with an additional speaker who has signed up to provide
10 testimony.

11 Just so everyone knows, this public hearing will run from
12 12:00 to 9:00 tonight. However, we do have that whole time
13 broken up into five sessions. So, this session will run from
14 12:00 to 1:30 and then we'll start again at 1:30 with another
15 session and move throughout the night.

16 So, anyone who comes in the next little bit, we will get
17 them up and they will provide testimony.

18 MR. BING: Right next door on the other side of that
19 partition. Just go out the doors to your left. We do have
20 members of our project team, our technical experts there. There
21 are tables, and if you have any questions about anything in the

Ricky Levine

I oppose the widening of 270

Zachary Levine

Excess carbon dioxide in the atmosphere is leading to the rapid warming of the planet. Effects are being felt now and are expected to increase over the decades to come. The executive summary does not even mention the word "carbon". This is unacceptable. The "No build" alternative is the only option which will not vastly increase emissions during the rest of the century.

Betty Levy

I oppose this project and support the NO-BUILD option.

Betty Levy

"I oppose the I-495 and I-270 project. I support the no-build option.

From: Rob Levy [REDACTED]
Sent: Wednesday, November 4, 2020 8:50 PM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: Supporting the 'no-build' option for I-495

Dear MDOT,

I live at [REDACTED] Granville Drive, in the Indian Spring neighborhood just South of 495 in the nook between 29 and 193. Now that the leaves are falling, I can see the green exit signs on the beltway from my bedroom window. While the COVID-19 pandemic has reduced traffic, it has actually increased vehicle speeds, making the sounds even louder. I have lived here for 11+ years, and before COVID, I commuted on the Beltway every day. Currently, I have green space (the YMCA) between my house and the beltway. Interestingly enough, with being stuck at home, I spent a bunch of my summer and fall trying to work outside in my backyard. Even with the green space separation, it was loud!

Maybe its from a NIMBY perspective, but I definitely oppose Beltway widening and support the no-Build option. For me, it will only be louder, and it will also increase air pollution at my house. But less on the personal level, I also don't see the point of Beltway expansion, and especially of managed lanes.

In terms of my neighborhood. A) Indian Spring Club Estates is on the historic register. Beltway expansion could destroy it. B) there is a park and playground in the middle of our neighborhood which would be reduced in size or eliminated. C) A number of houses will, at minimum, lose their backyards. D). We don't know how storm water and neighborhood flooding will be affected.

Even while being a zillion pages already, the draft environmental impact study (DEIS) is incomplete. The DEIS study does not include all the way to Frederick which is an essential part of the plan. While the DEIS mentions new transit options including the Randolph Road BRT and the North Bethesda Transit Way, it does not take into account whether or not these projects will or will not be completed. Presumably, if these projects were completed it could significantly reduce the need for widening 270 and 495. Furthermore, neither MDOT nor other agencies have not made any commitment to these Projects. In addition, MDOT should consider other transit options beyond these projects, including the use of transit on the American Legion Bridge as recommended by M-NCPCC. I don't see the DEIS quantifying the impacts of using the ICC as an alternative to widening the Beltway. Thus, it is hard to be convinced that this study has been adequately performed.

Lastly, we have seen some drastic changes in traffic due to COVID-19. There have been significant reductions in traffic due to teleworking and this may =persist after even after COVID-19 ends. If there are enough alternatives (teleworking, fewer days at an office), and even some additional effort was made to improve the transit options, I would hope that we don't even need to widen the Beltway to reduce traffic congestion.

Thank you for considering my feedback on this.

Regards,

Rob Levy

Name: Brian Lewald

Joint Public Hearing Date: 8/20/2020

Type/Session: Live / Morning

Transcription:

Hi, everybody. My name is Brian Lewald. It's B-R-I-A-N L-E-W-A-L-D. I live in [REDACTED] Henry Avenue in Chevy Chase, Maryland. I've been living in the Chevy Chase neighborhood since maybe 2013, there are maybe about 200 neighbors. We're a very close, tight-knit community just inside the Beltway. You know, one thing I've noticed is there's been much less traffic on the Beltway recently. Funny enough, it actually ends up being more audible because the traffic is actually higher now-a-days. But the first item that I want to mention is why it is really necessary at this point. Obviously business have fundamentally changed potentially to the more remote or flexible working experience. Obviously, we probably have less traffic today than we had in the past. And then, of course, we've actually also witnessed the diversity and the impact from another P3 project, which, which didn't go very well. The second point I'll make is right now in our neighborhood over Kensington Parkway, there are no sound barriers from the Beltway. So nor are there are sound barriers on the eastbound ramp from Connecticut Avenue, which is Route 185, which actually bounds our neighborhood. What matters is if we are talking about expanding, I say there are going to be trees that are down. There's going to be negative impacts to the aesthetics in this sound mitigation. Obviously it would be a concern for us there if we are talking about expanding. It really does impact real people, real homes potentially being destroyed, real families and real lives. So I would just ask that those thought about mitigation or ways to potentially improve the people that are directly impacted versus those who are just benefiting who don't live here. Obviously my preference, number one would be to not expand, of course. So my preference is that Maryland 200 diversion alternative would be the preference of course. If we do have to expand, certainly, I would hope that we consider to make the least impact [inaudible]. So specifically, the Alternative 9M. And just think about sound mitigation, tree mitigation, [inaudible] mitigation anything to make it less unsightly and also provide some protections in the south. I would just say, let's think about the cost versus impact not just on budgets but on the people that actually live around here. And that's it. Thank you.

Kosalai Lewis

I oppose the widening of I-270. The environmental impact is devastating locally (and globally); public transit options should be exhausted prior to encouraging any increase in single vehicle use by widening lanes. This also degrades the quality of life for residents through increasing traffic, highway noise, and pollution with no regard to changes and reductions in traffic patterns subsequent to the pandemic.

From: Megan Lewis [REDACTED]
Sent: Monday, November 9, 2020 8:37 AM
To: MLS-NEPA-P3
Cc: aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us
Subject: I support the no-build option for the 495/270 expansion

I support the no-build option for the 495/270 expansion project for a variety of reasons. These reasons include

1. The DEIS itself manages to have too much information and not enough information at the same time. It is much too unwieldy for the members of the public directly affected by the negative consequences of this project to understand.
2. The world has changed dramatically since this plan was proposed. Covid-19 has permanently changed how millions of Marylanders work, especially with telecommuting. More telecommuting= less cars on 495 and 270=less capacity needed.
3. Since Maryland tax payers will be financially responsible if these projects do not meet their income goals, I believe that Maryland should wait to see how other P3 projects such as the I-66 toll road and the Purple Line fare in this new normal before exposing ourselves fiscally.
4. The environmental damage of the construction and use of expanded roads will be great. Water, air and noise pollution will increase, especially for those residents who now find their homes right next to the highway. These residents will also see a financial loss because their homes will lose value.
5. The toll on wildlife will be great. People like myself who have spent years working on cleaning up local parks and streams will see much of their hard work reversed.

These are some of the reasons I support the no-build option.

Sincerely,

Megan Lewis
[REDACTED] Bucknell Dr [REDACTED]
Wheaton, MD 20902

Robbyn Lewis

This project is a waste of our limited tax dollars. The state funds proposed should be directed instead to public transportation such as buses, light rail, etc.

From: MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>
Sent: Tuesday, November 17, 2020 11:37 AM
To:
Subject: FW: We support the no build option for all the reasons you are understating

-----Original Message-----

From: Mark [REDACTED]
Sent: Monday, November 9, 2020 2:51 PM
To: MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>
Subject: We support the no build option for all the reasons you are understating

We support the no build option.

The draft environmental statement omits serious studies of many relevant issues, and needs to be redone.

The Purple Line was and remains the taxpayer priority for lower Montgomery and Prince Georges county transportation. It will take less time to gridlock any new lanes on I-495 than it will take to build them.

None of my neighbors believe taxpayers won't be stuck -- like those in Virginia -- when unaffordable tolls are not paid to the so-called private partners -- like those in Virginia. The DEIS shows how expensive it will probably be: only fools and knaves talk about "averages" in toll-price situations. Same trick was used in Virginia, and Marylanders see where that led.

The understated loss of residential neighborhoods and parkland is a grand insult following the greater injury of 5 to 10 years of construction hullabaloo and local service interruptions. Your DEIS also gravely understates losses of amenity and property value to those just beyond the lots taken by eminent domain.

Don't do this. My family and neighborhood support the no build option.

Mark Leymaster

Silver Spring MD

From: Candice Lietzke [REDACTED]
Sent: Friday, November 6, 2020 11:32 PM
To: MLS-NEPA-P3
Subject: NO!

Dear MDOT,

The DEIS for proposed toll lanes on 495 and 270 is inadequate and many things need to be addressed before such a proposal can move forward. It reduces land, takes away from the shrinking natural world we have, and creates a huge, expensive, non permeable surface that will increase flooding issues around Rock Creek Park near the Beltway.

The whole point of this project is to alleviate traffic and make it flow more smoothly in our area, but the DEIS even says the toll lanes will increase traffic during the PM hours so what is even the point? At a minimum, this project needs to be revised and many changes need to be made, and likely even stopped completely. Don't throw away money and our environment on a project that doesn't even solve the problem it is designed to solve. This money could be better spent elsewhere, especially in a global pandemic and a growing need for public education funds.

Sincerely,

Candice Lietzke

14 year Germantown Resident

3 year Kensington Resident

Native Gaithersburg Resident

MCPS First Grade Teacher

Sent from my iPhone

eLISABETH LIGHT

To MDOT: I oppose this project and support the NO-BUILD option.

Jeff Lilley

I oppose the project and support the no-build alternative. My view has not changed after reading the executive summary of the DEIS. We need new thinking, new solutions, not more asphalt and roads. Plus, COVID will change the way we work, move, operate.

John Lindsay

I oppose this project. Numerous studies from similar potential projects in other locations have conclusively shown that adding capacity creates more traffic not less. For example see the removal of the West Side highway in NYC. As a Maryland homeowner who lives in close proximity to the 270 and who does use it daily to commute by car I oppose this project and I support a no-build option.

-John Lindsay

Shannon Lipp

I oppose the I-495 and I-270 project. I support the no-build option.

From: Rachel Lipsy [REDACTED]
Sent: Monday, November 9, 2020 11:41 PM
To: MLS-NEPA-P3
Cc: treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov
Subject: I-495 Managed Lanes Comment
Attachments: I495 Managed Lanes Comment_Forest Estates Community Association.pdf

To Whom it May Concern:

I support the no-build alternative, but only as the least objectionable of the remaining alternatives for this EIS. I question whether any alternatives would accomplish the project goals, and now whether it is even necessary. I oppose this proposed project on its current trajectory and recommend a renewed focus on improving mass transit, supporting reversible lanes, and promoting telework options to reduce traffic and support climate change mitigation efforts.

I have attached a letter from the Forest Estates Community Association (FECA), of which I am not a member, due to recently moving into the neighborhood that is the basis for the association. I agree completely with the attached letter, and believe that the current EIS alternatives were chosen poorly and with disregard for the cost and impact to local communities and the environment, as well as with disregard for the cumulative effects of the choices being made.

With COVID-19 changing the current commuter landscape and many companies embracing telework for the long-term, it's well worth reinspecting the alternatives. New alternatives should be considered that do not have the number of negative effects, or cumulative effects, on local communities and the environment.

Sincerely,
Rachel Lipsy

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Rachel Faye Lipsy  
[REDACTED]

*"If you want to build a ship, don't drum up the men to gather wood, divide the work and give orders. Instead, teach them to yearn for the vast and endless sea."*

*~ Antoine de Saint-Exupery*



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, MD 21201

November 9, 2020

RE: Opposition to MDOT's [Draft Environmental Impact Statement \(DEIS\)](#) for the proposed I-495 & I-270 Managed Lane Study

To Whom it May Concern:

The Forest Estates Community Association (FECA) is a neighborhood association located in the Forest Glen area of Silver Spring. Our neighborhood borders begin three blocks north of the Beltway at Exit 31.

FECA opposes both the substance and the process of this proposed project, including any alternatives that would widen and/or elevate the Beltway with toll lanes, and the myriad of unlawful aspects of the Draft Environmental Impact Statement (DEIS). We support the no-build alternative, but only as the least objectionable of the remaining alternatives. Of the initial 15 alternatives, none truly considered multimodal transportation options, and the remaining alternatives will do nothing to accomplish the stated project goals. Our objections include:

1. Expense: The project could require not only \$1 billion in state subsidies, but also another \$2B from ratepayers who would support the Washington Suburban Sanitary Commission's efforts to move water and sewer pipes to make way for it. This could result in increased costs to both taxpayers and ratepayers – including those who never use the Beltway.
2. Impact on local communities: Local communities like ours will be hit the hardest by this proposal. The [DEIS](#) acknowledges that roughly 1,500 properties will be affected, and up to 34 homes will have to be bulldozed completely (Table ES-2 on page ES-17). This could include several homes just south of us as well as an area next to Holy Cross Hospital through which the hugely popular Sligo Creek Trail runs (see [this map](#)). We are the ones who will face the most impacts such as increased noise and air pollution as well as increased risk of flooding and water pollution, while wealthy out-of-town commuters who can afford to pay the high toll fees reap the rewards of less minutes stuck in traffic. The proposal also will impact dozens of community resources such as schools, parks, hospitals, local business and more.
3. Impacts on the environment: There are numerous environmental concerns with this proposal. The DEIS acknowledges that the project will lead to increased particulate matter, carbon monoxide, ozone, nitrous dioxide, and greenhouse gas emissions yet it fails to adequately address how it will mitigate these concerns. This project moves Maryland drastically backwards in attempts to reduce climate pollution at a time when action is needed most.

Ultimately, FECA opposes this project and questions whether any alternatives would accomplish the project goals, and now whether it is even necessary. MDOT has failed to consider:

- a. Pandemic impacts on traffic – whether this project will even be needed once we recover from the COVID19 pandemic. Experts agree that there is much uncertainty regarding traffic and congestion in the years to follow COVID stay-at-home orders. Work from home/telework, staggered commute times, and more will all likely impact traffic in the region.
- b. Induced demand – traffic could be right back to where it is today in as little as five years after expansion of the Beltway. Expansion of highways almost never results in the desired reduction of traffic and congestion.

FECA opposes this proposed project on its current trajectory and recommends a renewed focus on improving mass transit, supporting reversible lanes, and promoting telework options to reduce traffic and support climate change mitigation efforts. A recent study by the Maryland Transportation Institute at the University of Maryland found that only a 5-15 percent reduction in cars on the road during rush hour would virtually end congestion, making any expansion pointless.

Thank you for the opportunity to provide comments, and we look forward to further engagement as MDOT carefully considers its approach to this proposed project.

Sincerely,

A handwritten signature in black ink that reads "Valerie J. Grussing". The signature is written in a cursive style with a large, looped initial "V".

Valerie Grussing  
Vice President  
Forest Estates Neighborhood Association

## Sheryl Littles

Gov. Hogan - this sounds like a selfish financial attempt to line pockets for political gain. Widening I-270 will severely impact nearby communities, homeowners and cause an exodus in Rockville. I'm a registered Democrat that voted for you I have to revisit my reasons why I did and will reconsider my choice in the next Governor elections. Widening 270 will not solve your traffic problems and why continue down this road when the new norm for then commuters will be telework? Where are the traffic jams now? What sense does this make? I'm from the San Francisco Bay Area and I know traffic This pails in comparison They have tolls and it's still a ton of traffic Who can you not say no to? Maryland taxpayers pay your salary; not your powerful political so called friends who you've made promises to Shame on you Answer the question - what sense does this make now and post pandemic to move forward???? This is not cost beneficial to ANY STAKEHOLDER

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**From:** Sheryl Littles [REDACTED]  
**Sent:** Sunday, October 18, 2020 2:12 PM  
**To:** MLS-NEPA-P3  
**Subject:** DO NOT WIDEN I-270

I have the following questions:

How is this still a project given the pandemic with respect to new work transformations?

Traffic will not be the same! It will be far less cars on the road than pre pandemic?

Whose pockets are being lined on a promise to complete this project regardless if it makes economic sense?

Federal government and corporations alike will now require/allow workers to telework keeping traffic light.

What will be the impact to homes that align I-270? Does Gov. Hogan care. He said no homes would be impacted. I hope that promise is kept!

Again this is a huge waste of taxpayers' money. This is NOT LOS ANGELES OR SAN FRANCISCO (from which I hail) - now that's traffic.

A concerned homeowner!!!

Thank you!

Sent from my iPhone

## Elizabeth Litton

I say NO to toll roads on I-270 and I-495. If MD really needs more money, then the legislature and Governor should use some of their outrageous salaries.

Ivy Liu

I oppose this project and support the NO BUILD option.

Traffic jams on I-270 north will be WORSE. Taxpayers must subsidize the tollway contractor and pay up to \$2 billion to move water and sewer lines.

The project steals park land and is bad for our air, water, and climate. It will impact 1,500 homes and destroy 34. It will destroy nearly 1,500 acres of forest canopy. It will put taxpayers and WSSC customers at risk for 50 years.

Sandra Lizarazo

I oppose the I-495 and I-270 project. I support the no-build option.

## Kristen Llobrera

I oppose the I-495 and I-270 project. I support the no-build option. The proposed "luxury lanes" will only add traffic to the area and tear our neighborhoods apart. We need a sustainable solution, not an even bigger road.

## Joan Lobato

I totally oppose adding new lanes to I-495 and I-270. My development backs up very close to 495 and I would hate to see what little is left of our landscape.

## Shaun Lodowski

Please stop trying to subsidize wasteful suburban single family housing with huge ugly highways that destroy neighborhoods. Road widening has been proven over and over again to do nothing to reduce traffic. Please invest this money in badly needed public transport.

## Deirdre Lofft

I do not support the 270/495 expansion. The noise is already abhorrent and the expansion will not help. I have lived in Old Farm/North Farm area most of my life. I have worked in MD, DC and VA and have witnessed all of the "expansions" There positive impact does not support the negative that comes with them.

I support the NO BUILD option.

## Patricia Long

I am writing to submit my strong objections to the I-495 and I 270 expansion in any form. I support the no-build option. I have concerns regarding the environmental impacts of the expansion -- both in terms of the damage it will do to existing waterways (we live near and hike in the Northwest branch area) as well as the detriment to our air quality. (My grandson now lives in our neighborhood). I have lived in Montgomery County for my entire life. As a resident, I am strongly opposed to altering our quality of life to make it more convenient for others to speed by our neighborhood. The traffic noise is already too loud. Given the recent work from home trend that many expect will continue long after the pandemic, I think this expansion is unnecessary and unwarranted. Thank you for hearing my concern.

Patty Long

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**From:** Nancy Longo [REDACTED]  
**Sent:** Thursday, October 22, 2020 1:43 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** I-495/I-270 luxury lane expansion

I am writing to strongly & urgently oppose the widening of I-495 & I-270 with the addition of toll lanes.

The P3 plan for Montgomery & Prince Georges County promises to alleviate traffic jams by using an algorithm that raises and lowers the toll according to the amount of traffic. However, the algorithm must have a threshold that guarantees a return of investment for the private developers. In real practice, the tolls remain too high for nearly all regular commuters.

I witnessed the failure of this strategy first hand. I accidentally traveled the PPP HOV/toll lanes into Northern Virginia after crossing the American Legion Bridge on I-495 during rush hour. The VA HOV/toll lanes were nearly empty and travel speed met or exceeded the speed limit. However, the traffic on the adjacent non-toll lanes was crawling bumper to bumper, traveling under 30mph. I was surprised to witness such a huge discrepancy in the traffic volume between the adjacent non-toll & toll lanes. I now understand that this result is not unique to our area. Multiple studies have proven that the P3 plan simply does not work!

I prefer to see the preservation of park land, environmental protection, increased use of public transportation and overall reduction in the number of cars on the road with the noise & pollution that accompanies it. I fear the tax burden that will be placed on homeowners like myself

and increased congestion on collateral roads, such as Connecticut Ave which is already congested.

I have not seen origin/destination studies that might facilitate our understanding of the traffic demands in MoCo & PG Counties.

Nancy Longo

**Voicemail Testimony added to file on Oct. 23, 2020**

**Name:** Francisco Lopez

**Joint Public Hearing Date:** 8/20/2020

**Type/Session:** Voicemail

**Transcription:**

Good morning. My name is Frank Lopez. I live at [REDACTED] Sutherland Road in Silver Spring. I'm okay with the HOT lanes going from Wilson Bridge to 95. I'm okay with the lanes going from American Legion Bridge to the spur and up 270. I do not agree with the lanes going from the spur around Connecticut, Georgia, New Hampshire to 95. I think if you were to put signage as you come over the American Legion Bridge directing people to Baltimore via 270 and Route 200 you would take a lot of the long-haul truckers which creates most of the problem off that section of beltway and you could also get the money on Route 200 from an underused highway. That way you wouldn't have to do the cost per mile to do the work from the spur to 95 is so much more than the rest of the construction. You could save that cost and you would still make the cost you would make money on the extra vehicles on Route 200. I'd like to talk to you more about it. You can call me at [REDACTED]. Thank you.

## Sandra Lora

Widening the beltway is not a good idea. Nor is having toll lanes. To relieve the traffic on the beltway and surrounding roads, 95 needs to be extended/built from the beltway in College Park to University of Maryland, and beyond to 95 South in Virginia. I believe that was the initial plan many, many years ago.

## Dominique Lorang

The I-495 & I-270 Managed Lanes Study makes sense ONLY if the American Legion Bridge is expanded. Otherwise it is a waste of tax payers money since the traffic will back up as it is doing now at the bridge no matter how many toll lanes you put in. SO PLEASE EXPAND THE AL BRIDGE

## Adeline Louie

Dear Delegates of the MD General Assembly,

Thank you for that excellently expressed letter to Ms Choplin. That the administration still continues to sell us such a bill of goods and attempts to pull the wool over our eyes is shameful. If I were a schoolteacher and the DEIS were an assignment, it would certainly get a D, for incompleteness, poor research, and not following directions. DEIS authors, go stand in the corner and think about what you've done.

Larry Loza

I oppose this project and support the NO-BUILD option.

Nanese Loza

I oppose this project and support the NO-BUILD option.

# Michael Lucy

I oppose the 495/270 expansion. I support the no build option for a multitude of reasons. Here are just a few:

This enormous DEIS is both much too long for proper comprehension, and deficient in the information that is really important to the public who, please be reminded, are the ones the project is ostensibly meant to serve.

This DEIS is written for another period that we may never again see in our lifetimes. Covid itself has made the DEIS irrelevant to current conditions, but the DEIS is being pushed ahead right now, in a time of unprecedented uncertainty.

We know that the people on the ground who live here will be collateral damage in what amounts to a war on our communities. We have lived here and have accommodated ourselves to existence along side these urban highways that have cut us off from communities and services on the other side. We have lived with the noise, the vibration, storm runoff, the dirt that comes from dirty air, for a very long time. But we have loved our homes and our neighbors and all that a cohesive community provides to make a good life for families. This expansion will take all that away. Those disadvantages I referred to will now all become unbearable for us. And we will lose precious-to-us woods, playgrounds, open space, fields, recreational facilities, in our case YMCA with its pools, its own fields and open space, firehouse, wildlife, and much more. The air will become dirtier, our health will become worse. There will be more flooding than ever. And that's from the time when it is finally finished. We know there will be years of construction before that that will be a nightmare for all of us. We know what the people near the Purple Line suffered during construction, and this project dwarfs that one.

That is why we support the no build option, and ask that you face up to the need to start over. Don't continue on this path to misery for us. We matter. The environment matters. Our economy matters. Stop now and don't waste any more money. Focus on finishing the Purple Line and leave the highway expansions alone for now.

Jo Ann Lynch

I (we) oppose this project and support the NO-Build option. Thank you for your immediate attention to this request.

## Michele Lyons

I live in Southern Maryland but commute via the Beltway and 270. We need more public transportation, not more traffic lanes. It's better for the environment, less expensive, and causes fewer accidents. I wish there was a reliable way for me to get to work via public transportation, but the buses only run during certain hours and instead of going directly to Metro, go into downtown D.C., adding to the commute time.

## Andrew MacIntire

I am opposed to the plan for managed lanes for both I-270 and I-495. I would prefer and support the no-build option.

I am primarily opposed to any plan that allows private companies to profit from public infrastructure by garnering the tolls. I'm not opposed to tolls, but would prefer that any such revenue goes to the state, rather than some private company. I hate the thought of the public taking the risk and bearing the inconvenience so that a few can profit from our need. I'm also not convinced these managed lanes will have the intended effect of ameliorating traffic conditions, except for those few who can afford the tolls. The whole project seems like it is not conceived with the best interests of the people in mind.

Helsie Mack

I oppose this project and support the NO-BUILD option.

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**From:** Carol Macknis [REDACTED]  
**Sent:** Monday, November 9, 2020 12:18 PM  
**To:** MLS-NEPA-P3  
**Subject:** Comments on DEIS

First, let me say that I am a resident of College Park and live within one mile of the Capital Beltway (I95/I495). I am opposed to the addition of toll lanes to the Beltway and support the No Build Alternative.

It is not clear how the I95/I495—US 1 intersection will be rebuilt. The project will increase the traffic on US 1 which already is a major problem. I don't see anything in the plan to address the increased traffic congestion on that road and other intersections. In addition, the assumption that the Greenbelt Metro interchange is a full interchange is incorrect and currently there are no funds for making this a full interchange.

If this project is done, I firmly believe that I will suffer from air and noise pollution which will deteriorate my quality of life. Although my property does not adjoin the area directly impacted by this project, I have survived cancer twice and would not want to deal with cancer a third time because of the addition of these toll lanes.

The project will result in increased vehicle exhaust, pesticide use, noise, loss of tree canopy and construction traffic. This will have a major and unacceptable impact on the Polish Club property as well as all neighborhoods in the area with serious concerns about human health (e.g. asthma, COPD, and cancer) due to loss of the buffer wall and application of pesticides needed to maintain storm water ponds. The impact on wildlife would be major if this project continues. I strongly oppose the acquisition and disturbance of this property

The destruction of trees to build these lanes is totally unacceptable. Environmentally, trees are one of the best items to fight pollution and should not be destroyed to implement a totally unnecessary project.

There is no mention of the many pipes and cables which could face major disruptions by this plan. WSSC has already stated that the \$2 billion cost for them to move pipes would be passed onto its customers. The other companies impacted would most likely follow WSSC's example and pass any cost onto its customers.

Since the pandemic, the transportation habits have dramatically changed. A full study of the impact of the pandemic needs to be done to understand the impact BEFORE any decision to proceed with this project.

Carol Macknis  
Resident of College Park, MD



## Thomas Maddox

Will not the citizens of Maryland pay for project with our tax dollars? I understand the need for relief of traffic congestion but there has to be a less costly option. I am not clear on the need for a toll road.

## Eric Madsen

Although my home will most likely not be taken by this project, my home and my family would be adversely affected by Beltway expansion. After reading a number of reviews of the DEIS by various group on both sides, I have come to the conclusion that the I-495 & I-270 Managed Lanes Project should be scrapped. From my review it is clear that the environmental impacts, such as loss of green space, greatly increased storm-water run off, increased carbon emissions, increased noise, and other negative environmental impacts of this project are not being taken seriously. On top of the negative environmental impacts, it is obvious to me that the cost of the project is being grossly underestimated. It is time to stop paving to address traffic, and invest in alternative modes of transportation. It is time to completely fund and finish the Purple line instead of pursuing needless Beltway widening.

Thus, as a Maryland tax payer, homeowner and voter, I oppose the widening of the Beltway.

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**From:** Garine Magary [REDACTED]  
**Sent:** Tuesday, September 8, 2020 1:06 PM  
**To:** 495-270-P3  
**Subject:** Public Comment

Dear Ms. Choplin and staff,

I currently live behind 495 in Bethesda. Here the noise and air quality are already compromised. Construction of and maintaining 4 lanes of traffic will exacerbate existing poor air and noise conditions.

I therefore support a NO BUILD alternative.

According to the DEIS, the project will increase carbon monoxide, nitrous dioxide, and ozone. However, the DEIS fails to fully analyze the highway expansion's effect on air quality and increased air pollution. In fact, data from Maryland government agencies have shown that air quality is improving during the covid-19 pandemic due to a decrease in traffic. Transportation is the leading source of greenhouse gas emissions in Maryland. The Maryland Greenhouse Gas Reduction Act sets a goal of cutting globe-warming pollution by 40% by 2030. Putting more cars on the road works against that goal and will further exacerbate climate change. The DEIS does not identify any plan to mitigate greenhouse gas emissions.

The DEIS also notes that there would be an increase in the concentration of toxic dust from construction activities during the projected five years of construction. (chapter 4, page 158). Silica construction dust can be in the air up to 1 mile from the construction site. Nearby schools, parks, and homes will be affected by the dust from road widening and rebuilding. When inhaled, dust particles can penetrate deep into the lungs causing respiratory distress and illnesses such as lung cancer, asthma, and emphysema.

So not only are you proposing to encroach and take land from homeowners, you are putting these taxpaying citizens (children to seniors and everyone in between) at increased health risks with degrading air quality. Saving 5 minutes travel time surely cannot be worth that human risk.

Sincerely  
Garine Magary  
[REDACTED] Broad Brook Dr  
Bethesda, MD 20814

**Name:** Garine Magary

**Joint Public Hearing Date:** 8/18/20

**Type:** Voicemail

**Transcription:**

Good morning. My name is Garine Magary and I live at [REDACTED] Broad Brook Drive in Bethesda, Maryland 20814.

Um - My first comment is that this whole plan is completely antiquated and irresponsible. This is an opportunity to change the course for the better, for the longevity of our population, the local economy, the environment, and more. Um - You can look to European and dense US cities. What do they invest in? It certainly is not wider roads. It's trains. It's different modes of transport. You have to really put your thinking caps on and not just build, build, build. Number two - the Coronavirus. I don't understand why this is even still a consideration when much of the area is still working from home and probably for the foreseeable future. Companies are realizing that is manageable and even more productive than having people come into school - I'm sorry - come in to work. Even if school were to open next year, it still would not fill the roads and it's just not responsible for Maryland to do this. Number three - the Purple Line. This is a complete foreshadowing of what will happen with this P3 Project. The Purple Line is unfinished because of a financial dispute. Who pays this bill? The taxpayers do - and this huge sum of this Project is not going to go unpaid by people who live in Maryland. This is just irresponsible financially. Also, people who claim to be using these tolls will routinely - routinely go out of their way to avoid these tolls. If they are high and unmanageable to pay for, who is going to pay for these? No one will be taking these roads. Number three - sorry - Number four - Water Management. Have you accommodated for the intense rain fall that is the norm for summers in DC? I don't think you have. Current drainage is problematic all along 495, especially Rock Creek, and when you remove the ground that absorbs that water, where does all the new water go? And it's the same in the wintertime. If we have melting snow or an ice storm - all that water needs to go somewhere. So, the surrounding roads and the trails flood - and this will only be exacerbated by building more lanes. Number five - Where are your plans to restore the old canopy of trees that line the Beltway now and what about other environmental disruptions that will happen. Will you move quickly and accurately to resolve these - or will you push them under the rug and not deal? Number six - Noise Walls. Right now, we live behind the Beltway right now and it is loud. Probably about 20 decibels above recommended average noise levels. What are your plans to re-establish noise absorption and deflection? This needs to be a hard commitment - not a potential - that we need to have this in concrete writing to the residents who... [recording ends].

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**From:** Garine Magary [REDACTED]  
**Sent:** Tuesday, September 8, 2020 1:33 PM  
**To:** 495-270-P3  
**Subject:** Public Comment

Dear Ms Choplin and staff,

I am writing to implore you to seek alternatives to addressing our transportation problems that do not involve building more roads. It is an antiquated solution to a modern problem. I support a NO BUILD alternative.

Various environmental problems are associated with more cars on the road (more exhaust, more chemicals in the air and in our bodies). As you know, the DC suburbs are very densely populated -- there is simply not enough room to squeeze in 4 lanes without destroying neighborhoods, schools and necessary green spaces.

What happens when these lanes all fill up in a few years? Will SHA build more lanes? So we will have a 24 lane highway? The big question for SHA and for Maryland is when will there ever be enough roads? Enough is enough. 270 is already 12 lanes.

Adding toll lanes will only benefit those who choose to pay the tolls and can afford the tolls. What happens when no one is paying these tolls and the concessionaire demands lost revenue? Who pays that? The state is watching the fate of the purple line with a critical eye.

And lastly, you are ignoring a large younger demographic. This younger generation is not driving. Many are not rushing to get their driver's license. They prefer to live closer to public transport and seek alternative commuting methods. They are seeing the world change -- natural disasters because of climate change which is all linked to increased use of fossil fuels.

Take this opportunity to bring Maryland to the future, to invest in its longevity. This highway expansion is just an expensive bandaid that benefits no one. Take a moment to see the big picture.

Sincerely,  
Garine Magary  
[REDACTED] Broad Brook Dr  
Bethesda, MD 20814

**Name:** Garine Magary

**Joint Public Hearing Date:** 8/18/20

**Type:** Voicemail

**Transcription:**

Hi, this is Garine Magary again.

I got cut off. I guess my comments are too long. Part two - Noise Walls. It is loud right now with about 20 decibels above the recommended average noise - and I would like to know concrete plans to re-establish these noise walls. Um - A suggestion or a possible promise are not enough. This needs to be in writing and it needs to be guaranteed to the residents who line this massive roadway. And my last point - the disruption. Historic homes and neighborhoods line the Beltway now - they have been here before the existing Beltway was built in a 60's. Expanding the Beltway will destroy the vitality and spirit of these neighborhoods. Playgrounds, basketball courts, and green spaces will be bulldozed and because there's not a lot of land to spare, they will not be replaced. So what are the kids and the residents of these areas supposed to do? I would like to know these questions answered. Thanks for your time.

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**From:** Garine Magary [REDACTED]  
**Sent:** Thursday, August 13, 2020 2:58 PM  
**To:** 495-270-P3  
**Subject:** DEIS comment

Dear Mrs. Choplin and staff,

I am writing to comment on the DEIS of the proposed plan to expand 495 and 270.

I have not read through the 18,000 pages but I have listened to several meetings where it has been digested and picked over with a fine comb. There are several issues that need addressing:

1) noise walls -- it is loud right now (10-20 db above recommended average noise levels) -- what are your plans to reestablish noise absorption and deflection? This needs to be a commitment to the residents who will have to listen to construction and then the aftermath of more cars that will flood the roads.

2) what are your plans to restore the century old lush canopy of trees that line the beltway now?

3) water management -- have you accommodated for the intense heavy rainfall that is the normal for summers in DC? Current drainage is problematic along 495, especially Rock Creek. When you remove ground that absorbs some water, where does all the new water go? Similar situation in winter with melting snow... where will all this water go?

4) Coronavirus -- why is this even still a consideration when much of the area workforce is working from home for the foreseeable future? Even if schools reopen next year, that still does not warrant an \$11 billion project to expand roads that will be empty. It seems fiscally irresponsible for the state of MD to commit to this project given the current state of the world. NOT to mention the purple line is sitting unfinished.

I look forward to your response or addressing these issues in future meetings.

Sincerely,

Garine Magary  
[REDACTED] Broad Brook DR  
Bethesda, md 20814

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**From:** Garine Magary [REDACTED]  
**Sent:** Sunday, August 16, 2020 5:46 PM  
**To:** MLS-NEPA-P3  
**Subject:** No build

I am writing to state my concern for the P3 plan of widening 270/495 in Maryland.

I live in Bethesda behind 495 right before the 270 spur. We have lots of beautiful old trees and are part of Rock Creek. Any additional lanes will bring more traffic, increase pollution and increase noise disturbance to make life miserable and unhealthy. We already hear the beltway incessantly, this would make it worse.

I SUPPORT A NO BUILD.

Use the existing roadways (as you are doing) to increase lanes.  
Try reversible lanes.  
Give incentives for staggering commutes.

MDOT SHA must evaluate additional alternatives for a detailed study, including public transport, which will deliver us into the current century. Don't get left behind!

Sincerely,  
Garine Magary  
[REDACTED] Broad Brook DR  
Bethesda, MD 20814

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**From:** Garine Magary [REDACTED]  
**Sent:** Tuesday, August 18, 2020 1:16 PM  
**To:** MLS-NEPA-P3  
**Subject:** No build

I am writing to state my concern for the P3 plan of widening 270/495 in Maryland.

An huge unaddressed part of this plan includes the northernmost section of 270 where it whittles from 6 lanes to 2. If there are to be 8 lanes that go to 2 that would for sure slow things down for commuters.

How are you addressing this problematic section of the highway with your plan?

Sincerely,  
Garine Magary  
[REDACTED] Broad Brook DR  
Bethesda, MD 20814

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**From:** E Magin [REDACTED]  
**Sent:** Monday, November 9, 2020 12:48 PM  
**To:** MLS-NEPA-P3  
**Subject:** Proposed I-495/I-270 Expansion

I oppose this project (Beltway/270 expansion) and support the NO-BUILD option, for many reasons:

- It is likely that the P3 tollways would increase, not decrease, traffic congestion on the Beltway, I-270 and surrounding roads. That is inevitable, because toll lanes aren't profitable without traffic jams in the "free" lanes.
- I oppose expanding I-495 into Rock Creek, Sligo Creek, and Greenbelt parks, and other environmental resources. Such expansions would further stress our parks and stormwater runoff management - problems that can not be mitigated by buying up streams in far-away parts of Maryland.
- The loss of tree canopy and additional vehicle exhaust would increase community health concerns, such as a child's asthma.
- Describe how the project may negatively impact your property or community spaces you use such as parks, schools, churches, recreation centers.
- Maryland taxpayers would likely be liable for a huge portion of the cost of this project. The current plan already involves a billion dollars in state money and will likely boost water/sewer fees by as much as \$2 billion to move pipes out of the way. (P3 toll lanes around the nation have a long track record of overestimating profits and needing taxpayer bailouts).

Elizabeth Magin  
[REDACTED] Normandy Drive  
Silver Spring, MD 20901

## Francesca Maier

The DEIS fails to fully consider climate change, environmental justice, equity, sustainability, and resiliency. When these issues are adequately addressed, the only outcome that can be considered is disinvesting from road assets and reallocating investments to transit and active transportation.

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**From:** Diane Makuc [REDACTED]  
**Sent:** Monday, November 9, 2020 3:31 PM  
**To:** MLS-NEPA-P3  
**Subject:** Comments on Draft EIS on I-495 and I-270 plan

I am writing to comment on the draft I-495 / I 270 expansion Environmental Impact Statement. I have lived in the Wyngate neighborhood which is close to the Old Georgetown Rd exit of I-495 for more than 30 years and hear beltway traffic noise in my neighborhood.

I DO NOT not support the I-495 / I-270 expansion and support a no-build option that does not worsen noise and air pollution for area residents.

A preferred alternative should not be chosen until the true monetary and environmental costs are known. MDOT SHA must evaluate additional alternatives for detailed study including public transit, Transportation Demand Management telecommuting, that weren't considered in depth.

Sincerely,  
Diane Makuc  
[REDACTED] Conway Rd.  
Bethesda, MD 20817

## Christine Malich

I oppose the I-495 and I-270 project. I support the no-build option.

This project has the potential to burden Maryland taxpayers for a long time to come. The toll lanes have not worked in Virginia. Can we not learn from their debacle and save our state? We need to use tax revenues for Covid related issues, education and a myriad of other issues that are going to weigh on this state's finances.

As more people work from home or become unemployed, there will be less need for expanded highways. They also contribute to climate degradation.

You know this is not the time to take on such a huge project.

Please think before you go forward.

## Charles Mallory

One thing about this area is that the speed limit is too low. 55mph just doesn't cut it. Most people are driving 60-65mph and that is where the problem lies. Drivers see a cop and have to break the speed and that impacts the cars behind them and around them. 65mph is not a big deal for the number of lanes on the two roads.

The county seems to think the only solution is to bring revenue into the county. Many are already struggling and are just getting to work. We can't pay for your precious fees for express lanes. I don't see my comment making a difference because my solution doesn't generate income for the county.

## Maureen Malloy

Thank you for the opportunity to comment on the DEIS. I do not believe that it addresses the full range of negative impacts the proposed highway expansion may have on the environment, health and communities of MD. The DEIS fails to address how this proposed project fits into the MDE Climate Goal Plan (still in draft form from 2019) to reduce greenhouse gas emissions by 44 % by 2030. The expansion of the highways will do more harm than good to Marylanders-Adding more cars to our highways means additional emissions, and poorer air quality, and in no way moves us forward toward meeting Maryland's stated climate goals. I strongly oppose moving forward with the project until this issue is addressed.

**Name:** Elizabeth Malone

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Live Testimony/Morning

**Transcription:**

My name is Elizabeth Malone. E-L-I-Z-A-B-E-T-H M-A-L-O-N-E. I live at [REDACTED] Mansfield Road, Silver Spring. I live near downtown Silver Spring and within a mile and a half of two Beltway entrances/exits. I oppose the addition of lanes on the I-270 and I-495 interstates and support the No Build option. My main negative comments about, the about the project are about, can be summarized under the heading of narrowness. First, the narrowness of thinking that produced a project focused solely on adding lanes to interstate highways that are already difficult to drive on and to maneuver on. The problem statement seems to be how to add lanes, not to, for example, enable people to get to work, which would be a more societally helpful kind of problem to look at. And since the solutions are so narrow, no wonder the build options are so similar in results. Other options, of course, exist, such as approving improving traffic flow on secondary roads, enhancing public transportation – there are brief mentions of the Intercounty Connector and Purple Line, but that's about it. And alternatives such as bicycling, better coordinating bus services to actual commutes people want to take and ensuring that buses run on time, encouraging work anywhere. Arrangements providing appropriate housing close to job sites, which would entail some urban and suburban planning. Any or all of these might work better at less cost than a project that promises years of construction disruption and environmental impacts. And do we really believe that it will only be five years and it may ease traffic for a few years until more cars come as they do inevitably in these types of projects, and clog the interstates again. Moreover, there is little attention to uncertainty in the future. There is only one scenario of the future. There are no uncertainty bands around the projected impacts of having lanes. So you get the feeling that the, you know, there's a certainty about this, about this, that there really, that really doesn't exist. Another objection involves the literal marinus of thinking that the quarter mile on each side of the interstates will be enough to analyze for impacts. Feeder roads to both the exits that I live close to often has substantial lines of vehicles waiting to get through stoplights and so on to get to and from the Beltway. So these are kinds of some serious quality of life, quality of life issues that need to be analyzed thoroughly and I would like to see them analyzed like that in the Final EIS.

## **Elizabeth Malone**

My name is Elizabeth Malone; I live near downtown Silver Spring and within a mile and a half of two Beltway entrances/exits. I very much oppose the addition of lanes on I-270/I-495 and support the No Build option.

My main negative comments about this project focus on narrowness. Foremost is the narrow thinking that produced a project focused solely on adding lanes to interstate highways that are already difficult to drive and maneuver on. (No wonder the "build" options are so similar in results.) The problem statement seems to be HOW to add lanes, not, for instance to enable people to get to work--which would be a useful societal goal. I see no evidence that other options were considered, such as improving traffic flow on secondary roads, enhancing public transportation (except for brief mentions of the InterCounty Connector and the Purple Line) and alternatives such as bicycling, better coordinating bus service to actual commutes people want to take and ensuring that buses run on time, encouraging work-anywhere arrangements, and providing appropriate housing close to job sites. Any and all of these may work better at less cost than a project that promises years of construction, disruption, and environmental degradation (do we really believe it will only be five years?) and that MAY ease traffic for a few years--until more cars come, as they will inevitably, to clog the interstates once again. A narrow focus leads to a narrow set of options.

Moreover, the DEIS has only one scenario of the future and one specific set of numbers from calculations about what each option will accomplish re goals such as reducing congestion. This is contrary to good practice, since the one thing we know about the future is that it is uncertain. And yet no uncertainties are discussed and no uncertainty ranges are given, either for the scenario or projected results. And then there's the literal narrowness of thinking that went into the DEIS--the quarter mile on either side of the interstates project.

Where I live, traffic backs up substantially during the rush hours into the neighborhoods. Dale Drive, Sligo Creek Parkway, and other feeders to Colesville Road and Georgia Avenue often have substantial lines of vehicles waiting to get through stoplights so that they can get onto the Beltway or get going away from the Beltway after they exit. I am pretty sure that this is not an unusual situation near other on/off ramps. Yet I see no consideration of the worsening traffic snarls and delays in communities should the interstates carry more traffic. These are some of the serious quality-of-life kinds of issues that need to be analyzed thoroughly (i.e., not just gestured at).

The Study Purpose and Need indicated a singular focus on interstate highway expansion, but such a Purpose and Need is empty without an articulation of the societal problem(s) being addressed. In my oral testimony, I suggested an alternative formulation; here I suggest, "How can the state improve transportation routes and other conditions under which people get to job sites?" Yes, this brings in broader questions and analyses--but it also points toward creating multiple societal goods, such as the ability to live closer to where jobs are performed (and working at home), improved bus service (not just bus rapid transit, but also surveying people to learn what routes support actual commutes, better scheduling and on-time arrivals, etc.), transportation services that support child care needs, and other people-centered changes, rather than just facilitating speedier trips on interstate roads. Such an effort would gain broad support across the area.

Although Alternatives 2 (transportation systems management), 14A (heavy rail), 14B (light rail), 14C (bus rapid transit), and 15 (a dedicated bus lane) are listed in the alternatives, they are given short shrift in the actual analysis--screened out, along with Alternatives 3, 4, and 5 (only one additional lane, as opposed to alternatives with two additional lanes). This is so even though adding multiple lanes to the interstates is, like those screened-out alternatives, insufficient in itself to lower overall traffic congestion. The Final EIS should account for insufficiencies in ANY one-shot "solution"--especially if an improved Study Purpose and Need are adopted.

The DEIS is flawed in that it only uses one scenario of the future. As the future is inherently uncertain, a business-as-usual scenario is only one of many ways that the future will unfold. My own research field, global climate change, clearly illustrates this; as technical and social experts understand more about conditions and trends, the future will change from what is expected. Therefore, a range of scenarios is needed to analyze the impacts of various interventions. The Final EIS should expand its range of future scenarios. One inclusion should be a reduction of traffic on I-495 and I-270 as a result of increases in work-at-home arrangements, as spurred by the Covid-19 response. Such a possibility is only mentioned in the text and quickly dismissed because a model doesn't exist. Can no model be modified to account for fewer drivers rather than more? My experience indicates that models can be modified.

Chapter 3 shows benefits for most alternatives except the No Build alternative; however, a cost-benefit analysis is missing, i.e., what would we pay for each alternative and is it worth the cost? And the discussion demonstrates the value of alternative scenarios of the future, since the text simply adopts or does not adopt consideration of various proposed projects that will impact traffic on the interstates. Assumptions should be questioned and the results of assumptions being wrong should be detailed.

If I read section 3.3.6 correctly, the text evaluates arterials but not local roads that feed into the direct access roads to the interstates. However, the knock-on effects extend into local streets and neighborhoods in communities with schools and other rush-hour activities that put people on those streets and adjacent sidewalks. These effects should be discussed and quantified to the extent possible.

Chapter 4's restriction of the affected area to one-quarter mile on either side of the interstates woefully understates the impacts that would radiate out from increased traffic on those interstates. Traffic, noise, viewsheds, etc. are discussed only in the most general terms. Here is a sampling of phrases that indicate analyses have not really considered the impacts on people living in adjacent areas:

"may require"

"potential relocation"

may be unacceptable"

"may be positioned closer to surrounding land uses"

"impacts to visual resources would be detectable but localized"

"The section on wetlands and waterways is the best section; it takes environmental protection seriously and documents serious impacts.

And the breezy statement, "since the managed lanes would generate toll revenue, the costs would be recouped over time" raises more questions than it answers.

Chapter 5 details the processes and jurisdictions for evaluation but is remarkably short on detail. What are the current uses and values associated with each affected property and--most important--what is the proposed impact and its mitigation?

Either no one has done the hard work on this or that information has been ignored in the writing of this chapter.

FOR ALL CHAPTERS: Every table should spell out its acronyms in the notes directly underneath the table.

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**From:** Andy Manale [REDACTED]  
**Sent:** Monday, November 9, 2020 9:03 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.maryland.state.us  
**Subject:** Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

Dear Sirs/Madams:

I wish to express my concerns with the draft environmental impact statement for I495/I270 tollway expansion. The analysis overestimates the benefits of the proposed tollway for the following reasons: 1) local demand for beltway travel has and can be further reduced through public and private programs to permit and encourage work-at-home, as proven by the emergency measures imposed as a result of Covid 19, and 2) the analysis fails to consider reductions in traffic demand on the Beltway through improved management of traffic flow on the Intercounty Connector (ICC), i.e., pricing reductions to increase use of the latter. Local traffic on the Beltway between Virginia and Prince Georges County clearly declines with more people working at home as evidenced by recent events. Distant travel, which is less affected by this policy, can be partly diverted to the ICC when traffic volumes become excessive through a lowering of the ICC toll price, as opposed to the current pricing policy. With a lower benefit estimation compared to even the current estimate of cost (which most likely underestimates the real cost of the project through diminished public welfare from noise and local traffic congestion and diminution of environmental quality from air emissions and precipitation runoff), the proposed 495 tollway expansion becomes untenable.

Thank you for the opportunity to comment.

Andrew Manale, MPP, MS  
[REDACTED] Wire Ave, Silver Spring, Md, 20901

I am a retired environmental analyst from USEPA.

Sent from my iPad

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**From:** Sriharsha Mandava [REDACTED]  
**Sent:** Monday, November 9, 2020 10:22 PM  
**To:** MLS-NEPA-P3  
**Cc:** akase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** NO BUILD OPTION

I Support the NO BUILD OPTION!

495 expansion would not only be devastating the neighborhoods and park systems around the beltway, but it's also an unnecessary and short-sighted thinking to expand this highway just as more effective and progressive ways to deal with congestion are coming about. As our society and technologies advance there is less need to have massive lanes of highways for automobile traffic. The pandemic has made it clear that the number of cars on the road are clearly unnecessary and people are putting a greater emphasis on life balance and quality of life regained by limiting the use of cars and being instead able to work from home a larger portion of the week. This includes flexible schedules that would change traffic to low-use times.

It is an unnecessary and unmitigated expense that the governor is proposing with his colleagues and the PPP that is planned to back this will become a burden on our communities in terms of air pollution, water and soil pollution from heavy metals and toxins in auto exhaust and waste produced from roads/highway construction and maintenance, and finally noise pollution and a loss of peace for the neighborhoods and families that keep this area thriving. Ultimately the community will pay with their health and their tax dollars for an ineffective and unnecessary project.

I Support the NO BUILD OPTION! Find more long-term solutions that promote real progress for ou

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**Sriharsha Mandava**

MBA Alumnus, University of Michigan  
[REDACTED]  
[REDACTED]

## Janice Mandel

I oppose the I-495 and I-270 project. The noise and disruption to our neighborhood would make it less than it is when we purchased. I support the no-build option.

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**From:** D Maniac [REDACTED]  
**Sent:** Friday, August 28, 2020 3:33 PM  
**To:** MLS-NEPA-P3  
**Subject:** Environment

I grew up in Maryland and i watched with my own eyes a beautiful state being dug up and sold to corporate interests. We need nature to breathe period! The solution to projects like these are simple. Stop building more [REDACTED]!

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**From:** Juli Mann [REDACTED]  
**Sent:** Monday, November 9, 2020 10:20 PM  
**To:** MLS-NEPA-P3  
**Cc:** managed.lanes@montgomerycountymd.gov; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Support for No-Build option on I-495/270 expansion and widening

To the Maryland Department of Transportation:

I would like to state my support for the No-Build option on the proposed expansion and widening of the Beltway and I-270. I live at [REDACTED] Sutherland Road in Silver Spring and I am in the direct sight lines of the proposed project. My neighborhood already burdened with health impacts due to the Beltway. Both air and noise pollution are a constant problem.

The proposed expansion would result in substantial and irreparable impacts to the communities, park lands and historic properties along and near the Beltway. On the current map of the project my backyard is marked to lose a significant amount of property. Property that is currently landscaped with native plants and trees for birds, pollinators and insects. Loss of parkland and tree cover due to the expansion will have a significant impact wildlife, increase habitat fragmentation, and harm plant species in addition to negatively impacting the health and environment of the area.

The Draft Environmental Impact Study (DEIS) and other analyses indicate that the expansion would negatively impact the local community, Maryland taxpayers and local ratepayers. Other serious issues related to the expansion include:

- The Washington Suburban Sanitary Commission (WSSC) estimated that it would cost \$2 billion to move water and sewer pipes due to the project, more than double the original estimate from MDOT (See *Washington Post* article of March 12, 2020 at [https://www.washingtonpost.com/local/trafficandcommuting/moving-pipes-to-add-toll-lanes-to-beltway-i-270-will-cost-up-to-2-billion-wssc-says/2020/03/12/0d0f89fe-6406-11ea-acc8-80c22bbee96f\\_story.html](https://www.washingtonpost.com/local/trafficandcommuting/moving-pipes-to-add-toll-lanes-to-beltway-i-270-will-cost-up-to-2-billion-wssc-says/2020/03/12/0d0f89fe-6406-11ea-acc8-80c22bbee96f_story.html)). The state has not identified how the costs will be paid. WSSC has identified that it could significantly raise their ratepayers water bills, possibly as much as 277% over the next 40 years.

- Maryland has not yet identified any estimates on moving underground utility pipes and fiberoptic cables that would be required with the expansion project. On October 28 Maryland Matters identified a list of nearly two dozen companies that have buried assets under the expansion area and I-270. See Maryland Matters at <https://www.marylandmatters.org/2020/10/28/labyrinth-of-pipelines-and-cables-could-face-major-disruption-by-highway-plan-and-who-would-foot-the-bill/>.

- The DEIS identifies that upwards of \$1 billion in state subsidies may be needed to complete the project.

- P3 projects are not profitable or good business. The Purple Line has significantly run over budget and demanded state funds to proceed with the project. The Purple Line is approximately \$755 million over budget and the development consortium has walked away from the project. The DEIS identifies that under high cost and high interest rate scenarios, every single alternative will run a deficit between \$482 million to \$1.01 billion (Table 2-6). Taxpayers will be burdened with those costs.

--The Transurban Group Annual Results FY 2013-2020 shows that the Northern Virginia I-495 Express Tollway has never been profitable. It has lost as much as \$134 million in FY2014 and \$64 million in FY2020.

- Alternatives such as using the Intercounty Connector (MD 200 or ICC) as a Beltway bypass were summarily dismissed without proper investigation. The National Capital Planning Commission recently identified this issue. See Maryland Matters at <https://www.marylandmatters.org/2020/10/02/federal-planners-push-back-at-hogans-plan-to-add-toll-lanes-on-beltway-270/>.

In addition to the above concerns, it is important to note that the COVID-19 pandemic has affected traffic in our area. Traffic is significantly reduced. Companies are finding the telecommuting is a viable option and could very well use that to reduce real estate and operating costs. Traffic may not return to pre-COVID levels. A recent study by the Maryland Transportation Institute at the University of Maryland found that only a 5%-15% reduction in cars on the road during rush hour would virtually end congestion. See Maryland Matters at <https://www.marylandmatters.org/2020/08/14/analysts-more-telework-change-in-habits-could-dramatically-ease-congestion/>. It is worth investigating if the expansion will be viable if even a small percentage of people switch to telework, as is the case.

There is no point in wasting taxpayer money and destroying the lives and property of Maryland citizens for something that may be a giant boondoggle. Privately owned, for profit toll lanes would not resolve the traffic issues. Profit toll lanes are there to increase traffic in order to increase revenue.

I support the no build option for the I-495/270 expansion project because the proposed construction has not been shown to merit the cost in property loss, environment and habitat damage, and increased air and noise pollution, and burden to the taxpayer.

Thank you,  
Juliana Mann

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**From:** Kristina Mann [REDACTED]  
**Sent:** Sunday, November 8, 2020 10:22 PM  
**To:** MLS-NEPA-P3  
**Subject:** I support No Build on 495

Hello, my name is Kristina Mann and I live at [REDACTED] Sutherland Road in Silver Spring MD. I support the no build option for the Beltway because it will directly impact my home, community and the environment.

I am a gardener and have spent the time I've lived here creating a backyard that helps support wildlife. Currently, on your map that shows this project about 32 feet of my backyard will be taken. That means the destruction of many mature evergreen trees, native deciduous trees and shrubs and habitat that many birds, pollinators and insects rely on.

I also rely on the trees and shrubs to help control the noise which is already extremely loud and never ending. Also, because of the traffic we have a dust problem from all the pollution. The beltway expansion would make the noise, dust and environmental problems much worse.

The Covid pandemic is a game changer. More people are working from home and companies are going to let them continue to do so even after Covid is under control. This means less traffic on the road.

P3 projects are also a bad investment for citizens because time after time (Indian Toll road, Pocahontas Parkway, Sh-130) we end up paying for the road with our taxes and bailing out the private companies. The most recent example is the Purple line debacle!

Greenhouse gases and the environment is an very important issue that is a major topic and problem we must solve before it's too late. By expanding the beltway and 270 it will help exacerbate this problem and do significant harm that we will not be able to undo. Please do not make this mistake.

Kristina Mann

**Name:** Lynn Marble

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Live Testimony/Evening

**Transcription:**

I'm Lynn Marble, L-Y-N-N, M-A-R-B-L-E. I live at [REDACTED] Azalea Drive in Rockville. I'm opposed to the P3 project that would add toll lanes to I-270 and I support the no build option. My home is just a stone's throw from 270 and I've lived there for 27 years and I've followed the saga of the P3 project closely. I think the addition of toll lanes obviously was a foregone conclusion and so-called public outreach activities have been pretty much pro forma and that the fate of the project can turn on a dime based on the whims of one public works board member strikes me as absurd. Lots of people more knowledgeable and more articulate than I have time and again spelled out fact based arguments against proceeding with this project. For me, one argument stands out the folly of undertaking massively disruptive and intrusive changes in densely populated areas south of 370, instead of first implementing far more straightforward fixes north of 370. But at this moment in time, the strongest reason for not proceeding with this project is the pandemic. No one knows what work life will be like in the foreseeable or distant future. No one. What possible sense can it make to proceed with a project that doesn't take into account probable changes in commuting patterns? And why add to the turmoil of the pandemic by starting highway construction work that will disrupt thousands of lives and cause traffic chaos. MDOT Secretary Greg Slater, when he was asked how soon we would see toll lanes on 270, said the important thing here is not the detail, but providing congestion relief to Marylander's as quickly as possible with the least amount of disruption to their lives. That's great, except I disagree with the first part of his statement. Details are important. People live in the details and it's in the details that communities and neighborhoods and individual citizens will suffer if the state moves forward with this project. I urge you to abandon the P3 for more sensible options, and I wish I could demand that at the very least, you pause the project while we deal with the pandemic and its aftermath. Of course, I can't demand. I can and will vote. But I can implore you to let common sense in the public interest, not politics, prevail in this issue. And I just wanted to mention that I mistakenly left my comments on voicemail because I couldn't get through to the option for getting on the queue. So please forgive the duplication and and thank you for your time. Bye.

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**From:** Lynn Marble [REDACTED]  
**Sent:** Sunday, October 4, 2020 2:54 PM  
**To:** MLS-NEPA-P3  
**Cc:** kumar.barve@house.state.md.us; aklase@marylandtaxes.gov  
**Subject:** I-270 toll lane proposal, Draft Environmental Impact Study: Comments

FROM:  
Lynn Marble  
[REDACTED] Azalea Drive  
Rockville MD 20850  
[REDACTED]

I oppose the I-270/I-495 toll lane project and support a no-build option for addressing commuter traffic congestion.

My Rockville home is a stone's throw from 270. I have been worrying about the toll-lane proposal since I first learned of it in summer 2018: Could I lose my home to eminent domain? Could my elderly mother tolerate the construction noise? How would this affect our neighborhood – the little shopping center at the corner, the Senior Center, nearby parks and schools, trees, wildlife?

But love of neighborhood (call it NIMBY if you must) doesn't drive my opposition to this project. Here are some things that do:

- According to the DEIS findings, toll lanes will save only a smidgen of time for those who can afford to use them and will actually worsen the commute for most drivers. That's a lousy return on a risky investment.
- Contrary to Governor Hogan's promise, the project likely WILL cost taxpayers plenty. (In fact, it already has.)
- Why impose construction chaos on people who are struggling to cope with the co-vid pandemic and its aftermath?
- Why undertake this enormously intrusive, disruptive project—especially in a densely populated area -- before trying simpler, less onerous fixes? It defies common sense.
- Why barrel ahead with a plan that never envisioned changes in commuting patterns that surely will linger long after the pandemic has waned? That one actually mocks common sense.

The DEIS findings broadened my arguments against this project and deepened my opposition to it.

Transportation Secretary Greg Slater once stated that "it's the system that counts, and getting there can be painful." But if "getting there" disrupts entire communities, it's a good indication that the envisioned system is deeply flawed. And if it is, those responsible need to have the wisdom and courage to go back to the drawing board.

Sincerely,  
Lynn Marble

## Daniel Marcin

This entire mess could be avoided if you would just toll all the lanes of the highways. You would only have to charge probably \$1 to \$2 per trip to see serious cost reductions, and variable tolling depending on congestion would see serious declines.

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**From:** Daniel Marcin [REDACTED]  
**Sent:** Thursday, September 3, 2020 6:17 PM  
**To:** MLS-NEPA-P3  
**Subject:** Do toll, but do not expand

Hello. I'm Daniel Marcin, an economist living in Wheaton, MD. I am calling today to suggest a different course of action. Instead of this plan, which will take land, pave over it, and toll only new lanes, we should not add lanes to either I495 or I270, and we should toll the lanes that already exist. To clarify, I am saying that there should not be expansion, but that there should be tolls.

Federal policy does allow for tolling in certain circumstances. Robert Kirk of the Congressional Research Service has written "Tolling US Highways and Bridges," giving a summary of federal policy on tolling, in CRS publication R44910, last updated August 2017. Additionally, the US Department of Transportation solicited tolling conversion projects in the Federal Register at 82 FR 48878 on October 20, 2017. DOT's register notice included a summary of several tolling options available to the States. They include the Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP), conversion of free bridges to toll bridges, and the Value Pricing Pilot Program (VPPP), formerly known as the Congestion Pricing Pilot Program.

The state should abandon plans to expand and should instead look to toll the existing lanes under these existing federal authorities. For example, the state could toll the American Legion bridge, or participate in value pricing for the entire length of these highways. Clearly the governor agrees that tolls are effective; they encourage carpooling, they create an incentive to change the time of travel if tolls are variable, and they discourage unnecessary highway trips.

In the WMATA 2020 budget, Metro announced plans to set fares based on a rate of \$0.33 per mile at peak hours, and \$0.22 per mile during off-peak hours. By comparison, the cost per mile of highway travel in this state is \$0 per mile, or possibly 1 to 2 cents per mile if we consider the gas tax. This plan continues the free ride for highway users, when instead, this state should end it.

Thank you.

--  
Daniel Marcin  
Economist

[REDACTED]  
[Homepage](#)

**Name:** Daniel Marcin

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Live Testimony/Evening

**Transcription:**

Hi, I'm Daniel Marcin, D-A-N-I-E-L M-A-R-C-I-N. I live at [REDACTED] West Chester Drive, Silver Spring, Maryland 21902 or Wheaton, if you like. Hello, I'm Daniel Marcin, economist living in Wheaton, Maryland. I'm calling today to suggest a different course of action. Instead of this plan which will take land, pave over it until only new lanes. We should not add lanes to either I-495 or I-270, and we should toll the lanes that already exist. To clarify, I'm saying that there should not be expansion, but that there should be tolls. Federal policy does allow for tolling in certain circumstances. Robert Kirk of the Congressional Research Service has written 'Tolling U.S. Highways and Bridges' and a number of other publications giving a summary of federal policy on U.S. tolling in CRF publication R 44910, last updated August 2017. Additionally, the U.S. Department Transportation solicited tolling conversion projects in the Federal Register at 82 FR 48878 on October 20, 2017. DOT is registered notice included a summary of several tolling options available to the states. They include the Interstate System Reconstruction and Rehabilitation Pilot Program, ISRRPP, which was the program that the solicitation and the Federal Register was for, but also conversion of free bridges to toll bridges and the Value Pricing Pilot Program, VPPP, formerly known as the Congestion Pricing Pilot Program. The state should abandon plans to expand and should instead look to toll the existing lanes under these federal authorities. For example, the state could toll the American Legion where participating value pricing for the entire length of these highways. Clearly, the governor agrees that tolls are effective. They encourage carpooling. They create an incentive to change the time of travel, if tolls are variable and they discourage unnecessary highway trips. For comparison WMATA 2020 budget, Metro announced plans to set fares based on a rate of 33 cents per mile at peak hours and 22 cents per mile during off peak hours. By comparison, the cost per mile of highway travel in this state is zero dollars per mile or possibly one to two cents per mile, if you consider the gas tax. This plan continues the free ride for highway users when instead this date should end it. I want to thank all the panelists. I really appreciate that everybody can sit through 13 hours of hearings multiple times, so I thank all the panelists who are listening and I yield my time. Thank you.

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**From:** Daniel Marcin [REDACTED]  
**Sent:** Friday, October 16, 2020 2:11 AM  
**To:** MLS-NEPA-P3; aklase@marylandtaxes.gov  
**Subject:** Do toll, but do not expand

Hello. I'm Daniel Marcin, an economist living in Wheaton, MD. I am writing today to suggest a different course of action. Instead of this plan, which will take land, pave over it, and toll only new lanes, we should not add lanes to either I495 or I270, and we should toll the lanes that already exist. To clarify, I am saying that there should not be expansion, but that there should be tolls. Under the options presented, I suppose that this means that I support the "no build" option.

Federal policy does allow for tolling in certain circumstances. Robert Kirk of the Congressional Research Service has written "Tolling US Highways and Bridges," giving a summary of federal policy on tolling, in CRS publication R44910, last updated August 2017. Additionally, the US Department of Transportation solicited tolling conversion projects in the Federal Register at 82 FR 48878 on October 20, 2017. DOT's register notice included a summary of several tolling options available to the States. They include the Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP), conversion of free bridges to toll bridges, and the Value Pricing Pilot Program (VPPP), formerly known as the Congestion Pricing Pilot Program.

The state should abandon plans to expand and should instead look to toll the existing lanes under these existing federal authorities. For example, the state could toll the American Legion bridge, or participate in value pricing for the entire length of these highways. Clearly the governor agrees that tolls are effective; they encourage carpooling, they create an incentive to change the time of travel if tolls are variable, and they discourage unnecessary highway trips.

Also of note, the House of Representatives recently passed HR2, which would allow interstates to establish congestion pricing on existing lanes without the current additional requirements. If passed by a new Congress and signed by a new president in early 2021, we can just toll all the existing lanes and not buy land to clear it of trees and pave it over. See [this CRS report](#) for more.

In the WMATA 2020 budget, Metro announced plans to set fares based on a rate of \$0.33 per mile at peak hours, and \$0.22 per mile during off-peak hours. By comparison, the cost per mile of highway travel in this state is \$0 per mile, or possibly 1 to 2 cents per mile if we consider the gas tax. This plan continues the free ride for highway users, when instead, this state should end it.

Thank you.

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Daniel Marcin  
Economist

[REDACTED]  
[Homepage](#)

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**From:** Gail H. Marcus [REDACTED]  
**Sent:** Friday, October 16, 2020 4:55 PM  
**To:** MLS-NEPA-P3; Lisa Choplin  
**Cc:** Treasurer@treasurer.state.md.us; pfranchot@comp.state.md.us;  
governor.mail@maryland.gov; senator@cardin.senate.gov; jamie@jamieraskin.com;  
marc.elrich@montgomerycountymd.gov; susan.lee@senate.state.md.us;  
ariana.kelly@house.state.md.us; marc.korman@house.state.md.us;  
sara.love@house.state.md.us; [REDACTED]  
managedlanes@montgomerycountymd.gov;  
councilmember.friedson@mccouncilmd.lmhostediq.com; Carol;  
Councilmember.Albornoz@montgomerycountymd.gov; Councilmember Friedson;  
Councilmember.Glass@montgomerycountymd.gov;  
councilmember.hucker@montgomerycountymd.gov;  
Councilmember.Jawando@montgomerycountymd.gov;  
councilmember.katz@montgomerycountymd.gov;  
councilmember.Navarro@montgomerycountymd.gov;  
councilmember.Rice@montgomerycountymd.gov;  
councilmember.Riemer@montgomerycountymd.gov; MCP-Chair@mncppc-mc.org  
**Subject:** Comments on I-485 Managed Lane DEIS Study

Lisa B. Choplin, DBIA  
Director, I-495 & I-270 P3 Office  
Maryland Department of Transportation State Highway Administration  
I-495 & I-270 P3 Office

Dear Ms. Choplin:

I am writing to express my strong opposition to the ill-considered plan to widen I-495 with the addition of “managed lanes.” This proposal is so misguided on so many levels that it is difficult for me to articulate my concerns succinctly. Here are some critical points that I believe are not getting sufficient consideration:

- The world has changed a lot since the pandemic started earlier this year. In particular, more people are working from home. With currently available technology and the experience we are gaining that shows that remote work can function, it is highly unlikely that the world will return to the “old normal” once the pandemic passes. The smaller number of commuters we can expect after the pandemic will drastically reduce the need for widening the highway.
- Even before the pandemic, the economics of this proposed plan were dicey. A lot of commuters would just not be able to afford the predatory rush-hour pricing that often kicks in on these types of lanes. And even people like me, who could afford it if we want to, tend to fight the idea of being coerced to pay for something like this. I would go out of my way to find another route or leave extra travel time rather than pay “demand” pricing, which can be exorbitant.
- Either one of these factors means that the project is unlikely to draw the kind of revenue that has been assumed. Both these factors together guarantee that the project is destined to be an unmitigated economic disaster. And that means that we, as taxpayers, will be footing the bill for decades to come.
- Either one of these factors also means that congestion on the “free” part of the highway will increase significantly, and congestion on alternative routes will increase. Both these factors together mean that congestion on the free part of the highway and on neighboring roads is likely grow substantially, resulting in long periods of gridlock and even longer commuter delays than we have now.

- And longer periods of cars sitting and idling in stalled traffic will increase pollution near the path of the Beltway and neighboring roads, and spew more carbon emissions into the atmosphere.
- Furthermore, the plan for this highway expansion has been done with absolutely no consideration for the impacts on neighborhoods, on irreplaceable historic sites, and on scarce public parkland. If any Beltway project is undertaken—even if it is a more sensible plan—it can and should be done with a greater sensitivity to the people and places around it. Noise barriers near homes and businesses should be standard and a commitment should be made at the outset of the project to build them in all populated areas; the decision should not be left to some undefined decision-making process by the contractor later in the process. Elevated entrance and exit ramps should be used only in less populated areas, not right behind someone’s home; where ramps are needed in populated areas, they should at the very least be built at ground level. Serious efforts should be made to avoid parkland and historic sites. And drainage impacts should be addressed at the start of the project and mitigation measures should be incorporated into the plans.
- And finally, the process for developing this plan made absolutely no effort to look at other options. Not everyone has a car. Younger people today are less interested in having automobiles. Older people probably should drive less. Yet no effort was made to look at the possibility of public transportation to serve the population along this route.

Even though I live in one of the communities that will be adversely impacted by this project, I am objecting on broader grounds, and not simply the interests of my community. After all, I understand the need for an adequate infrastructure to support our society, and an adequate infrastructure includes meeting transportation needs. And I know that the Beltway can grind to a halt in rush hour, even now. But this plan will not alleviate rush hour traffic. It will exacerbate it. This plan will not make money, or even be self supporting. It will put us in debt for decades. This plan will not contribute to other societal goals, such as reducing pollution and carbon emissions. It will make them worse. This plan will not accommodate people who don’t drive. And this plan will destroy communities and unique historic treasures that cannot be recovered.

I find it appalling that our leadership is pressing so vigorously to promote a plan that has so many fundamental flaws, and has made no effort to address the legitimate concerns of the public. At this point in time, given that no other alternatives have been suggested or evaluated, I call for a temporary pause on this process until the pandemic ends and its long-term impacts on traffic have been assessed. And if, at that time, there still appears to be a need for improved transportation, I call for a consideration of all options, including mass transit. And if the decision still ends up being that I-495 should be expanded, I call for a fundamentally different approach that puts the financial risk on the contractors and does not saddle the taxpayers of the State with decades worth of debt; that revises the design to reduce the impact on homes, businesses, historic sites, and public parks; and that addresses drainage and noise issues for communities bordering the highway from the outset.

Sincerely,

Gail H. Marcus  
█ Cypress Grove Lane  
Cabin John, MD 20818

# Bruno Margerin

I oppose this project and support instead the NO-BUILD option.

The impact on neighborhoods in the corridor is simply too high, at the noise level (Faster speed and more lanes), pollution and aerosols level.

It contributes global warming, by additional Co2 emission and by cutting trees removing carbon capture.

The solution is not more lanes, which encourage sprawl, it is better urban planning and work condition which reduce the need to commute up and down 270.

With the Covid Pandemic, telecommuting entered the work culture. People working from home do not commute to work

# Bruno Margerin

I oppose the I-495 and I-270 project. I support the no-build option.

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**From:** Gennady Margolin [REDACTED]  
**Sent:** Sunday, November 1, 2020 9:21 PM  
**To:** MLS-NEPA-P3  
**Subject:** I-495 and I-270 project

To whom it may concern:

I oppose the I-495 and I-270 project. I support the no-build option. There are many arguments against expanding the highways, and the few that seem to be in favor are actually questionable given current circumstances.

Expansion will cost an enormous amount of money and I am certain that taxpayers will have to cover some of the unforeseen and substantial "side effects" of this expansion, like recently reported issues with relocation of underground infrastructure, rebuilding bridges etc.

Another factor is that wider roads will simply attract more drivers, as previous experience shows. I am in favor of reversible lanes - they too might eventually attract more drivers but this is a much smarter and cheaper way to achieve the same result. I also think that public transportation should be the top priority. In general, there should be incentives to companies and government agencies to open their businesses and offices up north towards Frederick so that people would not have to travel towards DC for work.

However, it is becoming more and more evident with the current coronavirus crisis that future employment and place of work might change substantially for many people in the region, across the country and in the whole world. Telework will become more widespread and lead to reduced traffic. Until we settle into the new routine it seems to me extremely unwise and shortsighted to rush this highway expansion project.

Sincerely,

Gennady Margolin  
Rockville, MD

## Maurice Margulies

I am for the "no build" option. I have seen road building, both I-495 and I-270, and the widening of I-270. Each time there is widening, particularly referring to I-270, traffic flows more easily for a while and then we get to the same stop and go traffic situation. Widening just gives people the impression that people can live anywhere and get to where they want in reasonable time. So people live further and further out.

Incorporating a private-public partnership looks like a good deal at first. But that is only if the private party obtains the expected/promised return. If not, the public is there to bail the private party out. The original reason for the public-private aspect of the project is because borrowing the funds required would negatively affect Maryland bond ratings.

I believe 38 to 65 properties in my area will be affected depending on the build option chosen. I am sure noise increase will directly affect the location of my residence.

## Gary Maring

I support the I-270 and I-495 Managed Lane proposal and urge moving ahead. The American Legion bridge an I-495 to I-270 all the way to Frederick should be first priority. The bridge is most critical to the region and interstate interconnectivity to Virginia and its managed lane system. For the I-495 portion, I would recommend trying to avoid home taking by elevating or depressing the managed lanes and fitting them within the current ROW in the Georgia Avenue area.

## Tami Mark

When other states and countries, are expanding public transportation, bike lanes, and greenspaces, Maryland has decided to return to the 1940s and 1950s and pursue an environmentally and fiscally irresponsible highway expansion. It's the 21C, we need to make 21C investments in broadband access, clean energy, and our ailing metro. I encourage you to read Robert Caro's book on Robert Moses which has scary echoes to power grab that Hogan is pushing today and resulted in crime infested, decaying cities that took decades to bring back to life.

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**From:** David Markert [REDACTED]  
**Sent:** Monday, November 9, 2020 10:30 PM  
**To:** MLS-NEPA-P3  
**Subject:** Comments on DEIS for Proposed Beltway/I-270 Expansion

I live with my wife and 3 children in the Old Farm neighborhood, which is located just south of Montrose Road and adjacent to I-270. I fully support the comments submitted by Ed Rich, President of the Greater Farmland Civic Association. The noise from the current traffic on I-270 is overwhelming in our neighborhood, especially during the winter months when there are no trees on the leaves to dampen the sound from the road. The P3 project would exacerbate the noise problem, while doing little to solve the traffic problem and nothing to improve the environment. The Draft EIS does not adequately address these issues. Furthermore, we don't need more lanes. Numerous studies have shown that more lanes bring more cars and more traffic. And to what end? If we're lucky, maybe a savings of 7.9 minutes of commuting time. That is a miniscule benefit compared to the noise pollution, air pollution, and loss of forest area, to name a few impacts. The math doesn't add up—the negative impacts outweigh the benefits. There needs to be a much more in-depth analysis of increased tele-commuting, light rail, and Bus Rapid Transit, to name a few alternatives. How many record increases in global temperatures do our leaders need to see before they'll do something to actually address climate change. Every action counts. Every little bit we do to reduce pollution helps. Unfortunately, the proposed expansion of the beltway and I-270 would increase pollution. The P3 Managed Lanes study should be scrapped.

David Markert  
[REDACTED] Farmland Drive  
Rockville, MD 20852

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**From:** Benjamin Marks [REDACTED] Sent You a Personal Message  
**Sent:** Wednesday, July 22, 2020 5:09 PM  
**To:** 495-270-P3  
**Subject:** Extend the I-495 and I-270 comment period to at least 120 days

Dear Lisa Choplin,

I would like a complete evaluation of the noise impact of this expansion. The current noise from 270 is already unbearable (and I live a quarter mile from the roadway) and needs to be addressed. Adding lanes is sure to exacerbate the nuisance. I think walls are imperative to protect our communities, and I'm frankly baffled that our leadership cares more about their development chums than the voters' health they are supposed to protect. No expansion unless the health of our community is the number one consideration! Otherwise our beautiful green landscape will start to look like Dallas and LA, which still have terrible traffic problems by the way....

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.?

Sincerely,

Benjamin Marks  
[REDACTED] Carr Ave  
Rockville, MD 20850  
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lindsey Mendelson at Sierra Club at [REDACTED] or [REDACTED]  
[REDACTED]

## David Markowitz

I oppose the I-495 and I-270 project. I support the no-build option. I have three concerns with this project: 1) the pandemic will cause permanent change to behavior and I do not believe a large capital investment of either tax payer dollars, citizen disruption, or tolls is worth it at this point given the changing work pattern; 2) widening the roads without widening the on-ramp / off ramp exits greatly limits the benefits of widening 270/495 - its just moving congestion around and is not worth the trouble; 3) our resources and time should be spent on better public transportation and trying to better urbanize and lessen overall vehicle traffic

# Benjamin Marks

I have two big concerns:

- 1) As a concerned resident: 270 is already too loud and a barrier is needed and missing just north of exit 6. New plans must include sound barriers.
- 2) As a concerned tax payer: It is obvious that Pandemic telework is likely to become permanent. We should wait to see if TW makes new lanes unnecessary. Why dump a fortune into a road no one will use.

## Diana Marmelstein

I oppose the I-495 and I-270 project. I support the no-build option. The pandemic is a game changer and will drastically reduce the need / business case for Commuting / working in an office 5 days a week. We are going to see a switch to virtual workforce in many industries... . Don't spend our taxpayer dollars on luxury toll lanes.

## Lucinda Martin

I oppose this project and support the NO-Build option. The environmental damage is too great. The number of homes impacted and the 34 destroyed, plus the damage to parks and destruction of trees is not worth a small traffic modification. In addition, the COVID-19 impact on commuting has not even been evaluated. With more jobs moving from office space in downtown and around the beltway to working from home, there will be less commuting, and no need for a project that is already out of date. There are numerous instances of the public-private partnerships blowing up - when the toll revenue does not meet the expectations of the private group or the low bidder finds out they have massive cost overruns and want more money the state does not want to give them. See the collapse of the Purple Line - an expensive and foolish boondoggle - as an example. Save money and your elected and appointed positions by making the right choice to NOT BUILD this monstrosity that is not needed and not worth the damage it will do to our neighborhoods and the environment. Global Warming is NOT a hoax

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**From:** [REDACTED]  
**Sent:** Monday, November 9, 2020 2:29 PM  
**To:** MLS-NEPA-P3  
**Subject:** i am opposed to the widening of 495 and 270

my name is martha martin, i have lived at [REDACTED] whippoorwill lane in north bethesda for over twenty years - and i would like to see the NO BUILD option exercised!  
we don't need any more single driver cars! we don't need more emissions! we don't need more noise!

respectfully submitted,

Martha Brown Martin, MD

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**From:** Jeremy martinich [REDACTED]  
**Sent:** Tuesday, October 6, 2020 4:12 PM  
**To:** MLS-NEPA-P3  
**Cc:** kumar.barve@house.state.md.us  
**Subject:** Comments on Draft DEIS

To Whom It May Concern,

**I'm writing to state that I oppose the I-495 & I-270 toll lane project for the following reasons.**

- The DEIS does not adequately address local road issues (e.g., traffic on feeder lanes, ramps).
- The DEIS states an 8-lanes to 2-lanes bottleneck will actually worsen rush hour congestion on I-270 north.
- The DEIS ignores enhancing public transit with more commuter buses and other transit systems.
  
- All build alternatives include tolling, with profits going to the contractor.
- Toll lanes benefit only those who can afford the high tolls.
- The DEIS omits rush hour toll calculation and lists only estimates of average daily rates.
  
- DEIS financial analysis reveals taxpayer subsidies of \$482 million to \$1 billion will go to the developer.
- The DEIS ignores that 70 miles of water and sewer pipes would need relocation, costing ratepayers \$1-\$2 billion.
- Maryland taxpayers are at risk if the contractor defaults or goes bankrupt.
  
- 34 homes and 4 businesses would be taken and 1,127 residential properties and 348 businesses impacted.
- 18 publicly-owned community recreation centers, 14 places of worship, 5 schools, 4 recreation centers, 3 hospitals, and 2 cemeteries would be impacted.
  
- The DEIS does not consider how covid-19 will impact future traffic patterns.
- DEIS analysis does not acknowledge teleworking to be a strategy for traffic mitigation.
- A Maryland Transportation Institute analysis showed that a 5% reduction in travel demand could reduce traffic congestion by 23%.

I ask that you immediately stop work on this massive project that is wasteful and not needed.

Jeremy Martinich  
Rockville, MD

Nick Martino

Widen the lanes or create an express lanes We need it

Shirin Masica

I oppose the I-495 and I-270 project. I support the no-build option.

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**From:** Lisa Choplin <LChoplin@mdot.maryland.gov>  
**Sent:** Monday, October 12, 2020 1:41 PM  
**To:** MLS-NEPA-P3  
**Subject:** FW: I support the no-build option

**From:** ann beuchert massey [REDACTED]  
**Sent:** Monday, October 12, 2020 1:38 PM  
**To:** governor.mail@maryland.gov  
**Cc:** Lisa Choplin <LChoplin@mdot.maryland.gov>; pfranchot@comp.state.md.us; Treasurer@treasurer.state.md.us; marc.elrich@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov; councilmember.jawando@montgomerycountymd.gov; councilmember.riemer@montgomerycountymd.gov  
**Subject:** I support the no-build option

Dear Governor Hogan,

As a lifelong resident of Montgomery County, **I support the no-build option** to the 495 expansion plan.

Thank you.

ann massey

[REDACTED] Park Overlook Dr, Bethesda, MD 20817

*Ann Beuchert Massey*

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**From:** Sandra Master [REDACTED]  
**Sent:** Tuesday, July 28, 2020 11:09 AM  
**To:** MLS-NEPA-P3  
**Subject:** Don't widen the beltway

Lisa Choplin,

Do Not Widen the Beltway

we need more transit-oriented solutions, including teleworking, that reduce greenhouse gas emissions, reduce sprawl, and instead of adding more air and water polluting, luxury lanes. under the climate crisis and public health crisis we are facing today, adding more air polluting cars will not solve traffic congestion but instead exacerbate our existing crises. Read the Harvard study linking air pollution and higher Covid-19 rates.

The expansion would impose a significant financial risk to people in the region. The Washington Suburban Sanitary Commission (WSSC) earlier this year said that it would take approximately \$2 billion to move all of Montgomery and Prince George's water and sewers systems due to the highway expansion.

This is a bad idea especially in this pandemic when most people are working from home

Sandra Master

[REDACTED]  
[REDACTED] Normandy dr

Silver Spring , Maryland 20901

## Lucas Matheson

More highway lanes only leads to more cars and more congestion. The best way to alleviate congestion is to invest in public transit. The beltway expansion will only increase pollution for suburban Maryland and Virginia. This money would be far better spent on public transportation projects.

Celina Mattocks

I oppose this project and support the no build option

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**From:** Helen [REDACTED]  
**Sent:** Saturday, September 5, 2020 6:46 PM  
**To:** MLS-NEPA-P3  
**Subject:** Beltway Expansion

We strongly oppose this project on many levels. Environmentally it will be a disaster in terms of air quality and noise which in our home will be intolerable. The disruption caused by the construction essentially in our back yard will make daily living a nightmare for months, at the very least. We are elderly and this has been our only home for forty years. Please do NOT go ahead with this unnecessary costly project.

Greg and Helen Mattson  
[REDACTED] Bellevue Drive  
Bethesda

Sent from my iPhone

## Philip Maxon

As a resident of Frederick, MD, and someone who has lived in College Park, Silver Spring, and Rockville, I know the traffic of the beltway really well. I am in favor of some tolling options along the beltway from the American Legion Bridge up to Frederick. I-270 near Clarksburg really needs widened as soon as possible as that is a big bottleneck even during these pandemic times.

I am traveling up and down 270 on a daily basis and noticed the traffic is starting to rise again. Even if people telework more and more, we still will need an option for express lanes for people. I would gladly pay a fee if it saves me an extra 10-15 mins.

Northern VA is already ahead of us in terms of express lanes and managing their traffic volumes. We cannot continue to fall behind as they look to improve their traffic options and we just continue to sit in traffic even during these pandemic times.

# William Maynard

This massive highway expansion fails because of not only its price tag but also its future damage. We don't need toll lanes on these roads.

## Cliff Mayo

The manged lanes will do NOTHING but negatively impact the environment. On top of the negative impact on the land itself, and people's properties, any increase in capacity induces demand for more driving. More driving is the last thing we need right now.

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**From:** [REDACTED]  
**Sent:** Tuesday, October 20, 2020 11:44 AM  
**To:** MLS-NEPA-P3  
**Subject:** Don't Widen 270/495

We oppose the project and support the NO-BUILD option.  
Thank you.

Harvey and Ellen Mazer  
[REDACTED] Farm Haven Dr, Rockville, MD 20852  
[REDACTED]

Harvey Mazer

I support the NO BUILD option.RM 4

## Krisztian Mazo

I oppose the I-495 and I-270 project. I support the no-build option. As a resident of Rockville who has 270 running through their backyard I believe this project is absurd. Widening of 270 would not help traffic flow. Especially if the additional lanes are toll roads. The lanes will be as empty as 200. There are literally thousands of other ways to improve congestion. This is a waste of time and money. Additionally, putting traffic lights on the on ramps of 270 at exit 5 and 6 would make the highway even worse.

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**From:** M McAlister [REDACTED]  
**Sent:** Thursday, October 15, 2020 2:24 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** 495 Expansion

I am writing to express my strong opposition to the widening of 495. I strongly support the no-build option for transportation planning.

I am a long-time resident of Montgomery County, and like most of us, I have a need for the highway. I recognize that it is often crowded and difficult, and I strongly support our working to make it easier for people to take public transportation, to have decent bus options, and to encourage staggered commuting. Perhaps the pandemic has taught us that more people \*can\* work from home, at least part time, and that we can find other ways to ease the damage that traffic does to the environment, and to our quality of life.

What I don't support is an option that pretends to offer a public service--highway expansion--by providing a private high-end travel option to those who can afford it. \$30 or \$40 tolls are just not reasonable, and it is simply not appropriate public policy to provide public services at such starkly unequal rates. I live in Silver Spring, and of course I would prefer not to have yet more craziness in terms of noise and traffic here. But that is not the main reason I oppose this. If it were a genuinely public option, equally available to everyone on the road, I would be reluctantly in favor.

At the same time, I am also deeply disturbed by what the plan proposed to do to the park system. Our beautiful Montgomery county parks are one of the best things about our area, and they are crucial to environmental management.

I would be willing to pay taxes for a transportation option that didn't do such damage. But we have very good reason to be wary of public-private partnerships in terms of what they will ultimately cost the taxpayers.

For all of these reasons, I strongly oppose the 495 expansion and call on MDOT to fund a no-build option.

Sincerely,

Melani McAlister  
Professor of American Studies &  
International Affairs  
George Washington University

[REDACTED]

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**From:** Heidi McAllister [REDACTED]  
**Sent:** Monday, November 9, 2020 4:44 PM  
**To:** MLS-NEPA-P3  
**Subject:** We support the no build option for beltway widening

Thank you.

Heidi McAllister  
[REDACTED] Forest Glen Rd  
Silver Spring.

## Ida McAuliffe

I oppose this project and support the NO-BUILD option.

We living close to I270 already experience the traffic and noise from what use of this roadway causes. We do not need more, which would surely increase with more vehicles traveling. There are plenty of cars, trucks, etc. using this roadway now. More could easily cause more traffic accidents.

## IDa McAuliffe

My concerns are that there are already too many vehicles on I-270 and adding more lanes would make more traffic and much more noise for those of us who live near I-270. More traffic will probably mean more speed and more opportunities for accidents. More lanes could make it more difficult for older but very capable drivers. ALL drivers need to be considered favorably. And even younger drivers may not have the experience to handle too many lanes of traffic. It sounds to me that this is for private industry and not for the community. I definitely oppose the widening of I-270.

Cindy McCabe

Hi, I am against the construction and the widening of 495 and 270. It will only increase the traffic which will pollute the land, water, and air.

Cindy

## Tyler McClenithan

Please stop. Expanding highways is pure climate change denial and generally most negatively impacts our most marginalized again, including the environment. Also y'all suck. Look at DTSS transit center, purple line, and red line in Baltimore. Please focus on getting things done before taking on new unnecessary projects. The people want dedicated bike lanes and bus lanes, not highways. Thank you for coming to my Ted talk.

# Tina McCloud

I am against it

We constantly disturb wildlife. Kill them through construction and take away more of the animals feeding grounds

More concrete means more pressure onto out grounds to put more pressure onto everything below. Incl raising water in basements and more pressure to destroy our foundations of our homes in the long run.

During any construction and material transport we are exhausting needed materials for our neighbors which should be helped first to improve their homes.

Plus trough the transport and construction increased traffic it raises pollution and carbon footprint. Let's do something for the grater good instead of using tax money to modify the beltway to then raise taxes to make up for unexpected more costs and or making the public pay more after.

If one of my reasons does not make sense hopefully another one or two will.

Please do not expand it

## Joseph McCord

I do not support the planned expansion and support the no-build option. I'm concerned about the effects of construction on nearby waterways, including the Northwest Branch of the Anacostia.

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**From:** Patrick McCullough [REDACTED]  
**Sent:** Saturday, November 7, 2020 10:13 AM  
**To:** MLS-NEPA-P3  
**Subject:** 270/495 DEIS Comment

Adding lanes to 270/495 would be an environmental abomination that will choke the people of Maryland in more smog and pollution, make those same people pay for it, and send tons of profit \$ to out-of-town corporations. Don't you dare do this, especially with the pandemic permanently altering highway use!

## Susan McCutchen

I live close to the Baltimore-Washington Parkway and the other major highways crisscrossing the Northeast Corridor. Our communities are multiracial and multicultural and many are moderate- and low-income. I have grave concerns about environmental, social, and racial justice and the lack of concern for our quality of life. Our communities should not be regarded as a throwaway thoroughfare for highways. The developers of this transportation project ignore the real needs of the community.

I DO NOT support this project. The Beltway/I-270 highway expansion will lock traffic and development patterns in for the next 50 years, impose enormous financial risks, and threaten the lives of people, wildlife, and the environment.

I support a NO BUILD option, based on the following points.

--A preferred alternative should not be chosen until the true monetary and environmental costs are known. Transportation projects are notorious for underestimating and costing many times more than projected.

--The expansion would impose a significant financial risk to people in the region. The Washington Suburban Sanitary Commission earlier this year said that it would take approximately \$2 billion to move all of Montgomery and Prince George's water and sewers systems due to the highway expansion.

--MDOT SHA must evaluate additional alternatives for detailed study, including public transit and transportation demand management telecommuting, which were not considered in depth. We need such solutions to reduce greenhouse gas emissions and sprawl, instead of the addition of more air and water polluting, luxury lanes.

--Under the climate and public health crises we are facing today, adding more air polluting cars will not solve traffic congestion, but instead will exacerbate our existing crises. Note the Harvard School of Public Health study linking air pollution and higher Covid-19 rates (<https://www.hsph.harvard.edu/news/hsph-in-the-news/air-pollution-linked-with-higher-covid-19-death-rates/>).

--MDOT SHA's mitigation measures were vague, insufficient, or altogether missing. Mitigation is a matter of major concern. It does not preclude significant, permanent, and devastating damage being done to residents, their communities, and the environment.

--The project would harm more than 130 acres of park lands, including nearly 100 acres at six national park sites: Greenbelt Park, the Chesapeake and Ohio Canal National Historical Park, the George Washington Memorial Parkway, Clara Barton Parkway, Suitland Parkway, and the Baltimore-Washington Parkway.

Further, I concur with the following findings of the Maryland-National Capital Park and Planning Commission:

- The expansion would impact 30.7 acres of parkland in Montgomery and Prince Georges Counties.
- The DEIS provides inadequate stormwater management, of current and future impervious surfaces.
- The DEIS does not have a plan for avoidance, minimization, and mitigation requirements on parkland.
- The DEIS completely overlooks effects to the community - a clear environmental justice violation.
- Alternative modes of transportation, including transit alternatives, were not included in the DEIS.

I reiterate that I support the NO BUILD option. Thank you for the opportunity to comment on this DEIS.

# PJ McDonald

Azalea Drive, Rockville, MD 20850

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November 2, 2020

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, MD 21201

Dear Director Choplin,

I am writing to express my strong opposition to the I-495 & I-270 toll lane project and support a no-build option.

I live in a beautiful, safe neighborhood abutting the interstate and have driven I-270 daily for many years. This toll-lane project would be one of the largest of its type in the U.S. and is expected to cost \$11 billion or more. Yet it utterly fails to address the original “purpose and need” — to relieve traffic congestion or deliver significant savings in reduced travel times.

My personal reasons to oppose this project are numerous, and I would like to cite a few of the most important:

This project impacts people on a very personal level. I am very concerned that I may lose my home and that during all the construction my house will be irrevocably damaged. The quality of daily life (peace, sleep, pollution from huge machines and dust) will be deeply affected. It will also greatly impact time as shopping and daily tasks will be disrupted!

- **Taking of Private Property** (Per the DEIS [chapter 4](#): pages 3,7,8,15-17,19,23, 34,157)
  - 34 homes and 4 businesses would be taken and 1,127 residential properties and 348 businesses impacted.
  - 18 publicly-owned community recreation centers, 14 places of worship, 5 schools, 4 recreation centers, 3 hospitals, and 2 cemeteries would be impacted.

Another tremendous concern is the financial impact of an already deeply disturbed economy (due to the effects of the Covid-19 pandemic). As a RN with a background in Infectious Diseases and Clinical Trials, I know well that this pandemic may rage for quite some time. There is no guarantee that an effective vaccine will be found in 1-2 years or ever. The economic devastation from this is and will be long-lasting. Taxes in Montgomery County are very high and we are already absorbing two of Governor Hogan’s folly’s: The Purple line (taxpayers are projected to pay over \$800,000 to finish the Purple Line and unexpected costs could be billions) and the waste of \$9,464,389. billion for 500,000 Covid-19 tests (procured from South Korea) that have not been used. ([https://www.washingtonpost.com/local/md-politics/hogan-south-korea-coronavirus-tests/2020/04/29/978ca8d6-8572-11ea-878a-86477a724bdb\\_story.html](https://www.washingtonpost.com/local/md-politics/hogan-south-korea-coronavirus-tests/2020/04/29/978ca8d6-8572-11ea-878a-86477a724bdb_story.html))

This combined with economic losses from the pandemic are already profound. We cannot take on any further potential tax burden at this time.

- [Costs and Financial Viability](#) ([chapter 2](#), page 43, 48-49; [appendix B](#), page 148)
  - Project costs are unknown since the project won't be designed until the contract is awarded.
  - DEIS financial analysis reveals taxpayer subsidies of \$482 million to \$1 billion will go to the developer.
  - The DEIS ignores *that 70 miles of water and sewer pipes would need relocation, costing ratepayers \$1-\$2 billion.*
  - Maryland taxpayers are at risk if the contractor defaults or goes bankrupt. Taxpayers already will likely pay over \$800,000 to finish the Purple Line; unexpected costs for this mega project could be billions.

The environmental impact is profound. We are already living with devastating environmental consequences that impact all our lives and this ill conceived project will create yet damage. We are fortunate to live in an urban area that still has parks, trails, and beautiful waterways. This project will destroy so much parkland, increase storm water runoff, harm waterways and increase already high flood risk. This would be a tragedy.

- [Taking of Parkland and Historic Properties](#) ([chapter 2](#): page 23; [chapter 4](#): pages 19,44,54,100, 154,156; [executive summary](#): page 17)
  - 47 parks would be destroyed, often in areas where there is no replacement parkland.
  - 1,500 acres of forest and tree cover would be removed with damage to bird and wildlife habitat.
- [Impact on Waterways and Wetlands; Stormwater Management](#) ([chapter 2](#): pages 23,31,37; [chapter 4](#): page 154)
  - 127 acres of floodplain and 16 acres of wetlands would be impacted due to roadway runoff.
  - Increased stormwater runoff would damage local waterways and increase flood risk.
  - The DEIS says the state does not plan to mitigate for stormwater runoff and flooding; affected cities and counties will have to pay for mitigation.

Let me conclude by stating that neither I nor any of my fellow citizens/neighbors/friends believe the I-495 & I-270 toll lane project is ethical or will address the proposed "need," which may in fact not be a need post pandemic.

I trust that you will consider what I have written carefully and act for the best interest of the citizens of Maryland and stop this ill conceived project.

Regards,

P.J McDonald

CC: Comptroller Peter Franchot  
Delegate Kumar Barve

# Robert McGaughy

We live close to downtown Silver Spring, less than a mile south along Colesville Road from I-95. This is an already contested area which will be directly impacted by whatever happens to the traffic on I-95 and the roads near that intersection.

We oppose this project and the "No-Build" option for the following reasons:

1. The draft EIS does not examine whether this maximum-build project is even needed to reduce congestion. Maybe a less costly solution would be just as effective, such as mass transit options. Maybe the demand forecast is over-inflated because it was done without considering whether the I-200 has already reduced east-west traffic flow. We agree with the the excellent technical analysis (dated October 2020) by Norman Marshall, president of Smart Mobility, Inc. That report points out many more of the questionable assumptions and inadequate consideration of alternatives in the draft EIS.
2. Highway expansions are likely in the long run to bring more traffic into the area, eventually filling up the extra capacity and resulting in congestion as bad as we have now. This induced demand was not part of the EIS analysis.
3. The added toll lanes will probably not reduce congestion on the existing non-toll lanes.
4. 1,500 acres of forest canopy would be removed from the area.
5. The added impervious surfaces would increase storm water run-off into 30 miles of existing streams, adding further damage to streams already stressed by development of new dwelling units.
6. Montgomery County and Prince George's County taxpayers will probably have to pay for relocated sewer lines and cost over-runs from the public-private partnership, as happened to the massive Purple Line project.

Our opposition to this project is in line with many other groups who have more technical expertise than we have.

Robert McGaughy  
Beverly McGaughy

# James McGee

"Build it and they will come"

That famous line from a movie may have been intended for a baseball field, but it most certainly applies to transportation planning.

We have seen over and over again proof that building a highway to "relieve traffic" only invites more cars onto the highway.

If the state is truly interested in "relieving traffic", it needs to offer alternatives to auto and highway traffic.

Build limited access long range bicycle trails. (Germantown, Rockville, Silver Spring, Bethesda)

Expand rail routes - light rail, Metro rail, monorail, the Purple line into Virginia at both ends.

Expand bus only bus routes.

You cannot relieve traffic with a dead end idea like expanding 270. It cannot work.

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**From:** Laurie McGilvray [REDACTED]  
**Sent:** Sunday, November 8, 2020 6:13 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Comments: I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement  
**Attachments:** DEIS I-495\_I-270\_comment letter.pdf

We are providing these comments in response to Notice of Availability of the I-495 & I-270 Managed Lanes Study Draft Environmental Impact Statement and Draft Section 4(f) Evaluation. 85 Fed. Reg. 41,583. We oppose the addition of toll lanes for I-495 & I-270 and recommend that the **No Action Alternative is the only viable alternative.**

Sincerely,

Laurie McGilvray and Walter Mulbry

November 8, 2020

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, MD 21201

Jack Dinne  
USACE Baltimore District  
2 Hopkins Plaza  
Baltimore, MD 21201-2930

Steve Hurt  
MDE Wetlands and Waterways Program  
1800 Washington Blvd., Suite 4300  
Baltimore, MD 21230-1708

**Comments re: I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft Section 4(f) Evaluation and Joint Federal/State Application (JPA)**

We are providing these comments in response to Notice of Availability of the I-495 & I-270 Managed Lanes Study Draft Environmental Impact Statement and Draft Section 4(f) Evaluation. 85 Fed. Reg. 41,583. We oppose the addition of toll lanes for I-495 & I-270 and recommend that the **No Action Alternative is the only viable alternative**. While there are many deficiencies in the DEIS, we have chosen to highlight four issues.

**Purpose and Need Are Flawed**

The purpose in the DEIS is to “develop a travel demand management solution(s) that addresses congestion, improves trip reliability on I-495 and I-270 within limits and enhances existing and planned multimodal mobility and connectivity.” The needs described are to: “Accommodate Existing Traffic and Long-Term Traffic Growth; Enhance Trip Reliability; Provide Additional Roadway Travel Choices; Improve Movement of Goods and Services; and Accommodate Homeland Security.”

From the outset, the very narrow purpose and need were flawed and should have been framed more broadly such that other more viable and less costly alternatives would have been considered in the DEIS analysis. Toll lanes are only one option. Other options that should be considered are: 1) greater use of the under-utilized Intercounty Connector (a controversial project whose purpose was to reduce congestion on the beltway); 2) public transit, including expanded bus rapid transit and the Purple Line (which when completed is expected to alter traffic particularly on the beltway); and greater use of telework.

In a recent Harvard Business Review article titled, *What Jobs are Being Done at Home During the COVID-19 Crisis? Evidence from Firm-Level Surveys*, the authors concluded that their “surveys suggest that about 40 percent of both large and small firms expect that forty percent or more of their workers who switched to remote work during the crisis will stay doing remote work after the crisis. These estimates suggest that at least 16 percent of American workers will switch from professional offices to working at home at least two days per week as a result of COVID19.” These findings are consistent with a survey conducted in May and June by Commuter Connections, a program of the National Capital Region Transportation Planning Board at the Metropolitan Washington Council of Governments, which found that 57 percent of work sites expected to see a long-term increase in teleworking, even when the pandemic is over. Such dramatic changes in telework and commuting will significantly alter the need for the project, and likely render it unnecessary.

### **Project Undermines State and County Greenhouse Gas Reduction and Climate Resilience Goals**

The Greenhouse Gas Reduction Act has a goal to reduce greenhouse gas (GHG) emissions from transportation by 40% by 2030. Additionally, Montgomery County passed a Climate Emergency Resolution in 2017 with goals to reduce GHG emissions by 80% by 2027 and 100% by 2035. The DEIS states that “[b]y reducing congestion and increasing speeds, vehicle travel duration and the associated amount of fuel combustion and associated emissions will decrease, minimizing the impacts of GHGs. Thus, the study area would see a net reduction in GHG emissions under any of the Build Alternatives, even though VMT increases relative to the No Build Alternative and 2015 levels.”

The DEIS analysis of GHG emissions is flawed. The proposed project will add to rather than reduce GHG emissions. There is no data that definitively shows that the managed lanes will reduce congestion and increase speeds for I-495 and I-270 as a whole and not just the toll lanes. Experience with toll lanes in Virginia has shown that congestion has increased rather than decreased in the regular lanes. In addition, increased GHG emissions associated with construction were not adequately included in the calculus.

With regard to carbon sequestration and climate resilience, the destruction of at a minimum 1,500 acres of forest and 53 acres of wetlands will eliminate the carbon sequestration of those natural systems and exacerbate stormwater and flooding due to the addition of 52-63 acres of impervious surface.

In summary, all of these impacts will take Montgomery County and the State of Maryland in the wrong direction with regard to addressing the climate crisis.

### **Outstanding Parkland and Natural Resources Will Be Destroyed or Irreversibly Impacted**

We have lived in Montgomery County for 36 years and have enjoyed the wonderful amenities of Rock Creek Park and the C & O Canal, as well as many of the other County parks and lands that would be lost or severely impacted by the project. These impacts to special parks and natural areas are not worth the tradeoff for an ill-conceived and unnecessary highway expansion project.

## **Maryland Residents Will Bear the Cost of the Project**

The public-private partnership (P3) I-495 & I-270 managed lanes project was “sold” to residents as not costing Marylanders a dime. It has become clear that this claim is untrue as now a \$1 billion dollar state subsidy and \$2 billion dollars to move 27 miles of WSSC infrastructure would be required. Further, the demise of the Purple Line P3 has shown that the private partner can walk away and leave the state and county with the bill for completing the project. Clearly, private partners will not lose money, but the same cannot be said for the public who must pick up the tab.

Thank you for the opportunity to provide these comments and we strongly recommend that the no build alternative is the only rational choice.

Laurie McGilvray and Walter Mulbry

██████████ Woodland Ave.

Takoma Park, MD 20912

c.c. Peter Franchot and Nancy Kopp, Board of Public Works

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**From:** Jerry McGuire [REDACTED]  
**Sent:** Thursday, September 24, 2020 8:06 PM  
**To:** MLS-NEPA-P3  
**Subject:** 495 expansion

As a concerned citizen I ask that you abandon the plan to expand 495. What will be your plan in the future? Another expansion? We need more mass transportation options like the purple line, not more lanes on the interstate.  
Respectfully,  
Jerry McGuire  
Silver Spring, MD

## Craig McLane

Estimates of noise impact in the DEIS do not take into adequate account the realities of topography and vehicle types that routinely use I-95/495. As a result they UNDERESTIMATE and MISREPRESENT the environmental impact of traffic noise.

**Topography:** The DEIS does not address the effects of elevation on noise transmission, nor the effects of reflection of noise off of opposing sound barriers, buildings, hillsides, and even dense stands of trees. This results in inaccurate projections of traffic sound levels along the entire route, across the entire study. In plain language, when the highway crests a hill, slope, or grade, the sound emitted there will travel and be clearly audible at all lower-elevation locations that are not protected by intervening structures. So, at these lower-elevation locations along the route, noise-level projections, which are based on proximity and the presence of sound barriers or other mitigation, will be MISLEADING due to the sound reaching that location from the more-distant, but higher-elevation roadway. The DEIS should be corrected for this error.

**Vehicle Types:** It is a regrettable reality that I-95/495 is a popular route for heavy trucks, both long-haul cargo type and construction type (dump trucks, bulk waste haulers, etc.) It is also, very significantly, a popular playground for high-rpm racing motorcycles and compact cars. Moreover, these latter vehicles often travel in pods or packs of as many as 30 together, at open throttle. Police are unable to control this behavior because the vehicles are faster than police cars and attempting to chase them has led to fatal accidents. They are therefore immune from control and have become a fact of life on this roadway.

Both of these classes of vehicles produce sound in frequency ranges and amplitudes where traditional sound barriers are ineffective. The result of the truck traffic is very loud low frequency noise when the driver is forced to quickly close the throttle and the engine brakes the heavy vehicle. This occurs on downslopes (topography again ) and wherever traffic frequently shows sudden lane changes, such as near intersections. These vehicles also create bursts of very low frequency noise, and vibrations in the clay soil that can be felt inside homes and buildings hundreds of yards away, when they hit an irregularity in the roadway, such as a bridge expansion plate in need of repair. The high-rpm racing vehicles emit damaging levels of high and intermediate frequency noise (>190 dB) at open throttle, which precedes and follows them for as much as two miles.

The sound barrier layout in the most recent widening project failed to take these factors into account, creating a legacy of poor noise control and significant unintended impact on the environment. The increased traffic volume from this project will compound those mistakes and aggravate the damage being done to adjacent parklands, natural habitats, and private property.

These problems will exist along the entire length of the proposed project and the DEIS must be adjusted to realistically describe their impact on the environment of I-95/495 and I-270. In particular - and as a case in point - the sudden uptick in episodic noise from these particular classes of vehicles renders homes unsellable in significant swaths of New Carrollton - either the jet engine-scream of the bikes or the earth-shaking, thunder- like thud of trucks impacting uneven bridge decks immediately repel potential buyers. And that says nothing of the steady-state noise of

ordinary traffic where it crests hilltops or rises, carrying it over the tops of sound barriers for thousands of yards into the distance. In New Carrollton's case, the roadway crests at Lanham Station hill just south of MD 450, and crests again just north of Good Luck Road. The roadway at both crests is elevated above the tops of most of the sound barrier between those two points, so the city's homes lie open to the full din of traffic, in spite of the barriers.

The proposed new sound barrier along the east side of the roadway as it approaches MD 450 from the north ends far too soon, due to the fact that the roadway is climbing at that point and the absence of a sound barrier leaves the southeast segment of New Carrollton directly exposed to the noise of all lanes of traffic, plus that of the vehicles on the western exit and entrance ramps. The barrier needs to be double height, and to continue as far as possible along the exit ramp, toward MD 450.

The height and sound-attenuating properties of the barriers at various point along the project wherever topography results in traffic noise cresting the planned sound barriers. The DEIS must take into consideration the fact that roadway sound will be reflected over barriers and down into neighborhoods by any buildings, hillsides or stands of trees that are visible across the highway from the neighborhoods. As an illustration, 87th Avenue in New Carrollton suffers from high noise levels from the highway, which will only increase with the new project - but most of the noise reaches it from the crest of the hill near Good Luck road, over a quarter mile away, and a significant amount is reflected in from the trees on properties lining 89th Avenue on the east side of the highway.

These noise incursions are typical of I-495, and are unfortunately well-displayed in New Carrollton since the original build of I-495 went right down 88th Avenue, cutting the city in two. The rush to build a ring-road did not take environmental noise impacts into consideration. The subsequent widening projects have somewhat irresponsibly taken the approach that, if the residents had already put up with intrusive noise from the original (no EIS) build, that noise level became the de facto baseline of zero impact, so there has been little effort to mitigate the original build's environmental shortcomings. Meanwhile, each widening inevitably increases the noise and lowers the air quality even further above this non-EIS "baseline".

These legacy problems stemming from topography and the new issue - of extraordinary episodic vehicle noise that have much higher environmental impact than the steady-state noise level - must be taken into full account so that the DEIS will ACCURATELY REPRESENT the impact of the proposal. This is imperative to allow proper, modern noise mitigation measures to be added.

## Natalie McManus

Please do NOT widen the 270 corridor below Germantown. Please do NOT expand 495 lanes. Please do NOT toll lanes. We do NOT need to become the nightmare that Northern VA has become. Due to the pandemic, it has been clear that many companies will be having more of their employees telecommute more often, thus alleviating traffic congestion. Monies would be better spent extending METRO service beyond Shady Grove - both bus and rail. We don't need to encourage more people to drive on 270 and 495 by adding lanes. We need to discourage that and encourage use of public transportation. We also need better services at places that typically have accidents - like "ready" tow trucks and crews. People don't need their water bills increased due to moving water and sewer lines for roads. We don't need more car emissions polluting our air. We don't need less park and tree area - we need to preserve it so it can be there to clean the air - and for what little wildlife we still have, so they have a place to live - and stay off our roads and highways. Thank you for your consideration of our environment and our children - and our health and pocketbooks.

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**From:** lee mcnair [REDACTED]  
**Sent:** Monday, November 9, 2020 4:10 PM  
**To:** MLS-NEPA-P3  
**Subject:** I support the NO-BUILD OPTION

My name is Lee McNair. My address is [REDACTED] Chevy Chase Dr, Bethesda, MD 20815.

**I oppose the highway widening P3 project. I support the NO-BUILD option.**

This ridiculous waste of money project adversely affects the health of Latinos, Asian Americans, and black African Americans in the marginalized communities along the highways. It harms our parklands, our waterways and water sources as well as our stormwater runoff management, and the very air we breathe.

My faith teaches me to love and respect all humans and also to behave in responsible, supportive ways to the natural world of which we are all a part. In keeping with my principles and values, I must, therefore, support the NO-BUILD option.

Lee (she, her)

"May you be filled with loving kindness.

May you be safe from inner and outer harm.

May you be healthy in body and mind.

May you find Peace and be truly happy. "

Helen McNamara

Studies have already shown that increasing lanes of traffic provides only a temporary "relief" to traffic and will instead increase traffic in short order. I know Hogan has a weird obsession with cars but please focus on mass transit options across the state instead.

## Teresa Meeks

Please do not spend money on widening I-495/I-270 or creating toll lanes for wealthy commuters. Financing for the project does not include the costs for water and sewer management, which will be considerable. Fossil fuels damage our environment. We need to invest this money in green energy and subsidize/increase public transportation like metro so we can get more single occupancy vehicles off the road.

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**From:** David Meeske [REDACTED]  
**Sent:** Saturday, August 29, 2020 8:17 AM  
**To:** MLS-NEPA-P3  
**Subject:** Public comments on Draft EIS on I-495 and I-270 plan

Dear Director Choplin,

My name is David Meeske and I live in Brunswick, MD. I do not support this project and support a no-build option. I believe that MDOT SHA must evaluate additional alternatives for detailed study including public transit, Transportation Demand Management, and telecommuting, that weren't considered in depth. This matters to me, since I believe that this project is less necessary now than in the past, due to increased telecommuting of thousands of employees due to COVID-19. I believe that there are better ways to spend our tax dollars than widening highways, such as investing in more diversified public transit options and moving toward more electric vehicles, such as buses and trains.

Please let me know if you have any questions. I look forward to attending the public hearing next week.

Thank you,  
David Meeske

## Richard Mehring

I SUPPORT YOUR PLANNED IMPROVEMENTS. I and my neighbors close to the Beltway have been approached by folks not from our neighborhood trying to enlist opposition for the transportation investment in this project. Neighbors in opposition seem to have been swayed to oppose without much thought or evidence of harm.

I support the projects that our Governor has endorsed would appreciate having more choices and more capacity. I reject the emotional arguments based on 'class' distinctions. More choices is more democratic and means more freedom.

Do not bow to cynicall opposition to progress and community investment for the future. I own land that backs to the beltway at [REDACTED] Forest glen Road and I live across the street from the Beltway. we will have some impacts, but slow traffic impacts everyone.

Sterling Mehring, [REDACTED] Forest Glen Rd, Silver Spring, MD 200' from the beltway

-----Original Message-----

From: Samantha Meklir [REDACTED]  
Sent: Saturday, October 17, 2020 6:07 PM  
To: 270-Study-P3 <270-Study-P3@mdot.maryland.gov>  
Subject: Public Input

Dear Sir or Madam,

I am writing to express my opposition to the widening 270 project.

I support the no build option.

Sincerely,  
Samantha Meklir  
[REDACTED] Henslowe Drive  
Potomac MD 20854

Sent from my iPhone

# Alvaro Melo-Correa

Stop winding I 370.

I AM 82 YEARS OLD.

DO NOT DISTURB MY HOME.

█ WESTSIDE DR.

GAITHERSBURG. MD 20878

Marcy Meltzer

I oppose this project and support the NO-BUILD option

## Alison Mendoza-Walters

I am a public health advocate and bicyclist in Prince George's County. I urge you to build bridges over the creeks and adjacent floodplains rather than confining them to sewers under the highway so that multi-use trails can cross the beltway and aquatic life can be preserved. As Prince George's County has one of the highest obesity rates in the state, it is imperative that our residents are given every opportunity possible to access multi-use trails to get physically active for exercise, leisure, and transportation.

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**From:** Carol Merme [REDACTED] Sent You a Personal Message [REDACTED]  
**Sent:** Wednesday, July 15, 2020 10:30 AM  
**To:** 495-270-P3  
**Subject:** Extend the I-495 and I-270 comment period to at least 120 days

Dear Lisa Choplin,

Please extend the comment period to 120 days. I understand the draft environmental impact statement to expand the Capital Beltway with private toll lanes is 18,000 pages. We need time to read, digest, and respond. I say this especially since Governor Hogan originally downplayed the environmental impact and cost to taxpayers. Now it seems as if over 140 acres of public parks and historic sites, 70 acres of wetlands, and 1,400 acres of forest canopy will be affected. In addition I'm hearing that although Governor Hogan originally said the project would not cost Maryland taxpayers any money, there are estimates that government subsidies up to \$1 billion may be requested/granted. I'd like to see a fuller analysis of a comprehensive transit plan that would include spending public dollars on public transit.

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.?

Sincerely,

Carol Merme  
[REDACTED] Holly Ave  
Takoma Park, MD 20912  
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lindsey Mendelson at Sierra Club at [REDACTED] or [REDACTED].

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**From:** Anne Metcalf [REDACTED]  
**Sent:** Monday, August 31, 2020 8:32 AM  
**To:** MLS-NEPA-P3  
**Subject:** Comment on the DEIS for the I-495/I-270 P3 Expansion Project

I do not support the I-495 & I-270 Managed Lanes Public-Private Partnership (P3) Program. I support the no-build option.

I live in the Indian Spring neighborhood of Silver Spring, Montgomery County, MD. Our neighborhood is adjacent to the I-495 Beltway; we have a "buffer zone" of trees and parkland that helps to contain the noise from the Beltway. We will lose this green space if I-495 is widened, and I believe this green space is critical to the health of our neighborhood. The trees help to clear the atmosphere, they provide shade during the hot summers, and they provide homes for the birds and squirrels. This green space also is a place for the neighborhood to play in.

During this time of pandemic, when most of our community is working from home, the need for this expansion is lessened. Also, the State of Maryland is still working through the Purple Line P3 Project, which is also near our neighborhood. This project has caused a lot of disruption to our area, and now it appears to be in jeopardy. Finish this project first! If the citizens of Maryland are going to be paying for this project, let's get that done first and then tackle the I-495 and I-270, if we need to.

Let's slow down and re-think this, please!

Thank you,  
Anne S. Metcalf

Sent from my iPad

## Anne Metcalf

Do not move ahead with this project until you have figured out how to finish the Purple Line. The taxpayers are already on the hook for one expensive project, and you have not proven you can handle another yet. Why should we trust you?

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**From:** Xiomara Metcalfe [REDACTED]  
**Sent:** Monday, October 26, 2020 4:37 PM  
**To:** MLS-NEPA-P3  
**Subject:** Opposition to Expansion of I-495

To MODT,

I am opposed to the widening of I-495 for the following reasons:

- Given the expense of dealing with Covid-19 the cost is already a burden to the State of Maryland.
- There is an increase in workers working from home a few days a week which minimizes traffic on I-495. In addition statistics shows that 47% of businesses will continue the work from home practice even after the elimination of Covid-19.
- Taxpayers must subsidize tollway contractor and at the cost of \$2billion redirect water and sewer lines. Taxes of this magnitude should be used to improve schools and hospitals.
- The reason for my family moving to Maryland was to enjoy the quality of life of parks, fresh air, water and climate. We do not seek to subsidize a 5 year construction of a roadway when there will be a decrease in commuters on the road. Have you taken that factor into consideration?

Why destroy homes, increase air and water pollution and eliminate forest canopy? This makes no sense. Is it even cost effective when many of our communities need to have aged water lines replaced because they are decaying they are so old? Replacing aged water lines make more sense and provides more constructive work to Maryland citizens and its communities.

I trust you will listen to the needs, opinions and wants of the citizens of Maryland.

X. C. Metcalfe  
[REDACTED] Ament St.  
Silver Spring, MD 20910

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**From:** Carrie A Meyer [REDACTED]  
**Sent:** Tuesday, November 3, 2020 11:13 AM  
**To:** MLS-NEPA-P3  
**Subject:** Opposition to Beltway Widening

Hello MD Dept of Transportation,

I'm writing to register my opposition to the widening of the beltway, including I-495 & I-270, in MD. I support the No Build Alternative.

As a member of Cedar Lane UU Church in Bethesda, I will directly feel the negative effects of the building project with increased noise and loss of tree canopy.

My primary opposition, however, relates to the effects of our transportation systems on climate change. While many policy-makers have pretended for decades already that climate change is "fake news," we all know it is very real. The western fires, the hurricanes in the gulf, the melting icecaps, the bizarre weather in our own back yards – it has become too hard to deny. The time to act is long past – yet so many still pretend. Transportation systems must change.

Please consider alternatives that involve increased mass transit, rapid rail, rapid bus lanes, etc. Please hold the line against more cars, more carbon emissions, more pollution, more environmental degradation. Let's do our part in MD to fully support Metro. Let's also consider that in the post-pandemic world we'll have more people working at home and less need to commute every day. Perhaps also we've learned some lessons during the pandemic to value our families, our communities, and our green spaces – and give less value to all the "stuff" that a booming economy allows us to buy.

Sincerely,

Carrie Meyer

[REDACTED] Havenpark Dr  
Silver Spring, MD 20902

Carrie A. Meyer  
Associate Professor of Economics  
George Mason University  
[REDACTED]

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**From:** EILEEN MEYER [REDACTED] Sent You a Personal Message [REDACTED]  
**Sent:** Thursday, July 23, 2020 3:41 PM  
**To:** 495-270-P3  
**Subject:** Extend the I-495 and I-270 comment period to at least 120 days

Dear Lisa Choplin,

Widening 270 will not stop the traffic congestion. Alternate routes need to be added that will not impact the local residents along 270 as well as conserve the environment from added traffic pollution. Please respect current residents and their property. Do not widen 270, please. Thank you.

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.?

Sincerely,

EILEEN MEYER  
[REDACTED] Winding Rose Dr  
rockville, MD 20850  
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lindsey Mendelson at Sierra Club at [REDACTED] or [REDACTED].

# Emily Meyer

I oppose the I-495 and I-270 project. I support the no-build option.

My family has lived in Rockville for over four decades, near Exit 5 on I-270. I am not against development. I am against unwise development.

The proposed PPP project has one major flaw as far as the expansion of I-270 is concerned. The planned expansion will compound, not relieve, the traffic congestion. Expansion is needed above Gaithersburg and Germantown toward Frederick. Merely because a private entity may not find it financially attractive to do the development where it is needed, is not a sound rationale for delaying development where it is needed; even worse, compounding the problem with development where it is not needed, at least as of now.

Relying on PPP is hazardous to taxpayer pockets. We should heed the adage: fool me once, shame on you. Fool me twice, shame on me. Have we not learned anything from the Purple Line PPP fiasco?

Needed development of public utilities and roadways should be financed with public resources, appropriate progressive taxation and public debt. Especially in the current low interest environment, it would make sense to develop the project sensibly with public bonds. Not by leasing or selling off of public rights of way that would largely benefit those with deep pockets. Great state of Maryland should not indulge in further economic stratification, where those with money can stand in front of the line.

Additionally, as the State of Maryland is aware, traffic levels have fallen dramatically during the ongoing Covid Pandemic, and appear unlikely to return to pre-Pandemic levels for a decade or longer. Even after the pandemic ends, the shift toward telework will not fully reverse. With more people working at home, there is simply no need to expand I270 where it is already 12 lanes across.

Thank you for your time and consideration.

# Gabriel Meyer

I oppose the I-495 and I-270 project. I support the no-build option.

My family has lived in Rockville for over four decades, near Exit 5 on I-270. I am not against development. I am against unwise development.

The proposed PPP project has one major flaw as far as the expansion of I-270 is concerned. The planned expansion will compound, not relieve, the traffic congestion. Expansion is needed above Gaithersburg and Germantown toward Frederick. Merely because a private entity may not find it financially attractive to do the development where it is needed, is not a sound rationale for delaying development where it is needed; even worse, compounding the problem with development where it is not needed, at least as of now.

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Additionally, as the State of Maryland is aware, traffic levels have fallen dramatically during the ongoing Covid Pandemic, and appear unlikely to return to pre-Pandemic levels for a decade or longer. Even after the pandemic ends, the shift toward telework will not fully reverse. With more people working at home, there is simply no need to expand I270 where it is already 12 lanes across.

Thank you for your time and consideration.

## James Michaels

I oppose the I-495 and I-270 project. I support the no-build option. As the current pandemic demonstrates, we don't know future commuter needs for our region. Committing to widening the two highways could overlook more environmentally sound options for aiding and easing the flow of commuters into and out of DC. We need to explore all options, especially those which will not add to carbon emissions in our region.

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**From:** Mary Michel [REDACTED]  
**Sent:** Tuesday, September 29, 2020 10:42 AM  
**To:** MLS-NEPA-P3  
**Subject:** toll lanes on 270

I am a long-time resident of Montgomery County, having lived in Poolesville, Silver Spring, Bethesda and now Rockville. I have commuted from various locations and realize that driving to work is NOT what the future of the planet needs or will tolerate. Public transportation is vital, as well as flexible locations and work schedules. With the pandemic and work and school from home more and more common it is extremely likely that we will not go back to the 1950's models of driving to office buildings. Embarking on the 270 project is short-sighted and will be a huge loss for MD and its residents. Reconsider your options and do not add toll lanes to 270

Mary Ellen Michel

## Mary Michel

The luxury lanes will not solve transportation problems, and are subject to mismanagement. The project, as the Purple Line has, will create few jobs, line developer pockets, and be difficult to manage. Commuting patterns after COVID are likely to be very different. The near future will require the state to prioritize spending in ways that do not support such big ticket projects. Maintaining schools and infrastructure should take precedence. The luxury lanes will gouge commuters and pollute neighborhoods. Rethink this damaging project.

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**From:** Karen Michels [REDACTED]  
**Sent:** Monday, November 9, 2020 3:47 PM  
**To:** MLS-NEPA-P3  
**Subject:** DEIS Comments

Ms. Lisa Choplin, DBIA Director  
I-495 & I-270 P3 Office

Ms. Choplin,

My name is Karen Michels. I live just outside the Beltway in South Four Corners. I live very near the houses that would be sacrificed for the toll lanes. I have lived in this house for fifty-one years, raised my children here and sent them to local schools. I have been active in local affairs, school situations, and state highway studies. I am currently and was previously the president of the South Four Corners Citizens Association. The Association neighborhood contains more than 1000 households, bounded by Colesville Road, University Boulevard, Dennis Avenue and Sligo Creek Parkway. It is attractive, stable, and successfully diverse. I am not writing as a community official because we have not been able to hold a citizens' meeting since March. However, during previous meetings we have listened to the reports of the several people who have faithfully attended the Open Houses and other presentations given by the DOT. Never did anyone say, "Oh, what a good idea."

In those discussions the reaction was to support a NO BUILD option, and spend money on seeking traffic relief with transit solutions. Too much of our community would be destroyed by a Beltway expansion—twenty houses, three very busy and traditional local businesses, two heavily used parks, the very actively used Senior Citizen facility, and a second building that can be used by the community.

UNADDRESSED PROBLEMS. Traffic on the arterial roads—the DEIS does not analyze any challenges the addition of toll lanes would cause the neighboring roads.

1. Colesville Road/Route 29 at University Boulevard is heavily congested—Level F. The on and off ramps for the Beltway are at Colesville Road, two short blocks south of University Boulevard. The majority of the traffic going to or from the Beltway at Colesville Road goes through the 4 Corners intersection. I have spent years attending meetings that were trying to find ways to lessen current congestion. A DOT Open House presentation showed additional ramps at Colesville Road for the toll lanes. The increase of traffic on Colesville Road to get to and from those toll roads would absolutely overload the functioning of intersections in and near Colesville Road and University Boulevard. The commercial section of 4 Corners, a community asset, would suffer greatly since access to the businesses would be blocked by additional traffic. The neighborhoods on both sides of the Beltway would be dramatically and disastrously affected by that traffic and the need to make room for those ramps—more private property taken. Cut-through traffic, already a serious problem, would become horrendous, degrading the livability of the neighborhoods. However, the placement of ramps for the toll roads are part of the missing information in the DEIS and other state presentations, aside from that one Open House.

2. Forest Glen Road runs parallel to the Beltway. It connects Colesville Road to Holy Cross Hospital and Georgia Avenue. It is a major route for emergency vehicles from and to Colesville Road. The expansion would affect, perhaps even eliminate, that major route. Another direct route outside of the Beltway does not exist. Has that problem been studied? If so what are the alternatives?

3. Blair High School is bordered by the Beltway, Colesville Road and University Boulevard. More than 3000 students plus at least 400 teachers and other staff come to and leave the school by school bus, Ride-on, Metro, car pools and walking. Additional traffic caused by the access ramps to the toll roads would greatly impact the school's ability to serve the community. While Blair is the largest high school in the county, it has the smallest acreage and field area. Beltway expansion would likely take some of that field area, thus adversely affecting the students, many of them from low income families.

#### HISTORIC BUILDINGS

Three historic homes are located very close to the current on-ramps.

Karen Michels  
President, South Four Corners Citizens Association  
[REDACTED] Rogart Road  
Silver Spring, MD 20901

**Name:** Kathleen Michels

**Joint Public Hearing Date:** 9/10/20

**Type:** Voicemail

**Transcription:**

Hello, my name is Kathleen Michels (K-a-t-h-l-e-e-n-M-i-c-h-e-l-s) - Kathleen Michels.

I'm calling -um - to register my comments against the 495--widening of the 495/295. Ah -The number one - the impacts on parkland and adjacent communities is unacceptable for the - the arguable - um - benefits. Um - And actually, it will just increase congestion because - um - will encourage more people to be in the cars and those people will be most - um - especially people who can afford to pay. So, uh - wealthy people who can afford to pay large amounts and don't care, will whiz by on these expanded lanes while everybody else will still be stuck in congestion. Um - So I want um - the environmental costs are unacceptable. The incredible cost of moving the, uh - the infrastructure - underground infrastructure - um, has not been factored in adequately. The impacts of the north - Northwest Branch, and Sligo – um- Sligo Creek , and the Anacostia ultimately, again, are unacceptable. I live at [REDACTED] Ladd (L-a-d-d) Street, Silver Spring, Maryland 20902 and my phone number is [redacted]. Thank you.

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**From:** Lisa Middleton [REDACTED]  
**Sent:** Monday, November 9, 2020 7:56 PM  
**To:** MLS-NEPA-P3  
**Subject:** No luxury lanes - please

Please based on continued feedback of your constituents in Montgomery County do not go forward with expanding 495/270. It's not good for the environment, for nearby homeowners, the taxpayers. In a public/private partnership - who benefits? Corporations lining their pockets at the cost of taxpayers.

We have an opportunity to do things different in the time of a pandemic and post-pandemic. More people are working from home. More lanes only brings more cars. Let's take this opportunity to do things differently.

Lisa Middleton  
20901

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Lisa Middleton (pronouns: she, her, hers)  
#lovewins  
#chooselove

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**From:** Mollie Miedzinski [REDACTED]  
**Sent:** Wednesday, November 4, 2020 3:13 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Letter to MDOT on Draft Environmental Impact Statement

Dear Maryland Department of Transportation,

My name is Mollie Miedzinski and my family and I reside at [REDACTED] Breezewood Terrace, Rockville, MD 20852. Our home and community is located off of Montrose Rd and very near I270. I am writing to you to tell you that I support the NO BUILD option regarding the 270/495 expansion proposal.

I am against your current slate of options for multiple reasons.

1. The current slate of alternatives of adding lanes to both highways of 270/495 will have a huge impact on my life and the lives of my loved ones and on members of my community. The impact of the proposed options will not only affect my health, but it will also affect my quality of life. I suffer from asthma and the increased vehicle emissions will only make my asthma worse.
2. The proposed projects will negatively affect the value of our home. We chose to live in this neighborhood for the wonderful community, excellent schools and local parks. These attributes will be lost or greatly affected and people will not choose to live in our community because of the increased traffic, noise, pollution and subsequent decrease in value of the homes.
3. We will also likely see increases in water and sewer fees as a result of the project expansion and will also likely result in taxpayer subsidies for the toll way operators. It is a lose-lose situation for the residents on my community and other communities affected by the proposed highway expansion.
4. The proposed expansion will lead to an overall increase in air and noise pollution, which will negatively affect me and my community.
5. Lastly and most importantly, there are critical factors that need to be considered now that we are in the midst of a pandemic. This pandemic has shown the world that working from home and reducing commuting is very viable and this experience will likely change the landscape of how people work. This calls into question the basic rationale for expanding the highways. At the very least, all the expansion proposals should be tabled for the next several years to see how the pandemic changes how people work in our area. Moving forward without looking at our new circumstances will be at a considerable cost in dollars, lost homes, lost green space, and impacted health.

I respectfully submit that we should put this effort on hold and revisit it in the next 4-5 years and re-evaluate the needs of the county at that time. We will undoubtedly find a new world in how people work and live.

Sincerely,  
Mollie Miedzinski

cc: Comptroller Peter Franchot  
State Treasurer Nancy Kopp

## Airel Miller

I strongly believe that adding more lanes will not solve the congestion issue. The curvy nature of 495 causes a lot of stop and go which then backs up onto 270. There are simply just too many people on the road at one time. I think a much better solution would be expanding public transportation in the form of rails throughout Montgomery and PG county. You could also offer incentives for people that car pool or use ride sharing.

## Betsy Miller

I am a 28-year voting resident of this county and I oppose this project because it will not decrease traffic on I-270. It will create backups for all those who can't afford to pay for the toll lane. Toll lanes allow the privileged few to pay to avoid traffic, while the majority of drivers cannot afford to do so. It is unfair and inequitable.

The noise and pollution coming from I-270 is already disruptive and unhealthy. Your plan will make it that much worse and destroy the quality of life along the corridor. I support the no-build option.

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**From:** chaz miller [REDACTED]  
**Sent:** Monday, November 9, 2020 1:55 PM  
**To:** MLS-NEPA-P3; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** I-495/270 Expansion

I oppose the proposed expansion of I-495 and I-270.

If expanded, the toll/Lexus lanes will charge extortionate fees. Drivers who cannot afford or won't pay those fees will be forced into congested fee lanes, causing more air pollution in this region. Capital cost estimates exclude significant infrastructure costs that will be borne by Maryland taxpayers through increased assessments by those agencies responsible for relocating and maintaining the water, sewage and other infrastructure negatively impacted by an expanded Beltway.

The Proposal relies on the use of a so-called Public Private Partnership. Given the history of a similar partnership for the Purple line, increased costs and disputes with the partnership are inevitable.

The DEIS failed to adequately assess the impact of an expanded beltway on Maryland's air, water and parklands. As a hiker and biker who regularly uses Rock Creek Park, the C&O Canal and other parkland in the area of the Beltway, I am appalled at the negative impact of increased congestion on the public's use of those outdoor areas.

As a resident of the Indian Springs neighborhood of Silver Springs, I don't understand MDOT's callous indifference to the existing parkland, recreational facilities and YMCA that will be destroyed by this proposal. As a parent of two graduates of Montgomery Blair High School I am concerned the proposed expansion fails to consider the impact of increased air emissions on the health of the students and faculty and who will be in a building adjacent to an expanded Beltway. Roscoe Nix Elementary School will be harmed even more because it will be sitting on top of the expanded Beltway.

MDOT needs to start over again on the Environmental Impact Statement, assess the real costs and impacts on the area's environment and consider real alternatives to an expanded Beltway.

Chaz Miller  
[REDACTED] Normandy Drive  
Silver Spring MD 20901

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**From:** edna miller [REDACTED]  
**Sent:** Saturday, October 17, 2020 8:37 AM  
**To:** MLS-NEPA-P3  
**Subject:** I-495/I-270 DEIS Testimony  
**Attachments:** 1016201315-2.jpg

From Edna Miller, opposed, 10/16/20. See attached for details. Please enlarge text from Android cell phone.  
Respectfully,  
Edna

I Edna Miller do not support the I-495 & I-270 Managed Lanes P3 Program. I support the No Build Option.  
To whom it may concern, October 16, 2020 Testimony

I-495/I-270 Proposed Luxury Lanes DEIS 19,000 page document raised alarm & concerns, more so than it provided sound answers to inspire real confidence in a benefit from the I-495/I-270 development's cost. NCPD Commissioners are calling for a redo of this Luxury Lanes DEIS. Maps in DEIS, shows impacts on homes, flood plains & parks from the proposed highway expansion. Maryland Senators and Delegates signed a letter tearing apart the DEIS. The document presents flaws, misrepresentations and omissions of critical details, missing facts & lack of accountability for protections from mistakes, omissions & total absence of financial responsibility for non-contractual work to complete highway's development (cost of moving water pipes). Casey Anderson's comments included the DEIS dependence on outdated traffic modeling & exclusions of Covid-19's impact on what traffic patterns will be needed after there is a vaccine, which would better identify what percentage of single occupancy vehicles will return to highways. He also pointed out the tragedy of hindsight perspective with Purple Line P3 contractor's abandonment unless the State pays the overruns to complete construction. This unfortunately leaves Marylanders holding the bill or no Purple Line. Additional analysis is called for with I-495/I-270 Proposal's DEIS & its contracts to avert a Purple Line P3 financial mistake and how unpredictable incidents can occur, that could cause overruns (sad transit learning curve), instead of a successful Transit operation, persuading drivers off roads. Featuring less congestion, less GHG, and less vehicle fluids (oil, gas, transmission and battery acids) washing into the Chesapeake Bay. DEIS reveals negative impacts on critical health of wetlands, flood plains & habitat in Rock Creek, Sligo Creek, Cabin John Creek & Northwest Branch Stream Valley Parks, whose waterways end in Chesapeake Bay. Another important element needing further investigation is financial responsibility around the cost of moving the water pipes, in order to complete this project. An expense you know will deplete income needed in the State's Annual Budget, or it would burden Maryland taxpayer's Water Bills, motivating many to exit State, further reducing an economic uptick when a Covid-19 vaccine becomes available. Do you want this Legacy? In closing, I hope you take these alarms & concerns around the DEIS for the 495/270 Luxury Lanes Project's disastrous impacts, as seriously as you, Governor Hogan, did when working out details to successfully reduce the nightmare of Covid-19 Pandemic for Marylanders in 2020, when you used scientific detailed solutions protecting all Marylanders and earned our respect. That should be your legacy. Protect Marylanders again from 495/270 Proposal's disastrous impacts. After Covid-19 vaccine comes out proven effective, is the right time to analyze new traffic modeling and reconsider transit solutions that is less hostile to your constituents, helps meet GHG Goals, featuring an economic uptick for Mid-Atlantic Region & Maryland's Treasury.

Respectfully,

Edna Miller, resident and condominium homeowner seventeen years.

Club House Road, Unit Montgomery Village, MD 20886

<https://495-270-p3.com/your-participation/provide-feedback/managed.lanes@montgomerycountymd.gov>

[aklase@marylandtaxes.gov](mailto:aklase@marylandtaxes.gov)

[MLS-NEPA-P3@mdot.maryland.gov](mailto:MLS-NEPA-P3@mdot.maryland.gov)

## Eric Miller

I am firmly opposed to any widening or toll road expansion on the Beltway or 270. We cannot build our way out of traffic congestion any more than we have been able to over the past 40 years. We need to start looking for other ways to mitigate highway traffic.

The MARC train system along the Brunswick line to Fredrick and Martinsburg is very under utilized compared to its potential capacity. Any expansion of highway lanes must be accompanied by an even GREATER expansion of MARC train passenger capacity in the form of more parking at ALL MARC stops, double stack trains at all times, one-touch transfers to/from buses and Metro (via SMARTIP),and a major education and awareness campaign to increase ridership.

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**From:** Fran Miller [REDACTED]  
**Sent:** Sunday, September 6, 2020 3:23 PM  
**To:** MLS-NEPA-P3  
**Subject:** APPLICATION nab2018-02152

Please DO NOT widen I-270. It will cause more traffic, and will be very unfair to our homes and air quality and noise levels in College Gardens (near Exit 6A).

Thank you.

Fran Miller

I totally am against this project and I support the NO-BUILD option.  
Please protect our neighborhoods, our parks, our air and water quality..

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**From:** James Miller [REDACTED] Sent You a Personal Message [REDACTED]  
**Sent:** Wednesday, July 15, 2020 7:44 PM  
**To:** 495-270-P3  
**Subject:** Extend the I-495 and I-270 comment period to at least 120 days

Dear Lisa Choplin,

This plan will do great harm to a lot of is - not just those whose property will be destroyed. Pollution, noise, urban sprawl, and higher sewer fees and taxes are the worst. But indirect damage to public transit is a major problem. At the VERY least give us more time to hear from folks most directly affected.

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.?

Sincerely,

James Miller  
[REDACTED] Elm Ave  
Takoma Park, MD 20912  
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lindsey Mendelson at Sierra Club at [REDACTED] or [REDACTED].

## Scott Miller

The expansion of I495/270 is urgently needed. Development and growth have far outstripped the capacity of existing highways and local roads. Montgomery County needs to continue to grow and compete with other local counties for jobs and residents. Without this project, the future health of the county is put at risk. I caution, though, that the maximum benefit of this project could be jeopardized if tolls are set at too high a rate. Surveys should be conducted of current users of I495 and 270 to determine the upper limit of what they will be willing to pay for the value they receive from the expanded lanes. It will be critical for public confidence for there to be an upper cap to toll charges. This will allow residents to drive the new lanes with confidence that they will not be caught in a sudden toll surge.

Thank you for your work on this critical improvement for Montgomery County and our region.

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**From:** Scott Miller [REDACTED]  
**Sent:** Saturday, November 7, 2020 1:54 PM  
**To:** MLS-NEPA-P3  
**Cc:** Scott Miller  
**Subject:** I-495 and I-270 P3 Program DEIS Testimony

I am Scott E. Miller, a research biologist with a Ph.D. from Harvard University, currently employed by the federal government in the Washington area. I am a member of the Washington Biologists Field Club, and have done research on the insect fauna in this area. I live in Arlington, Virginia, and frequently use the area in question for recreational activities.

I am OPPOSED to the highway expansion project including the American Legion Bridge (ALB) expansion part.

I support the **NO BUILD OPTION**

None of the other presented DEIS alternatives are acceptable.

I am especially concerned about the proposed destruction of Plummers Island, one of the longest studied and best known biological sites in the world. Such long term study sites are irreplaceable in understanding long term environmental change.

**I consider the DEIS legally faulty and incomplete for multiple reasons, including:**

- Destruction and disturbance of State of Maryland and National parklands with wetlands, including but not limited to several miles of Rock Creek Regional Park (including moving substantial stretches of Rock Creek), and ca. 80 acres of the Chesapeake & Ohio National Historical Park (CONHP), including ca. 5 acres of the 12 acre Plummers Island and moving "Rock Run".
- The destruction of "Rock Run Culvert" in building the American Legion Bridge violates the integrity of Plummers Island (CONHP, Montgomery Co., Maryland).
- Lack of understanding or recognition of the value of the extensive historical and ongoing biological research on Plummers Island and the WBFC's 120 years of contributions and commitments to that. Records of many rare plants, animals and habitats from the Island were not considered.
- Lack of Due Diligence on study of impacts on Plummers Island's wetlands and rare plant communities, and rare plant and animal species (the evaluation of the organisms on the Island was apparently based on one summertime visit to the head of the Island in 2019). DEIS APPENDIX L. (Natural Resources Technical Report) subordinate Appendices A-R cover Natural Resources considered along the route. As is documented in the submission by WBFC, APPENDIX L is woefully incomplete as concerns Plummers Island. Plummers Island is in the large Potomac River / Rock Run (PR/RR) Natural Resources unit. The DEIS surveys for rare plants and animals on the Island was cursory, brief, and at the wrong season of the year to identify many of the organisms of concern.
- Lack of alternatives to condemning part of Plummers Island for the ALB proposed project.
- Lack of consideration of the impact of the Covid-19 epidemic on present and future transportation loads and patterns (many folks are teleworking and attending virtual meetings).

With peak traffic flows down due to changed behavior patterns resulting from Covid-19, toll lanes will be unlikely to provide revenue streams of sufficient reward to P3 contractors, likely leaving taxpayers on the hook for billions of dollars.

- Lack of forward thinking on Climate Change (only more cars powered by petrol).
- Lack of accepted Build options with mass transportation options (trains, light rail, monorail, etc.)
- Massive costs, with near certain cost overruns passed on to taxpayers. Regarding Washington Suburban Sanitary Commission (WSSC) expenditures, estimated to be \$2 billion, It remains unclear if ratepayers would be responsible for this cost.
- Toll lanes that could cost as much as \$50 in peak traffic hours, which would provide little benefit to the average commuter.
- Massive traffic congestion and delays during the construction period lasting 5-10 years, after which the traffic flow will be just as congested as it was prior to the construction due to the encouragement of more cars to be on the road, also known as induced demand.
- Because the DEIS's analysis is incomplete, it is impossible for the concerned Agencies to assess, and the public to comment on, the proposed project's impacts. The Agencies cannot wait until a final EIS is complete to analyze the project's full impacts, as it will then be too late for the public to meaningfully comment on them and for the Agencies to consider the public's comments and choose the alternative that best alleviates the impacts based on this information. I respectfully request that the Agencies conduct a supplemental EIS to provide the public the ability to meaningfully review and comment on the impacts before a final EIS is produced.

### **Alternative placement of the Bridge not considered in the DEIS**

- MDOT should consider building and placing construction platforms only upstream from the current bridge to reduce impacts to the Chesapeake and Ohio Canal NHP and Plummers Island.
- MDOT should consider construction of other crossings to alleviate traffic over the ALB instead of bridge enlargement.
- I respectfully ask that agencies consider these options to the ALB portion of this project to reduce and minimize impacts to Plummers Island and the surrounding area.

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**From:** Shelley Miller [REDACTED]  
**Sent:** Monday, November 9, 2020 1:18 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxpayer.gov; kumar.barve@house.state.md.us;  
nancy.king@senate.state.md.us  
**Subject:** DO NOT Widen I-495 and I-270

To all concerned:

**I am opposed to the I-495 & I-270 toll lane project and support a no-build option for the following reasons:**

1. The studies on which the decision to add lanes was conducted before the COVID-19 pandemic forced us into our homes from where we work, learn, shop, and are entertained. We do not know what lasting impact these changes will have on our traffic patterns, but it seems foolish to assume that when our lives move back to a new sense of normalcy, we can rely on pre-pandemic data to make decisions about future traffic needs. Though it's reasonable to expect that some people will go back to schedules of driving to and from offices during traditional rush hour timeframes, there are likely to be many who continue to work from home at least some of the time. Those workers who cannot work from home (restaurant workers, retail employees, healthcare workers, etc.) often have workdays that do not necessitate driving during those hours that previously have seen the most congestion on our roads.
2. I do not understand how any decision can or should be made to add roadway without even addressing the possibility of enhancing public transit. Do you have any concern for our environment and the very real impact on global climate change, which already threatens to have very dire effects on our lives and the entire world? And what about the dirt and dust from the construction itself and the negative impact that might have on the health of the many people who live nearby as well as the wildlife and natural habitat. In fairness, I do realize that COVID-19 has decreased interest in utilizing transit. But it is not unreasonable to expect that we won't remain in this fearful state forever and will need multiple forms of transportation to get us to where we need and want to be.
3. I do not understand how you can consider widening the southern portion of I-270 before solving the already existent bottleneck that occurs where the road currently narrows to two lanes north of Germantown. Some of the worst congestion already exists there and will only be exacerbated by forcing even more traffic into an already too narrow space.
4. I do not understand how you can consider another Public Private Partnership at the same time that we are trying to salvage another that appears to be doomed. Our county and state have already experienced a massive fail with the disastrous P3 project for the ill-fated Purple Line. Would any intelligent decision-maker forge ahead without adequate knowledge of what caused the existing one to disintegrate, leaving us with the wreckage of demolition and no clear path to the transit meant to replace it? What will it end up costing us as taxpayers when (not if) the expected toll revenue does not cover what the private contractors claim it cost them to build and maintain the road? Or if the contractor goes bankrupt before the project is completed?
5. I don't know whether the forecasted tolls for these roads have any relation to reality. But even if the actual tolls are only half of those predictions, the cost to drivers is exorbitant, and I expect that those lanes will remain relatively empty while the others stay clogged with drivers who cannot afford to pay for a speedier trip.
6. Previous projects that added lanes to I-270 have already had an impact on my neighborhood. I have lived in my home in the Walnut Woods community for nearly 33 years. When my husband and I moved into our house in January of 1987, we rarely heard any traffic sounds. And that was in the winter when the leaves were off the trees. Now whether there are leaves to buffer the sound or not, we live with the constant hum of traffic and frequent roar of loud car, truck, and motorcycle engines. More lanes will almost certainly equate to more noise.
7. Please do not destroy any more of our parkland, tree cover, or waterways. I do believe in transit oriented development and accept that there needs to be some sacrifice of previously green spaces in order to provide

the resources that make Montgomery County a great place to live. But what also makes MoCo appealing is the existence of those green areas and historic properties. Do we really need to sacrifice more of those important features of our county without thoroughly considering alternatives?

Please take the responsible approach and do not go forward with any of the proposed plans for I-270 and I-495 without reconsidering ALL alternatives. That means waiting until we have a better idea of how the COVID-19 pandemic impacts traffic and studying ways to incorporate public transit into the lives of the many citizens of Montgomery County. It is unconscionable to move forward under any other circumstances.

Thank you.

Shelley Miller

■ Whippoorwill Court  
Rockville, MD 20852

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**From:** Shelley Miller [REDACTED]  
**Sent:** Monday, November 9, 2020 1:18 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxpayer.gov; kumar.barve@house.state.md.us;  
nancy.king@senate.state.md.us  
**Subject:** DO NOT Widen I-495 and I-270

To all concerned:

**I am opposed to the I-495 & I-270 toll lane project and support a no-build option for the following reasons:**

1. The studies on which the decision to add lanes was conducted before the COVID-19 pandemic forced us into our homes from where we work, learn, shop, and are entertained. We do not know what lasting impact these changes will have on our traffic patterns, but it seems foolish to assume that when our lives move back to a new sense of normalcy, we can rely on pre-pandemic data to make decisions about future traffic needs. Though it's reasonable to expect that some people will go back to schedules of driving to and from offices during traditional rush hour timeframes, there are likely to be many who continue to work from home at least some of the time. Those workers who cannot work from home (restaurant workers, retail employees, healthcare workers, etc.) often have workdays that do not necessitate driving during those hours that previously have seen the most congestion on our roads.
2. I do not understand how any decision can or should be made to add roadway without even addressing the possibility of enhancing public transit. Do you have any concern for our environment and the very real impact on global climate change, which already threatens to have very dire effects on our lives and the entire world? And what about the dirt and dust from the construction itself and the negative impact that might have on the health of the many people who live nearby as well as the wildlife and natural habitat. In fairness, I do realize that COVID-19 has decreased interest in utilizing transit. But it is not unreasonable to expect that we won't remain in this fearful state forever and will need multiple forms of transportation to get us to where we need and want to be.
3. I do not understand how you can consider widening the southern portion of I-270 before solving the already existent bottleneck that occurs where the road currently narrows to two lanes north of Germantown. Some of the worst congestion already exists there and will only be exacerbated by forcing even more traffic into an already too narrow space.
4. I do not understand how you can consider another Public Private Partnership at the same time that we are trying to salvage another that appears to be doomed. Our county and state have already experienced a massive fail with the disastrous P3 project for the ill-fated Purple Line. Would any intelligent decision-maker forge ahead without adequate knowledge of what caused the existing one to disintegrate, leaving us with the wreckage of demolition and no clear path to the transit meant to replace it? What will it end up costing us as taxpayers when (not if) the expected toll revenue does not cover what the private contractors claim it cost them to build and maintain the road? Or if the contractor goes bankrupt before the project is completed?
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7. Please do not destroy any more of our parkland, tree cover, or waterways. I do believe in transit oriented development and accept that there needs to be some sacrifice of previously green spaces in order to provide

the resources that make Montgomery County a great place to live. But what also makes MoCo appealing is the existence of those green areas and historic properties. Do we really need to sacrifice more of those important features of our county without thoroughly considering alternatives?

Please take the responsible approach and do not go forward with any of the proposed plans for I-270 and I-495 without reconsidering ALL alternatives. That means waiting until we have a better idea of how the COVID-19 pandemic impacts traffic and studying ways to incorporate public transit into the lives of the many citizens of Montgomery County. It is unconscionable to move forward under any other circumstances.

Thank you.

Shelley Miller

■ Whippoorwill Court  
Rockville, MD 20852

# Wendy Miller

August 17, 2020 Comment Submission on I495-I270 Managed Lanes Study DEIS  
Wendy J. Miller,  
Royal Dominion Drive, Bethesda, Maryland

Dear Sir or Madam,

My comments are as follows. Thank you for your careful consideration of them.

## Arbitrary Selection of Project Alternatives

As I have commented at every possible stage of the I495 and I270 development process, the Maryland Department of Transportation (DOT) has failed to fairly consider any freestanding alternatives involving public transit or true smart transportation technology. This now has tainted the National Environmental Policy Act (NEPA) process (42 U.S.C. 4321-4370h), in which the Federal Highway Administration is the lead federal sponsor and the Maryland DOT is the local sponsor, making it arbitrary and capricious.

## Predetermined Decision-making

Relatedly, Governor Hogan has made quite clear from the beginning of project development that he is interested in adding two lanes to I495 in each direction. See, most recently, Washington Post reports last fall and spring that the portion of the project across the Cabin John Bridge will be geared to join expedited construction of multiple lanes on Virginia I495. With this DEIS, the Federal Highway Administration has become a partner in this predetermined decision-making process. This constitutes the very essence of arbitrary decision-making in violation of NEPA.

## New Information Warranting a Supplemental DEIS Process

The Council on Environmental Quality (CEQ) regulations implementing the NEPA process call for supplemental analysis whenever there are "significant new . . . circumstances . . . relevant to environmental concerns and bearing on the proposed action or its impacts." 40 C.F.R. 1502.9(c)(1)(ii). (The same standard applies in the updated CEQ regulations published last month, should they ever become effective.) Since this project was initiated—and certainly since this EIS development process began—circumstances in Maryland have changed in ways that meet this standard. We are in the midst of an historic COVID19 pandemic and national economic crisis that has dramatically impacted to date—and has the realistic potential for significant long-term impacts on—DMV and interstate driving habits, local teleworking options, and locally, nationally, and globally available financial and other resources. This is a once-in-a-century event that likely will affect the purpose, need, and viability of project alternatives in large ways. Fair application of NEPA requirements demands that the Federal Highway Administration and Maryland DOT reevaluate this project under these new circumstances. The following resources are just a few of the many reputable initial analyses of the impacts of COVID19 that indicated that a Supplemental DEIS process is warranted.

<https://www.brookings.edu/blog/up-front/2020/04/06/telecommuting-will-likely-continue-long-after-the-pandemic/>

<https://www.nationalacademies.org/trb/blog/telework-transportation-research-in-light-of-the-covid-19-pandemic>

<http://www.oecd.org/coronavirus/policy-responses/productivity-gains-from-teleworking-in-the-post-covid-19-era-a5d52e99/>

The one-paragraph discussion of COVID19 on page 3 of the Executive Summary completely ignores the existence of key preliminary analyses such as these and, again, is evidence of the arbitrary march toward a predetermined result for this project.

## Financing of this Project

The DEIS includes several alternatives that rely on "priced managed lanes." That is speak for tolling contemplated to be managed completely by private entities that are magically projected to bear the cost of this project (and reap the profits therefrom for decades and decades). Because this is the case, 40 C.F.R. 1502.23 requires inclusion of a detailed cost-benefit analysis in this DEIS. The DEIS does not contain one. There is, in fact, little documentation for assumed financing of alternatives in the DEIS and what is there states only that there will be no burden on Maryland and federal taxpayers. The three-page discussion of tolling on ES-12 and the Public-Private Partnership on ES 20-21 is completely inadequate. This DEIS cannot be finalized without a clear, detailed, and substantiated explanation of how the alternatives are contemplated to be financed. Vague statements about how a public-private financing arrangement will support some of the alternatives simply do not satisfy the public disclosure requirements of NEPA and other planning processes. Compounding this omission is the changed circumstances of the severe local, national, and global economic downturn in which this project is being pushed forward. This issue must be reexamined and the record supplemented.

Relatedly, the circumstances of the pandemic have raised new questions about the extent to which the United States may finance critical infrastructure projects through global conglomerates as is apparently envisioned here. A not clearly addressed impact of this project is the national security implications of financing of the highways around the nation's capital this way. Cf <https://www.scmp.com/tech/science-research/article/3050563/national-security-concerns-return-spotlight-new-investment>

## Adequacy of Discussion of Alternatives in the DEIS

As far as I can determine, the DEIS does not contain discussion of a proposed alternative. And there is no explanation in the DEIS why that is so. 40 C.F.R. 1502.14 (also the same under the just updated regulations) indicates that selection of a proposed alternative is significant to a rational process. The relevant Federal Highway Administration NEPA regulation on this point, 23 C.F.R. 771.123(e), suggests that the DEIS must contain a preferred alternative "to the extent practicable"; however, even the terms of this seemingly inconsistent regulation are not met because the DEIS does not contain a clear explanation of why it was impracticable to state a preferred alternative here.

Furthermore, 40 C.F.R. 1502.14 requires a clear, detailed explanation of why Alternative 5 (adding one new lane in each direction) was dropped. The couple-paragraph discussion of this point in the Executive Summary is conclusory and inadequate. Additionally, supplemental analysis of changed driving habits and expanded teleworking (as a consequence of COVID19) may show that this alternative is in fact feasible.

# Wendy Miller

Dear Sir or Madam,

I would like to supplement my comments submitted on August 17, 2020. Below is a link to an article published today on the WTOP website showcasing a study of Northern Virginia traffic and teleworking patterns. It demonstrates the projected significant long-term impacts on both of the lifestyle changes initiated by the COVID19 crisis. This study provides additional direct evidence of the need for a Supplemental DEIS due to significantly changed circumstances for the project. It is arbitrary not to assume the possibility of similar results affecting Maryland traffic patterns on I495 and I270. Thanks in advance for your attention to this matter.

<https://wtop.com/dc-transit/2020/08/pandemic-has-reshaped-northern-virginias-commute-for-years-to-come/>

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**From:** Emily Mintz [REDACTED]  
**Sent:** Sunday, November 8, 2020 6:19 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** I vehemently oppose the I-495/I-270 expansion project

I am in favor of the No-Build option.

Haven't we learned this lesson yet? At what point does Maryland join the world in recognizing climate change and the necessary modifications we must all make?

Besides the existential issues posed by building ever-wider highways in an age trending toward mass transit and telework, it is unconscionable to put effort and resources into a road project that will destroy homes, cut out parts of several park systems, degrade or destroy wetlands, and only serve those who can afford to pay potentially high tolls to save no more than 10 minutes. Add to that the financial cost of a flawed P3 project wherein the public sector will inevitably hold the bag when the private sector is unable to make its expected profits, tolls increase, and traffic on the non-toll lanes becomes unbearable. In addition, WSSC will need to raise rates for all of us when the \$1B needed to move water and sewer lines has to be covered.

Having lived in Montgomery County for over 45 years, with 38 of those years in Tilden Woods, near the juncture of I-270 and I-495, I have experienced THREE major I-270 widening projects. Each one was forced on the public as a "solution" to congestion with projections of decades of relief. How has that worked out? I have a degree and background in architecture, have studied urban planning, and have 37 years experience as a local residential real estate agent.

Where is the Corridor Cities Transitway? Why isn't a monorail along the I-270 median being studied, pushed, and engineered? Where are the funds for a robust BRT system in Montgomery County?

The DEIS is so flawed and obviously weighted toward a build conclusion that nearly everyone who has examined it (who won't gain financially from its construction) recognizes that the model used and the scenarios "checked" emphasize the "benefits" of construction while minimizing the numerous and glaring deficits.

This project must be recommended for a No-Build alternative.

Sincerely,  
Emily Mintz  
[REDACTED] Sulky Lane  
North Bethesda, MD 20852

# Lourene Miovski

I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft 4(f) Evaluation comment:

Lisa B. Choplin, DBIA  
Director, I-495 & I-270 P3 Office  
Maryland Department of Transportation State Highway Administration

Ms. Choplin:

My husband and I are very much opposed to the proposed expansion of the Beltway (I-495) adjacent to North College Park and the Greenbelt Metro Station.

We live across the street (Edgewood Road) from the Polish Club property that is threatened by the expansion. The Polish Club property and the property owned by the Maryland National Capital Park and Planning Commission (MNCPPC), east of the Polish Club property, contain wetlands, trees, and wildlife (including deer, foxes, raccoons, rabbits, squirrels, turkey vultures, hawks, migrating birds, and a wide variety of local birds). This is one of the few natural areas remaining in College Park. The Polish Club president had hoped these properties would be made into a dedicated "green space". Instead, the state wants to mow down the trees so it can park construction vehicles and materials there.

This project would radically change our neighborhood from being a green sanctuary to a construction zone. Instead of enjoying walks in the woods and the view of trees from our windows, we would see a construction site.

The expansion of I-495 here would also require tearing down the buffer wall -- that we lobbied for many years to get -- that serves as a barrier to keep vehicle exhaust and noise from the Beltway out of our neighborhood.

The loss of the buffer wall would mean that our neighborhood residents, young and old, will once again be subjected to the vehicle exhaust that causes asthma, COPD, and cancer. I am a cancer survivor. That makes this expansion project a threat to my health and possibly my life. There is a K-8 school and preschool just east of our house (adjacent to the MNCPPC property). Those children -- who are more vulnerable than adults -- will again be at increased risk for asthma and cancer.

The loss of the buffer wall would also mean that our neighborhood residents will once again be subjected to the sounds of vehicles on the Beltway 24 hours a day, 7 days a week. And we will be subjected to the sounds of construction vehicles and workers from early morning, when some would prefer to be sleeping.

We bought our house in 1996. We renovated our house to make it "clean" and "green" thereafter (including installation of costly solar electric and hot water systems). Others in the neighborhood have made significant costly improvements to their properties, too. As a result, property values in our neighborhood have risen in recent years. But all our investments will be wiped away by this project. When it comes time to sell our properties, we will pay for the Beltway expansion with our own money because our properties will be worth much less than they are now. Who would want to live here after the trees are gone and it becomes a construction zone? Who would want to live here when the homes front the Beltway?

This draft environmental impact statement (EIS) does not adequately reflect the adverse impacts the project would have on the wetlands, the trees, and the wildlife that live in the wooded area across from our home. This draft EIS does not adequately reflect the adverse impacts that the increase in vehicle exhaust deeper into our neighborhood would cause on human health (e.g., asthma, COPD, and cancer). This draft EIS also does not adequately reflect the adverse impact that the project would have on our property values.

In order to see the natural area that will be destroyed by this project, paste this link in your browser, scroll down, click on the "street view" and, on the image to the right, pull the cursor to the left. Straight ahead at the end of 53rd Avenue, on the far side of Edgewood Road, to both the left and the right, are the beautiful woods that will be destroyed.

[https://www.google.com/search?source=hp&ei=OCkcnAGpK25gLMgZH4B &q \[REDACTED\] 53rd Avenue, College Park, MD&oq \[REDACTED\] 53rd Avenue&gs\\_l=psy-ab.1.0.38.2869.2869..4878...0.0..0.69.69.1.....0....2j1..gws-wiz.CHU1UD0ab18\\_spf\\_1575235390339](https://www.google.com/search?source=hp&ei=OCkcnAGpK25gLMgZH4B&q=[REDACTED] 53rd Avenue, College Park, MD&oq=[REDACTED] 53rd Avenue&gs_l=psy-ab.1.0.38.2869.2869..4878...0.0..0.69.69.1.....0....2j1..gws-wiz.CHU1UD0ab18_spf_1575235390339)

Please do not let the expansion of I-495 adjacent to North College Park and the Greenbelt Metro Station destroy this beautiful wooded area. Please preserve this little sylvan paradise for the residents who live here and for the many creatures who live in it. And please do not let the expansion of I-495 result in demolition of the buffer wall that keeps vehicle exhaust and noise from I-495 out of these woods and out of our neighborhood. Please don't let them make these beautiful woods and our neighborhood into a construction zone and a staging area for construction vehicles.

Thank you for your consideration.

Lourene Miovski  
[REDACTED] 53rd Avenue  
College Park, MD 20740

Dear Ms. Mioviski and Mr. Bannister,

Thank you for contacting us with your concerns. I am happy to respond. We did receive and review your letter and acknowledge all of your concerns. As noted in our original response, comments on the DEIS are considered and will be captured and responded to in the Final Environmental Impact Statement. This is the formal process we must follow under the National Environmental Policy Act (NEPA).

The I-495 I-270 Managed Lanes Study is being done in compliance with NEPA. During the entire public comment period, it is critical that MDOT SHA and FHWA listen to all comments received. Feedback on the DEIS and the proposed alternatives is an essential part of the decision-making process. As part of the NEPA process, all comments received will be considered, a hard-look on issues raised will be taken and substantive comments will be captured and responded to directly in the Final Environmental Impact Statement (FEIS). The FEIS will identify the Preferred Alternative and focus on any additional analysis and refinements of the data, as well as respond to substantive comments received on the DEIS. Following the FEIS, the agencies will sign a Record of Decision (ROD) which will record the agency's decision including the Selected Alternative, the environmentally preferred alternative, and mitigation plans and any commitments. The FEIS and ROD are anticipated to be published mid-2021.

We wrote a very detailed letter to Governor Hogan about a very specific issue. What we received back was non-responsive. In no way did your letter attempt to address the issue raised in our letter. Your response provided us no confidence that anyone actually read our letter.

We wrote about how the MDOT/SHA DEIS proposes to unnecessarily destroy a wooded wetlands area -- not because the property is needed to widen the Beltway -- but because MDOT/SHA want to park construction vehicles on the property, store construction materials on the property, and build stormwater management ponds on the property.

Your response to our letter does not mention this property, acknowledge that it is a wooded wetlands property with wildlife, acknowledge that it is one of the few natural areas left in College Park, or even acknowledge that the DEIS proposes to destroy the woods and the wetlands on the property.

Your response to our letter does not acknowledge that, despite proposing to condemn this property, MDOT/SHA hasn't even talked to the landowner about it. The property is owned by the Polish Club. The president of the Polish Club opposes use of the property for these purposes, and, should the property be used as a construction staging area for the widening of the Beltway, they want the property to be returned to its natural state on completion of the project. Isn't that something the DEIS should consider?

Your response to our letter does not acknowledge the failure of the DEIS to consider alternate sites for parking construction vehicles, for storing construction materials, and for building stormwater management ponds. It does not acknowledge that the DEIS should have considered multiple sites for these purposes and should have weighed the adverse impacts on the various sites before choosing any site for these purposes. Isn't that required in a DEIS?

Your response to our letter does not acknowledge that, near the wooded wetlands property, at the Greenbelt Metro Station, 1100+ parking spaces go unused daily. It does not acknowledge that use of some of the parking spaces on the north edge of the parking lot for construction vehicle parking and for construction material storage would not impact Metro parking usage at all. It does not acknowledge that, because there is an on-ramp and an off-ramp there to/from the Beltway, it would be far more reasonable to have MDOT/SHA put the vehicles and materials there than on the Polish Club property -- a wooded wetlands area with no ramp to the Beltway.

Your response to our letter does not acknowledge that there are 3 grassy areas adjacent to the Greenbelt Metro Station parking lot -- far from any residences -- that could be used for the stormwater management ponds: one in the northwest corner, a second in the northeast corner, and a third on the southeast edge of the parking lot.

And your response to our letter does not acknowledge that the stormwater management ponds require the regular application of carcinogenic pesticides during the warmer months to kill mosquitoes. It does not acknowledge that, if the stormwater management ponds are placed on the Polish Club property, instead of on the Greenbelt Metro Station property, the pesticides could cause cancer in the residents who live nearby and in the children who attend Al Huda School just southeast of the property.

Your response to our letter does not acknowledge that MDOT/SHA is also proposing to tear down the buffer wall that serves as a barrier to keep vehicle exhaust and noise from the Beltway out of our neighborhood. It does not acknowledge that the loss of the buffer wall would mean that our neighborhood residents and the children at Al Huda School will once again be subjected to the vehicle exhaust that causes asthma, COPD, and cancer.

And your response does not acknowledge that the loss of the buffer wall would mean that our neighborhood residents will once again be subjected to the sounds of vehicles on the Beltway 24 hours a day, 7 days a week. And it does not acknowledge that, if the Polish Club property is used as a staging area for construction vehicles, instead of the Greenbelt Metro Station parking lot, we will be subjected to the sounds of construction vehicles and workers from early morning, when some would prefer to be sleeping.

Your response to our letter does not acknowledge that, due to improvements made by residents in recent years, property values in our modest neighborhood have risen, but all our investments will be wiped away by this proposal. It

does not acknowledge that, when it comes time to sell our properties, we will pay for the Beltway expansion with our own money because our properties will be worth much less than they are now.

Your response to our letter does not acknowledge the failure of the DEIS to consider all the adverse impacts of this proposal: the adverse impacts on the trees, the wetlands, and the wildlife that live in the wooded wetland area; the adverse impacts that the increase in vehicle exhaust deeper into our neighborhood would cause on human health (e.g., asthma, COPD, and cancer) due to loss of the buffer wall; the adverse impacts on human health (cancer) due to regular application of pesticides on the stormwater management ponds adjacent to residences; and the adverse impact this proposal would have on our neighborhood and its property values. Isn't that required in a DEIS?

We deserve more than a non-responsive response to our letter.

We deserve to be told that you will require MDOT/SHA to consider the Greenbelt Metro Station property as an alternative site for parking construction vehicles, for storing construction materials, and for building stormwater management ponds.

And we deserve to be told that you will require MDOT/SHA to consider all the adverse impacts this proposal will have on the natural environment, on residents, on school children, and on the neighborhood, in deciding whether to use the Polish Club property versus the Greenbelt Metro Station property for these purposes.

Will you promise us that?

Sincerely,

Lourene Miovski

Tom Bannister

██████████ 53rd Avenue

College Park, MD 20740

From: Marion Harris <MHarris10@mdot.maryland.gov>;

Sent: Tuesday, October 20, 2020 7:35 PM

To: [REDACTED]

Cc: Jeffrey Folden <JFolden1@mdot.maryland.gov>;

Subject: Miovski 826593 Response: I-495 and I-270 Managed Lanes Study

Ms. Miovski and Mr. Bannister:

Please find the following response to your attached inquiry, sent on behalf of Lisa B. Choplin, Marion Harris Administrative Assistant, Executive

I-495 I-270 P3 OfficeEmail - mharris10@mdot.maryland.gov Office - 410.637.3300

[www.roads.maryland.gov](http://www.roads.maryland.gov)

Dear Ms. Miovski and Mr. Bannister:

Thank you for contacting Governor Larry Hogan regarding the I-495 and I-270 Public-Private Partnership (P3) Program and Managed Lanes Study. I am honored to respond on behalf of the Hogan Administration.

The I-495 I-270 Managed Lanes Study Draft Environmental Impact Statement (DEIS) became available for public review on July 10th. The DEIS provides a summary of the myriad of technical analyses completed for the Study. The DEIS and supporting technical reports that can be viewed on the P3 Program webpage at [www.495-270-P3.com/DEIS](http://www.495-270-P3.com/DEIS) or in hard copy at 21 locations around the study area. The list of DEIS viewing locations can also be found on the P3 Program webpage.

The Maryland Department of Transportation State Highway Administration (MDOT SHA) and the Federal Highway Administration will consider and evaluate comments on the DEIS and will respond to substantive comments in the Final Environmental Impact Statement. Comments on the DEIS will be accepted until November 9, 2020 by 11:59 pm. Comments received after November 9, 2020 will be reviewed and considered to the extent practicable.

The MDOT SHA is developing improvements to I-495 in an environmentally responsible manner and is working diligently to reduce property needs and impacts to community and environmental resources. On a personal level, we understand that we are talking about families, neighborhoods, and communities and are committed to working with communities and property owners to ensure these property and environmental resource concerns are addressed as the study is developed.

Thank you again for contacting Governor Hogan. We appreciate hearing from you. If you need further assistance, please feel free to contact Jeffrey T. Folden, P.E., DBIA, MDOT SHA I-495 I-270 P3 Office Deputy Director at 410-637-3321, or via email at [jfolden1@mdot.maryland.gov](mailto:jfolden1@mdot.maryland.gov). Mr. Folden will be happy to assist you.

Sincerely,

Lisa B. Choplin, DBIA  
Director, I-495 I-270 P3 Office  
[lchoplin@mdot.maryland.gov](mailto:lchoplin@mdot.maryland.gov)  
410-637-3320

Governor Hogan is committed to outstanding customer service. Tell us how we are doing. Click here.  
Maryland now features 511 traveler information!  
Call 511 or visit: [www.md511.org](http://www.md511.org)

Though the Beltway (I-495) could be expanded with minimal harm to our neighborhood adjacent to North College Park and the Greenbelt Metro Station, MDOT is choosing to unnecessarily cause devastating harm to our neighborhood. We live across the street (Edgewood Road) from the Polish Club property that is threatened by the expansion. The Polish Club property and the property owned by the Maryland National Capital Park and Planning Commission (MNCPPC), east of the Polish Club property, contain wetlands, trees, and wildlife (including deer, foxes, raccoons, rabbits, squirrels, turtles, turkey vultures, hawks, migrating birds, and a wide variety of local birds). This is one of the few natural areas remaining in College Park. The Polish Club president had hoped these properties would be made into a dedicated "green space". Instead, MDOT wants to mow down the trees so it can park construction vehicles and materials there. As planned, the Beltway expansion would radically change our neighborhood from being a green sanctuary to a construction zone. Instead of enjoying walks in the woods and the view of trees from our windows, we would see a construction site. The expansion of I-495 here would also require tearing down the buffer wall -- that we lobbied for many years to get -- that serves as a barrier to keep vehicle exhaust and noise from the Beltway out of our neighborhood. The loss of the buffer wall would mean that our neighborhood residents, young and old, will once again be subjected to the vehicle exhaust that causes asthma, COPD, and cancer. I am a cancer survivor. That makes this expansion project a threat to my health and possibly my life. There is a K-8 school and preschool just east of our house (adjacent to the MNCPPC property). Those children -- who are more vulnerable than adults -- will again be at increased risk for asthma and cancer. The loss of the buffer wall would also mean that our neighborhood residents will once again be subjected to the sounds of vehicles on the Beltway 24 hours a day, 7 days a week. And we will be subjected to the sounds of construction vehicles and workers from early morning, when some would prefer to be sleeping. We bought our house in 1996. We renovated our house to make it "clean" and "green" thereafter (including installation of costly solar electric and hot water systems). Others in the neighborhood have made significant costly improvements to their properties, too. As a result, property values in our neighborhood have risen in recent years. But all our investments will be wiped away by this project. When it comes time to sell our properties, we will pay for the Beltway expansion with our own money because our properties will be worth much less than they are now. Who would want to live here after the trees are gone and it becomes a construction zone? Who would want to live here when the homes front the Beltway? The draft environmental impact statement (EIS) does not adequately reflect the adverse impacts the project would have on the wetlands, the trees, and the wildlife that live in the wooded area across from our home. The draft EIS does not adequately reflect the adverse impacts that the increase in vehicle exhaust deeper into our neighborhood would cause on human health (e.g., asthma, COPD, and cancer). The draft EIS also does not adequately reflect the adverse impact that the project would have on our property values. In order to see the natural area that will be destroyed by this project, paste this link in your browser, scroll down, click on the "street view" and, on the image to the right, pull the cursor to the left. Straight ahead at the end of 53rd Avenue, on the far side of Edgewood Road, to both the left and the right, are the beautiful woods that will be destroyed.

[https://www.google.com/search?source=hpei=OC\\_kXcnAGpK25gLMgZH4BQq=\[REDACTED\]+53rd+Avenue%2C+College+Park%2C+MDotq=\[REDACTED\]+53rd+Avenue&gs\\_l=psy-](https://www.google.com/search?source=hpei=OC_kXcnAGpK25gLMgZH4BQq=[REDACTED]+53rd+Avenue%2C+College+Park%2C+MDotq=[REDACTED]+53rd+Avenue&gs_l=psy-)

ab.1.0.38.2869.2869..4878...0.0..0.69.69.1.....0....2j1..gws wiz.CHU1UD0ab18#spf=1575235390339 Please do not let the expansion of I-495 adjacent to North College Park and the Greenbelt Metro Station destroy this beautiful wooded area. Please preserve this little sylvan paradise for the residents who live here and for the many creatures who live in it. And please do not let the expansion of I-495 result in demolition of the buffer wall that keeps vehicle exhaust and noise from I-495 out of these woods and out of our neighborhood. Please don't let them make these beautiful woods and our neighborhood into a construction zone and a staging area for construction vehicles. If the Beltway has to be widened here, MDOT should take down the fewest trees necessary to widen it, and should rebuild the buffer wall. MDOT should park their vehicles and store their materials elsewhere, so they won't destroy our woods and our neighborhood. There must be more appropriate locations to store vehicles and materials. Thank you for your consideration.

---

**From:** L. M. Miovski [REDACTED]  
**Sent:** Tuesday, September 22, 2020 7:43 PM  
**To:** MLS-NEPA-P3  
**Subject:** Please don't allow the expansion of I-495 to unnecessarily devastate our neighborhood

Ms. Choplin,

Though the Beltway (I-495) could be expanded with minimal harm to our neighborhood adjacent to North College Park and the Greenbelt Metro Station, MDOT is choosing to unnecessarily cause devastating harm to our neighborhood.

We live across the street (Edgewood Road) from the Polish Club property that is threatened by the expansion. The Polish Club property and the property owned by the Maryland National Capital Park and Planning Commission (MNCPPC), east of the Polish Club property, contain wetlands, trees, and wildlife (including deer, foxes, raccoons, rabbits, squirrels, turtles, turkey vultures, hawks, migrating birds, and a wide variety of local birds). This is one of the few natural areas remaining in College Park. The Polish Club president had hoped these properties would be made into a dedicated "green space". Instead, MDOT wants to mow down the trees so it can park construction vehicles and materials there.

As planned, the Beltway expansion would radically change our neighborhood from being a green sanctuary to a construction zone. Instead of enjoying walks in the woods and the view of trees from our windows, we would see a construction site.

The expansion of I-495 here would also require tearing down the buffer wall -- that we lobbied for many years to get -- that serves as a barrier to keep vehicle exhaust and noise from the Beltway out of our neighborhood.

The loss of the buffer wall would mean that our neighborhood residents, young and old, will once again be subjected to the vehicle exhaust that causes asthma, COPD, and cancer. I am a cancer survivor. That makes this expansion project a threat to my health and possibly my life. There is a K-8 school and preschool just east of our house (adjacent to the MNCPPC property). Those children -- who are more vulnerable than adults -- will again be at increased risk for asthma and cancer.

The loss of the buffer wall would also mean that our neighborhood residents will once again be subjected to the sounds of vehicles on the Beltway 24 hours a day, 7 days a week. And we will be subjected to the sounds of construction vehicles and workers from early morning, when some would prefer to be sleeping.

We bought our house in 1996. We renovated our house to make it "clean" and "green" thereafter (including installation of costly solar electric and hot water systems). Others in the neighborhood have made significant costly improvements to their properties, too. As a result, property values in our neighborhood have risen in recent years. But all our investments will be wiped away by this project. When it comes time to sell our properties, we will pay for the Beltway expansion with our own money because our properties will be worth much less than they are now. Who would want to live here after the trees are gone and it becomes a construction zone? Who would want to live here when the homes front the Beltway?

The draft environmental impact statement (EIS) does not adequately reflect the adverse impacts the project would have on the wetlands, the trees, and the wildlife that live in the wooded area across from our home. The draft EIS does not adequately reflect the adverse impacts that the increase in vehicle exhaust deeper into our neighborhood would cause on human health (e.g., asthma, COPD, and cancer). The draft EIS also does not adequately reflect the adverse impact that the project would have on our property values.

In order to see the natural area that will be destroyed by this project, paste this link in your browser, scroll down, click on the "street view" and, on the image to the right, pull the cursor to the left. Straight ahead at the end of 53rd Avenue, on the far side of Edgewood Road, to both the left and the right, are the beautiful woods that will be destroyed.

[https://www.google.com/search?source=hp&ei=OC\\_kXcnAGpK25gLMgZH4BQ&q=\[REDACTED\]+53rd+Avenue%2C+College+Park%2C+MD&oq=\[REDACTED\]+53rd+Avenue&gs\\_l=psy-ab.1.0.38.2869.2869..4878...0.0..0.69.69.1.....0....2j1..gws-wiz.CHU1UD0ab18#spf=1575235390339](https://www.google.com/search?source=hp&ei=OC_kXcnAGpK25gLMgZH4BQ&q=[REDACTED]+53rd+Avenue%2C+College+Park%2C+MD&oq=[REDACTED]+53rd+Avenue&gs_l=psy-ab.1.0.38.2869.2869..4878...0.0..0.69.69.1.....0....2j1..gws-wiz.CHU1UD0ab18#spf=1575235390339)

Please do not let the expansion of I-495 adjacent to North College Park and the Greenbelt Metro Station destroy this beautiful wooded area. Please preserve this little sylvan paradise for the residents who live here and for the many creatures who live in it. And please do not let the expansion of I-495 result in demolition of the buffer wall that keeps vehicle exhaust and noise from I-495 out of these woods and out of our neighborhood. Please don't let them make these beautiful woods and our neighborhood into a construction zone and a staging area for construction vehicles.

If the Beltway has to be widened here, MDOT should take down the fewest trees necessary to widen it, and should rebuild the buffer wall.

MDOT should park their vehicles and store their materials elsewhere, so they won't destroy our woods and our neighborhood. There must be more appropriate locations to store vehicles and materials.

Thank you for your consideration.

Lourene Miovski  
[REDACTED] 53rd Avenue  
College Park, MD 20740

Lourene Mioviski

Ms. Choplin,

Though the Beltway (I-495) could be expanded with minimal harm to our neighborhood adjacent to North College Park and the Greenbelt Metro Station, MDOT/SHA is choosing to unnecessarily cause devastating harm to our neighborhood.

We live across the street (Edgewood Road) from the Polish Club property. The property owned by the Polish Club and the property owned by the Maryland National Capital Park and Planning Commission (MNCPPC), east of the Polish Club property, contain wetlands, trees, and wildlife (including deer, foxes, raccoons, rabbits, squirrels, turtles, turkey vultures, hawks, migrating birds, and a wide variety of local birds). This is one of the few natural areas remaining in College Park. The Polish Club president had hoped these properties would be made into a dedicated "green space".

Would you please insist that MDOT/SHA remove the fewest trees necessary for the Beltway expansion and rebuild the buffer wall on these properties?

MDOT/SHA is proposing to park construction vehicles and store construction materials on the Polish Club property. Please do not let MDOT/SHA destroy the wooded Polish Club property to park construction vehicles and store construction materials there. Please require MDOT/SHA to park the construction vehicles and store the construction materials at the north end of the Greenbelt Metro Station parking lot. If parked there, MDOT/SHA could enter/leave the Beltway with these vehicles/materials via Greenbelt Metro Drive.

Greenbelt Metro Station has 3,399 parking spaces. Average daily usage was: 2,155 in 2017; 2,203 in 2018; and 2,242 in 2019. In 2020 (so far), it is only 726. Using the 2019 number, it appears that over 1100 parking spaces went unused each day. Consequently, use of some of the parking spaces on the north edge of the parking lot for construction vehicle parking and for construction material storage would not impact Metro parking usage at all. So it would be far more reasonable to have MDOT/SHA put their vehicles and materials there than on the Polish Club property, a wooded area with no on-ramp to the Beltway.

<https://www.wmata.com/initiatives/ridership-portal/Parking-Data-Portal.cfm>  
<https://www.wmata.com/service/parking/parking-details.cfm?stationid=80>

MDOT/SHA is also proposing to build a stormwater management pond on the Polish Club property. Please do not let MDOT/SHA ruin the wetlands on the Polish Club property to build a stormwater management pond there. Please require MDOT/SHA to build the stormwater management pond adjacent to the Greenbelt Metro Station parking lot. There are 2 grassy areas without trees relatively close to the Beltway that would be good locations for the pond: one in the northwest corner, the other in the northeast corner. There's also a third larger grassy site southeast of the parking lot that might be a good location for the pond. None of these are close to residences.

<https://www.google.com/maps/place/5500+Greenbelt+Metro+Dr+Parking/@39.0123919,-76.9099189,17z/data=!4m2!3m5!1s0x0:0x3667e636b034e9f0:2s5500+Greenbelt+Metro+Dr+Parking+8m2+3d39.0097742+4d-76.9105895+3m4+1s0x0:0x3667e636b034e9f0+8m2+3d39.0097742+4d-76.9105895>

MDOT/SHA's proposals would radically change our neighborhood from being a green sanctuary to a construction zone -- unnecessarily. Instead of enjoying walks in the woods and the view of trees from our windows, we would see a construction site and a storm management pond.

The storm management pond would require the regular application of pesticides during the warmer months to kill mosquitoes. Those chemicals are carcinogens and could cause cancer in the residents who live nearby and in the children who attend Al Huda School just east of our house (adjacent to the MNCPPC property).

MDOT/SHA is also proposing to tear down the buffer wall -- that we lobbied for many years to get -- that serves as a barrier to keep vehicle exhaust and noise from the Beltway out of our neighborhood. The loss of the buffer wall would mean that our neighborhood residents, young and old, would once again be subjected to the vehicle exhaust that causes asthma, COPD, and cancer. The children at Al Huda School -- who are more vulnerable than adults -- would again be at increased risk for asthma and cancer. I am a cancer survivor (and registered as a chemically-sensitive individual with the State of Maryland). That makes these proposals a threat to my health and possibly my life.

The loss of the buffer wall would also mean that our neighborhood residents would once again be subjected to the sounds of vehicles on the Beltway 24 hours a day, 7 days a week. And we would be subjected to the sounds of construction vehicles and workers from early morning, when some would prefer to be sleeping.

We bought our house in 1996. We renovated our house to make it "clean" and "green" thereafter (including installation of costly solar electric and hot water systems). Others in the neighborhood have also made significant costly improvements to their properties. As a result, property values in our neighborhood have risen in recent years. But all our investments would be wiped away by these proposals. When it comes time to sell our properties, we would pay for the Beltway expansion with our own money because our properties will be worth much less than they are now. Who would want to live here after the trees are gone and it becomes a construction zone? Who would want to live here when the homes front the Beltway?

The DEIS doesn't adequately reflect the adverse impacts the project would have on the wetlands, the trees, and the wildlife that live in the wooded Polish Club property across from our home. The DEIS doesn't adequately reflect the adverse impacts that the increase in vehicle exhaust deeper into our neighborhood would cause on human health (e.g., asthma, COPD, and cancer) due to loss of the buffer wall. The DEIS doesn't adequately reflect the pesticide impacts of building a stormwater management pond adjacent to residences. The DEIS also doesn't adequately reflect the adverse impact that these proposals would have on our property values.

In order to see the natural area that will be destroyed by this project, paste this link in your browser, scroll down, click on the "street view" and, on the image to the right, pull the cursor to the left. Straight ahead at the end of 53rd Avenue, on the far side of Edgewood Road, to both the left and the right, are the beautiful woods that will be destroyed.

K"[https://www.google.com/search/source=hp&ei=OCkcnAGpK25gLMgZH4B&q=53rd+Avenue,+College+Park,+MD&od=53rd+Avenue&gs\\_l=psy-ab.1.0.38.2869.2869.4878..0.0.0.69.69.1.....0..2j1.gws-wiz.CHU1UD0ab18](https://www.google.com/search/source=hp&ei=OCkcnAGpK25gLMgZH4B&q=53rd+Avenue,+College+Park,+MD&od=53rd+Avenue&gs_l=psy-ab.1.0.38.2869.2869.4878..0.0.0.69.69.1.....0..2j1.gws-wiz.CHU1UD0ab18) spfl=1575235390339

Please insist that MDOT/SHA remove the fewest trees necessary for the Beltway expansion. Please insist on preservation of this little sylvan paradise for the residents who live here and for the many creatures who live in it. Please insist on retention of the buffer wall that keeps vehicle exhaust and noise from I-495 out of these woods and out of our neighborhood. Please require MDOT/SHA to park the construction vehicles and store the construction materials on the north end of the Greenbelt Metro Station parking lot, where there is plenty of room for them. And please require MDOT/SHA to build the storm management pond adjacent to the Greenbelt Metro Station, far from any residences.

Thank you for your assistance.

Lourene Mioviski  
Tom Bannister  
53rd Avenue  
College Park, MD 20740

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**From:** L. M. Miovski [REDACTED]  
**Sent:** Thursday, October 15, 2020 5:10 PM  
**To:** MLS-NEPA-P3  
**Subject:** DEIS letter about Beltway expansion - impacts on Polish Club Property - Polish Club president weighs in

Ms. Choplin,

MDOT/SHA is proposing to condemn the Polish Club property in North College Park, adjacent to the Beltway (I-495), to use it to store construction vehicles and materials, and to build a stormwater management pond.

The DEIS does not consider any other site for these purposes. But just next door, at the Greenbelt Metro Station, 1100+ parking spaces go unused daily, some of which could be used to store the vehicles and materials. And there are 3 grassy areas adjacent to the Greenbelt Metro Station parking lot that could be used for the stormwater management pond.

MDOT/SHA hasn't even talked to the property owner about this project. The president of the Polish Club (the owner) has stated in a letter to the College Park City Council that she wants the state to find an alternate site to store the construction vehicles and materials and for the stormwater management pond. If it is used for the construction, she wants the property restored to its natural state. I am forwarding that letter to you for your consideration.

Lourene Miovski  
[REDACTED] 53rd Avenue  
College Park, MD 20740

P.S. In order to see the natural area that will be destroyed by this project, paste this link in your browser, scroll down, click on the "street view" and, on the image to the right, pull the cursor to the left. Straight ahead at the end of 53rd Avenue, on the far side of Edgewood Road, to both the left and the right, are the beautiful woods that will be destroyed.

K"https://www.google.com/search?source=hp&ei=OC\_kXcnAGpK25gLMgZH4BQ&q=[REDACTED]+53rd+Avenue%2C+College+Park%2C+MD&oq=[REDACTED]+53rd+Avenue&gs\_l=psy-ab.1.0.38.2869.2869..4878...0.0..0.69.69.1.....0....2j1..gws-wiz.CHU1UD0ab18"|"spf=1575235390339"https://www.google.com/search?source=hp&ei=OC\_kXcnAGpK25gLMgZH4BQ&q=[REDACTED]+53rd+Avenue%2C+College+Park%2C+MD&oq=[REDACTED]+53rd+Avenue&gs\_l=psy-ab.1.0.38.2869.2869..4878...0.0..0.69.69.1.....0....2j1..gws-wiz.CHU1UD0ab18#spf=1575235390339

-----Original Message-----

From: [REDACTED]  
To: [cpmc@collegetpark.gov](mailto:cpmc@collegetpark.gov) <[cpmc@collegetpark.gov](mailto:cpmc@collegetpark.gov)>; [REDACTED];  
[cityclerkoffice@collegetpark.gov](mailto:cityclerkoffice@collegetpark.gov) <[cityclerkoffice@collegetpark.gov](mailto:cityclerkoffice@collegetpark.gov)>; [planning@collegetpark.gov](mailto:planning@collegetpark.gov)  
<[planning@collegetpark.gov](mailto:planning@collegetpark.gov)>  
Sent: Mon, Oct 12, 2020 11:28 am  
Subject: City letter about Beltway expansion - draft language about Polish Club Property

Good morning, I'm Mary Ann Navalaney Jarvis, President of the Polish Club of College Park, PNA Lodge #3191, It was Founded and chartered in 1970 by 25 College Park residents to promote the Polish American heritage in the Metropolitan Washington Area. Our organization has been the owner of this property since 1979. The property was purchased in hopes of building a community center which would be used for our events such as dance lessons, a place for, our then. Polka Belles and Beaus dance group. We wanted a place to have our meetings, Christmas party, etc. We hoped that it also would be a place that the College Park residents could hold community meetings such as scouts, sports and club meetings. Plans were drawn and we presented them to the city. There were public forums with the residents about the plans. To our dismay, the residents were strongly opposed to our plans. We didn't move forward after that. We have always felt that this parcel of land should be part of the community.

Now, we don't have any immediate plans for the property. We've been approached numerous times by developers. We've repeatedly declined these proposals because we don't want to destroy the property with more houses. We feel it is important to have a green buffer in the community.

We would like the wording in the draft letter changed to reflect restoring the property to its natural state **IF** it is must be used short term. We would very much like the state to look at alternative sites for the storage of equipment and storm water management pond.. We very much support the residents in their opposition to the States plans.

Please include me in all future communication regarding the Beltway Expansion. My email address is above. My phone # is [REDACTED]. Please note that I have included our Polish Club officers in this email so they are aware of the situation.

Thank you for your including us in our proposed communication to the state.

Sincerely,

Mary Ann Navalaney Jarvis, President  
Polish Club of Collage Park, PNA Lodge #3191

## Grace Mishkin

There are two key reasons the I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft 4(f) Evaluation is inadequate: its failure to adequately consider the long-term effects of the COVID-19 pandemic, and its failure to consider the risks associated with the a public-private partnership approach. As a result of these failings, the project should not move forward without further careful evaluation of the need and alternative options.

First, the DEIS does not consider the long-term effects of COVID-19 on traffic patterns in any meaningful way - one paragraph in the executive summary is not nearly enough. The purported goal, laid out in this single paragraph, of continuing work to meet Maryland's long-term needs is laudable. However, this sentiment fails to recognize that it is in fact counterproductive to put significant resources toward long-term needs that are likely misunderstood. By allocating resources to this project when next year's traffic patterns may be significantly different than traffic use in the baseline year (2017), we are setting future Marylanders up for failure, not success.

Second, the DEIS does not address Maryland's most recent and extensive experience with P3 infrastructure projects: the Purple Line. The delays and cost overruns that led to the abandonment of the Purple Line construction in October 2020 are likely to affect the proposed Managed Lanes project, as well. The proposed time estimates should be extended. Then, we need an evaluation of the potential environmental impact of these timeline extensions. Most importantly, we need a full evaluation of the potential impact of work stoppages, like those seen now with the Purple Line. The environmental impact of a completed project will likely be significantly less than the impact of a project that is only half-completed. P3 infrastructure projects are clearly risky. We must take seriously the possibility of failure.

## Erica Mitchell

I am against the widening of the Beltway. I believe it will worsen rush hour. Why are we adding more cars, when you look at negative environmental impact? I would prefer more flexibility and additional runs for the Marc train. I see the disaster the Purple Line has become- we need to fix THAT issue before we disrupt any more citizens, businesses, and taxpayers.

Thank you for allowing me to voice my opinion. I appreciate the ease in which to make my feelings heard.

**Maria Mitchell**

I oppose this project and support the no-build option. It is far too destructive to the community.

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**From:** Marsha Mitchum [REDACTED]  
**Sent:** Sunday, November 8, 2020 10:35 AM  
**To:** MLS-NEPA-P3  
**Subject:** Yes to I-270/ 495 expansion

We **strongly support** expansion in the 270/495 corridor. Infrastructure expansion focused on reducing congestion across the Legion bridge is essential to commuters that work in VA/DC but live (and pay taxes in) Maryland. Virginia's expansion does not help commuters unless Maryland makes complementary improvements. We have strongly considered moving to Virginia for this reason.

We respect the environment but miles of idling freeway traffic is far from environmentally friendly. Those pushing for "park preservation" over responsible expansion to reduce traffic congestion are living in a bubble and do not understand the economic, quality of life, and environmental impacts of the current commuter situation in the DMV.

While tolls may prove necessary to fund the project, they should only apply to single occupancy vehicles.

Thank you,

Mark and Marsha Mitchum  
Potomac, MD

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**From:** [REDACTED]  
**Sent:** Monday, November 9, 2020 11:24 PM  
**To:** MLS-NEPA-P3  
**Subject:** former WAHS POST Journalist who covered Park & Planning + has extensive interactions local/global transit professionalsWash ost

I am appalled at the short-sightedness of the massive Beltway/270 expansion/widening project, *not to mention the lack of public and transparent vetting in the RFP for this costly regional infrastructure project.*

*In this CLIMATE- challenged and Covid- depressed transit time (lower rates of single occupancy vehicles ++ MUCH MUCH tighter budgets in the Washington/VA metro areas -)- these plans are a woefully out-of-date conception for a MAJOR capital expenditure..*

*Having been married to a lead transport/urban planner (UC Berkeley PhD) at the World Bank, and OSU professor in urban transport.. I can tell you he was appalled at the absence of any transit mitigation or incentives built into this HUGE project.*

*The idea for TOO long in the US and in the globe - where my husband worked mainly in developing nations -- was to fail to do ridership/cost and benefit analyses,, that also take into consideration environmental impacts to the region..*

*The US needs to **LEAD the globe** in innovative ways to get folks to drive less and to car pool more-- when they need to use carbon-emitting vehicles..*

*The Pandemic has proved this point to some degree -- reducing ridership exponentially - - so now we have at least some TIME to go BACK to the drawing board -- and rethink the huge flaws in this daunting project.*

*I took the liberty of sharing the DEIS and the other transport plans for the 495-widening/270 with my husband's transport colleagues at the World Bank. They were gracious enough to review it -- as they held my husband in high regard. To a person they raised questions and critiqued the rate of return on investment and the high price expected from the public to re-coup basic costs/ They had many other questions and concerns, including environmental ones (that they would require from developing countries as a condition for WBank underwriting and loans)..*

*Basically, they ALL believe that "**If you build IT-- they will COME.**" (ie more bridges and wider lanes even with a \$40 commuting daily toll.) -- **will spur more single-occupancy vehicular traffic..!** FOR years, the San Francisco Bay area - -and indeed the MD tourism and Highway Administration have been lobbying for a 2nd or 3rd Bay bridge or SF Bay BRIDGE crossing..So far, access to excellent rapid transit via BART in SF CALIFORNIA has mitigated that response rather rote and predictable response..*

**So come ON--**put on your creative HATs and come up with a truly. innovative, 21st century solution that 1st stresses and introduces traffic-mitigation systems and enhances public options before embarking on such a massive, costly, disruptive and carbon-fueling highway build out.

Sincerely

Joan McQueeney Mitric'

Maryland resident and journalist (now freelance) who covered **Maryland National Capital Park and Planning** (MNCP&P) and zoning and development for The Washington Post. and a resident of region for 42.5 years.

## Jonah Mittelstadt

Instead of building new lanes with tolls to relieve congestion, why not just remove the toll from the ICC? Few vehicles, except state vehicles, currently use the ICC due to its high toll. This leads to congestion on 495 and 270. If the ICC didn't have a toll, people would use it either as their primary route or an alternative to 495/270. This would alleviate the need for any construction and relieve congestion instantly.

# Sue Moats

We are totally opposed to the proposed expansion of I-495 and the Luxury Lanes, particularly in the Silver Spring area.

We live 2 blocks from the Beltway off Rte 29/Colesville Rd close to Indian Spring Terrace Park, the Silver Spring YMCA, Blair High School, Holy Cross Hospital, Sligo Creek Golf Course and the Montgomery County Fire & Rescue unit on University Blvd.

We are already bombarded by the noise from the Beltway traffic, sirens from the Fire & Rescue unit as well as cut-through traffic on our street to get around back-ups on the Beltway, Colesville Rd, etc.

We totally object to the plan to take land from these locations to widen the Beltway. Having a major entry/exit onto I-495 from Rte 29/Colesville Rd would make the traffic on 29 even worse than it is now.

We attended several of the MD info presentations in the Silver Spring area and were even more concerned by the maps, graphs and oral explanations of the PPP3 project.

We feel that much more thought needs to go into this project with more input from local citizens and small businesses, such as those along I-495 off Rte 29/Colesville Rd, which may have to close.

Sue Moats

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**From:** [REDACTED]  
**Sent:** Monday, November 9, 2020 8:18 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@comp.state.md.us; treasurer@treasurer.state.md.us  
**Subject:** Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

We would like to express our opposition to the expansion of the I-495 Beltway and I-270 Tollway Expansion as projected by the State of Maryland.

We live at [REDACTED] Normandy Drive, Silver Spring MD 20901 which is just a couple blocks off the Beltway and the intersection of Rte 29/Colesville Rd. where a major portion of this Expansion is proposed.

Traffic on Rte 29 is already a nightmare during AM & PM rush hours, so we can't imagine how bad it will become since it is to be one of the few Northern access/exit locations in the area.

We are already greatly affected by noise and environmental pollution caused by all the traffic which now is on the Beltway. My husband is seriously ill, so the pollution is of great concern.

We can't imagine how much this will increase if the expansion is allowed to take part of the local Indian Spring Terrace Park, some of the Silver Spring YMCA land, and the Sligo Creek Golf Course which we live close to. We are glad the National Park and Planning Commission has objected to MDOT plan.

What also happens to Blair High School, the Silver Spring Fire Dept. , Holy Cross Hospital, the Mormon Temple as well as all the small business located on side streets just off the Beltway here, as well as off New Hampshire Avenue and East into Prince Georges County?

What about the cost of projected trips in the "Lexus Lanes" ?

Who will be able to afford using them to drive to work?

Certainly not many of the people who live along this Northern stretch of I-495 from PG County around to the split at I-270 and as a retired MoCo educator, I certainly couldn't afford to use them to get my husband to his appointments, nor our son or granddaughter to get to work.

What about the people who live further into Prince Georges County who may be working in "essential" jobs and have to use the Beltway to get to work?

In addition to living a couple blocks off I-495/Beltway, we also live near the **Purple Line Metro Area** of Flower Ave/Arliss Ave and Piney Branch Road. The local Giant where we shop has had a large portion of its parking commandeered by the project; houses have been torn down; a tunnel dug and most of Arliss Street is closed off.

Giant and the other small businesses in that area have to be suffering as a result of this debacle.

That project has been abandoned by the developing companies, although it has been in the news about possible re-negotiation, otherwise, will the residents of the state of Maryland become liable for paying for its delayed completion?

Would the same thing happen to the Lexus Lanes construction and we would also be stuck with that bill?

Why are companies from Australia, or wherever being considered for this project?

Are there NO American/Maryland companies which could do the job?

I attended several of the MDOT sponsored information events in the local area and was pleased with the great number of people who attended and expressed their concerns about this project.

I hope the State is listening to the people and do much more consideration of other types of traffic/transit relief programs that could be done in place of these Lexus Lanes and be more affordable to more of the residents and workers of both Montgomery and Prince Georges Counties.

Sue S. Moats

[REDACTED]  
[REDACTED]  
I am NOT a Robot!

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**From:** John Moffett [REDACTED] Sent You a Personal Message  
[REDACTED]  
**Sent:** Sunday, August 2, 2020 7:26 AM  
**To:** MLS-NEPA-P3  
**Subject:** I am strongly against the I-495 and I-270 expansion

Dear Lisa Choplin,

Maryland is spending too much money on expanding roads, while many existing roads are in disrepair. Residents do not need additional toll lanes on the already excessive I270. What you need to do is stop developing the area so rapidly. Stop building so many new houses and work to improve and maintain what we have now. Adding additional toll lanes to I270 is a very wasteful and environmentally destructive process. I am very strongly against it. I have lived in Montgomery county since 1983, and I can attest to the fact that there are already too many cars on the road, and it is not going to help to add toll lanes to I270.

The pandemic has shown that expanding telework is not only feasible, it is a highly workable as a solution to the traffic problems in Montgomery county. The county should create an office of telecommuting to help local businesses and their employees work out arrangements for some workers to work from home. This will reduce the need for more road building and will take the strain off of our busy road system at a tiny fraction of the cost.

Maryland cannot continue to build houses and roads and still maintain the quality of life for existing residents. The harm to local communities on the 495 and 270 corridors will be substantial, and the environmental impact will be great. Do not use taxpayer's money for this project, and do not let corporations profit from increased traffic in our region.

Sincerely,

John Moffett  
[REDACTED] Query Mill Rd  
North Potomac, MD 20878  
[REDACTED]  
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [REDACTED] or [REDACTED].

# Laura Mol

Attached please find a PDF file.

**[attachment text as follows ]**

This letter is submitted as a public comment on the draft Environmental Impact Statement issued by your office on July 10, 2020. I live in lower Montgomery County, about a mile outside 1-495, where the impacts of the current Beltway are informative in considering the present proposal of expansion as a solution to the massive transportation and transit problems of this region.

In this letter, I provide a citizen response-briefly:

- I support the no-build option.
- I continue to object to the flawed Purpose and Need statement, which has resulted in no real transit-inclusive alternatives, despite public objections throughout the process to date.
- I know that beltway expansion would result in further, and devastating, degradation to water and air quality in Sligo Creek Park and surrounding neighborhoods-and that meaningful on-site mitigation is not possible.
- I find the P3 mechanism is not credible., absent unanticipated public funding ( and the current Purple Line travail is illustrating that).

Beyond all other factors, the critical flaw in the present plan is its fundamental nature: highway expansion contradicts the imperatives of the global climate instability crisis. The metro area needs an authentic 21st century plan: widening 1-495/270 is not it.

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**From:** Laura Mol [REDACTED]  
**Sent:** Monday, November 9, 2020 9:39 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov  
**Subject:** DEIS Public Comment  
**Attachments:** I-495 DEIS Public Comment by Laura Mol.pdf

Attached please find a PDF file.  
Regards,

Laura Mol | landline [REDACTED]  
[REDACTED] Robin Road, Silver Spring, Maryland 20901

9 November 2020

Lisa B. Choplin, DBIA Director, I-495 & I-270 P3 Office  
Maryland Department of Transportation  
Baltimore, Maryland

*Via email-PDF to: [MLS-NEPA-P3@mdot.maryland.gov](mailto:MLS-NEPA-P3@mdot.maryland.gov)*

Dear Ms Choplin, et al.:

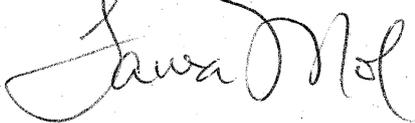
This letter is submitted as a public comment on the draft Environmental Impact Statement issued by your office on July 10, 2020. I live in lower Montgomery County, about a mile outside I-495—where the impacts of the current Beltway are informative in considering the present proposal of expansion as a solution to the massive transportation and transit problems of this region.

In this letter, I provide a citizen response—briefly:

- I support the no-build option.
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- I find the P3 mechanism is not credible, absent unanticipated public funding (and the current Purple Line travail is illustrating that).

Beyond all other factors, the critical flaw in the present plan is its fundamental nature: highway expansion contradicts the imperatives of the global climate instability crisis. The metro area needs an authentic 21<sup>st</sup> century plan: widening I-495/270 is not it.

Sincerely,



Laura Mol

██████████ Robin Road; Silver Spring, Maryland 20901  
████████████████████████████████████████████████████████████████████████████████

cc: Board of Public Works

Comptroller Peter Franchot via [aklase@marylandtaxes.gov](mailto:aklase@marylandtaxes.gov)

Treasurer Nancy Kopp via [treasurer@treasurer.state.md.us](mailto:treasurer@treasurer.state.md.us)

Governor Larry Hogan, 100 State Circle, Annapolis, Maryland 21401

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**From:** Raymond Mondor [REDACTED]  
**Sent:** Tuesday, August 18, 2020 11:09 AM  
**To:** MLS-NEPA-P3  
**Subject:** I-495/I-270 Luxury Lane Draft Environmental Impact Statement

I urge you to abandon this entire project. Select the no-build option and stop wasting time and money on a failed effort.

P3 projects in general have a poor track record and taxpayers often pay the price. The pandemic has greatly decreased the likelihood this P3 project can be cost effective.

In fact it is unlikely that the building of luxury lanes will be effective at all because of the problem of "induced demand" as I am sure you have heard from many other citizens. Congestion will not be effectively relieved for long enough to make the project worthwhile.

This area is already overdeveloped and overcrowded. Any necessary development projects for the sake of growth should be done in less crowded parts of the state.

I believe the no-build option is the prudent one and most citizens agree.

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Monday, November 9, 2020 1:56 PM  
**Subject:** IMPORTANT INFORMATION ABOUT COMMENTS....

FROM: George Carlisle:

=====

Make sure you tell everyone this too..

1. The email address will only take 20mb.
2. The website, <http://495-270-p3.commentinput.com/?id=fGFh5> , will take 5 - 30 files...

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HOW TO COMMENT... Remember! Include the words "I support the no-build option" in all comments. Or it won't be counted.

Those not testifying at the virtual and in-person public hearings can do so online (<https://495-270-p3.com/your-participation/provide-feedback/>).... or by emailing their comments to [MLS-NEPA-P3@mdot.maryland.gov](mailto:MLS-NEPA-P3@mdot.maryland.gov), with a CC to [managed.lanes@montgomerycountymd.gov](mailto:managed.lanes@montgomerycountymd.gov). Comments can be mailed to: Lisa B. Choplin, Director, I-495 & I-270 P3 Office, Maryland Department of Transportation State Highway Administration, 707 N. Calvert St., Mail Stop P-601, Baltimore, MD 21202.

Arlene Montemarano, [REDACTED], Lawndale Drive

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HOW TO COMMENT... Remember! Include the words "I support the no-build option" in all comments. Or it won't be counted.

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Monday, November 9, 2020 10:07 PM  
**To:** David Kosterlitz; MLS-NEPA-P3  
**Cc:** Brad German; Barbara Coufal; Marc Korman; aklase@marylandtaxes.gov; Delegate Ariana Kelly; Sara Love; susan.lee@senate.state.md.us; Linda Rosendorf; treasurer@treasurer.state.md.us  
**Subject:** Re: I support NO BUILD option - another reason - negative impact on cyclists, pedestrians and streams

David, promise me you will never shut up.

On 11/9/2020 4:17 PM, David Kosterlitz wrote:

Hi Ms. Choplin,

I've written before several times, stating various reasons why I support the NO BUILD option on the proposal to widen I-495 and I-270 for toll lanes. But here is an article:

<https://ggwash.org/view/79513/bike-and-ped-connectivity-is-threatened-by-highway-expansion-how-to-weigh-in>

that shows that the proposed widening will negatively impact the ability of bicyclists and pedestrians to cross these highways and will negatively affect streams that run under the beltway. The DEIS apparently does not address these problems.

I am copying Comptroller Peter Franchot and Treasurer Nancy Kopp with this information and with the request that they support the NO BUILD option.

Sincerely,

--

David S. Kosterlitz  
[REDACTED] Hollins Dr  
Bethesda, MD 20817  
[REDACTED]

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Thursday, November 5, 2020 8:47 PM  
**Subject:** A monorail between Frederick and Shady Grove would generate more economic benefits than its cost, study finds - The Washington Post

MDOT has admitted that the stretch from Shady Grove to Frederick is a money-loser for toll lanes. Ergo, bottle neck at Shady Grove created by Hogan's PC toll lane expansion. Monorail would have the reliability of a dedicated lane. Plus, life goes on beneath...bikes? Little impervious surface to add to water problems; no moving of utilities; and all within 270's footprint; oh my. Better than urban highways in so many ways...see article below.

(Side comment: I have friend who rode the Monorail in Bangkok years ago. She says she found it a fast easy way to get around, allowing one to see the surroundings through big windows.... fun ride. She loved it.)

And why the hell not? People might like it a lot better than the destructive land grab necessary for the adding of toll lanes to 270.

(Another side comment: Why not use this Covid time to stop, evaluate, and notice that we don't need this expansion right now. No need to go full speed ahead, as we have been doing. This is an ideal time to look deliberatively, in a careful and unhurried way, at all the options, separately and individually listing all the pros and all the cons of each one. But key to this step is that these evaluations must be done by a truly disinterested entity. In other words, use this Covid time to take a deep and honest look at each option ... before we leap.)

**(bolding is mine)**

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[https://www.washingtonpost.com/local/trafficandcommuting/monorail-montgomery-frederick-maryland/2020/10/29/452d8388-1967-11eb-aeec-b93bcc29a01b\\_story.html](https://www.washingtonpost.com/local/trafficandcommuting/monorail-montgomery-frederick-maryland/2020/10/29/452d8388-1967-11eb-aeec-b93bcc29a01b_story.html)

<https://vimeo.com/311318253>

[www.washingtonpost.comwashingtonpost.com](https://www.washingtonpost.com/washingtonpost.com)

Monorail between Montgomery and Frederick counties would generate billions in economic benefits, study says

By Katherine Shaver Reporter covering urban planning and transportation issues Oct. 29th, 2020

A 27-mile monorail along Interstate 270 between Shady Grove and Frederick in Maryland would generate nearly \$4 billion more in economic benefits over three

decades than it would cost to build and operate, according to a new study funded by monorail supporters.

The line would save time — and, in turn, money — both for monorail passengers and motorists who would enjoy less congestion on I-270, the study found. A monorail also would increase business productivity and make the Washington region more economically competitive.

The study by Boston-based economic consulting firm EBP is part of developer Robert O. Eisinger's quest to persuade the Maryland Department of Transportation to build a monorail between Montgomery and Frederick counties. Eisinger's pro-monorail High Road Foundation funded the \$68,000 study, mostly with his own money, he said. The group previously funded engineering and travel demand analyses of the proposal.

"First we proved you could physically do it, then we proved there's a demand for it," said Eisinger, a managing member at Rockville-based Promark Partners. "We've just proved that, economically, you can't afford not to do this."

A Montgomery developer's plan to ease traffic on I-270: Build monorail

He said he has not yet shared the findings with MDOT.

While Eisinger said the monorail could complement Maryland Gov. Larry Hogan's (R) plan to build toll lanes on I-270, **state transportation officials haven't committed to including it in their upcoming environmental review of the lanes north of Interstate 370.**

MDOT spokeswoman Erin Henson said the agency is still devising the "preliminary alternatives" that will be analyzed. However, she said, the state is doing its own "monorail feasibility study" that will be released later this fall.

"As studies have shown, the national capital region can benefit from multiple options, including increased telework, transit, and managed [toll] lanes for long-term congestion relief," Henson said in an email. "We are committed to finding all possible solutions to relieve congestion for the citizens of Maryland."

Eisinger said he knows some people will scoff at the idea of an elevated monorail whizzing above I-270 traffic. He's heard the Disney World jokes.

But he and other local monorail supporters point to more than 40 monorail systems worldwide, and Eisinger said he's heard a "significant amount of political support" from the Montgomery County Council and state lawmakers. While MDOT hasn't committed to the idea, Eisinger said, "I'm not getting any negative feedback from them."

Del. Kumar P. Barve (D-Montgomery), chairman of the House Environment and Transportation Committee, said he became intrigued with Eisinger's idea after holding a hearing on it in January.

He said he was particularly impressed that a monorail would **fit within I-270's right of way**, allowing it to avoid the controversy that often kills transportation projects that affect homes and other adjacent properties.

"I personally think any plan that doesn't require the acquisition of land would be a winner right from the start," Barve said.

Building a monorail and then operating and maintaining it over 28 years would cost \$2.7 billion, the study found. Construction would cost \$3.6 billion, but some of that value would remain in the system at the end of the 28 years, the analysts said.

Meanwhile, the economic benefits of faster, safer and more reliable travel would come to \$6.6 billion, leaving an overall \$3.9 billion benefit, the study found.

"When you run the numbers, you see the benefits clearly outweighing the costs," said Naomi Stein, one of the study's authors.

Under Eisinger's proposal, the monorail would run between the Frederick MARC commuter rail station and the Shady Grove Metro station in Rockville, with stations in Urbana, Clarksburg, Germantown and Metropolitan Grove.

Clustering new homes and jobs around monorail stations would help the area grow in a more sustainable and environmentally friendly way, Eisinger said. His company owns property across the Washington region, he said, but not at any of the proposed monorail stations.

The study assumed monorail trains would arrive every six minutes during the morning and evening rush and every 12 minutes off-peak. The trip between Frederick and Shady Grove was assumed to take about 47 minutes with an average speed of 35 miles per hour, according to a previous foundation-funded study by Massachusetts-based Cambridge Systematics. Such a scenario would attract about 34,800 passengers daily in the first year, that analysis said.

Eisinger said he believes a monorail could be built and operated via a public-private partnership with teams of companies financing its construction and operating it in exchange for state payments to cover their debt, costs and a profit.

Eisinger said he's concerned about the recent dissolution of Maryland's \$5.6 billion public-private partnership on the state's light-rail Purple Line project. However, he said, because a **monorail wouldn't require additional right of way or utility relocations**, it would have a significantly lower risk of the kinds of cost overruns that have plagued the Purple Line project.

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Department of Transportation State Highway Administration, 707 N. Calvert St., Mail Stop P-601, Baltimore, MD 21202.

Arlene Montemarano, [REDACTED], Lawndale Drive

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Sent:** Thursday, September 3, 2020 11:11 AM  
**To:**  
**Subject:** FW: The only incredibly honest DEIS chapter

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Wednesday, September 2, 2020 11:25 PM  
**Subject:** The only incredibly honest DEIS chapter

FROM: An active member of Don't.Widen.270

**(bolding is mine)**

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Buried within this 19,000 page behemoth of camouflage, lies the truth kernel, the one chapter done with honest due diligence, describing all that will be destroyed. It captures the God-awful things they are going to do to the environment and to our properties, our schools, ...the very things that make up our lives here. That is IF we let them. Click on 'chapters', and scroll to chapter 4. It is 161 pages, but not hard to skim through, but hard enough to swallow.

Here is some of it. Their words.

[https://495-270-p3.com/wp-content/uploads/2020/07/DEIS\\_Ch4\\_Environmental.pdf](https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_Ch4_Environmental.pdf)

(chapter 4: pages 19, 44, 54, 154, 156)

According to the DEIS, the proposed expansion would impact **hundreds of acres of park and open space land, destroying 47 parks**, often in areas where replacement parkland could not be easily located. **Removal of trees and landscaping that buffer parks** would occur as well. The DEIS identifies two specific sites in the Chesapeake and Ohio (C & O) Canal National Historic Park that would be partially or completely destroyed or be significantly diminished in all aspects of integrity by construction of the project. The proposed expansion would also **destroy 21 known national register**

**historic properties and could lead to destruction or altering the integrity of historically important characteristics of archaeological and architectural properties.**

The DEIS acknowledges the impact of the proposed highway widening on waterways and wetlands from roadway runoff on **127 acres of 100-year floodplain and 16 acres of wetlands**. Indirect impacts to surface water would result from **changes in drainage patterns and imperviousness**. Increased stormwater runoff would damage local waterways and **increase flood risk in adjacent communities**. All indirect impacts would lead to a decrease in available wetland and waterway habitat and ultimately a **decrease in plant and animal species** inhabiting these areas.

There is inadequate planning for stormwater management. The DEIS says the state does not plan to mitigate for stormwater runoff and flooding. As envisioned, there would be **considerable runoff into local streams. Affected cities and counties would need to assume responsibility for stormwater runoff and pay for mitigation**. The Storm Water Management Act of 2007 requires treatments minimizing impervious surfaces and slowing down runoff. Over **550 acres of new impervious surfaces will be added**. According to the DEIS, all new impervious area and a minimum of 50% of reconstructed impervious area will require treatment.

According to the DEIS, the project will **increase carbon monoxide, nitrous dioxide, and ozone**. However, the DEIS fails to fully analyze the highway expansion's effect on **air quality and increased air pollution**. In fact, data from Maryland government agencies have shown that air quality is improving during the covid-19 pandemic due to a decrease in traffic. Transportation is the leading source of greenhouse gas emissions in Maryland. The Maryland Greenhouse Gas Reduction Act sets a goal of cutting globe-warming pollution by 40% by 2030. Putting more cars on the road works against that goal and will **further exacerbate climate change**. The DEIS does not identify any plan to mitigate greenhouse gas emissions.

The DEIS also notes that there would be an increase in the **concentration of toxic dust from construction** activities during the projected **five years of construction**. (chapter 4, page 158). **Silica construction dust can be in the air up to 1 mile from the construction site. Nearby schools, parks, and homes will be affected by the dust from road widening and rebuilding. When inhaled, dust particles can penetrate deep into the lungs causing respiratory distress and illnesses such as lung cancer, asthma, and emphysema.**

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With no natural immunity and no drugs or vaccines to help ward off infection, personal behavior is the only tool available to get the outbreak under control.

Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Sent:** Tuesday, September 8, 2020 9:16 AM  
**To:**  
**Subject:** FW: Chicanery on the part of MDOT

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Saturday, September 5, 2020 8:52 PM  
**Subject:** Chicanery on the part of MDOT

A lot of people have gone to a lot of trouble to go on record with their opposition to Hogan's toll lanes. Only to find that MDOT dirty tricks are keeping them from being counted??

(Bolding is mine)

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<http://www.connectionnewspapers.com/news/2020/sep/02/be-smart-press-pause/>

[www.connectionnewspapers.com](http://www.connectionnewspapers.com)[www.connectionnewspapers.com](http://www.connectionnewspapers.com)

**Be Smart: Press Pause**

By Ken Moore | Sep. 2nd, 2020

#Seth Glinski works in construction and development. An uncertain future because of the 2020 pandemic, he said, is actually cause for “feeling lucky” when it comes to the possible widening of the Capital Beltway and I-270 and the American Legion Bridge.

#“I see a lot of hesitation from people moving forward with a lot of different types of construction projects these days because we’re not sure what the world is going to look like six months or a year from now,” said Glinski, of Bethesda. “Every smart private developer that I work with is **putting projects on hold** that may or may not be impacted by the future of how people work and live.”

#Think if construction of privatized toll lanes had already begun, he said. Would we be able to put a stop to construction one year in, he asked, if it was determined widening lanes is no longer the way to go?

#“We are very very lucky and would be very smart to delay this decision for at least another year,” said Glinski.

**#The COVID-19 pandemic is “a game changer,” said Rockville’s Elliott Levine.**

#“There’s no certainty office life and associated traffic will ever return,” Levine said. “If it is correct that a reduction of 12 percent of traffic results in acceptable congestion, there would be **no need for this highway.**”

#“Therefore, **don’t build,**” said Levine.

#The Maryland Department of Transportation and the State Highway Administration MDOT and SHA will hold six public hearings. This article focuses on the first two days of hearings, Aug. 18 and Aug. 20, done virtually, because of the pandemic.

**“Most importantly,” said Ole Varmer, of Silver Spring, “The Draft Environmental Impact Statement that was compiled is before the pandemic, so it can’t discuss the increase in telework, the reduction in traffic, or other strategies and alternatives that should be considered before exacerbating the harm already done.”**

**“Please press pause and take a hard look,” said Varmer, before closing with precise wording. “I oppose this project and support the no build option.”**

#PEOPLE GIVING FEEDBACK were especially careful with the wording of their bottom-line conclusions.

#Janet Gallant, the first speaker, gave her reason for cynicism that **dissenting voices won’t be heard.**

“We reviewed DEIS source documents to see how MDOT handled the comments, and it’s troubling. **MDOT undercounted** the public comments opposing the P3 project,” she said.

“This matters, agencies can’t make informed decisions without accurate data,” said Gallant.

She gave an example of the Sierra Club, which attached a **petition with 627 signatures, that was only counted as one person in opposition to the project. (!!!!!)**

She also said MDOT gave labels to every public comment, such as supporting the project, opposing the project, or something neutral ... but MDOT labeled a “comment as opposing the project only if the submitter had used exactly the right words.”

“To see how this played out, listen to three excerpts from public comments in MDOT’s files,” said Gallant, “One, ‘Our opposition will never cease to proposals that benefit only the privileged.’ Two, ‘We should not be spending resources and time on 20th century solutions proven to increase car trips.’ Three, ‘When is a large road too big, when local citizens who would be affected by the road are up in arms against its expansion.’”

**“Not one of these comments was counted as opposing the project,” said Gallant.**

#Barbara Coufal, of Bethesda, followed.

**“I oppose the project to add private toll lanes to I-495 and I-270. I support a no build option,” said Coufal. (every comment should have this wording.)**

#Coufal said disturbances due to construction of the added toll lanes will be more than the draft environmental impact statement suggests.

“I agree with the Maryland National Park and Planning Commission that the limits of disturbance in the draft environmental statement do not adequately address the likely impacts of the project,” she said. “Because the final design and engineering won’t be prepared until a later stage by the private contractor, it appears that the limit of disturbances in the draft statement are optimistic.”

#THE NEXT public hearing is scheduled for Sept. 3 and an in person hearing is scheduled at the Montgomery County Hilton Executive Center on Sept. 10.

#Officials from Citizens Against Beltway Expansion said **54 speakers spoke in opposition to the project while nine spoke in favor during the first three hearings.** On the first day, only a man calling in from Atlanta, Ga., unidentified by name, spoke in support.

#Jerry Garson, of Potomac, and Jennifer Russel, of Rockville, spoke in support at the second hearing on Aug. 20.

#“Although the draft environmental impact statement is an overwhelming document, the bottom line remains the same. We will still be stangulating in traffic,” said Russel, who suggested that traffic speeds are going to be 15 miles per hour or less by 2040 as population increases in the area.

#“More delay must not be the answer for something that has been studied for 30 years,” she said. “The project is a no-brainer that we must embrace.”

#Garson, speaking on behalf of the Seven Locks Citizens Association, said he has been analyzing daily traffic counts for the last 20 years.

#He said that traffic patterns are returning to pre-covid numbers, and because more people are going to be hesitant to travel in subway cars or busses, even more people are going to use cars.

#“We need much more road capacity,” said Garson.

#THE BIG SHOCKER came immediately on day one when **Casey Anderson, chair of the Maryland Park and Planning Commission, said he learned from press and advocacy groups that more than 1,600 pages have been added to the DEIS document from that original July 10 website posting of the draft environmental impact statement.**

#“The addition of new material **without notice** to anyone raises serious doubt about whether the comment period must be extended in order to comply with NEPA, and just as importantly about why MDOT failed to disclose the modifications to the DEIS materials,” said Anderson.

#“MDOT SHA must extend the deadline for public comment, and the 90-day review clock should start no earlier than today, but only with MDOT SHA’s assurance that no additional changes will be made to the DEIS,” he said.

#Last week, the public comment period for the 18,000 page Draft Environmental Impact Statement was extended until Nov. 9, 2020.

#“Water pollution issues in the Anacostia River are directly attributed to designing our communities around automobiles rather than people.”

#—Jim Foster

#ENVIRONMENTAL CONCERNS were raised by a majority of speakers.

#Rory Davis, of Rockville, was the youngest speaker to testify. A former student at Julius West Middle School last year, Davis recommended air quality tests inside and outside, especially for schools and residents in close proximity to I-270, I-495, and other highways. Julius West’s building is already 253 meters from the I-270 and its track is 35 meters from the highway, he said.

#“That is already too close,” said Davis.

#“Increasing cars on the highway can only make air quality worse,” he said, citing asthma, lung problems, and other cardiovascular problems children might acquire simply because of where they live and go to school. “Don’t ruin the lives of children for the sake of profit,” especially for an Australian company that stands to benefit from this project, he said.

#Jim Foster, president of the Anacostia Watershed Society Foster said the watershed society has worked for 30 years to restore the health of the Anacostia River.

#“We are very very very interested in preventing water pollution, not having to clean it up,” Foster said.

#“We expect you to meet a high standard for environmental and community protection,” said Foster. “Water pollution issues in the Anacostia River are directly attributed to designing our communities around automobiles rather than people. This process is used to justify simply the need to do more and the very downward spiral of unsustainable practices.”

#“Widening the Capital Beltway and I-270 with four toll lanes will impede on **237 parks, 18 community recreation centers and four community pools.**”

#—Gail Landy

#Gail Landy, of Gaithersburg, said “only one of the reasons” she opposes the project is the impact on local, state and national parks. “Widening the Capital Beltway and I-270 with four toll lanes will impede on 237 parks, 18 community recreation centers and four community pools....The loss of and infringement on parks is unacceptable to me.”

#Alice Schindler, of Silver Spring: “The draft EIS on the 495/270 plan fails to study the full range of impact the highway plan could have on environment, health and communities. I do not support the project and support the no build option.”

#Anderson spoke for the Park and Planning Commission: “**The DEIS provides an inaccurate and incomplete picture of the impact** of the project on parkland and private property because it does not account for significant changes to the limits of disturbance likely to be required for construction of the managed lanes and therefore **cannot be a legally adequate basis for evaluating the environmental impact of the project.**”

#He said Park and Planning will provide more thorough responses in writing by the deadline to give feedback, now Nov. 9, 2020.

#MANY BROUGHT UP the need for additional alternatives for study.

#“In a progressive state such as Maryland, we should not be solely reliant on road expansion and increasing our dependence on cars and travel. MDOT/SHA should be an innovator and bring light rail to Maryland,” said Schindler.

#“**The impact statement fails to analyze transportation alternatives, such as transportation demand measures, forthcoming technologies, synchronized automobiles and monorail concepts that are far less impactful,**” said Levine.

#“The overall strategy lacks creativity and vision and is fiscally irresponsible,” said Richard Stolz, of Rockville. The current project is “a disservice to ourselves and future generations. A lot more thought has to go into how we transport people,” he said.

#Traffic can be annoying, but not as much as exacerbating climate change, said Daniel Ring, of Rockville.

#SUPPORTERS WILL REMIND everyone that traffic congestion affects many lives around the Beltway. More than 235,000 vehicles crossed the American Legion Bridge daily, at least until the beginning of the pandemic.

#Gov. Larry Hogan made the claim: “The project is expected to cut commuting time in half for many travelers, reduce congestion in the regular lanes by 25 percent, provide 40 percent more lane capacity over the old bridge, and include bicycle and pedestrian paths across the Potomac River.”

#Virginia officials have pointed to Maryland as the problem before the pandemic, where Virginia’s toll lanes end and merge before the American Legion Bridge.

“Our teams have identified a way to fix one fo the worst traffic hot spots in the country,” Virginia Gov. Ralph Northam has said. “This demonstrates what can get done when leaders come together to find shared solutions to tough regional problems. This is about helping people see their families more, grow their business, and further unlock the region’s vast economic potential.”

#And Gov. Hogan pitches the project as being paid for by a private company, not the tax-payers.

#But according to public testimony, most were not convinced.

“Since the start, Gov. Hogan and MDOT have stated there would be no cost. Then we learned that it will cost WSSC customers \$2 billion to move water and sewer lines,” said Coufal, of Bethesda.

#Arthur Katz, of Rockville, called a private company coming to the rescue to cover the cost a fantasy. “The highway expansion is based on a politically driven false fantasy embodied in, ‘I built this and you didn’t have to pay for it,’” he said.

“Even more bizarre is the idea that it’s okay to make \$10-billion, 50-year commitments to highway building without understanding telework and other covid effects and other transportation options will permanently upend traffic patterns and flatten peak hour commutes,” he said.

#Susan Grodsky, of Rockville, said she was reminded of something her father told her when she was 10 years old. “If it sounds too good to be true, it probably is,” she said.

#A few speakers brought up fiscal problems with private-public partnerships with construction of the Purple Line. And a couple also brought up that taxpayers will be faced with the burden when WSSC has to charge for moving water and sewer lines to make way for this massive construction project.

“It’s wishful and naive to think there will be no cost to taxpayers,” said Joseph Espito, of Carderock Springs. “The Purple Line is exhibit A that **in public private partnerships, taxpayers end up footing the bill.**”

#TOLL LANES are going to help 10 percent of drivers in the toll lanes while 90 percent of drivers are stuck in the “free” lanes, said Katz.

#Hence the moniker, Lexus Lanes, said Elliott Levine, of Rockville. “The speed gains in the toll lanes are compensated by slower drive times in the free lanes, hence the moniker, Lexus Lanes on this project.”

#Peter Tantisunthorn, of Silver Spring, doesn’t oppose mitigating traffic, he just thinks more multi-modal transportation should have been considered.

#“When we are looking at an environmental impact study, it’s kind of funny that’s the only consideration when we’re building a project that is going to make a larger environmental impact on this region. We are doing a disservice to ourselves and future generations because of this plan. A lot more thought has to go into how we transport people about the 270 corridor and 495 in modes outside from cars.”

**#“This whole thing sounds foolish and must be abandoned at once,” said Frank Pierce.**

**#Brian Ditzler, of the Sierra Club, called it a “financial and environmental disaster.”**

#ENVIRONMENTAL JUSTICE was not followed, said Coufal and Eyal Li, of Takoma Park.

#“Appendix P shows that MDOT did not successfully engage environmental justice populations in Prince George’s County at any stage of the process,” said Coufal. Communities of color and poor people are often more negatively affected by environmental impacts of such projects.

#Prince George’s County submitted less than one-fifth of the testimony of Montgomery County so far.

#“As detailed in the DEIS, the proposed added lanes would increase vehicle miles travelled, leading to higher global warming emissions and traffic-related air pollution.”

#—Eyal Li, Union of Concerned Scientists

#Eyal Li, of Takoma Park, is an environmental engineer and an advocate for clean transportation policy with the Union of Concerned Scientists. “On behalf of our 24,000 supporters in Maryland, and our network of more than 26,000 scientists, engineers and public health professionals nationwide, [Union of Concerned Scientists] **strongly opposes the proposed addition of lanes to I-495 and I-270 and supports a no-build option,**” said Li. “As detailed in the DEIS, the proposed added lanes would increase vehicle miles travelled, leading to higher global warming emissions and traffic-related air pollution.”

#UCS is “particularly concerned” about the project’s disproportionate health impacts on marginalized communities near the highways, he said. The race and ethnicity characteristics of the analysis area reveal that Latino, Asian-American and African Americans are overrepresented by 50 percent, 49 percent and 9 percent, respectively, while white residents are underrepresented by 37 percent compared to their population statewide. In 2019, the Union of Concerned Scientists released a study showing African American and Latino Marylanders are exposed to levels of traffic related air pollution that are 12 and 11 percent higher than the average while white Marylanders breathe air that is 8 percent cleaner than the average Maryland resident.

**#“Chronic exposure to particulate matter pollution from vehicles causes increased death rates attributed to cardiovascular disease and respiratory ailments including COVID-19, among other conditions.** Given the systematic oppression of marginalized groups throughout history, we call on the MDOT to shoulder a greater burden of proof that its actions are not harmful to the health and wellbeing of minority populations, low-income populations, and/or indigenous peoples,” said Li.

#Sue Nerlinger said: “Toll lanes are not an equitable solution to the congestion problem.”

#Why CAFE Opposes \$11 Billion For-Profit Tollways on I-495/I-270

#Maryland is pushing an \$11 billion public-private partnership (P3) to expand I-495 and I-270 for as many as four for-profit tollways. They claim it will end rush hour congestion without costing taxpayers a

dime.

#Luxury Lanes depend on bad traffic congestion to make a profit.

#Luxury Lanes depend on billions in taxpayer aid, despite the private investment.

#\$28 - 48 rush hour tolls were charged (pre-COVID) on Northern Virginia's I-495 and I-66 Luxury Lanes.

#CABE is pushing back. We're a growing coalition of civic associations, taxpayers, and other organizations demanding better, affordable commuter options for suburban Maryland.

#Contact your elected officials. Use our contact list. Tell them to resist MDOT's push for Luxury Lanes and protect taxpayers, communities, homes, and the environment.

#Source: <https://www.cabe495.com/>

#See For Yourself

#Videos from the Aug. 18, Aug. 20 and Aug. 25 virtual public hearings are available at: <https://495-270-p3.com/your-participation/past-public-outreach/>.

#What's Next

#The last virtual hearing is also scheduled for Sept. 3, 2020.

#An in-person hearing is scheduled Sept. 10, noon to 9 p.m., at Hilton Executive Meeting Center, 1750 Rockville Pike, Rockville, in Montgomery County.

#To testify: register at <https://495-270-p3.com/your-participation/upcoming-events/>.

#If you do not want to testify at a hearing but still want to provide your input, you have other ways to provide your feedback: by voicemail, email, letters, and through online and hard copy comment forms: <https://495-270-p3.com/your-participation/provide-feedback/>.

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Hogan's highway expansion plan impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Arlene Montemarano, [REDACTED], Lawndale Drive

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Hogan's highway expansion plan impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Arlene Montemarano, [REDACTED], Lawndale Drive

## Arlene Montemarano

I support the no-build option.

All the 'alternatives' are for various kinds of automobile traffic. Not genuine alternatives to serve all of the public, but just those with resources enough to own cars.

The DEIS is pretty worthless, since, (except for the quietly added after the DEIS publication date's 1600 pages), all of it was written before the Pandemic that has completely changed traffic conditions. We do not yet know what changes will be permanent.

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**From:** 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Sent:** Monday, September 14, 2020 8:15 AM  
**To:**  
**Subject:** FW: from NYT -- linkage to the 270/495 fiasco

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Sunday, September 13, 2020 7:07 AM  
**Subject:** from NYT -- linkage to the 270/495 fiasco

Please note:

*"Climate scientists say the mechanism driving the wildfire crisis is straightforward: Human behavior, chiefly the burning of fossil fuels like coal and oil, has released greenhouse gases that increase temperatures, desiccating forests and priming them to burn."*

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**Ross B. Capon**

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

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Hogan's highway expansion plan impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Arlene Montemarano, [REDACTED], Lawndale Drive

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**Ross B. Capon**

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

--

Hogan's highway expansion plan impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Sent:** Tuesday, September 15, 2020 12:26 PM  
**To:**  
**Subject:** FW: Analysis: Hogan Must Move Quickly to Put Purple Line Back on Track, Observers Say

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Monday, September 14, 2020 4:58 PM  
**Subject:** Analysis: Hogan Must Move Quickly to Put Purple Line Back on Track, Observers Say



The people who drew up this faulty PL P3 contract have already proven their incompetence. Shall we just forgive them and give them another go with Hogan's humongous P3 toll lane project? That one could be Fiasco-On-Steroids. And it could be, if we do, that there would be little left of our urban terrain to tear up and walk away from, as has happened here.

**Bolding is mine.**

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From: Annie Tulkin:

Hi Neighbors,

More reporting from Maryland Matters, giving us more insight. How would the state "secure" Arliss and Manchester PI? Taking down all of the equipment and then putting everything in place once they decide to start building again seems nuts to me. [OBJ]

**Analysis: Hogan Must Move Quickly to Put Purple Line Back on Track, Observers Say**

[https://www.marylandmatters.org/2020/09/14/analysis-hogan-must-move-quickly-to-put-purple-line-back-on-track-observers-say/?fbclid=IwAR12WUkh2EQ3HjFJathXcMmEvInLIKm6PCVZ\\_RI0twdFYwNnwMYTZNyLSUY](https://www.marylandmatters.org/2020/09/14/analysis-hogan-must-move-quickly-to-put-purple-line-back-on-track-observers-say/?fbclid=IwAR12WUkh2EQ3HjFJathXcMmEvInLIKm6PCVZ_RI0twdFYwNnwMYTZNyLSUY)

[www.marylandmatters.org](http://www.marylandmatters.org)

Analysis: Hogan Must Move Quickly to Put Purple Line Back on Track, Observers Say  
By Bruce DePuyt | Sep. 14th, 2020

The Maryland Department of Transportation and its legal team came up well short in

their attempts to convince a Baltimore judge to require the firms building the Purple Line to remain on the job.

Judge Jeffrey M. Geller vigorously rejected every argument offered by MDOT attorneys, beginning with their claim that the team building the project, Purple Line Transit Partners (PLTP), was misreading its contract with the state.

Because of Thursday's ruling, a temporary injunction that kept PLTP on the job expires on Monday. If 5 p.m. Monday rolls around without a resurrection of negotiations and a last-minute agreement between the current vendor and the state, work on the project will cease.

While it was MDOT and lawyers from the Attorney General's office who were in the spotlight during last week's courtroom drama, it now falls to Gov. Lawrence J. Hogan Jr. (R) to rescue a project whose progress is imperiled by Geller's ruling, political observers said.

A top official with the primary contractor, Purple Line Transit Constructors (PLTC), testified it would take **two to four weeks to shut down — a process that would include covering up giant holes in the ground, barricading precarious worksites, removing equipment that belongs to subcontractors, and leveling terrain, to reduce stormwater runoff.**

A shutdown would almost certainly lead to a weeks- or months-long period where the half-built project becomes a massive, static **eyesore** while MDOT figures out whether to bring day-to-day management of the Purple Line in-house, find a new construction manager, or reach agreement with PLTP on the nearly \$800 million in cost overruns that led to last week's legal showdown.

One former top official said on Friday that people who live in the neighborhoods torn up by construction would quickly view the abandoned worksites "as a daily statement that the system failed." And they would undoubtedly make their displeasure known to local and state officials.

With the project already over budget and behind schedule, **"you cannot run up other costs closing up"** work sites scattered from New Carrollton to Bethesda, the former official said.

In a statement, Prince George's County Executive Angela D. Alsobrooks (D) said she was "seriously concerned" about the court decision and the prospect of more delays.

**The immediate impact of the shutdown is continued disruption in normal business operations of several hundred small, heavily Latino businesses in the Langley Park and Riverdale areas,"** she said. **"These businesses face serious losses with broken up streets, closed parking lots, and entrances blocked while this dispute has persisted, challenging the patience of those who were prepared to endure the scheduled construction disruption, but not endless delays."**

For this and many other reasons, it now falls to Hogan, a historically popular second-term governor with political capital to expend, to sift through what is likely an unsatisfying menu of options and determine how to proceed.

“Whether the resolution will be a last-minute agreement or whether Maryland ultimately takes over construction, the buck stops with Governor Hogan,” said Ralph Bennett, president of Purple Line NOW, an advocacy group.

“Maryland is the owner of this project and this disagreement has been allowed to fester for too long,” he added. “The future riders of the Purple Line, residents and businesses disrupted by construction, and the workers braving a pandemic to keep the project moving forward need decisive leadership from the governor. Whatever the outcome, a clear statement of commitment and a sense of the path forward should come from Governor Hogan.”

Observers identified a range of issues and concerns in the wake of last week’s court ruling:

**Job losses** — There are approximately 170 subcontractors working on the project. If PLTP walks away, **hundreds of workers will quickly find themselves going from the Purple Line to the unemployment line.** Not a good thing ever, and worse during a pandemic that has caused a massive job losses.

**Finances** — MDOT officials testified they have put in all the cash they have intended to contribute to the project, and that they are relying on the assets and borrowing capabilities of PLTP — a consortium made up of Meridiam, Star America and Fluor Corp. — to carry the Purple Line to completion. Like all of the “business units” within the Department of Transportation, the Maryland Transit Administration is already under orders to reduce spending because of the coronavirus epidemic. Financial considerations are expected to weigh heavily in the state’s calculations.

**Can this marriage be saved?** — There is little doubt that the most seamless option is for PLTP to remain on the job. If anyone knows the project backwards and forwards, it’s the people who signed the 36-year contract to build a \$5.6 billion, 16-mile transit system. But that would require the two sides to bridge their divide over the cost overruns, something they have been unable to do over the course of the last two-plus years. The acrimony has led the relationship to sour badly.

**Taking the project over** — In court, MDOT officials argued that PLTP’s departure would cause “irreparable harm” because the state lacked the money, personnel and expertise to bring the project in-house. Can they pull a 180-degree U-turn on those statements in a matter of days? That would require some nifty footwork, observers said.

**The failure to plan** — The judge called out MDOT for failing to take PLTP up on its repeated requests to engage in transition planning. Even after Geller granted a request to keep the firm on the job an extra 45 days in August, “the state failed to participate in any meaningful way,” he said as he delivered his ruling. Maryland officials will likely be pressed by local officials and state lawmakers on their apparent failure to craft a handoff plan.

**Mediation** — There are lots of retired judges and trained mediators floating around. Have the state and PLTP fully availed themselves of the opportunity to have a third party resolve their financial dispute (preferably while work moves forward)? It’s not clear that they have. If the two sides are sick of each other at this point (see above), mediation is not likely.

Impact on the I-495/I-270 “P3” — Hogan and others like to boast that the Purple Line is one of the biggest “public-private partnerships” in North America. If it craters, **it is tough to imagine it would not cast a long, dark shadow over plans to form an even bigger P3 to add “express toll lanes” to the Capital Beltway and Interstate 270. (Hogan has jokingly referred to the highway plan as “the biggest P3 in the known universe.”) Adding to the potential difficulty is the fact that many of the firms working on the Purple Line are bidding on the highway proposal.**

“It is still, to me, shocking that MDOT — to my knowledge — hasn’t ever done a hot-wash of the lessons they’ve learned from this Purple Line experience, what’s gone well and what’s been mismanaged, and how to apply those lessons to future projects,” said Montgomery County Councilmember Tom Hucker (D).

If Thursday’s big loss by the state brings the warring parties closer to a compromise, we will likely see it early in the week.

A statement issued by PLTP officials after the ruling appeared to suggest that they remain open to continuing on.

“From the outset and to this day, our overriding goal has been to deliver the Purple Line to the people of Montgomery and Prince George’s counties as efficiently as possible,” they said.

“Notwithstanding the litigation, we remain convinced that a settlement is in the best interest of Montgomery and Prince George’s counties as well as the State, because it will deliver the Purple Line sooner and at lower cost than any possible alternative,” PLTP added. “We remain open to reaching an equitable settlement if the State chooses to engage in meaningful settlement discussions. However, time is of the essence to mitigate further delays in the delivery of the project.”

Whatever happens next, part of Hogan’s legacy is on the line.

The founder of a highly successful development company who rode his business-world bona fides to the governor’s mansion, he does not want a failed transit project hanging over a potential U.S. Senate bid or the 2024 presidential primary, an all-too-easy attack line for rivals.

U.S. Rep. Anthony G. Brown (D-Md.), who lost to Hogan in 2014, blasted the governor on Friday, saying he “bears full responsibility for the dithering, delays and lack of leadership that have brought us to this moment — the dissolution of the largest public-private partnership in the country and the logistical, financial and neighborhood disaster confronting Maryland.”

“It is absolutely unacceptable for the Purple Line to go unfinished,” Brown said. “It is time for Gov. Hogan to pause his book tour and presidential campaign planning, to break this impasse and deliver the Purple Line for the people of Maryland.”

The former top official put it a bit more gently, saying the project would “be a visible symbol all over the country. The Purple Line will stand for years as a failed policy” if it is not rescued successfully — and soon.

[bruce@marylandmatters.org](mailto:bruce@marylandmatters.org)

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The Council is talking with MDOT on Tuesday at 9:05am. Maybe they will share info? Watch online: <https://www.montgomerycountymd.gov/COUNCIL/OnDemand/index.html>

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Hogan's highway expansion plan impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Arlene Montemarano, [REDACTED], Lawndale Drive

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Sent:** Wednesday, September 16, 2020 10:04 AM  
**To:**  
**Subject:** FW: Grief and anger ... Hogan's cancellation of the Red Line.

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Wednesday, September 16, 2020 8:57 AM  
**Subject:** Grief and anger ... Hogan's cancellation of the Red Line.

This was a blow to all of us, not just to the working poor of Baltimore.

(bolding is mine)

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<https://www.baltimoresun.com/politics/bs-md-pol-red-line-five-years-20200911-b2d3knvbpngdrirbc44fd55pti-story.html#nws=true>

Five years later, many across Baltimore bitterly lament Gov. Hogan's decision to kill the Red Line light rail  
By COLIN CAMPBELL  
BALTIMORE SUN |  
SEP 11, 2020 AT 6:00 AM

Cynthia Shaw, president of the Lyndhurst Community Association, worked for 14 years to bring the Red Line light rail transit system to the Baltimore area. Maryland Gov. **Larry Hogan canceled the project five years ago**. Here, she stands at a bus stop near where the light rail stop would have been, at Edmondson Avenue and Allendale Street. Aug. 28, 2020

**Cynthia Shaw, president of the Lyndhurst Community Association, worked for 14 years to bring the Red Line light rail transit system to the Baltimore area.**

Cynthia Shaw kept her photos from the 2008 trip to Portland, Oregon, where a group of Baltimoreans boarded the TriMet light rail to feel the type of smooth, fast ride that promised to **connect and revitalize some of their city's most isolated, neglected neighborhoods**.

The Lyndhurst Community Association president still has the spiral-bound "Vision Plan" she and other Edmondson Village volunteers created for their station of Baltimore's long-planned, east-west Red Line. Tucked between the pages is a certificate of appreciation the Maryland Transit Administration presented her in 2012. It's all she has to show for more than a decade of work. **The MTA spent nearly \$300 million in planning, design and land acquisition for the 14.1-mile light rail line. Marylanders still pay the increased gas tax that would have helped build it.** But Shaw and her fellow transit riders are left waiting for the bus.

Five years ago, in the face of renewed calls for investment in Baltimore after the unrest over Freddie Gray's death from injuries suffered in police custody, Gov. Larry Hogan canceled the \$2.9 billion Red Line, scrapping a project touted as a windfall of jobs, development and environmental sustainability, especially for some of the city's Black neighborhoods.

Bus service, which is targeted for significant cuts in January due to revenue losses during the coronavirus pandemic, got worse for riders by at least one key metric.

A Baltimore transit passenger could get to only 11% of the region's jobs within an hour in 2014, according to the Accessibility Observatory at the University of Minnesota. By 2018, after BaltimoreLink, they could reach only 9% within an hour.

**The bus overhaul was "not an adequate substitute for a multibillion-dollar project that would have provided thousands of jobs and connected significantly disadvantaged parts of the city,"** Fry said.

Anirban Basu, an economic adviser who served on Hogan's transition team, agreed with the governor that the Red Line was not worthwhile for the state "on a per-dollar-spent basis."

But Basu also said the lack of reliable public transit is "one of the most infuriating aspects of life in Baltimore." The state money for the Red Line should have been reinvested, either in the bus network or the neighborhoods that lost out on the project, said Basu, chairman and CEO of Sage Policy Group.

"Not enough money and thinking went into rethinking bus service," he said.

Lingering pain over highway

Glen Smith was 19 when his family was forced out of his childhood home on Laretta Avenue in 1969.

Opposition in white neighborhoods killed the East-West Highway plan before demolition reached "Fort Laretta," a corner brick rowhouse that Glenn Smith's family was forced out of when he was a child.

"Five years after the cancellation of the Red Line, which I thought was going to be an answer to the destruction that was done to this community, we still see the devastation that's still here," said Smith, who lived here on Laretta Avenue and is now vice president of the Baltimore Transit Equity Coalition.

"Fort Laretta," as they called their corner brick rowhouse with Formstone side and green aluminum awnings, needed to be sacrificed to make way for the East-West Highway, which would connect Interstate 70 on the west across downtown with Interstate 95 on the east, they were told.

Opposition in white neighborhoods killed the highway plan before demolition reached Fort Laretta. But many other homes fell, and **thousands of Black families were displaced for a sunken, 1.2-mile section of U.S. 40, the "Highway to Nowhere," built through the middle of West Baltimore.**

Smith, now vice president of the Baltimore Transit Equity Coalition, said neighbors had looked forward to the Red Line, which was to run along the highway, **bringing investment and some measure of healing to the bulldozed areas.**

"Five years after the cancellation of the Red Line, which I thought was going to be an answer to the destruction that was done to this community, we still see the devastation that's still here," Smith said.

Robert Hunt, president of the Alliance of Rosemont Community Organizations, just **wants his neighbors to be able to get to the supermarket more easily. None of the 17 neighborhood groups that make up the alliance have one in their community,** he said.

The Red Line was “an opportunity to reverse 40 years of neglect in West Baltimore, of being ignored,” Hunt said.

Cleaner transit, cleaner air

State Del. Robbyn Lewis, then an environmental activist in Patterson Park, had been planting trees and writing grants, trying to make her neighborhood the greenest in Baltimore when she was drawn to her first Red Line meeting in 2011.

Improved connections and faster ride times promised to **draw 40,000 riders a day from Greater Baltimore’s congested roads and reduce both traffic and auto emissions.**

After learning about political threats to the project, Lewis took mobilizing classes and organized Red Line Now, a political action committee to lobby for it. She modeled it after a group created for the Purple Line in the Washington suburbs, a transit project Hogan did not cancel. It is currently mired in a dispute over cost overruns.

The Red Line Now effort, albeit unsuccessful, helped propel Lewis to her seat representing the city’s 46th District in 2016. But her blood pressure still rises when she thinks about the Red Line’s cancellation, she said.

“Even five years later, I’m almost at a loss for words,” Lewis said. **“The impact of this decision will color social, economic and environmental outcomes in this city for a generation.”**

Erik Fisher, the Chesapeake Bay Foundation’s Maryland assistant director and land-use planner, called it “emblematic of the broader issue in Maryland, where **transit plays second fiddle to our highways.**”

**A third of the bay’s pollution comes from the air,** he said.

**“Every car off the road reduces pollution to the bay,”** Fisher said. “When you have generational projects like this that don’t happen, it sets us back.”

Clean transit has health implications for Baltimore, too, where up to **20% of children have asthma, far higher than the state and national rates.** Respiratory diseases plague the area where Smith grew up, near the West Baltimore MARC station, which would have been a Red Line stop.

“Instead of having clean transportation,” he said, “we end up with several bus routes that come here every day.”

O’Malley called his successor’s decision “a really appalling failure for all of the people of our state,” both for allowing “pockets of poverty” and neglecting the “additional imperative of protecting the Chesapeake Bay.”

“It’s such a huge missed opportunity for economic justice, and for a healthier bay and a healthier city,” he said.

A ‘long historical pattern’

In its federal complaint, the NAACP Legal Defense Fund said Hogan’s decision followed a “long historical pattern of deprioritizing the needs of Baltimore’s primarily African American population, many of whom are **dependent on public transportation.**”

A City Council ordinance in 1910 barring Black people from living on any block occupied by whites was the most blatant example, but far from the last in more than a century of segregationist efforts to keep

Black Baltimoreans away from their white counterparts in the city and its suburbs.

Roland Park, one of the country's first planned suburbs, was off-limits to Blacks. Anne Arundel County residents scuttled plans for a southern link of the Baltimore subway in the 1960s, calling it the "loot rail."

Neighbors in Baltimore County's Ruxton and Riderwood areas rejected a station of the north-south Light Rail line for the same reason, even though it mostly linked primarily middle class, white areas to downtown, Camden Yards and later BWI Marshall Airport.

More recently, in 2018, Anne Arundel County officials cited concerns about increased crime — despite police data to the contrary — in asking the MTA to reduce transit service. Late-night fights in White Marsh prompted similar calls from Baltimore County officials, who blamed them on city youth.

Red Line opponents in Canton worried that the preferred route along Boston Street would be an eyesore cutting off the mostly white, relatively wealthy neighborhood from the water, reducing property values and exacerbating traffic and parking problems.

The Canton Community Association was among the most vocal groups against the Red Line. But Mark Edelson, who has since become president, said he and others "felt very differently" and saw the benefits improved mass transit could bring to Southeast Baltimore and the city as a whole.

"The city lost out on that significantly," he said, "whether you agree or disagree here and there on what the plan was going to be."

By halting the Red Line, Hogan engineered an **"explicit and blatant transfer of economic investment from Black communities to white communities,"** Legal Defense Fund President Sherrilyn Ifill said.

Henson countered that under Hogan, Maryland's transportation department is investing hundreds of millions of dollars in Baltimore's transit system and "recognizes the regional importance of ensuring a safe, efficient, and reliable transit network."

"The Red Line had several potential high-risk cost factors that were borne solely by the State of Maryland, such as a tunnel," the transportation department spokeswoman said. "The decision to cancel the Red Line was solely based on risk to the state."

But to Porcari, the fact the Red Line was never built, despite being in plans for decades, is "inextricably intertwined historically with the politics of race."

"If you know what you're looking for, the entire transportation history of Baltimore and the metropolitan region reveals those racial politics," Porcari said.

Some still hoping

Five years later, Samuel Jordan refuses to let go.

The Baltimore Transit Equity Coalition president is critical of those who have conceded that, given the governor's control of state spending, the Red Line is effectively dead until Hogan leaves office.

No other project — especially BaltimoreLink, which Jordan derides as a "three-card Monte" sleight-of-hand trick — carries the same potential for transforming the region, he said.

"Whenever there's a responsible discussion about transportation in the Baltimore region, the Red Line

has to be mentioned,” Jordan said. “We want the transit advocacy community to be much bolder. Faced with structural racism, you need to make structural change.”

The group is petitioning for the creation of a Baltimore Regional Transportation Authority to **take the reins from the MTA**. The state-owned transit agency has left the region lagging far behind neighboring Washington, where a regional authority has developed one of the world’s best-known subway systems, Jordan said.

“We want the decision-making authority sticking to the region, no matter who’s governor,” he said.

It’s a long-shot effort, especially with the coronavirus interrupting efforts to gather signatures. But it has the support of City Council President Brandon Scott, the Democratic nominee for mayor, who is heavily favored in November’s election.

“The cancellation of the Red Line was just the latest blow in government-created inequity for Baltimore — West and East Baltimore, specifically — for generations,” Scott said. “It’s critical that we have a transportation agency focused and operated in a regional manner.”

The cancellation dashed Shaw’s hopes for rejuvenation of Edmondson Village Shopping Center and stabilization of her working-class community along Wildwood Parkway.

“For a long time, I was very disappointed, very angry,” she said. **“We put too much work into it. It would have brought too much opportunity to our community. ...**

“It’s systemic racism. What else can you call it?”

Baltimore Sun researcher Paul McCardell contributed to this article.

**Red Line by the numbers**

**\$2.9 billion: Red Line’s projected total cost**

**\$900 million: Red Line funding Gov. Larry Hogan returned to the federal government**

**\$736 million: State funding Hogan shifted to roads in other counties**

**\$4.6 billion: Economic development Red Line was projected to stimulate**

**14.1 miles: Length of the proposed light rail line from Woodlawn to Bayview**

**19: Number of proposed stations**

**14 years: How long the Red Line was in development**

**40,000: Projected number of daily riders the Red Line would have drawn from the region’s roads**

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**Los Angeles....Different city, same mind set:**

**<https://www.latimes.com/opinion/story/2020-06-24/bulldoze-la-freeways-racism-monument>**

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Hogan's highway expansion plan impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Friday, September 18, 2020 8:30 AM  
**Subject:** Elrich "back to drawing board"

All good points. Are they listening?

**(Bolding is mine.)**

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<https://bethesdamagazine.com/bethesda-beat/transportation/elrich-suggests-state-should-go-back-to-drawing-board-on-i-495-i-270-widening-project/>

bethesdamagazine.com  
bethesdamagazine.com  
Elrich suggests state should go back to 'drawing board' on I-495/I-270 widening project  
Sep. 11th, 2020

By Louis Peck

| Published: 2020-09-11 10:15

As the county executive's office and County Council work to submit their formal response this fall to the recently released draft environmental impact statement (DEIS) for the I-495/I-270 widening project, County Executive Marc Elrich had some preliminary advice Thursday for state officials: Go back to the "drawing board."

Saying that "we are not supporting going forward as it stands right now," Elrich complained that **"the state has structured this as an all-or-nothing project. By ruling out transit and other alternatives, it's left us with either you support toll lanes or you don't support doing anything.** And this sets the project up...to be in opposition to what most of the public thinks should be done right now."

He added: "You'd be hard put to find anybody who says 'Don't improve the American Legion Bridge and make some improvements along 270' – which is way different [than] how people feel about the Beltway."

Elrich appeared during the last of six virtual and in-person hearings sponsored by the Maryland Department of Transportation (MDOT) in the wake of the July release of a 19,000 page DEIS on the plan to widen I-495 and I-270. Under a proposal unveiled by Gov. Larry Hogan nearly three years ago, the project would be built using a public-private partnership (P3) – in which private firms finance, build and operate the so-called "managed lanes," and would be reimbursed by toll revenues.

But, during separate appearances at Thursday's hearing – held at the Hilton Executive Meeting Center in Rockville — Elrich and Rockville Mayor Bridget Donnell Newton emphasized two factors not on the

horizon when Hogan proposed the project in 2017: **the COVID-19 pandemic, and the problems that have beset the P3 arrangement for constructing the light rail Purple Line through Montgomery and Prince George’s counties.**

“**The DEIS neglects the impact of the pandemic altogether**, and is fundamentally flawed,” Newton declared, charging that the study’s “travel demand model **uses traffic counts that were performed prior to the March COVID shutdown** across our country – and, without evidence, assumes that traffic volumes will resume to pre-COVID and then increase.”

While the DEIS contains six alternatives for widening I-495 and I-270 – most of them proposing to add two lanes on either side to accommodate high occupancy vehicles and those opting to pay tolls – Newton embraced the study’s seventh alternative: no new construction.

“Speaking today on behalf of our entire council and our community of over 70,000 people...the city of Rockville unanimously supports the only rational alternative in compliance with the National Environmental Policy Act – the no-build alternative,” Newton said.

Elrich also raised the potential fallout from the COVID-19 pandemic on the project, advising state officials: “Frankly, we all think that you ought to go back and look at the drawing board. In the world of COVID...there is no guarantee that people are going back to work in offices in the numbers they went to before. **You could very easily be building for a world that existed the day before COVID that won’t exist when this is over with.**”

Elrich’s appearance at the hearing came several hours after a Baltimore circuit court judge had ruled that the private consortium building the Purple Line could walk away from the project in a dispute with MDOT over cost overruns.

Elrich, echoing several other public officials who had testified at hearings on the DEIS stretching back to late August, noted that the **estimated \$9 billion to \$11 billion price estimate on the I-495/I-270 project is several times the original price tag for constructing the Purple Line.**

“A lot of work was done on the Purple Line before that contract was ever let. And we obviously saw how that played out today – not very well,” Elrich declared. “**This [I-495/I-270] project, which is ready to go to P3, has had none of the study and the scrutiny that was done on the Purple Line.**”

“We don’t have the level of confidence that the state is ready to manage a P3 at this **magnitude**, and with as many things that are likely to be unknown on this project that dwarf the scale of the project that was the Purple Line.”

The Rockville session wrapped up a hearing process that started in late August, and which attracted a total of about 125 witnesses at the virtual and in-person hearings. Others seeking to express opinion on the findings of the DEIS have until Nov. 9 to submit comments online or by mail to MDOT. (<https://495-270-p3.com/your-participation/provide-feedback/>)

Most of those appearing at the hearings expressed opposition to or strong reservations about the I-495/I-270 project, as did virtually all of the half-dozen elected and public officials from Montgomery and Prince George’s counties who testified.

An exception was Gaithersburg City Councilman Neil Harris, who spoke in support of the project at a virtual hearing on Aug. 25. (<https://495-270-p3.com/your-participation/past-public-outreach/#hearings2020>). To some degree, Harris’ stance reflected an upcounty-downcounty split over the project, given **fewer mass transit options** in Montgomery’s northern section.

“We experience in this region some of the worst highway congestion in the country, and our population continues to grow. The last time capacity was added to I-270 was 30 years ago, and hundreds of thousands of new residents have moved into the 270 corridor since the last expansion back in 1990,” Harris said. “Congestion is only expected to dramatically increase in the years ahead.”

He took issue with predictions that the pandemic will reduce highway demand in the long-term.

“The pandemic has so many of us working from home, and it shows that the highways can run with little congestion,” Harris, a member of the National Capital Region Transportation Planning Board – acknowledged.

But he added: “Reducing usage is one option, but the pandemic’s impact is temporary. Once we’re all back to work, teleworking may be more common, but it’s unlikely to reduce travel enough to fix mobility. Adding this kind of infrastructure to provide the necessary capacity is the right answer for us.”

However, Newton, a former chair of the Transportation Planning Board, took a sharply different view Thursday.

Noting that a recent study by an independent consultant for the Northern Virginia Transportation Authority “predicts far lower vehicle miles traveled across the [Washington region] in 2025,” Newton said: “[Vehicle miles traveled] post-pandemic received a 40 percent decrease. Six months into this pandemic, governments, businesses and non-profits are teleworking and many in our region say that they will continue to work remotely or with staggered schedules.”

In his testimony, Elrich listed several other issues he feels the DEIS did not adequately address:

Traffic congestion: “The project claims to improve traffic – but the analysis itself finds that in many cases the **managed lanes barely perform better than general purpose [free] lanes.**”

Effect on major local roads: “There’s been **no detailed evaluation of the interchanges and connections to local arterials.** The DEIS doesn’t consider what will happen to roads like Connecticut Avenue and Colesville Road, when more traffic is sent to them faster.”

Impact on environment: Saying that I-495 already has “serious impacts on Rock Creek Park,” Elrich added: “While those impacts haven’t been addressed for decades, this project certainly threatens to make those impacts worse. We’re all baffled by the claim that this is an environmentally friendly project when the likelihood is that it induces more people to drive.”

Sharing of toll revenue: “While we are working with the state in trying to negotiate the payments on how they would handle tolls, we have no assurance that we would get adequate money from the state in any toll arrangement that would allow us to build transit that might otherwise mitigate some of this impact.”

“So, if...the predetermined view of the state [is] that they’re going to go through with this [project] anyway, we’re going to continue to work with you,” Elrich said. “But we need to look at everything from the environmental impact to the impact on the roads that this thing is going to empty into, to the certainty about how the local jurisdictions will receive tolls in order to pay for alternative infrastructure.”

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Hogan's highway expansion plan impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Arlene Montemarano, [REDACTED], Lawndale Drive

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Saturday, September 19, 2020 4:42 PM  
**Subject:** The Broken Algorithm That Poisoned American Transportation - VICE

Thank you Herb, for this well written and well thought-out article that asks the question "What about quality of life issues?"

Do we need to adjust our thinking on transportation? Does the traditional approach of adding lanes, and then adding more, even work? And when you do that, what is lost?

**(Bolding is mine)**

FROM: H simmens:

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Hi Arlene,

A really provocative article on transportation planning and modeling - worth a look if you haven't seen it.

Herb

[https://www.vice.com/en\\_us/article/v7gxy9/the-broken-algorithm-that-poisoned-american-transportation-v27n3](https://www.vice.com/en_us/article/v7gxy9/the-broken-algorithm-that-poisoned-american-transportation-v27n3)

[www.vice.com](http://www.vice.com)

The Broken Algorithm That Poisoned American Transportation

This article appears in VICE Magazine's Algorithms issue, which investigates the rules that govern our society, and what happens when they're broken.

In November 2011, the Louisville-Southern Indiana Ohio River Bridges Project published a 595-page document that was supposed to finally end a decades-long battle over a highway. The project was a controversial one, to say the least.

At a time when many cities around the country were **re-evaluating whether urban highways had a place in their downtowns**, Louisville was doubling down. It not only wanted to keep the infamous "Spaghetti junction" where Interstates 64, 65, and 71 meet in a tangled interchange, but it wanted to build more on top of it. In addition, the political alliance behind the project aimed to expand the I-64 crossing to double the lane capacity, as well as build a whole new bridge just down the river—doubling the number of lanes that crossed the river from six to 12—all for a tidy \$2.5 billion.

But in order to get approval to use federal funds for this expensive proposition, the project backers had to provide evidence that Louisville actually needed this expansion. Using a **legally-mandated industry practice called Travel Demand Modeling (TDM)**, the project backers hired an engineering firm to **predict what traffic will look like 20 years in the future**, in this case, by 2030. They concluded that the

number of cross-river trips would increase by 29 percent. The implication was obvious: if they did nothing, traffic would get worse. As a result, the project got federal approval and moved ahead.

Two subsequent studies, however, also funded by the Louisville-Southern Indiana Ohio River Bridges Project, came to a very different conclusion.

Two years later, engineering firm CDM Smith looked at what traffic conditions actually had been while the project was seeking approval. It found that from 2010 to 2013, cross-river traffic had actually fallen by .9 percent.

The other study, this one for potential bond-holders, was far more puzzling. It concluded that by 2030, the combined cross-river traffic would be just 132,000 trips, some 15 percent lower than the SDEIS had predicted. Even worse, according to this new study, the combined 12 lanes of river crossings would carry some 4,000 fewer daily trips than just the I-65 bridge did in 2007 alone, **completely undermining the argument that Louisville needed these new bridges.**

Aaron Renn, an urban policy researcher and frequent critic of the Ohio River Bridges project, **extensively documented these shenanigans.** “No matter how crazy this project is,” he wrote back in 2013 when that bond-holder study came out, “it always manages to find ways to show that it’s even more wacky than I thought.”

The project is now finished, and everyone in Louisville can see for themselves which prediction was the better one. In 2018, a post-construction traffic study showed that cross-river trips decreased by 2 percent from 2013 to 2018. As a result, the project has been called by Vox, among others, a **“boondoggle” of epic proportions.**

The Louisville highway project is hardly the first time **travel demand models have missed the mark.** Despite them being a legally required portion of any transportation infrastructure project that gets federal dollars, it is one of urban planning’s worst kept secrets that these models are error-prone at best and fundamentally flawed at worst.

Recently, I asked Renn how important those initial, rosy traffic forecasts of double-digit growth were to the boondoggle actually getting built.

“I think it was very important,” Renn said. “Because I don’t believe they could have gotten approval to build the project if they had not had traffic forecasts that said traffic across the river is going to increase substantially. If there isn’t going to be an increase in traffic, how do you justify building two bridges?”

Travel demand models come in different shapes and sizes. They can cover entire metro regions spanning across state lines or tackle a small stretch of a suburban roadway. And they have gotten more complicated over time. But they are rooted in what’s called the Four Step process, a rough approximation of how humans make decisions about getting from A to B. At the end, the model spits out numbers estimating how many trips there will be along certain routes.

As befits its name, the model goes through four steps in order to arrive at that number. First, it generates a kind of algorithmic map based on expected land use patterns (businesses will generate more trips than homes) and socio-economic factors (for example, high rates of employment will generate more trips than lower ones). Then it will estimate where people will generally be coming from and going to. The third step is to guess how they will get there, and the fourth is to then plot their actual routes, based mostly on travel time. The end result is a number of how many trips there will be in the project area and how long it will take to get around. Engineers and planners will then add a new highway, transit line, bridge, or other travel infrastructure to the model and see how things change. Or

they will change the numbers in the first step to account for expected population or employment growth into the future. Often, these numbers are then used by policymakers to justify a given project, whether it's a highway expansion or a light rail line.

Although there are many reasons the Ohio River Bridges Project was a **total urban planning debacle**, one that has not gotten much attention is the role travel demand models played in putting **lipstick on the \$2.5 billion pig**. One potential reason for that is because those who work in the field have come to expect nothing less.

To be sure, not everyone who works in the field feels this way. Civil engineers in particular are more likely to defend the models as a useful tool that gets misapplied from time to time. University of Kentucky civil engineering professor Greg Erhardt, who has spent the better part of two decades working on these models, said at their best they are "a check on wishful thinking." But other experts I spoke to, especially urban planners, tend to view the models as aiding and abetting the **wishful thinking that more highways and wider roads will reduce traffic**.

Either way, nearly everyone agreed the biggest question is not whether the models can yield better results, but why we rely on them so much in the first place. At the heart of the matter is not a debate about TDMs or modeling in general, but the process for how we decide what our cities should look like.

TDMs, its critics say, are emblematic of an **antiquated planning process** that optimizes for traffic flow and promotes highway construction. **It's well past time, they argue, to think differently about what we're building for.**

"This is the fundamental problem with transportation modeling and the way it's used," said Beth Osborne, director of the non-profit Transportation for America. "We think the model is giving us the answer. That's irresponsible. Nothing gives us the answer. We give us the answer."

In 1953, Detroit-area highway agencies launched the first TDM study to create a long-range plan for highway development. The idea, as recounted in an academic history of TDM, was deceptively simple. In order to execute a massive public works project like a highway system, planners had to have some idea where people will travel in the future. There's no point, they figured, in spending a few decades building these highways only to find they're either too big or too small or go to the wrong places.

The Detroit Metropolitan Area Traffic Study, as it was called, conducted 39,000 home interviews and 7,200 interviews with truck and taxi drivers (characteristically for the Motor City in mid-century, public transit was not considered). Using an IBM 407 punch card computer to partially automate some steps, the researchers extrapolated from recent trends to predict future travel patterns in order to build an expressway network that would work for Detroit not just in 1955, when the study was published, but in 1980, too.

**"It's not so much about the measurement being wrong, it's that the whole underlying thesis is wrong"**

This was a novel approach to transportation planning and, given the technology and thinking of the time, right on the cutting edge. Other cities, including Chicago, San Juan, and Washington D.C., adopted it shortly thereafter. And it wouldn't take long for this approach to be exported to other countries as well and become a common transportation planning tool all over the world.

In retrospect, the concept had some obvious flaws. For starters, the model's basic approach was to **presume what had happened recently would continue to happen**. If Detroit's population was rising, it would continue to rise. If fuel prices were falling, they would continue to fall. But that's not how the world works. A lot can change in a few decades.

Take, for example, population and land-use patterns, inputs from the first step of the four-step model. They are two of the most important variables in any TDM, since **the more people that live in a given area, the more trips there will be**, and where in that area they live and work will largely determine travel patterns. Both of these factors would radically shift within the Detroit area. In the 1950s, Detroit was in the middle of an unprecedented urban growth spurt, peaking around 1950 at more than 1.8 million people, according to historian Thomas Segrue's *The Origins of Urban Crisis: Race and Inequality in Postwar Detroit*. By 1970, almost one in five people had left thanks in large part to middle class "white flight" to the suburbs. Many businesses moved headquarters or factories outside of the city as well, drastically altering travel patterns. A planner in 1955 would have been hard-pressed to forecast any of that.

More subtly, critics of the typical modeling approach say they don't align with how humans actually behave. For example, say that you live in Pasadena and your friend in Culver City invites you over for dinner at six on a weekday. Would you go? Or would you tell them they must be nuts if they think you're going to drive across Los Angeles during rush hour? Odds are, you will opt for the latter—or the invitation would have never been proffered to begin with out of basic human decency—and the trip is never made.

Traffic forecasting doesn't work like this. **In the models, any trip made today will be made perpetually into the future no matter how much worse traffic gets.**

Experts refer to this as "fixed travel demand," which is essentially an oxymoron, because **travel demand is almost by definition not fixed**. We are always deciding whether a trip is worth taking before we take it. One of the major factors in that decision-making process is how long the trip will take. TDMs work the exact opposite way by assuming that if people want to go somewhere they will. Only then will they calculate how long it will take.

For this reason, some urban planners derisively refer to this approach as "the lemming theory of demand," said Joe Cortright, an urban economist for the consulting firm Impresa and contributor to the website City Observatory, because **it assumes people will keep plowing onto highways no matter how bad congestion gets.**

"It's not so much about the measurement being wrong, it's that **the whole underlying thesis is wrong,**" said University of Connecticut professor Norman Garrick. "You're not thinking about how people behave and how they're using the system. You're just saying **this is how it happened in the past [and] this is how it will happen in the future, even though you're injecting this big change into the system.**"

The flip side of the fixed travel demand problem is equally pernicious. Let's say LA somehow doubled the number of lanes on the 110 and 10 freeways, which connect Pasadena to Culver City. Now, going to dinner at your friend's place might not seem like such a bad idea. Except tens of thousands of other people are thinking the same thing. They, too, **will make trips they previously did not make. Over the long run, they may move further away where houses are cheaper because the commute is faster, meaning they'll drive more and be on the road longer. Eventually, those new lanes fill up and traffic is as bad as ever.**

**This phenomenon is called induced demand, and it is not merely a thought exercise. It is precisely what has happened in nearly every case where cities build new highways or expand old ones.**

"Recent experience on expressways in large U.S. cities suggests that traffic congestion is here forever," wrote economist Anthony Downs in his 1962 paper *The Law of Peak-Hour Expressway Congestion*. "Apparently, **no matter how many new superroads are built connecting outlying areas with the**

**downtown business district, auto-driving commuters still move to a crawl during the morning and evening rush hours.”**

Experts have known about induced demand for generations, yet we keep adding more highways in the Sisyphean task of attempting to build our way out of rush hour traffic. To fully appreciate the **absurdity of this quest**, look no further than the \$2.8 billion freeway project in Katy, Texas that was supposed to reduce commute times along the expanded 23-lane freeway, the widest in the world. All too predictably, congestion only increased, and **commute times are longer still**.

A 2011 paper called “The Fundamental Law of Road Congestion” concluded “increased provision of roads or public transit is unlikely to relieve congestion” because every time new lane-miles are added, trip miles driven increase proportionately. **The more highways and roads we build, the more we drive.** (The flip side is also true: in the rare cases when highways are temporarily out of commission, such as the case with the Alaskan Way Viaduct in Seattle, traffic doesn’t get much worse.) And TDMs have been totally ignorant of it.

“It is well-recognized that the 4-step modeling paradigm developed 50-60 years ago is only a **computational convenience** that is not behavioral,” wrote transportation planner and consultant David T. Hartgen in 2013, “and does not reflect how traveler decisions are actually made.”

The proof is on the roadways. In his landmark 2007 study of traffic forecasts across 14 nations and five continents, Oxford University professor Bent Flyvbjerg found half of traffic forecasts are wrong by more than 20 percent, a finding subsequently replicated elsewhere. A 2006 study by the National Cooperative Highway Research Program found that out of 15 toll road projects, the actual traffic was 35 percent below the predicted traffic on average. Another study found the error was more like 42 percent on average.

“I think there’s this general consensus that there’s accuracy issues,” said Fred Jones, a senior project manager with the planning firm Michael Baker International. “Sometimes in the order of magnitude anywhere from **30 to 50 percent off.**”

Even worse, **no one is learning from their mistakes.** “Inaccuracy is constant for the 30-year period covered by this study,” Flyvbjerg wrote. “Forecasts have not improved over time.”

It’s not even clear civil engineers or the firms that run these models believe inaccuracy is a bad thing. They’re being asked to do the impossible and predict the future—of course there will be inaccuracies, they argue. It’s like routing a trip on Google Maps. If it’s a 20-minute drive across town, Google Maps will do a pretty good job predicting how long it will take. If it’s supposed to be an eight-hour trip, that’s basically a guess, because even Google can’t see into the future to know if there will be a crash in I-95 outside of D.C. by the time you get there in five hours. The legally mandated 20-year forecast, University of South Florida professor Chanyoung Lee says, is a lot like that.

As a result, civil engineers doing the modeling tend to downplay the relevance of the precise numbers and speak more broadly about trends over time. Ideally, they argue, policymakers would run the model with varying population forecasts, land use patterns, and employment scenarios to get a range of expectations. Then, they would consider what range of those expectations the project actually works for.

The problem is, when the results are presented to the public, they lose all nuance and are seized by policymakers as fact. As Cortright put it, **“the models are essentially a sales tool for what highway departments want to do.”**

As problematic as they have been, the models have gotten smarter. Especially in the last decade or so, more states are working from dynamic travel models that more closely reflect how humans actually behave. They are better at taking into consideration **alternate modes of transportation like biking, walking, and public transportation**. And, unlike previous versions, they're able to model how **widening one section of road might create bottlenecks in a different section**.

Still, experts warn that unless we **change the entire decision-making process** behind these projects, a better model won't accomplish anything. The models are typically not even run—and the results presented to the public—until after a state department of transportation has all but settled on a preferred project.

After talking to 10 experts in the field for this story, one thing was clear: the hurdles are not technological, but social and political. After all, the Louisville bridge project did accurately model travel demand for the bond-holders. It can be done. The question is not why the models are wrong, but why the right ones don't seem to make any difference.

When I asked Renn, who had watched the Louisville project closely, what would be a better way to evaluate how to build a big transportation project, he said he wasn't sure. "There's this idea we need to depoliticize questions, that we can reduce political choices to objective decision criteria, when in fact I think many of our debates are driven essentially by rival value systems in our visions of the public good."

Here, the Louisville case is once again illustrative. In the SDEIS, the engineers estimated a 15 percent population growth in the metro region by 2030. This prediction seems sound; from 2007 to 2020, Renn said, the population in those counties has increased 7.85 percent. But, the SDEIS predicted virtually all of that population increase would occur in the surrounding counties and city outskirts. Thanks to that assumption—as well as a forecasted 42 percent increase in employment—the SDEIS came up with a 52 percent increase in travel times and a whopping 161 percent increase in hours lost due to sitting in traffic delays with the existing infrastructure. These were critical estimates to bolster the case for the two bridges plan.

But these trends are not immutable laws of human existence. "This is a classic self-fulfilling prophecy dressed up as technocratic objectivity," said Cortright. "The population forecasts assume the indefinite decentralization of households and businesses."

For this reason, TDM critics say the forecast accuracies—or lack thereof—are almost besides the point, because **any project that changes the built environment will alter the way people behave. The question is not whether the predictions of how they will behave are accurate, but what kind of behavior we want to have more of.**

"I don't really care whether the highway model was 'accurate' or not," said Kevin DeGood, director of infrastructure policy at the Center for American Progress and frequent critic of these types of models in highway plans, "because even if the model is accurate the project can be a failure."

To that end, DeGood added that we need to **refocus our goals at the planning stage**, away from projected vehicle speeds, traffic flow, and congestion, to different questions, ones that could steer us towards **quality-of-life** issues. For example, **what percent of households live within a quarter mile of high-quality public transit? What percent can commute without using a private vehicle or live near a public park?**

Transportation projects cut to the core of **what we value** in society. Do we want city neighborhoods divided by tangled highway junctions so people can get downtown easily from the suburbs? Or do we want walkable urban districts with cleaner air, quieter streets, and a proximity to jobs and businesses

that means people don't need to own cars if they don't want to?

The answers to all these questions would result in states spending their dollars very differently. One would result in a lot more projects like Louisville's. The other would shift focus from road building to public transportation, as well as changing laws to promote density.

To Renn's point, most American cities are divided on these issues. Perhaps the most useful thing the model does is obscure that debate behind a veil of scientific certainty. Behind hard, solid numbers. "From the standpoint of a citizen, these numbers essentially come out of a black box," he said. **"You don't have any idea how they generated these numbers, so you can't begin to critique them."**

In other words, the model shuts people up. It may not be honest, but in the world of transportation politics, there's nothing more valuable than that.

Follow Aaron Gordon on Twitter.

Herb Simmens  
Author of A Climate Vocabulary of the Future

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Hogan's highway expansion plan impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Arlene Montemarano, ██████████, Lawndale Drive

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Arlene Montemarano, ██████████, Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Sunday, September 20, 2020 1:26 PM  
**Subject:** The Myths Surrounding the I-495/I-270 Highway Expansion – Maryland Matters

This is so valuable that it merits a re-read. Here Arthur Katz gets past the theory and broad concepts, and down to brass tacks. Let their own numbers tell you how it will really be.

(Bolding is mine.)

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<https://www.marylandmatters.org/2020/08/21/opinion-the-myths-surrounding-the-i-495-i-270-highway-expansion/>

[www.marylandmatters.orgmarylandmatters.org](http://www.marylandmatters.orgmarylandmatters.org)

Opinion: The Myths Surrounding the I-495/I-270 Highway Expansion – Maryland Matters  
Aug. 21st, 2020

Are you kidding?

There is a battle of ideas and politics going on about the value of expanding the Capital Beltway (Interstate 495) and I-270. But with the just-released Environmental Impact Statement by the Maryland Department of Transportation we have for the first time **concrete numbers** that reveal the meaning of this proposed project.

What have we learned?

Myth 1: Congestion on I-270 in particular will get worse and there is nothing to be done except build more highways.

You may be surprised to find that MDOT’s own numbers for peak-hour travel times southbound on I-270 and I-495 actually improve by more than 40% between today and 2040 because **MDOT has a traffic management plan** that it is currently implementing.

For example, a trip from I-370 to the Montrose Road interchange takes 16.3 minutes today but will take 9.2 minutes in 2040 without building anything. If you go from I-370 to River Road you save over 10 minutes from 26.2 to 15.3 minutes. Kudos for MDOT. Did I actually say that?

Myth 2: Drivers who don’t use the toll lanes will still have significant time savings.

(The expanded highway will look like the existing Virginia toll road. It will have toll lanes with 10%, maybe 15% of the drivers, and the non-toll lanes with 85% to 90%. For comparison in the study, MDOT refers to the no-build option, where the current highway configuration is retained with traffic management improvements.)

In 2040, the non-toll lanes part of the toll road will be three minutes faster than the no-build option if you are going from I-370 to Montrose Road southbound on I-270 in the morning during peak hours.

But that time advantage begins to disappear if you travel to River Road or Virginia, only two minutes better at River Road and essentially zero when you reach the Clara Barton exit near the American Legion Bridge.

Why doesn't the toll road help the non-toll lanes more? **To get people to use the toll road you have to have real unpredictable congestion in the non-toll lanes. No one will pay tolls otherwise.**

Worse, the unpredictable congestion makes the **2- or 3-minutes savings** useless for planning your life.

Myth 3. If you are a commuter on I-270 the toll lanes will change your life.

First, what we are talking about is the I-270 part of the proposed MDOT highway expansion. It includes a southbound segment (1) from I-370 to where the spur meets the Beltway and its counterpart northbound, segment (2) from the I-270 spur starting at the Beltway and ending up at I-370.

Building the toll road on I-270 and its spurs is essentially the equivalent of building the infamous bridge to nowhere. **You can spend the money, but it won't get you much.**

The reason building the I-270 part of the MDOT project is worth so little is the **non-toll-lanes drivers will save no time on their daily round trip commute, while the 10% to 15% who use the toll lanes will save only six minutes on their round trip commute.**

More concretely, in the morning non-toll drivers southbound on I-270 are projected to save about 4 minutes over the no-build drivers, but in the commute home northbound on I-270 (segment 2) there is a surprise. Time savings are reversed, with travel in the non-toll lanes two to six minutes slower than the no build. Non-toll-road time savings for the round trip – zero.

OK, the non-toll lanes are a disappointment. But the toll lanes will be great, right?

The morning I-270 commute on the toll lanes from I-370 to the Beltway is projected to be six minutes faster than the no-build. But the reverse trip in the evening peak has another surprise. Travel time on the toll lanes is not any faster than the no-build option for the trip back to I-370.

Toll lane users are left with only the six minutes of savings for the round trip.

So, in order to save the six minutes for 10% to 15% of the commuters, we will build a toll road between I-370 and the Beltway that:

— Will cost hundreds of millions if not a billion dollars.

— **Creates transportation chaos during construction, because all the interchanges and probably all other bridges along this part of I-270 will have to be rebuilt to accommodate widening I-270 to 14 or more lanes.**

— And finally, and most importantly, **profoundly disrupt the I-270 communities**, especially the city of Rockville.

Why would anybody do this?

Myth 4: The people in the toll lanes will pay for this and anyway the construction companies are going to build it at their own expense, so we don't pay.

First, there is a \$1 billion to \$2 billion WSSC bill currently not funded by the companies for moving all the water- and sewage-related infrastructure because of the toll road construction. Guess who will pay if the companies don't?

Second, if the Purple Line is any guide, the public-private partnerships are often contentious and have surprising costs. Moreover, the **government is about to give away a toll lane right of way** that is worth hundreds of millions if not a billion or more dollars because no private company could assemble that unbroken ribbon of land by themselves.

Finally, do we want a two-tiered system? For those drivers who can afford \$15, \$20 or more in one direction, they are guaranteed a minimum of 45 mph, and significantly, they can rely on that speed every day. Those folks can plan, while 90% of the drivers have a daily traffic crap shoot.

**Those on the toll road will pay, but not really the full price. Others will pay living with the construction chaos and continuing environmental and community degradation. The public in general is likely to pay in dollars given the track record of this type of project.**

We can learn a lot from the numbers. Look at them yourself.

**Make MDOT explain why this project is not so great. Sign up for the public hearings this month and next on this project. Send your comments to MDOT. Then ask the comptroller, governor and your Maryland legislators where they stand.**

It's your money and your lives. But one thing is surely not true, "I will build it and you won't have to pay for it."

— ARTHUR KATZ

The writer is a resident of Rockville.

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Hogan's highway expansion plan impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Arlene Montemarano, [REDACTED], Lawndale Drive

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Hogan's highway expansion plan impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Monday, September 21, 2020 8:08 AM  
**Subject:** Gary Hodge: The Fatally Flawed Scheme to Outsource Md.'s Highways to Toll-Road Profiteers

Gary Hodge sums up the current situation for us.

Why we need to fight harder than ever to fight this all-wrong scheme for feeding at the public trough.

**(Bolding is mine.)**

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Gary Hodge: The Fatally Flawed Scheme to Outsource Md.'s Highways to Toll-Road Profiteers

<https://www.marylandmatters.org/2020/09/21/gary-hodge-the-fatally-flawed-scheme-to-outsource-md-s-highways-to-toll-road-profiteers/>

Gary Hodge: The Fatally Flawed Scheme to Outsource Md.'s Highways to Toll-Road Profiteers – Maryland Matters  
Sep. 21st, 2020

A 495-270-295 “traffic relief” plan was announced on Sept. 21, 2017 by Gov. Larry Hogan and Pete Rahn, then his secretary of Transportation. Their plan was to **privatize and widen** Interstate 270, the Capital Beltway and MD 295, the Baltimore-Washington Memorial Parkway, with two new express toll lanes in each direction.

As proposed, the state would enter into a public-private partnership, or P3, with a lead project developer and outsource the responsibility for designing, building, financing, operating and maintaining the managed lanes at no cost to the state, in return for granting them the right to collect toll revenue on the highways for the next 50 years. The state has not persuaded the federal government, or Maryland’s members of Congress, to agree to transfer ownership of the B-W Parkway to the state, so it’s no longer in the plan.

For the past month the state has been taking testimony from elected officials, government agencies, regional planners, community groups, advocacy organizations and private citizens at public hearings on the 19,600-page Draft Environmental Impact Statement (DEIS) on the I-495 and I-270 Managed Lanes Study. The Draft EIS, a requirement of the National Environmental Policy Act (NEPA), is the current step in the march toward implementation of the governor’s plan.

If the goal was to maximize public participation, the timing of the hearings couldn’t have been worse, in the middle of a pandemic, an economic crisis, massive unemployment, a superheated presidential campaign, and unprecedented weather events. During the second and final in-person hearing on Sept. 10 in Rockville, the day I testified, the area was paralyzed by a torrential rainstorm and flash flooding.

I had given testimony on this project before, more than a year ago at the Maryland Board of Public Works meeting in Annapolis on June 5, 2019. I said there were three questions that needed to be answered before the state decided to move forward with the project:

First, “Will it work?”

Second, “Is it worth the risk?”

And third, “Is it the best we can do?”

The governor said these were “good questions.” Back then the answer to all three questions was “no.” Today the answer is still “no.” It won’t work, it’s not worth the risk. And it’s not the best we can do. The nearly 20,000 pages of the Draft EIS hasn’t changed that — only confirmed it.

This project will result in more traffic congestion, not less, defeating its “purpose and need.” And in spite of initial assurances, the P3 will need to be subsidized by Maryland taxpayers after all. Even if one accepts the optimistic cost estimate of \$9.6 billion, **the few minutes saved in commute times are hardly worth the price of the ordeal that lies ahead:** Years of delays, detours and traffic snarls; constructing new entrance and exit ramps, interchanges, and bridges; and new traffic patterns, followed by high tolls to use the express lanes.

How much longer will the thousands of Marylanders who live in the shadow of this project be dangling on tenterhooks waiting for the sword of Damocles to fall on them, their homes, their neighborhoods, their security, and their daily lives?

The one indisputable fact is that chronic traffic congestion will need to continue indefinitely in the “free” lanes or there’s no incentive for motorists to pay to use the toll lanes. **That’s the business model.** To make this scheme work, the state’s private sector partner in the P3 will need to harvest vast amounts of toll revenue, make a profit, and pay big dividends to their investors. And in these uncertain times they’ll expect the state to minimize their risk with a safety net made of titanium.

Before embarking on a project this **massive and costly**, touted as “the largest P3 traffic relief project in the world,” the right sequence of steps would be to correctly diagnose the problem; prescribe **the best possible solution after considering all the alternatives; and then find the means to pay for it, minimizing risks to the state and Maryland’s taxpayers.** The state should have engaged in a deliberate, thoughtful, collaborative and comprehensive search for solutions. Instead, it took a “ready, fire, aim” approach. Private capital investors decided what kind of solution they were willing to invest in, and the state complied, instead of taking the measures more likely to deliver the results that are needed.

Politicians in the United States and around the world are proving to be no match for **international toll highway privateers** like Australia’s Transurban, the leading contender for the Maryland 495-270 P3. There’s good reason to worry that **in contract negotiations their team will run circles around state lawyers.**

The federal government is failing in its historic responsibility to invest in the nation’s infrastructure. To fill the funding gap, state leaders are chasing “free money.” Maryland isn’t the only state being seduced by the **siren song of P3’s.** But Maryland is one state with a sterling reputation for sound fiscal management, with a AAA bond rating, and the **ability to borrow money at the lowest interest rate in history.**

Unfortunately, in the aftermath of P3 deals, when the politicians who made them are gone, taxpayer bailouts have become commonplace. The truth is, there’s no such thing as “free money.” One way or another, sooner or later, Marylanders will pay — in tolls or in taxes or both tolls and taxes.

It’s been said that this project doesn’t need legislative approval or support. Now that it’s been acknowledged that state funding will be needed, it probably will. For almost three years a fire bell in the

night has been ringing in the General Assembly's ears about the wisdom of this scheme. Legislation has been introduced, heard by the committees, and debated. A few bills have even been passed by the House of Delegates. But in spite of the valiant efforts of a few delegates and senators, **the legislature as a whole has been indifferent, and has done nothing to assert its oversight authority, demand transparency and accountability, and take concrete action to slow or stop this juggernaut.**

Next January, legislators will have one more opportunity. For the sake of their constituents' well being and their own election prospects in 2022, let's hope they won't leave Annapolis empty-handed a fourth year in a row.

On Jan. 8, the three-member Board of Public Works, the state's most powerful decision-making body that most Marylanders have never heard of, decided in a 2-1 vote to greenlight the first phase of the project, with **Gov. Hogan and Comptroller Peter Franchot voting yes and Treasurer Nancy Kopp voting no.** The BPW reduced the footprint of the first phase of the project to cover I-495 from the vicinity of the George Washington Memorial Parkway to the I-270 west spur, across and including replacement of the American Legion Bridge, and continuing on the I-270 west spur to I-370. Future phases of the project would eventually continue north on I-270 to I-70, and around the Beltway to the Woodrow Wilson Bridge.

The list of the project's fatal flaws and risks is long and still growing. Here are some of the most serious and critical concerns that have been expressed:

**\*\*It fails to address the original "purpose and need" — to relieve traffic congestion**

**\*\*It doesn't deliver significant savings in reduced travel times — only a few minutes at most**

**\*\*Congestion will continue on the "free" lanes**

**\*\*Tolls to use the express lanes will be costly during peak rush hours**

**\*\*The viability of the project is questionable without public funding, which contradicts original assurances**

**\*\*It shifts financial risk from the private sector to the state, with taxpayer subsidies that could count against the state's debt limit**

**\*\*It would reduce the state's fiscal capacity for investment in rail transit and other multi-modal infrastructure**

**\*\*Future toll revenues are unknown**

**\*\*Construction costs are incomplete and likely to exceed estimates**

**\*\*Moving WSSC water and sewer infrastructure in the project's path would cost an additional \$1 billion to \$2 billion**

**\*\*There will be loss of protected parklands, and impact on 1,500 properties**

**\*\*"Limits of disturbance," the area to be disturbed by the construction, access to construction sites and storage of heavy equipment, will need to be expanded**

\*\*There will be a significant increase in storm water runoff to rivers and streams

\*\*There is no standalone transit option; public transit alternatives were eliminated from consideration

\*\*Details of the “Capital Beltway Accord” between the governors of Maryland and Virginia are unknown; no written agreement has been made public

**\*\*There is no provision for accommodating rail transportation on the new American Legion Bridge**

\*\*Rush-hour traffic north on I-270 would be worse, not better; travel times to Frederick for all alternatives would be worse

\*\*Upper I-270 is included in Phase 1 of the 495-270 P3 project, but is excluded from this Draft Environmental Impact Statement

\*\*The toll lanes will **impact local road networks**, where there may be no excess capacity or potential for expansion, leaving fixes up to local governments

\*\*Increasing highway capacity on I-495, I-270, and connected arterial roads will increase long-term traffic demand

\*\*A state plan that maximizes driving and perpetuates automobile-dependence for the next half-century fails to respond to the climate change crisis

In the history of bad ideas, this scheme is still just a footnote that would be quickly forgotten. My advice would be, don't make it a whole chapter, with potentially dire and long-lasting consequences for decades to come. Take a cold, hard look at the critical mass of facts, including the state's own analysis, disenthral yourselves, and let go.

This new round of hearings on the Draft EIS is merely “bouncing the rubble,” to borrow a phrase from Churchill. The only thing preventing this dubious scheme from collapsing is the wreckage and debris of unconvincing justifications piled up around it. Not even the 20,000 pages and million words of the DEIS can save it.

After almost three years, the fatal flaws and risks of this project have already been dissected. The post mortem has already been written.

This isn't the best we can do. **Pouring rivers of concrete to create a magic carpet for rich people** is not what we ought to be doing to put Maryland in the vanguard of America's most competitive states. A massive \$9 billion-\$11 billion investment in new highway construction is not the path to Maryland's future. It would only perpetuate the unfair and inequitable gap between “haves and have nots” that we should be working to close.

**What we need now is a multi-modal strategy that will meet the mobility needs of all our people.**

We need to put the financing of Maryland's transportation program on a solid and sustainable foundation, in spite of the federal government's failure to play its historically important role. **Privatizing our interstate highways and outsourcing our state transportation program to international toll highway profiteers is not the answer.** We don't ever want our secretary of Transportation flying to Australia to get his marching orders, or to find out what projects he can put in the state's new six-year capital program.

Many steps remain before the NEPA process is completed and the project moves toward implementation: Responding to comments on the DEIS, getting federal concurrence on the Final EIS (possibly during a presidential transition), writing the Record of Decision. Assuming the normal slippage in the schedule of a project of this size and complexity, it's not hard to imagine that the procurement process, selecting the contractor, negotiating the P3 deal to build, operate and maintain the toll lanes, setting limits on future tolls, the required legislative review and Board of Public Works approval, will leave many critical decisions looming in the run-up to Maryland's 2022 election.

The cornerstone of the first phase of the 495-270 project is the American Legion Bridge, a huge and expensive undertaking by itself. A written bi-state agreement between Maryland and Virginia covering the details of the plan to replace the bridge is crucial. If the "Capital Beltway Accord" is more than a handshake, and a written agreement exists, its contents have not been made public.

If this project is allowed to advance, the implementation and construction phase will land squarely on the desk of the next governor. It would be unfortunate if the unintended consequences, collateral damage and financial risks of this misguided venture were to hang like an albatross around the neck of the state's next chief executive, diverting attention and resources from more vitally important priorities.

Investments in transportation infrastructure are some of the most consequential the state makes, with far reaching impact on our future economy, growth and development. After a promising start a half-century ago with the construction of the Washington Metrorail system, **Maryland has become more automobile-dependent than ever.** The full potential of MARC commuter rail, and the promise of the Purple Line and Southern Maryland Rapid Transit project has not yet been realized. A successful mobility strategy for the 21st century will require **new investment in seamless rapid rail transit network connecting communities and jobs that's fast, safe, and accessible.**

Let's clear the decks for action and build the modern transportation system our people need and deserve, not make highway-building the default setting for our capital infrastructure investments. Let's restore Maryland's tradition of collaboration and consultation between the state, the counties, and affected local governments, as mutually respected partners.

If the 495-270 P3 project moves forward, in years to come we won't find any consolation in knowing that we were right to oppose it, when we consider how much progress we could have made working together on a bold new vision for Maryland's future.

— GARY V. HODGE

The writer is president of Regional Policy Advisors, vice chair of the Maryland Transit Opportunities Coalition and a former Charles County Commissioner, executive director and chairman of the Tri-County Council for Southern Maryland. He has been engaged in state and regional transportation projects, programs and advocacy for 50 years, as a planner, an appointed and elected public official, consultant, and citizen activist.

This is his third in a series of essays published in Maryland Matters on the proposed 495-270 P3 plan announced by Gov. Hogan and former Transportation secretary Pete Rahn on September 21, 2017.

His previous two essays were "Pete Rahn's Return to 'Hip Pocket' Government," April 23, 2018 and "'Largest P3 Traffic Relief Project in the World' Needs More Scrutiny, Not Less," March 8, 2019.

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Hogan's highway expansion plan impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Arlene Montemarano, [REDACTED], Lawndale Drive

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Hogan's highway expansion plan impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Sent:** Thursday, September 24, 2020 8:10 AM  
**To:**  
**Subject:** FW: Over 50% of America Has Worked from Home During COVID-19 ... Morgan Stanley

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Thursday, September 24, 2020 8:09 AM  
**Subject:** Over 50% of America Has Worked from Home During COVID-19 ... Morgan Stanley

How can our current State Government just ignore this!

The forty pound Draft Environmental Impact Statement ignores it, because most of the thing was written before the pandemic. Which makes all those numbers and conclusions based on obsolete numbers pretty much worthless.

Excerpts from a CABE member:

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Wow! That's kind of mindblowing.

### **Over 50% of America Has Worked from Home During COVID-19**

The base-case outlook of our economists, which assumes a vaccine is readily available Q2 2021, assumes 30% of U.S. workers will continue clocking in from home over the next three to five years, or double the U.S. Bureau of Labor Statistics' pre-COVID 15% estimate.

“The shift to work from home is creating a new normal that is remaking the workplace, consumer behavior, spending patterns, productivity and more,” says Virgadamo. “Ultimately, these shifts could be longer term positives for the economy as well as the stock market.”

As anyone who has worked from home can attest, the absence of a daily office commute changes spending patterns. Gone are regular purchases for office attire, dry cleaning, [work lunches](#) and

afternoon pick-me-ups—replaced by in-home dining and athleisure.

“When we work from home, excluding healthcare, spending trends shift to resemble those in retirement,” says [Ellen Zentner, Chief U.S. Economist](#). “If higher WFH arrangements are sustained, we expect substantial shifts away from apparel, food-away-from-home and transportation.”

That said, more people working from home also means [more shopping from home](#)—a plus for e-commerce players—with attendant effects on sectors including warehousing, logistics and payments.

FROM: Tina Slater [REDACTED] wrote:

This is a very interesting report on what the next 2-5 years may look like for telework and commercial real estate post Covid.

What Work from Home Means for Investors | Morgan Stanley

<https://www.morganstanley.com/ideas/coronavirus-work-from-home-trend>

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Sent:** Tuesday, September 29, 2020 1:30 PM  
**To:**  
**Subject:** FW: The Murky Case for Mass Telecommuting

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Monday, September 28, 2020 3:23 PM  
**Subject:** The Murky Case for Mass Telecommuting

There may be some downsides to telecommuting, but how can our apparently very dense State government ignore the reality of the numbers?

**(bolding is mine.)**

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[https://www.bloomberg.com/news/articles/2020-09-25/to-cut-carbon-why-not-make-people-work-from-home?cmpid=BBD092820\\_CITYLAB&utm\\_medium=email&utm\\_source=newsletter&utm\\_term=200928&utm\\_campaign=citylabdaily](https://www.bloomberg.com/news/articles/2020-09-25/to-cut-carbon-why-not-make-people-work-from-home?cmpid=BBD092820_CITYLAB&utm_medium=email&utm_source=newsletter&utm_term=200928&utm_campaign=citylabdaily)

[www.bloomberg.com](http://www.bloomberg.com)  
The Murky Case for Mass Telecommuting  
By Laura Bliss | Sep. 25th, 2020

Ally Sillins works at her home in San Francisco. The Bay Area's Metropolitan Transportation Commission proposed a remote-work goal that would require office-based employers to have 60% of their workers telecommute.

Predictions that telecommuting will transform the workplace have been around since the term was coined in 1973. But with as much as **half of the U.S. workforce clocking in from home amid the pandemic**, this time really could be different. **Many employers have indicated that their relaxed work-from-home policies will outlast Covid-19, and several tech giants, including Facebook, Twitter and Google, have blessed workers going permanently remote.**

Now an influential body of urban planners is aiming to capitalize on the trend — by mandating it. During its September 23 meeting, the **Metropolitan Transportation Commission, a regional authority that finances and coordinates local mobility plans in California's Bay Area, set a requirement that large office-based employers should have at least 60% of their employees work remotely on any given workday by 2050.** The remote-work order is one of 35 strategies in Plan Bay Area 2050, the group's 30-year roadmap to guide regional transportation funding, as required by state and federal law. The work-from-home directive aims to **bring the region's climate-changing carbon emissions down.**

The 60% benchmark for office workers was designed to bring the telecommute share of the region's

overall workforce as high as 25%, Matt Maloney, the commission's regional planning director, said during the meeting. With a goal to achieve a 19% reduction in per capita greenhouse gases by 2035, the blueprint's strategies "must be ones that local governments are poised to deliver," he said. **The telecommuting strategy, Maloney said later, was "one of the most necessary pieces."**

Yet the idea of forcing roughly one million commuters to stay home on a typical workday as a response to climate change raised significant concerns among attendees. Nick Josefowitz, an MTC commissioner who works as the director of policy at the urbanism think tank SPUR, said that such a mandate would end up punishing workers who share crowded homes with roommates and family members, especially in an exorbitantly expensive housing market with scant inventory. He also questioned the emphasis on telecommuting rather than on non-polluting modes of transport, and warned of impacts on businesses and government coffers that rely on daily infusions of workers.

"Why require someone who walks to work to stay home?" he said. "What's the congestion benefit of that? What's the economic benefit?"

Gina Papan, a commissioner and council member in the South Bay city of Milbrae, called the mandate "problematic."

"I get the point — greenhouse gas reductions — but I can't support this the way it's currently written," she said.

Fellow commissioner Eddie Ahn, who is the executive director for the environmental justice nonprofit Brightline Defense, echoed those concerns. He and Josefowitz suggested eliminating the strategy or adding language that allows for flexibility by local governments that might eventually need to comply, such as **requiring 60% of office workers to telecommute or to take "sustainable trips" to work instead.**

Others were more enthusiastic. **Oakland Mayor Libby Schaaf said that the pandemic's disruptions to normal life provide an opening for transformational responses to climate change.** She called the telecommute mandate "an important policy" whose time has come during Covid-19. "We have to look for silver linings amidst this horrific tragedy, and one of them is that there are **opportunities to do things that could not have been done in the past,**" she said. "Now is the time we can do this in a way that is least disruptive to business."

The 2050 blueprint also maps out a number of major investments that would transform life in the region over the next three decades, such as \$430 billion to maintain and upgrade roads and highways, \$120 billion in transit improvements, nearly \$500 billion for affordable housing, and \$10 billion for expanded high-speed internet. It calls for a number of legislative and policy changes, including a statewide universal basic income and more jobs and housing near transit.

"Moving to zero-emissions vehicles and telecommuting is important, but really **reducing our per-capita miles** has to be done with land use."

But while the document is intended to guide plans and government funds for the nine counties and 101 cities that comprise the Bay Area, its various prongs are unenforceable in the absence of supporting legislation. The plan also does not detail how governments would require employers to meet the remote work threshold. Therese McMillan, the commission's executive director, said that the amendments suggested by Ahn and Josefowitz, which Schaaf and a number of commissioners also supported, could be added in over time, if and when the strategy is enacted as policy. Enforcement is just one of many legal and logistical obstacles facing any effort to impose a telecommuting target for a whole city, from employers who might object due to productivity concerns to businesses that depend on commuting consumers.

Still, a government-backed work-from-home policy at this scale would be a first for U.S. climate policy, and the mandate's appearance on this planning document is a landmark in a **year of upheaval in the realm of transportation** — and in the wake of a summer of environmental catastrophe in California. Like many cities that took advantage of the pandemic's empty streets to introduce bike lanes, pedestrian corridors, and sidewalk dining options, the MTC is now **hoping to cement significant congestion relief for the long haul.**

With **transportation now the leading source of carbon emissions in the U.S. — and gas-burning personal vehicles topping the list of emitters** — getting millions of drivers off the highway would seem like an unambiguous environmental win. But transportation experts echoed commissioners' warnings that continued mass remote work could have unintended consequences. Research shows that telecommuting can bring modest reductions to personal emissions, yet some studies have indicated that increases in home energy use and daytime trips can cancel out some of those savings. Permanent work-from-home lifestyles might also lure employees to live in more suburban and rural areas where transit, walking and biking are less viable, as seen in the "tech exodus" out of San Francisco to spots like Lake Tahoe, Palm Springs and beyond.

"Telecommuting is a viable strategy, but it's a stopgap," said Ethan Elkind, the director of law at the University of California, Berkeley's Center for Law, Energy and the Environment. It can also be used to dodge more aggressive and challenging climate pursuits, he said: For example, when California passed a landmark law in 2008 requiring urban areas to develop compact growth plans lowering carbon emissions, San Diego leaned heavily on telecommuting rather than the types of transit investments and high-density construction the bill was supposed to inspire. While telecommuting may be more politically palatable in the Bay Area, Elkind believes policies such as road pricing and building housing near transit would go further to cut congestion and emissions.

Those ideas are mentioned in the 2050 blueprint. But the MTC has shown little appetite to date for the difficult political fights that would be required to turn them into reality, Elkind said. The same could be said of Governor Gavin Newsom, who announced his own radical-sounding climate-saving measure this week: an executive order to end the sale of gas-powered cars in California by 2035. While such a directive promises dramatic progress towards the state's emissions goals, Elkind pointed out that the governor did not support SB 50, a highly contentious state bill that would have required most California communities to increase the amount of housing allowed near transit. It failed to pass earlier this year.

"So far, the governor and the MTC haven't wanted to use their positions of power to take on the upper-income communities that are most resistant to those changes," he said. "Moving to zero-emissions vehicles and telecommuting is really important, but really reducing our per-capita miles has to be done with land use."

Bob Allen, the policy director at Bay Area Urban Habitat, an environmental justice nonprofit, registered another worry: that public transit may be similarly ignored as the region faces the future. Bus and rail agencies in the Bay Area, as throughout the U.S., are weighing drastic service cuts in the face of budget holes created by the pandemic's gutted ridership. While the blueprint calls for transit funding, its approval came hours after another MTC meeting that featured public callers excoriating commissioners for failing to act aggressively to redirect existing transportation funds towards those operators, which serve thousands of low-income residents and essential workers. Allen called for **more investment in transit, and less for road construction.**

"We're trying to lead the country on climate planning and hit these mandated targets," he said. "I support big shifts in telecommuting, but if it doesn't move the needle, then we're just dancing around

the plans.”

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HOW TO COMMENT...

Those not testifying at the virtual and in-person public hearings can do so online (<https://495-270-p3.com/your-participation/provide-feedback/>).... or by emailing their comments to [MLS-NEPA-P3@mdot.maryland.gov](mailto:MLS-NEPA-P3@mdot.maryland.gov), with a CC to [managed.lanes@montgomerycountymd.gov](mailto:managed.lanes@montgomerycountymd.gov). Comments can be mailed to: Lisa B. Choplin, Director, I-495 & I-270 P3 Office, Maryland Department of Transportation State Highway Administration, 707 N. Calvert St., Mail Stop P-601, Baltimore, MD 21202.

Arlene Montemarano, [REDACTED], Lawndale Drive

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Friday, October 2, 2020 11:11 AM  
**Subject:** I-495 DEIS redo needed, says federal planning agency, latest news

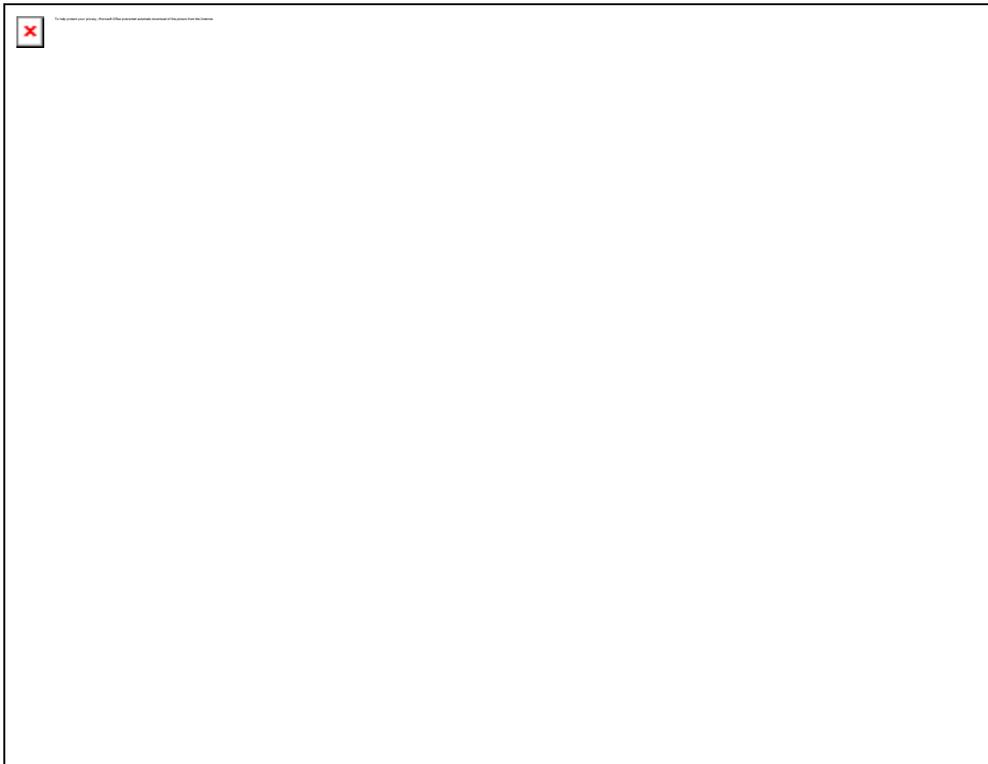
From the people you govern.

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## October 2, 2020

- 
- [NCPC Commissioners Call for Re-Do of Luxury Lane DEIS](#)
  - [DEIS Maps Highlight Impacts on Homes, Flood Zones, Parks Near Luxury Lane Expansion](#)
  - [Update: Full List of Senators, Delegates Who Signed Letter Blasting I-495/270 Luxury Lane DEIS](#)
  - [Grassroots Volunteers Needed to Get More Neighbors to Comment on the I-495/I-270 DEIS](#)
  - [Recent Citizen Testimony on I-495/I-270 DEIS](#)
  - [Help Writing Environmental Impact Statement Comments](#)
  - [ICYMI](#)
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## **NCPC Commissioners Call for Re-Do of Luxury Lane DEIS**

Wow. An October 1 staff briefing of the National Capital Planning Commission (NCPC) on the I-495/I-270 draft Environmental Impact Statement (DEIS) ended with some of the commissioners calling for a do-over, according to attendees.

That's important because the NCPC, like the Maryland National Capital Park and Planning Commission, has approval authority over the use of parklands, like Rock Creek Park, for non-park use under the 1930 Capper-Cramton Act. The current expansion plan threatens at least 17 acres in Rock Creek, Sligo Creek, Cabin John, and Northwest Branch Stream Valley Parks.

[M-NCPPC Chair Casey Anderson](#) voiced serious concerns about the expansion of I-495/I-270 and the DEIS.

The NCPD commissioners who spoke at the end of the briefing said the DEIS's dependence on outdated traffic models and exclusion of COVID-19's impact on traffic patterns was unacceptable.

They were also critical of the DEIS' insufficient analysis of the use of the Intercounty Connector (MD 200) as an alternative to widening I-495 for west and east bound traffic off of I-95 and the recognition and analysis of cultural resources, like the historic African American Moses Hall/Morningstar Cemetery in Cabin John.

Commissioners also cited "uncertainty factors" for the proposed \$11 billion I-495/I-270 public private partnership given the recent abandonment of the Purple Line by its P3 contractors.

All of which led some of the commissioners to say they couldn't allow the project to go forward without additional analysis of the Intercounty Connector and a revised DEIS for public comment.

Stay tuned.



## **DEIS Maps Highlight Impacts on Homes, Flood Zones, Parks Near Luxury Lane Expansion**



Well this is interesting. Squirreled away in the 19,000 page draft Environmental Impact Statement (DEIS) are some of the clearest maps yet outlining the \$11 billion I-495/I-270 tollway expansion's extensive impact on wetlands (Rock Creek, Sligo Creek), and nearby roads and communities.

The map above, for example, shows the impact on a section of I-495 near Cabin John Creek. The yellow line marks the limit of the wetlands and the red line the area MDOT thinks the expansion will disturb.

There are about 130 pages of similarly detailed maps in [Appendix R](#), the Joint Federal/State Application to the Army Corps of Engineers for alteration of wetlands and flood plains. (See Part 2, [Impact Plates A](#) and [Impact Plates B](#).)

By the way, Part 18 of Appendix R makes clear that the state plans on

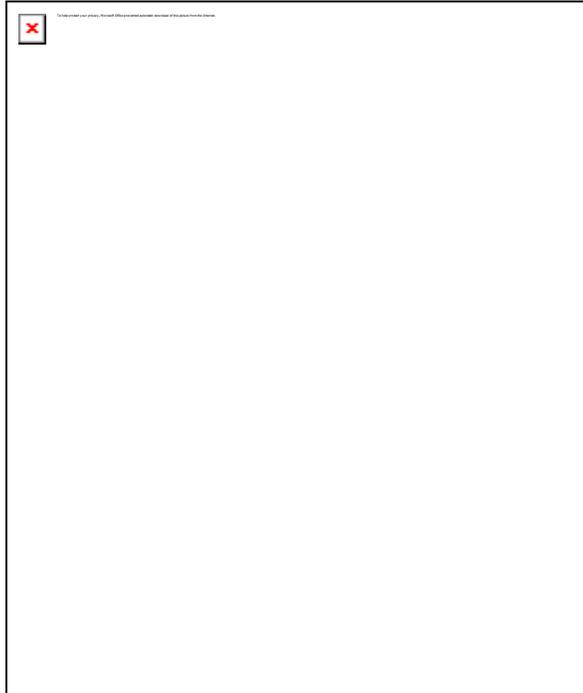
"mitigating" the impact on the creeks, waterways, and wetlands near I-495 with "water quality credits". This means the state will be buying rights and easements on wetlands in other parts of the state rather than mitigating the actual impact of stormwater runoff on the streams and wetlands near the highway.

While this may satisfy the Army Corps of Engineers' permitting requirements, it's hard to see how it will reduce stress on our community stormwater management systems and reduce the risk of flash floods along I-495 from the runoff that will come with the addition of 550+ acres of impervious road surface.

Runoff is especially concerning given [climate change and the likelihood of more storms](#) like the September 10 cloudburst that quickly overwhelmed our area's new stormwater systems, according to local water experts interviewed by *Street Justice*.

Bottom line: since it is highly unlikely the private tollway company will have any responsibility for water once it leaves the road, taxpayers will almost certainly need to fund the upgrades for the tollway runoff.





## **Update: Full List of Senators, Delegates Who Signed Letter Blasting I-495/270 Luxury Lane DEIS**

*Since our last issue we learned even more state Delegates and Senators signed a Sept. 23 letter to MDOT sharply criticizing the draft Environmental Impact Statement for the \$11 billion I-495/I-270 tollway plan and putting taxpayers, communities and commuters at unnecessary risk.*

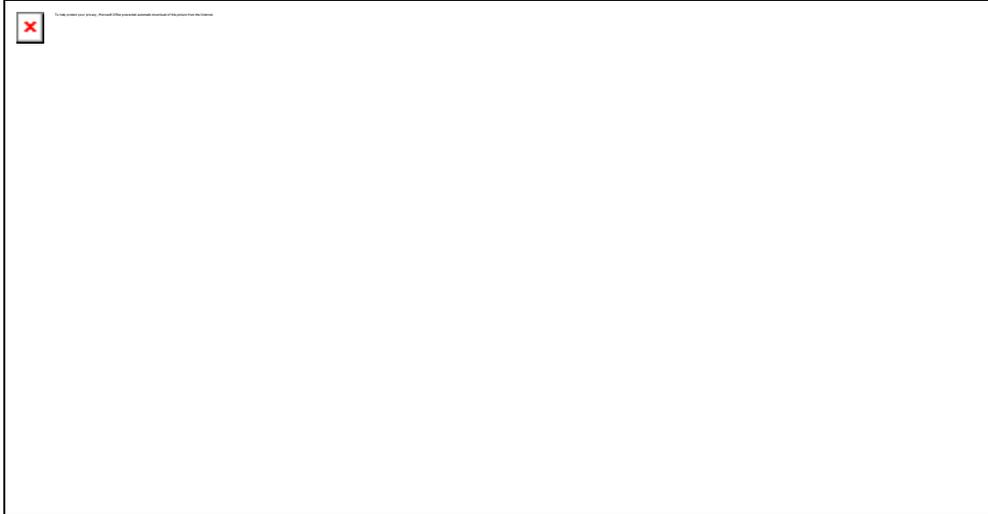
*To show our appreciation for their courage and commitment to take on this high-risk boongoggle, we are sharing the full list. If you see your Senator or Delegate on the list, make sure to thank them. (If you don't see them, ask them why they didn't sign.) ([Read the letter here.](#))*

**Senate:** Joanne Benson (D-Prince George's County), Arthur Ellis (D-Charles County), Clarence Lam (D-Baltimore/Howard), Susan Lee (D-Montgomery), Jeff Waldstreicher (D-Montgomery), William C. Smith (D-Montgomery), Charles E. Sydnor III (Baltimore County), Mary Washington (D-Baltimore), Ronald Young (D-Frederick)

**House:**

Gabriel Acevero (D-Montgomery), Sandy Bartlett (D-Anne Arundel), Heather Bagnall (D-Anne Arundel), Ben Barnes (D-Prince Georges/Anne Arundel), Darryl Barnes (D-Prince Georges), Erik Barron (D-Prince Georges), J. Sandy Bartlett (Anne Arundel), Lisa Belcastro (D-Baltimore County), Regina Boyce (D-Baltimore), Tony Bridges (D-Baltimore), Benjamin Brooks (D-Baltimore County), John Cardin (D-Baltimore County), Al Carr (D-Montgomery), Julie Palakovich Carr (D-Montgomery), Lorig Charkoudian (D-Montgomery), Charlotte Crutchfield (D-Montgomery), Bonnie Cullison (D-Montgomery), Eric Ebersole (D-Baltimore/Howard Counties), Wanika Fisher (D-Prince Georges), Andrea Harrison (D-Prince Georges), Anne Healey (D-Prince Georges), Julian Ivey (Prince Georges), Michael Jackson (D-Prince Georges), Steve Johnson (D-Hartford), Dana Jones (Anne Arundel), Ariana Kelly (D-Montgomery), Kenneth Kerr (D-Frederick), Marc Korman (D-Montgomery), Mary Lehman (D-Prince Georges/Anne Arundel), Jazz Lewis (D-Prince Georges), Robbyn Lewis (D-Baltimore), Brooke Lierman (D-Baltimore), Mary Ann Lisanti (D-Harford), Lesley Lopez (D-Montgomery), Sara Love (D-Montgomery), Eric Luedtke (D-Montgomery), David Moon (D-Montgomery), Edith Patterson (D-Charles), Joseline Peña-Melnyk (D-Prince Georges/Anne Arundel), Susie Proctor (D-Charles/Prince Georges), Kiril Reznik (D-Montgomery), Mike Rogers (Anne Arundel), Samuel Rosenberg (Baltimore), Sheila Ruth (D-Baltimore County), Emily Shetty (D-Montgomery), Jared Solomon (D-Montgomery), Dana Stein (D-11), Vaughn Stewart (D-Montgomery), Jen Terrasa (D-Howard), Kris Valderrama (D-Prince Georges), Geraldine Valentino-Smith (D-Prince Georges), Jay Walker (D-Prince Georges), Alonzo Washington (D-Prince Georges), Courtney Watson (D-Howard), Jheanelle Wilkins (D-Montgomery), Nicole Williams (D-Prince Georges), Karen Lewis Young (D-Frederick), Pat Young (D-Baltimore County).

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## **Grassroots Volunteers Needed to Get More Neighbors to Comment on the I-495/I-270 DEIS**

CABE and [DontWiden270.org](http://DontWiden270.org) are recruiting volunteers for a grassroots push to leave no comment on the \$11 billion I-495/I-270 expansion [draft Environmental Impact Statement \(DEIS\)](#) un-submitted by the [November 9 deadline](#).

**To volunteer to address envelopes and distribute door hangers, contact:**  
[contactdontwiden270@gmail.com](mailto:contactdontwiden270@gmail.com) (Include your name, address, contact e-mail or phone number and how you might be interested in helping.)

### **We Made Our Fundraising Goal! -- Now Lets Spread the Word**

Thanks to all who generously donated the funds needed to cover the cost of printing door hangers and a targeted mailing. If you would like to support CABE's efforts [click here](#). (All the money goes to printing, web support, and outside technical experts.)

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**Recent Citizen Testimony on I-495/I-270 DEIS**

*CABE is archiving select testimony and comments on the Draft Environmental Impact Statement to help inform the public and the debate over the \$11 billion plan to widen I-495/I-270 for high-cost, for-profit tollways. If you would like to have your comments included, send them to [495CABE@gmail.com](mailto:495CABE@gmail.com).*

*[Click here](#) for the latest archive.*

\*\*\*\*\*

**Brian Ditzler on behalf of Maryland Sierra Club  
495/270 DEIS for hearing  
August 20, 2020**

My name is Brian Ditzler. I live at [REDACTED] Noyes Drive, in Silver Spring, and am testifying on behalf of Maryland Sierra Club, and its more than 70,000 members and supporters. I will be mentioning only a few of our concerns with the DEIS today; we will be submitting extensive written comments at a later date.

We sincerely believe the 495-270 Managed Lanes project would be a financial and environmental disaster for the state and its residents, so we oppose the project and strongly support the “no build” option.

Let me state at the outset that avoidance, minimization and mitigation measures for the environmental impacts mentioned in the DEIS were often vague, insufficient or altogether missing. Until the true monetary and environmental costs of the project are determined, a preferred alternative should not be chosen.

The traffic relief plan’s purpose and need statement specified that the alternatives retained for detailed study must be financially self-sufficient. However, the DEIS acknowledges the project may require state subsidies of up to a billion or more dollars, and WSSC says moving sewer and water infrastructure could cost another two billion dollars. This means the financially self-sufficient requirement on which the project is

based is no longer applicable. With that realization, MDOT SHA must evaluate additional alternatives for detailed study including public transit, traffic system management and Transportation Demand Management alternatives, or a combination of them. We believe that latter alternatives would cost less and serve resident's needs so much better than highway expansion.

MDOT SHA's refusal to provide important information, including historical documents, to the public regarding the proposed project, and asking public interest organizations to pay \$300,000 to conduct document searches is absurd and has hindered the public from making more informed responses regarding the DEIS.

We believe the DEIS needs to fully determine the increased harmful air emissions the highway expansion would cause, and to explain how this project would allow MDOT SHA to meet the requirements of the state's Greenhouse Gas Reduction Act.

The DEIS does not indicate that soil evaluations have occurred at the many locations along the highway corridors where hazardous materials have inevitably spilled or leaked into the ground. MDOT SHA needs to determine the time needed and cost to conduct the soil evaluations and soil removal where necessary, as well as the cost to safely dispose of the hazardous waste, and to incorporate those costs into the overall cost of the project.

The DEIS indicates that stormwater runoff and inevitable degradation of parks, wetlands, waterways and adjacent neighborhoods that would be caused by the expanded highways would NOT be mitigated onsite or nearby. Instead, SHA plans to use mitigation credits it has amassed, so local mitigation would be left to affected municipalities and counties to handle and pay for. This is totally irresponsible and unacceptable.

In summary, this project makes no sense so the no-build option should be chosen.





## Help Writing Environmental Impact Statement Comments

The resources below are intended to help citizens write effective commenting on the draft Environmental Impact Statement

(DEIS) before the November 9 deadline. Thanks to the University of Maryland environmental law clinic, Maryland Sierra Club, National Parks Conservation Association, and others for developing them. (Visit [www.495CABE.com](http://www.495CABE.com) for more)

- \* **Overview (National Parks Conservation Association)** [Click here](#)
- \* **Comment writing tips and keywords** [Click here](#)
- \* **Key regional Issues** [Click here](#)
- \* **Archived comments from Maryland legislators, Montgomery County, the Maryland General Assembly, Maryland-National Capital Park and Planning Commission, Maryland Sierra Club, CABE, civic associations, scientists, and others.** [Click here](#)

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**ICYMI**



[Hogan Offers Reassurances on Purple Line,  
Accuses Firm of ‘Gouging’ Taxpayers](#)  
*Maryland Matters, October 2, 2020*

[Lawmakers: Environmental Review of Hogan Highway Plan Is ‘Heavily Skewed’](#)  
*Maryland Matters, September 27, 2020*

[Councilmember Dannielle Glaros: The Purple Line Needs True Leadership](#)  
*Maryland Matters, September 29, 2020*

[Experts: Sept 10th Flooding Result of Storm Intensity & Too Much Paved  
Surface Area \(esp. Roads\)](#)  
*Street Justice, September 23, 2020*

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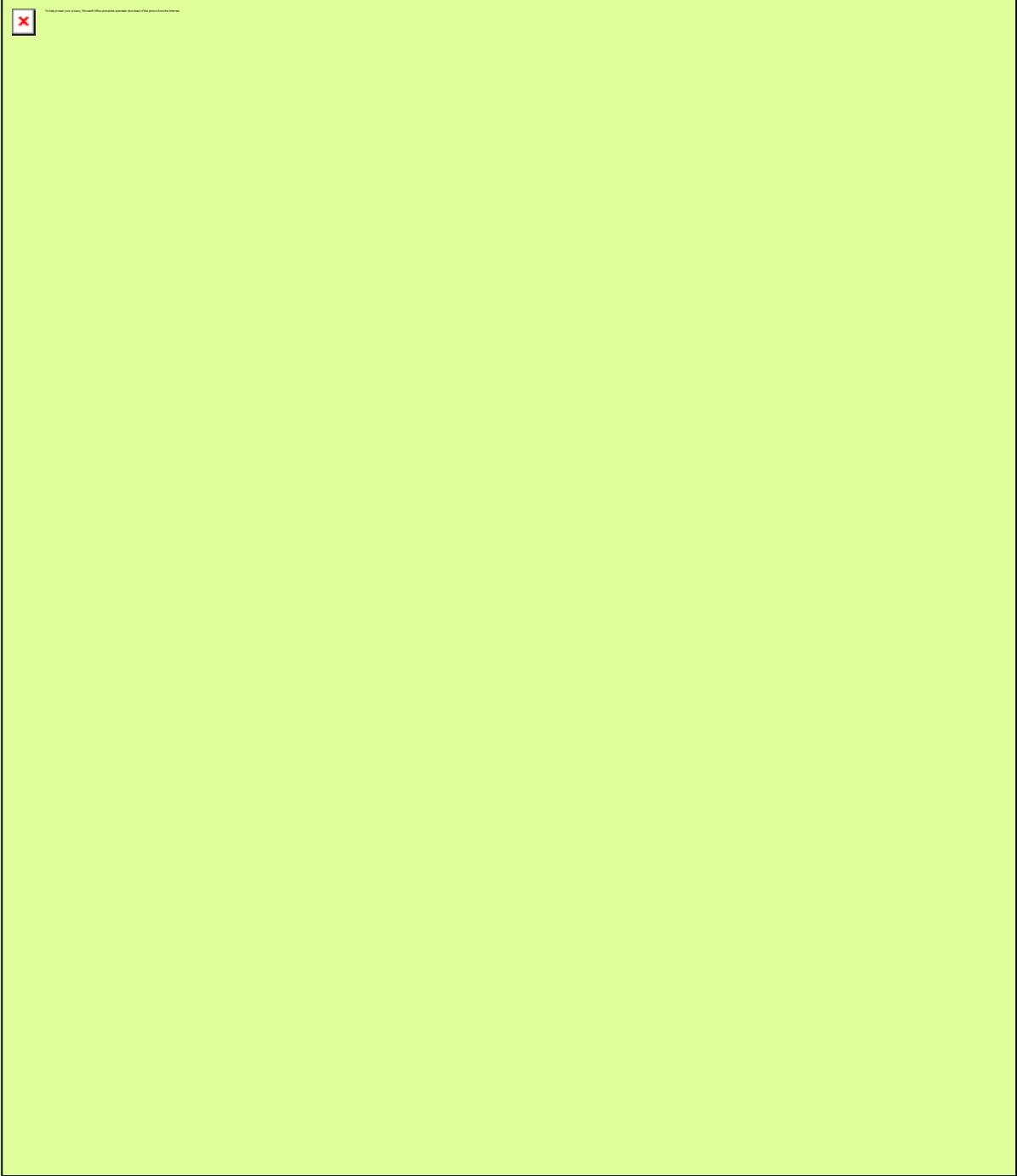
**Reminder: spontaneous unsubscribing from CABE**

Every week we get reports from folks who were unsubscribed although they didn't hit the unsubscribe link at the bottom of the newsletter. We believe this happens when folks getting the newsletter second-hand unsubscribe.

We suggest you tell the people on your list to let you know by email if they no longer want to receive the newsletter. Thank you.

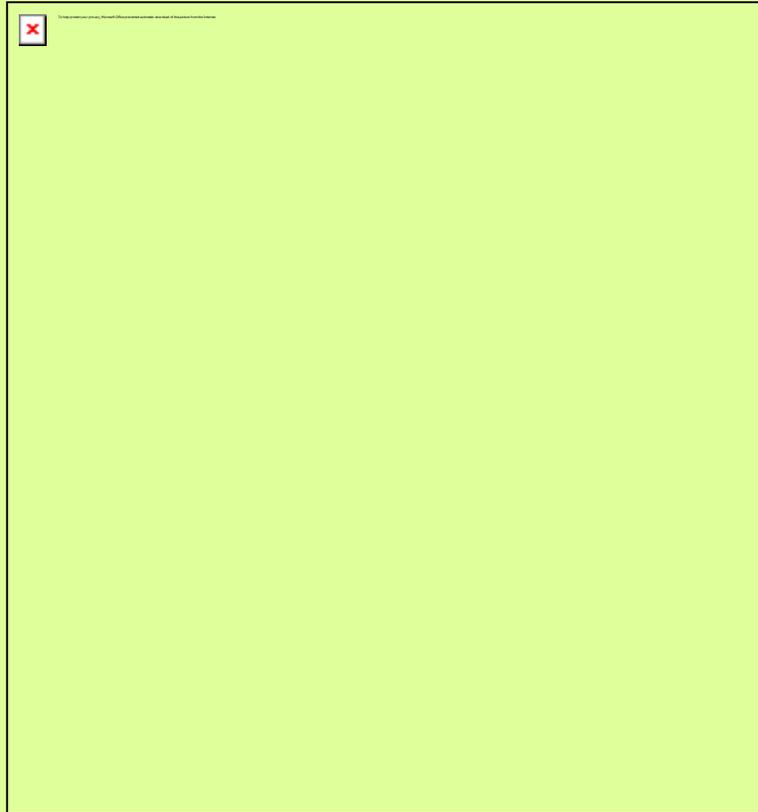
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colleagues and clients.  
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**CAFE depends on small donations.** Any amount -- \$10, \$25 -- will help fund outreach, flyers, yard signs and popular advocacy for better transportation choices without widening I-495 for Lexus Lanes.

**Spread the word.**

[Click here](#) or order from [www.CAFE495.com](http://www.CAFE495.com)



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Citizens Against Beltway Expansion

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Citizens Against Beltway Expansion · PO Box 3593 · Silver Spring, MD 20918-3593 · USA



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HOW TO COMMENT...

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Saturday, October 3, 2020 9:04 PM  
**Subject:** good news - European capitals switching to bicycling from cars "10 years' change in six months" - another green lining to covid crisis

Europe: More bikes, fewer cars. Is this a trend here? Are our government and our public this visionary?

**(bolding is mine)**

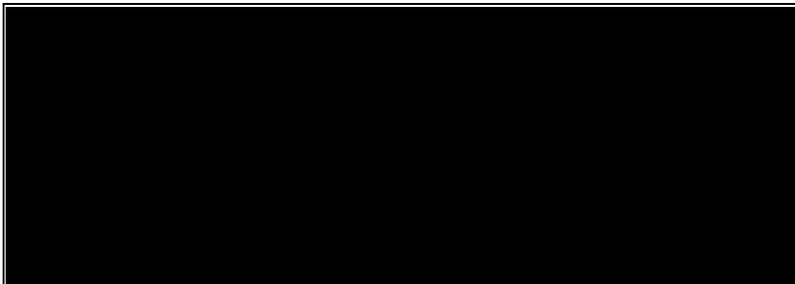
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FROM: 'Nancy Wallace':

Huge progress, since public transportation was too crowded for covid - the major Paris east-west road now has car-free zones for the first time ever, lots of other cities' transformations listed.

And bicycle businesses are expanding, including repair shops hiring new workers. Also "cargo bicycles" being sold, whatever that is. Electric bicycles are a big part of it in some cities. Variety of bike ownership, sharing programs to meet a variety of needs.

[Coronavirus: How pandemic sparked European cycling revolution](#)



**Coronavirus: How pandemic sparked European cycling revolution**

Governments have invested millions on cycling during the pandemic. Here's what's changed.

Click here to exit the Mercury Reader view

[www.bbc.com/bbc.com](http://www.bbc.com/bbc.com)

Coronavirus: How pandemic sparked European cycling revolution

By Kate Vandy

The French government has invested millions of euros in cycling since the start of the pandemic  
From Bucharest to Brussels, and from Lisbon to Lyon, the coronavirus pandemic has

triggered unprecedented investment in cycling around Europe.

More than €1bn (£907m; \$1.1bn) has been spent on cycling-related infrastructure and 2,300km (1,400 miles) of new bike lanes have been rolled out since the pandemic began.

"Cycling has come out a big winner," says Jill Warren of the Brussels-based European Cycling Federation. "This time has shown us the potential cycling that has to change our cities and our lives."

But what has all this money been spent on? And what might the long-term impacts of this investment be? This is what **four major cities** have been doing.

Short presentational grey line

"We tried to build bike lanes before, but car drivers protested," says Pierfrancesco Maran, Milan's deputy mayor for Urban Planning, Green Areas and Agriculture. "Someone said to me: 'You needed coronavirus to [introduce them] here!'"

This industrial hub in northern Italy was one of the first cities in Europe to invest in cycling as a way to get people moving around again. There are **35km of new cycle paths**, although many of these are temporary.

"Most people who are cycling used public transport before. But now they need an alternative," Mr Maran says. "**Before Covid we had 1,000 cyclists [on the main shopping street], now we have 7,000.**"

But this rise in popularity has put pressure on many bike-related businesses.

Alessandro, a young apprentice at 92-year-old bike manufacturer Pepino Drali, says their business reopened in early May. "People were standing on the streets with their bikes in their hands and the line was right around the corner," he recalls.

"It's been complicated to keep manufacturing our bikes; coronavirus meant we couldn't find a lot of parts anymore," he adds.

Despite the boost to businesses, not everyone is happy. Many think the changes don't go far enough.

"There have been a few lanes that have been built, but compared with the **need and the necessity** of this city and the will of people they are really a drop in the ocean," Anna Germotta, an environmental lawyer, says.

She, like many others, believes this is a once-in-a-generation opportunity to redesign our cities so they're suitable for all cyclists.

**"Coronavirus is a moment in which every policy maker can change their own cities,"** she believes. "The failure to have the courage to change now, in a situation in which you have some time to prepare the people, could be really disastrous."

In an attempt to prepare people, the regional government in this part of Italy has spent €115m to stimulate cycling. The government has pledged **subsidies** of up to €500 if citizens want to buy a new bike or an e-scooter in a bid to keep people off public transport and out of cars.

More than 800km away, Paris Deputy Mayor David Belliard talks of a big transformation in the French capital, with €20m invested since the start of the pandemic.

"It's like a **revolution**," he says.

"The most iconic change is on the notoriously busy Rue de Rivoli, which stretches across Paris from east to west. **Some sections of this road are now completely car-free.** The **more you give space for bicycles the more they will use it.**"

Cycling levels have increased by 27% compared with the same time last year. This is partly due to the extensive approach taken by the French government, which is offering a €50 subsidy towards the cost of bike repairs.

"It's like paradise for me now," says Rémy Dunoyer, a bike mechanic in downtown Paris. "It's really becoming so popular."

His repair shop stayed open throughout the whole of lockdown and, while other businesses were furloughing and shedding staff, his actually expanded. "We had to hire more employees just because of the level of repairs," he explains.

And in an attempt to establish a cycling culture here, the **government is also offering free cycling lessons.**

"Normally, we have about 150 adults each year learning to cycle and now we have easily doubled to 300 people," says Joël Sick, a teacher at Maison du Vélo, on the banks of the River Seine.

Further north in Brussels, 40km of cycle lanes have been installed along some of the city's busiest roads.

In order to free up space so that social distancing rules can be adhered to, there is a zone where pedestrians and cyclists have priority over cars. Speed limits have also been reintroduced across the entire city.

Back in April, regional Transport Minister Elke Van den Brandt wrote an open letter to residents asking them to avoid public transport.

"Packed buses at peak hours is definitely not what we want," he said. "The only alternative would be to ask people to take a car. That isn't a solution."

And it seems the latest measures have encouraged people to take up cycling. **Bike use is up by 44% on last year.**

"Everyone has a bike now," says Diana, who is queuing outside a repair shop. "I had one before the crisis but now I use it every day."

But there's been an unforeseen challenge as a result of the pandemic/

"I had this image of myself buying a beautiful new bike with a matching helmet... but there were no bikes," explains Brussels resident Vesselina Foteva. "I wanted to order one, but they said I would need to wait at least two months."

She moved to Brussels two weeks before the start of the pandemic and saw the city change before her eyes. "I decided I wanted to take all the measures I could to **stay healthy and avoid public transport.**"

Unable to get her hands on a new bike, Ms Foteva turned to subscription-based bike service Swapfiets. "Our business grew by 60% in Brussels during the lockdown," its founder Richard Burger says.

"Milan and Paris have invested in a major way in infrastructure during this time, so that is where we will open shops next."

Unlike most big cities, Amsterdam already had a cycling infrastructure long before the pandemic. The Dutch capital famously has more bikes than people and 767km of well-established cycle lanes.

But the impact of coronavirus on urban mobility has been far-reaching, and it has still had an impact here.

"It's been crazy to see what we thought would happen in the next 10 years suddenly happening in three to six months," says Taco Carlier, whose electric bike brand VanMoof sold more bikes in the first four months of 2020 than it did in the previous two years.

**"People saw how much more beautiful their city could be and how much more liveable it would be with more bikes and less cars,"** Mr Carlier says. "Now they don't want to go back."

The e-bike is now the most commonly sold type of bicycle in the Netherlands. And cargo bike sales are surging too - up 53% since the start of the pandemic.

Judith and Johan Hartog bought their cargo bikes right at the start of lockdown. "It didn't feel right to go by public transport anymore, and so it was actually the right time now to get a cargo bike," Judith says.

They wanted to keep their family safe from the risks public transport posed, she says, and like many others they invested savings into cycling they otherwise wouldn't have had.

Many cities are preparing for an uncertain future - **unsure if the old way of living will be possible again.** "A pandemic really shifts mindsets very quickly," says Jill Warren of the European Cycling Federation.

Cycling is proving to be a solution for more and more people.

But the question is whether they will they keep it up once the fear of coronavirus subsides and whether the move to the bicycle if permanent.

"It takes political will, it takes investment, it takes activism on the part of citizens who want that," argues Ms Warren. And she believes it will need courage from politicians to make the changes stick.

You can watch Our World: Europe's cycling revolution on the BBC News Channel/BBC World News this weekend

HOW TO COMMENT...

Those not testifying at the virtual and in-person public hearings can do so online (<https://495-270-p3.com/your-participation/provide-feedback/>).... or by emailing their comments to [MLS-NEPA-P3@mdot.maryland.gov](mailto:MLS-NEPA-P3@mdot.maryland.gov), with a CC to [managed.lanes@montgomerycountymd.gov](mailto:managed.lanes@montgomerycountymd.gov). Comments can be mailed to: Lisa B. Choplin, Director, I-495 & I-270 P3 Office, Maryland Department of Transportation State Highway Administration, 707 N. Calvert St., Mail Stop P-601, Baltimore, MD 21202.

Arlene Montemarano, [REDACTED], Lawndale Drive

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Monday, October 5, 2020 10:27 PM  
**Subject:** Get there in a Flash!

I don't know how many people live in Montgomery County and don't own cars, but I imagine there are many.

*(Some stats on that are provided here:)*

<https://gqwash.org/view/32058/where-do-montgomerys-car-free-residents-live>

How does Hogan's idea to add lanes to our urban highways help *them*, the non-car owning public?

This, Flash, helps them, and also the rest of us who do own cars, but would like to use them less, while still needing to get where we need to go with the least hassle and cost. Flash.

**(bolding is mine)**

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[https://www.washingtonpost.com/local/trafficandcommuting/the-dc-regions-most-ambitious-try-at-bus-rapid-transit-is-coming-to-montgomery-county/2020/10/01/845edbbc-01c3-11eb-b7ed-141dd88560ea\\_story.html#comments-wrapper](https://www.washingtonpost.com/local/trafficandcommuting/the-dc-regions-most-ambitious-try-at-bus-rapid-transit-is-coming-to-montgomery-county/2020/10/01/845edbbc-01c3-11eb-b7ed-141dd88560ea_story.html#comments-wrapper)

[www.washingtonpost.comwashingtonpost.com](http://www.washingtonpost.comwashingtonpost.com)

The D.C. region's most ambitious try at bus rapid transit is coming to Montgomery County

By Luz LazocloseLuz Lazo Oct. 1st, 2020

**A 14-mile stretch of U.S. 29** in eastern Montgomery County will soon be a dream come true for bus riders, with modern stations, shorter waits and less time wasted in road traffic.

On Oct. 14, the county will launch new and improved bus service **connecting downtown Silver Spring and Burtonsville**. Brand-new buses offering amenities including **WiFi, USB ports and bike racks will travel part of the route in dedicated lanes**.

The service will be the Washington region's biggest experiment to date with bus rapid transit, a system designed to **prioritize bus travel by using dedicated lanes and technology that gives buses the green light at major intersections**.

"It should be a better, more reliable trip," County Executive Marc Elrich (D) said. The goal, he said, is to **move more people in the corridor, take the load off the road** and open up the county to more economic development.

The Montgomery program will be the first such service in Maryland and the second in the capital region. A smaller BRT system operates between Alexandria and Arlington.

The system, branded **Flash**, will offer **more frequent service on new “clean diesel” buses, which officials said are more spacious, comfortable and fuel-efficient** than the older buses in the county’s fleet. Each of the **11 stops along the corridor** will be equipped with real-time bus arrival displays, ticket vending machines and terminals where riders will be able to tap their SmarTrip cards to pay before boarding.

The **62-foot-long buses will travel in a dedicated shoulder lane for about 40 percent of the route and in mixed-traffic the remainder**. This will help cut commute times by up to 30 percent, officials said. These are Montgomery’s first articulated buses and each have the capacity to carry up to **80 people**.

The Route 29 line is the **first of a comprehensive network of as many as 10 BRT lines** that Montgomery County first envisioned in 2013. Elrich said such a network is key to creating a true transit-friendly, with robust east-west and north-south bus connections. Following the kickoff of Route 29, he said, the county plans to proceed with other bus rapid transit systems on the main arteries that connect to job centers and Metro and have the county’s Ride On bus system, which covers neighborhoods, feed that system.

Work on two other BRTs — six miles on Veirs Mill Road between the Wheaton and Rockville Metro stations and 22 miles on Rockville Pike (Route 355) from Clarksburg to downtown Bethesda — are under study and awaiting funding.

Montgomery transportation director Chris Conklin said the Veirs Mill Road project is at least a couple years away from construction, while it would be up to four years before any construction begins on the 355 corridor, he said.

Planning begins next year for a BRT on New Hampshire Avenue, from the Fort Totten Metro station to the White Oak Transit Center. Longer-term, plans also call for BRT at Randolph Road, University Boulevard and Georgia Avenue.

The new service comes as jurisdictions across the region are reassessing transit service levels due to the economic impact of the coronavirus pandemic. Some have also been seeking to make improvements to bus travel, responding to recent studies promoting bus-only lanes and investments in buses.

D.C. on track to build 3 more miles of bus lanes this summer

The District Department of Transportation last year launched bus-only lanes along H and I Streets NW, one of downtown's busiest bus corridors. And Mayor Muriel E. Bowser (D) recently announced the addition of three more sections of bus lanes this year. Construction starts this year for dedicated bus lanes on nearly three miles of 16th Street NW, and the city is pursuing a \$122 million plan to redesign K Street NW to add about two miles of bus lanes.

In Northern Virginia, plans are underway for a BRT system that would connect Tysons to Alexandria along Route 7.

The Route 29 service in Montgomery will benefit a minority-majority corridor that has a

high concentration of immigrant, lower-income and transit-dependent residents. Officials say it is aimed at correcting long-known transportation equity concerns in an area that for decades was bypassed for investment and development.

“Part of the motivation for the Flash on 29 is to provide greater access to some of these communities that have suffered from this lack of investment to the vibrant urban core of the downtown Silver Spring business district and connections to Metro,” Conklin said. “So the residents that live in this part of the county can get to those areas more easily to access jobs, services, shopping, education.”

The corridor is home to shopping hubs, federal offices and other major employers and has only in recent years seen some signs of economic revival. Among recent projects are the expansion of the Food and Drug Administration headquarters in White Oak and the new Washington Adventist Hospital that opened last year.

Once the **service launches later this month**, it will replace some of the existing local bus routes. Officials say Flash will better serve many **essential workers who haven’t stopped commuting during the coronavirus crisis**. Ridership along the corridor has remained strong during the pandemic, they said.

The 16 buses, freshly painted with blue, green and orange branding that highlights the word “Flash,” will run **every 15 minutes along the full route and every seven minutes during rush hours. The buses will run every 15 minutes on weekends.**

Bus fares are the same as on Metrobus and will be paid off-board. **Fares continue to be waived during the pandemic** and cap

The system will operate two routes: the Orange route will run 5:30 a.m. to midnight daily, between the Silver Spring Transit Center and the East County Regional Service Center near the Intercountry Connector. The Blue route will run during weekday rush hours only — 5:30 to 8:30 a.m. and 3:30 to 7:30 p.m. — from Burtonsville to downtown Silver Spring. The two routes will overlap at some of the busiest points along the corridor.

The project also includes new bike lanes and some improvements to traffic signals, crosswalks and sidewalks along the route. The county recently deployed 10 Capital Bikeshare stations along the corridor.

The buses will be the first in the region to have **bike racks on the interior**, allowing passengers to roll their bikes on and off the bus more quickly and easily than when using exterior racks. They also have an automated system to **secure wheelchairs**, so passengers will be able to secure themselves without assistance from the bus operator. Flash stations also have **free WiFi**.

Bus driver Hubbard Caster, who has been training drivers on the corridor in recent weeks, said the new buses will be unlike anything Montgomery County riders have experienced.

“Great passenger comfort,” he said. “Wait until you get on the bus.”

Flash ticket machines are located at stations to pay before boarding the bus using credit cards, cash or SmarTrip cards. The standard fare will be **\$2**, and all discounts including Senior SmarTrip, Kids Ride Free, and free transfers apply.

The project was completed on budget and nearly on time, said Conklin, noting that some delays this year were due to impacts to the supply chain from the pandemic. The estimated cost of the project is \$40 million, including \$31.5 million in construction and vehicle procurement.

Once the system is launched, officials said, the county will focus on implementing other recommendations for the corridor, including more pedestrian and bike infrastructure improvements and an HOV lane in the southern end of the route that will give buses and carpoolers priority in the most congested portion.

"We know this project will be beneficial to the community. So we implemented it. We also know that we can do better," Conklin said.

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Arlene Montemarano, [REDACTED], Lawndale Drive

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Tuesday, October 6, 2020 10:06 PM  
**Subject:** The Beltway widening project ignores better alternatives from the Washington Post

This succinct letter clearly states the obvious, or what should be obvious to any and all who give Hogan's plan any serious attention.

Bravo Nancy Wilkerson....

**(bolding is mine)**

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[https://www.washingtonpost.com/opinions/letters-to-the-editor/the-beltway-widening-project-ignores-better-alternatives/2020/10/04/ebe0177c-01b6-11eb-b92e-029676f9ebec\\_story.html](https://www.washingtonpost.com/opinions/letters-to-the-editor/the-beltway-widening-project-ignores-better-alternatives/2020/10/04/ebe0177c-01b6-11eb-b92e-029676f9ebec_story.html)

[www.washingtonpost.com/washingtonpost.com/The Beltway widening project ignores better alternatives](https://www.washingtonpost.com/washingtonpost.com/The-Beltway-widening-project-ignores-better-alternatives)

Oct. 4th, 2020

The Sept. 27 Metro article "Md. public-private plan for toll lanes presses on" failed to cover many important points about the ill-conceived Interstate 495/Interstate 270 widening project, noting only the activities of the Hogan administration's push for the public-private partnership that has offered **no thorough examination of any plan other than gas-increasing alternatives for improving traffic congestion.**

**Those most affected — churches, schools, communities, institutions and residents who will be harmed by the increased carbon emissions that include high degrees of particulates — are stunned** The Post's editorials have supported this poorly planned project. Most important, it will **neither decrease traffic congestion nor be affordable** for the taxpayers or government. It will **decimate habitats** in, for example, the historic Rock Creek Park and greatly **accelerate noise** in the nearby church and residences. Nearly **70 Maryland legislators** signed on to a letter to the Maryland Department of Transportation protesting the project last month.

Nanci Wilkinson, Bethesda

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Sent:** Thursday, October 8, 2020 12:08 PM  
**To:**  
**Subject:** FW: Transit makes urban civilization possible

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Wednesday, October 7, 2020 11:04 PM  
**Subject:** Transit makes urban civilization possible

We need to give transit the recognition it deserves, especially now. It is not just nice to have available to commuters...it is absolutely vital.

**(Bolding is mine)**

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[www.bloomberg.com](http://www.bloomberg.com)

In a Pandemic, We're All 'Transit Dependent'  
From April, but still applicable.

A rider waves from an MTA bus in Queens, New York, epicenter of the coronavirus outbreak in the United States.

As health authorities tell us to stay at home and to maintain a six-foot distance from one another, public transit ridership has understandably collapsed. A TransitApp analysis suggests that this collapse has now stabilized around 70% below pre-crisis levels, but many major agencies report bigger declines, especially on longer-distance and commute-oriented services. San Francisco's BART system, for example, has lost 93% of its riders.

The financial disaster transit agencies face is hard to overstate. Most U.S. transit agency revenue comes from fares and payroll and sales taxes, all of which will have collapsed or can be expected to as the effects of the pandemic ripple down through the economy.

There is no silver lining here. The recent federal CARES Act includes \$25 billion in emergency funds for transit agencies. This will keep the lights on for a while, but not if the crisis drags on.

In response to this emergency, major agencies are doing their best not to cut service much. Typically, agencies have deleted rush-hour express service (whose wealthier riders are almost all working from home) and have shut down tourism and recreation services. After that, their next step has usually been running Saturday or Sunday schedules every day, which implies reduced frequencies, although San Francisco is turning off some routes to protect frequency and prevent crowding on most-used routes nearby. Based on my informal discussions with many agencies, the service cuts seem to be in the range of 10% to 40% at this point, far less than the roughly 70% drop in ridership.

Even these service cuts aren't all motivated by the need to save money. The first impetus has been a staff shortage. Bus and train drivers are ill, or afraid of becoming ill, or are stuck at home caring for children who would usually be in school. Even where budget is a consideration, agencies are desperate to avoid major layoffs and furloughs, both because they care about their employees and because they need a highly trained workforce to still be there when demand comes back.

At least agencies can save money by running smaller vehicles, right? Labor is most of bus operating cost, but agencies could save power, fuel, and wear-and-tear. But no: Agencies are trying to run big buses and long trains, so that their few passengers can stay six feet apart, and they're being criticized when loads are too high. In short, they are intentionally creating the "empty buses" look that so many people misread as evidence of transit's failure or irrelevance. (Good luck getting that much distance when using Uber.)

Why are agencies behaving this way? Because they are not businesses. And if there's one thing we must learn from this moment, it's that we have to stop talking about transit as though ridership is its only purpose, and its primary measure of success.

**The goal of transit, right now, is not competing for riders nor providing a social service. It is helping prevent the collapse of civilization. Right now, essential services have to keep going. It's not just the hospital, the grocery store, and basic utilities. It's the entire supply chain that keeps those places stocked, running, and secure. Almost all of these jobs are low-wage. The people using transit now are working in hospitals that are saving lives. They are creating, shipping and selling urgently needed supplies. They are keeping grocery stores functioning, so we can eat.**

In transit conversations we often talk about meeting the needs of people who depend on transit. This makes transit sound like something we're doing for them. But in fact, **those people are providing services that we all depend on, so by serving those lower income riders, we're all serving ourselves.**

The goal of transit, right now, is neither competing for riders nor providing a social service for those in need. It is helping prevent the collapse of civilization.

What's more, transit has always been doing that. Those **"essential service" workers, who are overwhelmingly low-income**, have always been there, moving around quietly in our transit systems, keeping our cities functioning. Too often, we have patronized them by calling them needy or dependent when in fact **everything would collapse if they couldn't get to work.**

Transit agencies rarely get credit for this work, and journalists rarely stop to consider it. For the last decade or more, the default news story about transit has been about ridership. When it's down, we get alarmist stories. What are transit agencies doing wrong? How are they going to fix it? The near-universal assumption is that transit should be judged as though it were a business, and that transit ridership is the primary measure of transit's usefulness or relevance. This assumption has always been wrong, but now it's obviously wrong. If it were true, agencies wouldn't still be running so much service right now.

Right now, in interviews, I'm being asked what transit agencies must do after the crisis to get ridership back. The false implication is not just that the return of ridership should be their only goal, but also that there's something that they could do to bring ridership back to what it was. In normal times, transit agencies can improve ridership by making service more useful — that's what I do as a consultant — but ridership has always gone up or down for reasons outside their control. That's never been more obvious than right now.

In fact, there's good reason to suspect that the return of previous riders could take a year or more. This crisis won't end overnight. At some point we'll emerge from our holes and start moving around again, but the virus will still be there and we'll all be cautious about it. If you had an easy option to drive your own car — a car that you cleaned yourself and whose inner surfaces nobody outside your family has touched — would you choose instead to get into a transit vehicle, full of strangers and the surfaces they've been touching?

It's quite possible, then, that ridership will rise only gradually, and that **for some time, most of the people riding will be those who we too-often call the "transit dependent."** This term, like its opposite "choice rider," has always been misleading, because most urban people are not totally dependent or totally "choice." Instead, we each have a range of travel options with their own incentives and disincentives, and may make different choices for different trips. Some people also "choose transit dependence" by not owning cars even though they could afford one, thus revealing the absurdity of describing all riders as either "dependent" or "choice."

But even for those with the fewest options, the term dependent has allowed us to imagine helpless people in need of our rescue, rather than people that we depend on to keep things running. Everyone who lives in a city, or invests in one, or lives by selling to urban populations is transit dependent in this sense.

**Meanwhile, if we all drive cars out of a feeling of personal safety, we'll quickly restore the congestion that strangles our cities, the emissions that poison us and our planet, and the appalling rates of traffic carnage that we are expected to tolerate.** Once again, we'll need incentives, such as market-based road pricing, to **make transit attractive enough so that there's room for everyone to move around the city.** That will mean more ridership, but again, ridership isn't exactly the point. The point is the functioning of the city, which again, all of us depend on.

So let's take this moment to **reframe** our journalism and commentary around transit issues. Let's learn from the remarkable work that transit agencies are doing now, and recognize that this is something they've always done and that we'll always need them to do. Let's look beyond ridership or "transit dependence" and instead measure all the ways that transit makes urban civilization possible. **In big cities, transit is an essential service, like police and water, without which nothing else is possible.** Maybe that's how we should measure its results.

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Arlene Montemarano, [REDACTED], Lawndale Drive

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Thursday, October 8, 2020 11:56 PM  
**Subject:** The environmental case against more pavement

*"road building actually generates more traffic."* .....And that holds true with transit. The better the system, the more it will be used. But there is a major difference. Increased use of transit benefits society, (while preserving our urban real estate), whereas increased use of roads by private automobiles damages society (and to add insult to injury, fails to reduce congestion). And it certainly damages our already much-damaged environment.

So. Why not make the phenomenon of induced demand work for us with improved transit for commuters, instead of against us with the pointless, and endless, addition of roadway lanes?

**(Bolding is mine.)**

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FROM: Ross Capon:

<https://theconversation.com/climate-explained-does-building-and-expanding-motorways-really-reduce-congestion-and-emissions-147024>

theconversation.com

Climate explained: does building and expanding motorways really reduce congestion and emissions?

By Simon Kingham | Apr. 9th, 2020

CC BY-ND

Climate Explained is a collaboration between The Conversation, Stuff and the New Zealand Science Media Centre to answer your questions about climate change.

If you have a question you'd like an expert to answer, please send it to [climate.change@stuff.co.nz](mailto:climate.change@stuff.co.nz)

**Q: Does building and expanding motorways really reduce congestion and emissions, or does it increase it?**

Historically, building more and wider roads, including motorways, was seen as a way of reducing congestion. This in turn is supposed to lower emissions.

Fuel efficiency is optimised for driving at around 80kmh (**49.7097 mph**) and it decreases the faster you go above that. But with speed limits up to 110kmh, people are likely to

drive above 80kmh on motorways — and this means **building and expanding motorways will actually increase emissions.**

Many countries, especially in Europe, are now looking to **lower speed limits partly to reduce emissions.**

In addition to speeding, rapid acceleration and braking can lower mileage by 15-30% at highway speeds and 10-40% in stop-and-go traffic. If building or expanding motorways did reduce congestion, the smoother driving would be a benefit.

But this assumption is not backed by evidence. Research shows even on roads with no impediments drivers brake and accelerate unnecessarily, increasing congestion and emissions.

One of the arguments for future autonomous vehicles is that such braking and accelerating should not occur and emissions should reduce.

New roads, new drivers

**The most significant impact new and expanded motorways have on congestion and emissions is the effect on the distance people travel.**

Historically, engineers assumed cars (and more pertinently their drivers) would behave like water. In other words, if you had too much traffic for the road space provided, you would build a new road or expand an existing one and cars would spread themselves across the increased road space.

Unfortunately, this is not what happens. **New road capacity attracts new drivers.** In the short term, people who had previously been discouraged from using congested roads start to use them.

In the longer term, people move further away from city centres to take advantage of **new roads that allow them to travel further faster.**

This is partly due to the “travel time budget” — a concept also known as Marchetti’s constant — which suggests people are prepared to spend around an hour a day commuting. Cities tend to grow to a diameter of one-hour travel time.

City sprawl

The concept is supported by evidence that cities have sprawled more as modes of transport have changed. For example, **cities were small when we could only walk**, but expanded along transport corridors with rail and then sprawled with the advent of cars. This all allows commuters to travel greater distances within the travel time budget.

**Building or expanding roads releases latent demand — widely defined as “the increment in new vehicle traffic that would not have occurred without the improvement of the network capacity”.**

This concept is not new. The first evidence of it can be found back in the 1930s. Later research in 1962 found that “on urban commuter expressways, **peak-hour traffic congestion rises to meet maximum capacity”.**

A considerable body of evidence is now available to confirm this. But, despite this

indisputable fact, many road-improvement decisions continue to be based on the assumption that extra space will not generate new traffic.

**If you build it, they will drive**

A significant change occurred in 1994 when a report by the UK Advisory Committee on Trunk Road Appraisal confirmed **road building actually generates more traffic.**

In New Zealand, this wasn't acknowledged until the Transport Agency's 2010 Economic Evaluation Manual, which said:

[...] generated traffic often fills a significant portion (50–90%) of added urban roadway capacity.

Traffic increases as motorways expand.

Some congestion discourages people from driving (suppresses latent demand), but with no congestion traffic will fill road space over time, particularly in or near urban areas.

Interestingly, the opposite can also work. **Where road space is removed, demand can be suppressed and traffic reduces without other neighbouring roads becoming overly congested.**

One of the best examples of this is the closure of the Cheonggyecheon Freeway in the middle of Seoul, South Korea.

When the busy road was removed from the city, rather than the traffic moving to and congesting nearby roads, most of the traffic actually disappeared, as Professor Jeff Kenworthy from Curtin University's Sustainable Policy Institute notes.

**This suppression of latent demand works best when good alternative ways of travel are available, including high-quality public transport or separated cycle lanes.**

The short answer to the question about road building and expansion is that new roads do little to reduce congestion, and they will usually result in increased emissions.

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Friday, October 9, 2020 8:38 AM  
**Subject:** Transurban faltering?

Reaches out for financial help, putting Transurban's reliability into question.

**(Bolding is mine)**

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*Thank you April Georgelas for this info!*

<https://www.afr.com/companies/infrastructure/transurban-will-sell-us-tollroad-stakes-to-raise-cash-20201007-p5630b>

[www.afr.comafr.com](http://www.afr.comafr.com)

Transurban will sell US toll road stakes to raise cash  
Oct. 7th, 2020

**"The Virginia assets have the longest concession periods of Transurban's assets with asset lives out to 2087, and selling an interest in these assets would shorten Transurban's average remaining concession life,"** said RBC Capital Markets analyst James Nevin.

**"It doesn't seem like the best time to us to be selling an interest in tolled lanes in the US, when there is more uncertainty than usual on the recovery path of future traffic."**

Transurban could be forced to pay out cash to settle a dispute with contractors CIMIC and John Holland and the Victorian government over who pays for **\$1 billion in cost blowouts linked to the disposal of contaminated soil** on its \$6.7 billion West Gate Tunnel project in Melbourne. The project was due to be completed in 2022 but is running late.

Investors pressed Mr Maxsted on Thursday at Transurban's annual general meeting to quantify how much extra money the company could have to pay to settle the dispute. Mr Maxsted declined to specify a figure but acknowledged an arbitrator could order Transurban to pay some or all of the additional costs claimed by the contractors.

"We may choose as a company to be part of a settlement to make sure that the project gets completed," Mr Maxsted said.

Boosting risk management

**Transurban is also facing a class action in Queensland over fees it has charged for collecting late tolls.**

But it is boosting its risk management, hiring Sydney Airport's former chief operating officer, Hugh Wehby, to oversee project delivery and risk. It has also hired former AGL chief information officer Simon Moorfield to manage its technology operations.

As with some of its Australian toll roads, where it partners with groups such as the Queensland Investment Corporation and the Canada Pension Plan Investment Board, Transurban will tap large investors including superannuation funds as possible partners for existing US roads and any it buys but

keep stakes of at least 50 per cent. It has been eyeing the Elizabeth River Crossings motorway in Virginia.

“The very logical partners are the long-term passive investors, but with an interest in infrastructure and transport, and something to give around the table,” Mr Maxsted said. **“We want alongside us partners that will be there for the long haul.”**

The tollroad group, which usually taps debt and equity markets when it raises money, also wanted to be ready for opportunities to develop new road projects, particularly in New South Wales and the United States but would **not rush into any new deals**, he said.

“We are absolutely prepared to take our time, there is absolutely no sense of urgency. It’s not a must-have – we think it just gives us greater options.”

### **US traffic plummets**

**Transurban owns the 95 Express Lanes, 495 Express Lanes and 395 Express Lanes toll roads near the US capital, but traffic on the motorways has been hard hit by the pandemic. North American average daily traffic (which includes a road in Montreal) fell 28 per cent in the third quarter compared with a year earlier, to 112,000 daily trips.**

Transurban chief executive Scott Charlton said Transurban remained "well positioned" for the future and that traffic numbers would grow in all markets, arguing that most drivers did not use its roads for commuting to work but for other activities such as shopping and deliveries.

**The fall in North American traffic is much greater than drops in Australian traffic with the exception of Melbourne, which remains under lockdown.**

Traffic numbers on Transurban's key CityLink tollroad in Melbourne – which used to contribute one-third of group earnings – plummeted 58.6 per cent to 355,000 trips over the quarter, while Brisbane was down 9.1 per cent to 385,000 trips.

Transurban CEO Scott Charlton says Australia needs to start planning for a future with COVID-19 if a vaccine is not found.

But Sydney traffic rose 1.5 per cent to 847,000 trips, boosted by the new M8/M5 East roads – part of the new WestConnex motorway – which started charging toll fares in early July.

Transurban's group traffic numbers include the opening of the M8/M5 WestConnex roads. Excluding trips from the opening of the new roads, **group traffic fell 29 per cent over the quarter.**

Former Westpac executive Robert Whitfield, who is on the board of CBA, and former MYOB CEO Tim Reed will join the board from November.

**Christine O'Reilly, who has been a director for eight years, stepped down from the board on Thursday** and Transurban will look for another non-executive director in the first quarter.

Mr Maxsted said he was sticking with his previous announcement that this will be his last year as chairman and he expects to stand down in late 2021 or early 2022 to allow the group's new board members to settle in.

All resolutions at the meeting were passed easily, including Transurban's remuneration report.

The chairman said he was pleased with the federal budget's focus on road safety and infrastructure.

“I think it was a very, very good budget in terms of trying to address the recovery,” he said. “Like all infrastructure, it needs to be focused – it is the right project in terms of productivity and efficiency.”

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Arlene Montemarano, [REDACTED], Lawndale Drive

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Saturday, October 10, 2020 8:49 PM  
**Subject:** Got Air?

Could it be any 'clearer'? Fewer cars and we all breath better.

Or, induced demand at work:

Provide more roadway.....get more cars.....and worsened air.

Provide more transit.....get more riders.....and clearer air.

(bolding is mine)

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## **Breakfast links: Shutdown improved air quality for the region**

*By Nicole Cacozza (Contributor) • October 7, 2020*

### [Shutdown restrictions improved air quality](#)

Ozone pollution levels in the region were at their lowest on record this year, with only two days of elevated pollution and no “Code Red” days, due in part to reduced car and energy consumption during the pandemic shutdown. ([Margaret Kates / Washingtonian](#))

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*Click here to exit the Mercury Reader view*

[www.washingtonian.comwashingtonian.com](http://www.washingtonian.comwashingtonian.com)

*DC Had Its Lowest Ozone Pollution on Record This Year—Thanks in Part to the Pandemic*

*By Margaret Kates | Oct. 6th, 2020*

*The Washington region had its **best ozone season on record this year**, according to the Metropolitan Washington Council of Governments. The COG announced today that there were only two days this year where the regional ground-level ozone pollution exceeded 70 parts-per-billion (ppb), the 2015 acceptable standard. In 2019, ten days were flagged as “exceedance days,” days when the ozone pollution level exceeds this limit.*

*Further, the two exceedance days this year were only marked "Code Orange," meaning that the level of ozone pollution stayed between 70 and 85 ppb. There were no recorded "Code Red" days or "Code Purple" days, when the ozone pollution level exceeds 85 ppb.*

*Experts at the COG credit the region's stay-at-home orders as one of the reasons for the low rates. Ground-level ozone pollution is caused by **pollutants—such as fuel emissions—reacting with the sunlight to create O<sub>3</sub>, otherwise known as ozone.** Stay-at-home orders and other COVID-19 restrictions **reduced traffic and lowered electricity consumption**, which in turn lowered the level of pollutants that would create ozone.*

*The weather may have also been a factor in the region's record air quality numbers: July and August were wetter than average this year, and this May was cooler and drier than usual. These changes in weather patterns allowed for better air quality during ozone season, which runs from March to August every year.*

*However, the region's ozone emissions are still not within federal standards, which are based on a three-year average of ozone pollution levels in a region. The COG announced that they would continue efforts to lower emissions to meet these guidelines.*

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Arlene Montemarano, [REDACTED], Lawndale Drive

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Sent:** Monday, October 12, 2020 4:45 PM  
**To:**  
**Subject:** FW: First they came for Virginians

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Monday, October 12, 2020 11:41 AM  
**Subject:** First they came for Virginians

Many of us would love to know what the deal will be with Transurban and our State government if the project to cut into neighborhoods to widen our highways with private toll roads is not stopped.

Here is a glimpse of what we can expect: It is what was done to the residents of Virginia back in 2012. Essentially the same set up, and indications are the exact same powerful company walking all over Va's State government, locking in the people of Virginia for generations.

Question: Where in the private economy do there exist public guarantees of private profits? That would be absurd and contrary to the principles of private enterprise.

Click on the link below to see excerpts from the actual 73-year contract.

**(bolding is mine)**

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<https://www.thenewspaper.com/news/38/3899.asp>

[www.thenewspaper.com](http://www.thenewspaper.com)

Virginia: Toll Road Deal Ensures 73 Years of Gridlock

9/18/2012

The state of Virginia executed a **contract** with an Australian company on July 31 designed to **discourage ride sharing and ensure congestion on major commuter routes until after the year 2085**. A cleverly worded "**non-compete**" **provision buried in a massive contract document puts taxpayers on the hook for paying monetary damages to toll road operator Transurban** if the state decides within the next 73 years to expand the free lanes on Interstate 95, improve the highly congested Route One corridor or make driving easier on the Occoquan Bridge. Transurban began construction last month on the Interstate 95 High Occupancy Toll (HOT) lane project which will run 29 miles from Garrisonville Road to Edsall Road without actually adding to the highway's current space. Instead, the project will rearrange the layout of the existing High Occupancy Vehicle (HOV) lanes, which are now available for any driver to use for free during off-peak hours. Though Transurban will allow vehicles with three or more occupants to continue to use the space when the HOT lanes open, **impromptu carpool arrangements will no longer be possible**. Those interested in sharing a ride must first register and buy an E-ZPass "Flex" transponder which has a switch the driver must flip to indicate carpool use. The stated purpose of the high occupancy lanes is to encourage ride sharing, but Section 5.07 the tolling agreement **specifically**

**discourages such sharing. Should the number of carpoolers exceed the threshold of 35 percent of HOT lane users, state taxpayers would have to pay Transurban a fine equal to 70 percent of the toll for each of the cars exceeding the threshold. Similar damages apply to improvements made to nearby roads.**

**According to the contract,** Transurban gets the first shot at building additional lanes. If either Transurban or the Virginia Department of Transportation decide another company would be better suited to perform the construction work, **taxpayers must send a check to Transurban.**"If the department determines that additional lanes are in the state's best interests, the department will consult with the concessionaire as to an appropriate strategy to implement such additional lanes," Section 12.05 of the contract states. "If the concessionaire determines not to pursue the construction of such additional lanes... **such additional lanes will constitute a compensation event...** Route One improvements will be treated as a compensation event... Occoquan Bridge improvements will be treated as a compensation event."**The size of the check depends on whether Transurban has paid off all of its debt and received a profit of at least six percent on its total investment.** If not, the payment is based on road-use estimates."Concessionaire damages with respect to any compensation event will be calculated based on the sum of (A) any adverse net cost impact and (B) any adverse net revenue impact for each year that there is an impact attributable to such compensation event," Section 14.01 of the contract states.**Though the Australian firm stands to reap a great deal of the profit, two-thirds of the project's financing is backed by taxpayers.** Virginia is providing \$71 million in grants and \$242 million in revenue bonds meant for use by a small business. The federal government is chipping in \$300 million in the form of a TIFIA loan. Financial analysts at Standard and Poor's found the **contract's provisions designed to discourage congestion relief in free lanes would help Transurban turn a profit.**"We believe the concession agreement is reasonable and compensates the project for expansion of identified competing parallel roads and a high number of HOV, **which do not pay a toll,**" Standard and Poor's wrote July 30 in assigning the bonds a BBB- rating. The rating would have been higher, but Standard and Poor's believes the project's traffic and revenue projections are inflated and Virginia has underestimated the number of unpaid violations likely to happen. Overall, however, **provisions that ensure traffic congestion will likely cover the risk.**"These assumptions result in our toll revenue forecast that is about 60 percent to 70 percent of the sponsors' forecast," the credit rating agency explained. "We also assume an increase in operating expenses of about 12 percent... The stable outlook reflects our view that the project will have sufficient liquidity to complete construction and pay debt service during ramp-up, and that traffic **congestion on the general-purpose lanes will generate sufficient demand for the managed lanes to provide adequate coverage of senior and TIFIA debt service over the life of the debt.**"As the project will be in place for 73 years, it is unclear how realistic those forecasts will prove to be. The Virginia of today looks almost nothing like it did seventy-three years ago. In 1940, Virginia had 525,877 registered vehicles. Last year, it had 7,636,407 -- an increase of 1352 percent. In 1940, there were only 228 miles of urban road, no interstates and only 6093 miles of secondary road were properly paved -- dirt and otherwise unsurfaced roads stretched 31,567 miles. Today, there are 1118 miles of interstate and 10,491 miles of urban roads for a total system mileage of 69,676. Relevant portions of the contract between Virginia and Transurban are available in a 75k PDF file at the source link below.

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Arlene Montemarano, [REDACTED], Lawndale Drive

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Sent:** Wednesday, October 14, 2020 9:42 AM  
**To:** Liz O'Keefe  
**Subject:** FW: Making our cities safer and easier for bikes

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Tuesday, October 13, 2020 3:43 PM  
**Subject:** Making our cities safer and easier for bikes

And why this is a necessary and important idea around the world.

Naturally our success will come only with a multi-modal approach to transportation. An urban biking system, if executed well, can be a vital part of that.

=====

## How to Build a City Around Bikes, Fast (Video)

The bicycle is having a renaissance, and it could have much bigger repercussions for the health of our cities long into the future.

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Sent:** Thursday, October 15, 2020 9:29 AM  
**To:**  
**Subject:** FW: In Maryland do we have City Planners? Or just Road Planners??

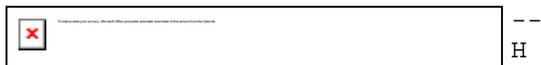
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**From:** arlene Montemarano [REDACTED]  
**Sent:** Wednesday, October 14, 2020 10:44 PM  
**Subject:** In Maryland do we have City Planners? Or just Road Planners??

This kind of city planning is all encompassing. A way for a city to sustain itself now and in the future as well. It's what is needed and it is a worthwhile goal for city planners. IF we had any.

Click on the link below to check out where you live. Mine did not make the cut. :( Stores, etc. abound, but multi-lane highways prevent walking to them.

(Bolding is mine.)



#### IMPACT

## This map tells you if you live in a '15-minute city'

Find out if you can meet all your needs within a 15-minute bike ride of your house.

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<https://www.fastcompany.com/90563920/this-map-tells-you-if-you-live-in-a-15-minute-city>

[www.fastcompany.com](http://www.fastcompany.com)

This map tells you if you live in a '15-minute city'  
By Adele Peters

**In a "15-minute city," it's possible to meet your basic needs within a 15-minute walk or bike ride.** Instead of sitting in traffic during a rush-hour commute, you can work at home or walk to an office nearby. You can walk to get groceries, go to the doctor, take your kids to school, or run any other everyday errand. Housing is affordable, so a barista could live in a walkable neighborhood as easily as a lawyer. It's a concept championed by the mayor of Paris and, more recently, pitched by a global network of cities as a tool for helping urban areas recover from the pandemic—and improve sustainability and health as people start to get more exercise while conducting their day-to-day activities.

In the U.S., car-dependent sprawl is more common. But a new tool lets you map out local services to see how close your neighborhood comes to the ideal.

**“The global pandemic has highlighted the importance of location and proximity,”** says Jordan Stark, a spokesperson for Here Technologies, the location data platform that created the map. The company typically creates maps for businesses, such as delivery companies that need to route vehicles, and built the new tool to demonstrate how developers could work with its data. While the current version maps out amenities like **grocery stores, transit stops, and medical care**—along the lines of Walkscore, another tool—the company says it might later create an iteration that considers how far residents might have to travel to get to an office.

The map also shows how many services can be accessed by car from an address. “We wanted to show, especially in the U.S., the contrast in the accessibility between walking and driving,” Stark says. “And as you can imagine, there are a number of communities where you have all of your essential items within a 15-minute drive, but potentially less than one essential location in a walk. So it was a way to show that contrast in spatial makeup.”

While pockets of American cities are walkable now—the map tells me that my own neighborhood in Oakland qualifies as a “15-minute city”—it’s possible that more neighborhoods will move in this direction as cities begin to use it as a framework for urban planning. Seattle’s Office of Planning and Community Development is one of the latest to say that it is exploring the concept of 15-minute neighborhoods.

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Thursday, October 15, 2020 9:37 PM  
**Subject:** P3's mean the selling off of our Public Commons to private interests

The situation described below has many parallels to our situation with the equally secretive P3 here to build private toll roads. We face loss of control of an essential service into private hands for decades into the future. The corporations can dictate the rules...in one school, for example, they commanded that only 25% of the wall space in classrooms could be used by teachers for display of learning materials. The community had no choice but to comply....

Evidence shows P3's to be the most costly route. And with existing privatization, we have seen how, when trying to squeeze every penny of profits, corners are cut. No advantage to using a P3. Can you think of any?

**Skeptics of school construction P3s raise their voice:** Some Prince George's County residents [are pushing back](#) on the proposed construction of six schools through a \$1 billion-plus public-private partnership. If approved, Prince George's would be **one of the first districts in the country to use a public-private model, or P3, to build schools.**

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[www.marylandmatters.orgmarylandmatters.org](http://www.marylandmatters.orgmarylandmatters.org)

Prince George's School Construction P3 Plan Draws Backlash Before Board Vote  
By Elizabeth Shwe | Oct. 14th, 2020

Some Prince George's County residents are pushing back on the construction of six schools through a \$1 billion-plus public-private partnership. **If approved, Prince George's would be one of the first districts in the country to use a public-private model, or P3, to build schools.**

Four schools would be rebuilt under the agreement: Drew-Freeman Middle School, Hyattsville Middle School, Kenmoor Middle School and Walker Mill Middle School. Two new schools will be constructed in Adelphi and in the southern part of the county.

Next week, the Prince George's County Board of Education will vote on a \$1.24 billion contract with a private company that will be tasked to build the six schools by 2024 and maintain them for **30 years**. If approved, the school system will go into a multi-month "exclusive negotiating agreement period," in which Prince George's County Public Schools (PGCPS) and the company will negotiate **additional terms outside of the public eye**, Raaheela Ahmed, a PGCPS board member, said in a virtual town hall Monday evening.

But one big concern for Ahmed and other community members is that **board members are not given full, up-to-date financial analyses of the project before the vote. Rather, the board will vote on a summary of the final contract, which does not even include the final cost**, said Jeremy Mohler, communications director of In the Public Interest, a national non-profit policy organization that studies

privatization.

**“Who knows what’s going to be in this contract?”** Mohler said. **“We need to know the details, and the board and city council need to know what they’re signing.”**

The last financial analysis for the school construction project was done in February 2019, which Ahmed called **“obsolete”** because since then, the schools under consideration have changed and a global pandemic hit. The Governmental Accounting Standards Series also recently ruled that **money given to private investors would be considered debt**, which may mean that a private-public agreement could now crowd out other infrastructure needs in the district, Mohler said.

An up-to-date and detailed financial analysis that takes all these additional factors into account is necessary before voting on a contract that the district would be bound to for the next 30 years, Ahmed said.

“There have been a lot of changes of what this could look like. Although we’ve been told that there are risks, we haven’t had a real picture on what all those risks are and I think we as a community need to know them, especially seeing what has happened with the purple line recently,” she said.

A state legislator defended the county’s use of a P3 to construct schools.

Delegate Geraldine Valentino-Smith (D- Prince George’s) wrote about the project’s support in a Zoom chat box during the virtual town hall.

A law to allow a P3 for school construction was unanimously supported by the Prince George’s County delegation, as well as the county executive, as an option to build schools faster and more efficiently, Valentino-Smith wrote. The agreements could also help with maintenance issues “because the school board struggles with having money set aside for maintenance,” and the P3 would include maintenance,” she continued.

Valentino-Smith also noted that only a few buildings will be built under the agreement with supplemental money from the state, while the state’s traditional investment in school construction would continue.

Still, community advocates say the **lack of transparency in the P3 contract is serious**. An audit report from 2014 evaluated 75 infrastructure projects that used the P3 model in Ontario, Canada, and found that the **projects ended up costing \$8 billion more**, Shar Habibi, policy director of In the Public Interest, said during the town hall. There was also no empirical data or rationale supporting the original key assumptions that using the P3 model would be cheaper, she said.

This raised skepticism on whether the P3 model would in fact be a cheaper and faster way to build schools.

On Tuesday, the Prince George’s County Council decided to postpone a vote on a resolution that outlined the conditions of the public-private partnership in a memorandum of understanding. This is different from the contract that the Board of Education will vote on next week, Ahmed said, as the school board has the final say on the contract agreement with the private company.

As frustrations with Prince George’s aging and overcrowded school buildings have grown, it became clear that “we need[ed] something fast, cheap, but safe,” Ahmed said. In 2018, the Maryland School Overcrowding Reduction Act was passed to encourage innovative approaches for building schools. The next year, another bill passed that allowed Prince George’s public school construction projects to be

done using the P3 model, which proponents say will speed up construction and decrease costs.

Traditionally, school buildings are built through municipal bonds, which have low interest rates but also more **bureaucratic obstacles**. Private companies, on the other hand, claim they could build schools more efficiently. But Mohler argues that private entities would only agree to do this if they can make a healthy return on their investment. That suggests that this route is likely to be **more expensive in the long run than the traditional route**, he said.

"Being able to understand how they justify the P3 option being the more cost effective option is really important because...it's very easy to make these analyses show what you want them to show," Habibi said.

The decision also comes down to whether or not residents and officials think public institutions should be in private hands, said Suchitra Balachandran, the chair of Our Revolution Prince George's County.

Ahmed emphasized that it is important to take a step back and look at the public-private agreement from a bird's eye view, not only assessing how it will affect the district now, but from 5, 10, and 20 years down the line.

But if not through the traditional route or P3 model, Prince George's alternatives to build the much-anticipated school buildings is unclear. In any case, "I think we can all agree that there needs to be some type of accountability and auditing done internally," said Krystal Oriadha, co-founder of The LGBTQ Dignity Project.

[REDACTED]

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Friday, October 16, 2020 10:59 PM  
**Subject:** Flooding is dreadful and expensive. But we can make it much worse.

Can we just continue to thoughtlessly pave over miles of urban real estate? One of the heavy prices we pay for that is urban flooding.

(Bolding is mine)

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FROM: A CABE member:

Just more ammo against adding more concrete to an area already covered with it.

New study on how expanding pavement increasing flooding, the authors have developed a model to show what we already know is true!

Blockbuster flooding events such as Hurricane Harvey grab headlines, but **urban flooding is a routine—and growing—problem:** in a 2018 report, 83 percent of municipal stormwater and flood managers surveyed in the U.S. reported such inundation in their areas. Though heavier downpours fueled by climate change are a factor, **the expansion of pavement and other impervious surfaces is making the situation worse** because it prevents the land from absorbing these torrents of water. On that broad point, researchers largely agree. What they have not agreed on is how much worse.

Now a [study](#) published in March in *Geophysical Research Letters* has found that, on average across the U.S., **every time a city expands roads, sidewalks or parking lots by one percentage point, the annual flood magnitude in nearby waterways increases by 3.3 percent.** (Some of the floodwater that the ground cannot absorb runs into nearby rivers and streams, so measuring their levels can help track changes in flooding severity.) Hydrologist Annalise Blum and her co-authors say the mathematical model they used makes their finding more accurate than previous studies. And it could help answer other questions about human impacts on water systems—an emerging field called sociohydrology.

<https://www.scientificamerican.com/article/expanding-paved-areas-has-an-outsize-effect-on-urban-flooding1/>

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Saturday, October 17, 2020 9:44 PM  
**Subject:** "We Got Taken to the Cleaners"

*"Huge Version of the Purple Line"*

[REDACTED] right!

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Citing Purple Line Woes, Montgomery Officials Continue to Express Skepticism Over Highway Widening  
By Bruce DePuyt | Oct. 16th, 2020

Montgomery County political leaders hear from state Transportation Secretary Greg Slater during a virtual "road show" on Thursday night. Screenshot.  
Montgomery County's top elected officials implored Maryland's transportation secretary Thursday night to scale back the plan to add four lanes to Interstate 270 and the Capital Beltway — and to adopt a more conservative approach to financing the project.

They said the collapse of the Maryland Department of Transportation's contract to build the Purple Line transit project illustrates the **risks of government's use of "public-private partnerships" on big-ticket projects.**

"I think it is clear that the Purple Line 'P3' can only logically be described as a financial catastrophe," said Del. Kumar P. Barve (D-Montgomery), chairman of the House Transportation and Environment Committee.

"I'm very concerned that we're going to have a **huge version of the Purple Line P3 foisted upon us** because we haven't done the things that contracting officers typically do in the private sector," added Barve, an accountant who has worked for government contractors. He said he "would have been fired" if a deal he worked on went south the way the Purple Line project has.

County Executive Marc B. Elrich (D), state lawmakers and members of the Montgomery County Council made their comments during MDOT's "road show," the annual public hearing held to discuss the projects contained in the state's rolling six-year Consolidated Transportation Program. This year's hearing was held online.

In 2017 Gov. Lawrence J. Hogan Jr. (R) unveiled a plan to add four privately-financed toll lanes to Interstates 495 and 270. The lanes would be maintained at the concessionaire's expense; existing lanes would remain available free of charge. Tolls of varying amounts would be set and kept by the chosen contractor.

**Barve and Elrich said the state should build two reversible lanes on I-270 — southbound in the morning, northbound in the evening — instead of four.**

“We continue to believe a two-lane reversible solution meets the needs of the county,” Elrich told Transportation Secretary Greg Slater and other top MDOT officials. “It provides capacity in the peak directions in the morning and the evening, and it spares you the cost of two extra lanes, which would just add to the emptiness of lanes on 270 in non-peak directions.”

“You’ve got an enormous project here,” Elrich added. “Anything you can do to manage the costs and achieve your goals is something I think... people should be willing to look at.”

Barve, whose district is bisected by Interstate 270, said, “I still do not understand why reversible tolled lanes isn’t a good solution. I still don’t understand why the P3 project has to be as large as the proposed price that’s been put before us.”

“I think my bias would be in favor of a less expensive, more practical solution,” he added.

The “express toll lanes” project, which includes a partnership with Virginia to replace the aging American Legion Bridge, is Hogan’s top second-term transportation priority. While he has supported some changes to the phasing of the plan, he has resisted calls for larger-scale alterations.

**Lt. Gov. Boyd K. Rutherford (R)** on Friday appeared to reject the suggestion that Maryland change its approach for adding capacity to the two highways.

“I don’t think it’s the model that was the problem,” he told Kojo Nnamdi on WAMU Radio’s “Politics Hour.” “It was the particular constructor that was having — or is having — financial problems outside of this project. Public-private partnerships are being used all around the world with a lot of success.”

Rutherford said the Purple Line “will continue” with “a slight delay.”

The state has taken over management of many of Purple Line Transit Partners’ key contracts in the wake of the consortium’s decision to walk away from the half-built rail line.

“I think we’ll end up substituting a different contractor into the team and it’ll get done,” he added. “If not, we’ll take it over.”

In the wake of the lengthy and bitter contract that led PLTP to abandon its 36-year contract to finance the line, **Elrich said MDOT should finance the highway expansion itself.**

**“The simple fact is you can borrow money for less than anybody else can,** and money’s going to be a critical thing here,” he said. “To the extent that the state can manage its borrowing, and not rely on the third party, can help you reduce costs in a way that would help you complete this project.”

**Montgomery officials expressed alarm over reports that it could cost as much as \$49.63 to drive express toll lanes from Frederick to Shady Grove during the morning commute.**

The estimate was derived by transportation analysts at the Metropolitan Washington Council of Governments who found per-mile costs estimates **buried deep in the state’s 19,000-page Draft Environmental Impact Statement** on the highway-widening project.

**Sen. Cheryl C. Kagan (D-Montgomery), who represents Rockville and Gaithersburg, told Slater that Hogan’s project “just hasn’t earned buy-in.”**

“We have a lot of constituents that are not going to be able to afford [express toll lanes] yet need to be able to drive to work,” she said.

Slater told Montgomery leaders he has been in daily negotiations with PLTP and he has tried to determine why the Purple Line contract unraveled.

"I have been living and breathing the Purple Line, probably over the last six months," he said "working back, somewhat forensically, to understand from the beginning, how we got there. I believe that there's a lot of lessons learned" from the Purple Line.

### **'We got taken to the cleaners'**

In an interview with Maryland Matters, Elrich said the collapse of the Purple Line in midstream raises fundamental questions about government's ability to negotiate in a manner that protects taxpayers.

"This experience has demonstrated that we don't know what we're doing. We really don't," he added. "We got taken to the cleaners."

**"You had an agreement where you didn't even have binding arbitration if you got into a disagreement,"** he added. "It demonstrated pretty much everything that can go wrong. I just don't believe you need a P3 on [the highway project]."

Slater is highly regarded by local leaders, who view him as more candid, collaborative and flexible than his predecessor, former Transportation secretary Pete K. Rahn.

He said he recently spent a few hours driving the I-270 corridor and walking Rockville neighborhoods near the project with the city's mayor, Bridget Donnell Newton.

"We had a really good conversation about how the community feels," Slater said. "We're committed to continuing to work with the communities and continuing that collaboration. ... She expressed a lot of the same concerns that you're expressing."

[REDACTED]

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Arlene Montemarano, [REDACTED], Lawndale Drive

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

Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Saturday, October 24, 2020 9:05 PM  
**Subject:** How can Hogan ignore this Sea change?

Everything is in flux. Here, in our neighbor-state Virginia, and everywhere.

Would Hogan's plan to widen our highways have even been born if conditions we see now had existed then? Clear answer: of course not.

“You’re better off planning for versatility rather than fighting the last war,”

**(Bolding is mine)**

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**Telecommuting has skyrocketed during the coronavirus pandemic.**

<https://ggwash.org/view/79356/how-covid-19-could-be-reshaping-growth-patterns-in-nova-and-rova>

How COVID-19 could be reshaping growth patterns in NoVA and the “rest of Virginia”

Early on in the pandemic there were a wave of articles predicting the death of downtowns and a return to rural life. Beyond the sightings of moving trucks in Manhattan, little other proof materialized. **COVID-19’s effect on where and how we live going forward remains largely unknown**, but in the seven months since the pandemic began the evidence that urbanism may hold the answers to a brighter future has only gotten stronger.

With the **explosion of telework transforming our relationships to commuting and a sense of community**, the pandemic could end up being a **turning point** in the growth trajectories of Virginia’s geographically and socioeconomically diverse regions. Can NoVA retain its economic edge in a post-pandemic world?

How urbanization is shaping NoVA and RoVA

Thanks to 26 years of Republican rule at the state level, residents of the overwhelmingly blue DC suburbs in Northern Virginia (NoVA) developed a strong in-group/out-group mentality about anywhere west of Winchester or south of Fredericksburg. Consequently, the resulting “rest of Virginia” or “RoVA” moniker is often lazily deployed to explain any differences among regions of the commonwealth and reinforce NoVA exceptionalism. Recent demographic changes in Virginia have gotten a similar treatment.

A closer look at the Census data on where the Under 18 population has been growing over the last decade reveals burgeoning numbers of young people not just in the DC suburbs but rather throughout the entire Urban Crescent. But why is it important to know which regions of Virginia have the most kids?

“If I was going to look at one characteristic to describe future growth, the median age of the locality is one of the best predictors,” said Hamilton Lombard, a demographics research specialist with the University of Virginia’s Weldon Cooper Center for Public Service. “NoVA is one of the youngest areas of the state, but there are increasingly large groups of young people in Richmond too and somewhat in Hampton Roads.”

**The true trend at work appears to be rapid urbanization.** Even Virginia’s towns and cities in its mountainous west have staved off population loss. “Roanoke has faced significant job losses, but the city is still attracting people while lots of its neighboring counties have been hemorrhaging residents,” said Lombard. “Even the tiny town of Covington has stronger demographics than its rural neighboring areas. We see the same trend everywhere — in Harrisonburg versus Rockingham County, stronger growth in Charlottesville than Albemarle.”

Virginians’ rush from rural areas to its suburbs and cities may even be responsible for the commonwealth’s leftward lurch to become a blue trifecta state over the last few years. Although Democrat’s newfound dominance of state politics — and particularly NoVA lawmakers’ stranglehold on leadership positions in the legislature — seems here to stay, **COVID-19 has the potential to alter the state’s economic and demographic trajectory permanently.**

Work from home for the win

**“The biggest possible change to NoVA’s growth trend has come in the last six months via the rise in telecommuting,”** said Lombard. Even in pre-pandemic January, he predicted in a report that telecommuting may become Virginia’s biggest demographic trend of the decade after noticing a 43% increase in the number of residents working from home since 2010. Back then just 6% of the commonwealth was working remotely; however, “the pandemic has moved the trend in telecommuting five to 10 years ahead of schedule,” said Lombard.

A recent data snapshot of current commuting practices across the Capital Region from the Greater Washington Partnership found that **“more than 20% of the workforce could be teleworking full-time indefinitely.** If true, this would represent a 15 percentage point increase compared to the roughly 5% of the regional workforce that teleworked full-time prior to COVID-19.” Of the 430 unique employers surveyed in the study, 45% of those with 20 or more employees plan to shift some of their workforce to a permanent telework schedule.

**The exponential 400% growth in telecommuting in the region since March** means many white collar workers are enjoying unprecedented flexibility at the same time many supposedly “essential” workers are facing historic levels of evictions, poverty, and economic uncertainty. An increasing number of those with the freedom to work from home seem to be looking for new homes farther afield. So how does this impact the commonwealth?

The Great Reshuffling

Throughout the month of March home searches in rural areas surged as city-dwellers began their hunt for less cramped quarters in which to ride out quarantines. Daniel Herriges—senior editor at Strong Towns—never bought into the hype around a mass urban exodus. “A lot of those stories about a flood of people flowing out of major cities don’t go into a lot of detail about who is leaving, where are they going, and who is moving in instead,” he said.

His team believes COVID-19 has caused a **“Great Reshuffling”** of the American populace. “There is so much pent up demand to live in major cities evidenced by high rents over the last years. My guess is that

there is a huge stock of people ready to move into cities who haven't been able to afford a place in one for a long time," said Herriges. Even when folks do choose to move to more rural areas, much of the data about where they take up residence can be so broad as to be misleading.

"When people gain the ability to live a few hours away from their work, they often choose to live in a small city or town," said Weldon. "The idea of a couple moving from the Fairfax suburbs to a 25 acre farmhouse isn't realistic. This isn't a second back-to-the-land-movement like in the 1970s. People are moving to small towns and mid-sized cities because the cost of living is lower, and with grocery delivery and online shopping they can still enjoy all the amenities of the big city."

With demand for real estate in small towns (urban areas with populations ranging from 10,000-50,000 people) up by 105% since the start of the pandemic, initial data on home sales seem to back up the theory. So could a Great Reshuffling actually help revitalize the small towns and cities in the "rest of Virginia?"

### Winners & losers

From his research at UVa, Lombard has found the top destinations for teleworkers share a similar set of characteristics. They tend to be areas with easy access to outdoor recreation that aren't super remote, offer a lower cost of living, and still provide good access to transportation infrastructure like railroads, airports, and interstates.

"If telecommuting becomes even more common, you may get in the situation that people live 1-2 hours away from their office and only need to go into work 1-2 days a week," he said.

That means not all of RoVA will be winners. "The infrastructure in communities outside of the Urban Crescent is not good enough because the broadband and transportation infrastructure is not advanced," said Lombard. Consequently, COVID-19 and the telework revolution could wind up accelerating pre-existing trends such as NoVA residents' growing migration south to Richmond where 36% of newcomers over the last several years hail from the Washington-Arlington-Alexandria metro area.

Herriges similarly believes the quality of places rather than the quantity of inhabitants will prove the strongest predictor of an area's post-COVID-19 fate. "Some of the most fragile places are those that don't have a diversified base of uses like office parks and suburban big box retail," he said. "Whether in dense city neighborhoods or small towns, places that have a traditional urban form, mixed-use districts, and robust downtowns are closer to bringing in the revenue they need to maintain themselves. Places that used to empty out at 5pm will really suffer."

Calls to convert unwanted retail and office buildings into new housing are too simplistic, he warns. Oftentimes window placement and the need for new residentially compartmentalized HVAC systems prove cost-prohibitive, not to mention the difficulty of refinancing commercial spaces into residential units.

His advice for struggling cities and suburbs is to lower the bar to reuse spaces that would otherwise remain empty and ignored. "**You're better off planning for versatility rather than fighting the last war,**" said Herriges. "We can't know what the next shock to our cities will be, but we can begin planning for a more flexible future now."

### A recipe for regrowth

Lombard prescribes a complimentary set of solutions for Virginia's state and local leaders looking to

benefit from the teleworking boom. "Telecommunications upgrades are the most obvious way to improve," he said.

After such workers have high-speed internet in their new communities, their second top concern is how to get to and from the office on that potential 1-2 days a week they may need to physically go into work. That means **new and expanded commuter and passenger rail service could make all the difference** between a worker finding the VRE train commute from Fredericksburg feasible or the long highway drive from Winchester unpalatable.

The final hurdle to helping teleworkers move to other parts of Virginia, Lombard believes, is a lack of marketing. Regional business groups or even the state could play a key role in highlighting the high quality of living one can get in Virginia's Southside and mountainous west. "To make this shift happen, people need to understand what the benefits are of moving away from bigger urban areas to smaller ones," he said.

If a concerted push to encourage the growing ranks of teleworkers to seek greener pastures proves successful, could that mean the beginning of the end for wealthier, more urbanized regions like NoVA? Lombard says no, not for a long time at least.

"I don't foresee any time in the near future where Northern Virginia will be shrinking in population, but if the trend towards telecommuting continues, we could see NoVA's growth declining because of the high cost of living," he said. "People could live in more affordable communities across the state and still access the same jobs—and even their office when they need to—thanks to better telecommunications and transportation infrastructure."

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Sunday, October 25, 2020 6:01 PM  
**Subject:** "Continuing as planned would be a disaster" (Kudos to Katie Shaver for this article)

*Please share....especially to your legislators.*

The damage is done. Trees are gone. Small businesses severely wounded and perhaps killed. Ugliness everywhere.

Why? Outrageous mismanagement. So how about you clean up your first disastrous P3, Mr. Governor Sir, before you dive us into the next 5X larger one?

Stop now. Don't spend another of our nickels on your anachronistic and dangerous highway-widening P3.

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*From another concerned Montgomery County resident:*

*Dear God. My heart goes out to these people. Is this what we have to look forward to? MDOT should immediately stop everything they are doing on the 270/Beltway project and concentrate on the Purple Line. All money being spent on "our" P3 should go into Purple Line work. Instead of bragging that "ours" will be the biggest P3 in the world, Hogan should realize that this could financially destroy the State. Franchot needs to understand that this mess and the highway P3 would be on his watch if he really wants to be the next governor. Slater needs to advise Hogan that continuing as planned would be a disaster. The Legislature needs to legislate. I once thought that Maryland was a well run State. This is all unacceptable.*

<https://www.washingtonpost.com/local/trafficandcommuting/purple-line-project-limbo/2020/10/24/86acd9ec-12e8-11eb-ba42-ec6a580836ed>

*(And from 2 months ago, this writer covered the entire PL route herself. What she saw she wrote about here...and photographed.)*

**OPINION: LONG STRETCH OF PURPLE LINE PROBLEMS:** *In an opinion piece for Bethesda Beat, resident Amanda Farber opines that "for a complex project described as the largest public-private partnership [transit undertaking in North America](#), and touted as the answer to the area's economic development dreams, the possibility of a collapsed contract appears devastating on paper. It is even more disastrous to see it in person."*

*bethesdamagazine.com bethesdamagazine.com  
Opinion: Promises and problems of 'Purple Train' stretch from Bethesda to New Carrollton  
Aug. 22nd, 2020)*

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## **Purple Line project uncertainty leaves Maryland residents, businesses in limbo**

By **Katherine Shaver** Oct. 24th, 2020

For three years, a purple wall has blocked the view from Wanderly Calderon's living room window while cutting off her townhouse community from a neighborhood shopping center and the surrounding Long Branch area of Silver Spring.

Some of her neighbors have had to haul their garbage and recycling cans seven doors down because the wall prevents the collection trucks from reaching their homes on a closed section of Arliss Street. What used to be a short walk across the street for groceries now requires a circuitous drive around a chain-link fence to reach the Giant.

The aggravation of living amid Maryland's massive Purple Line light-rail project was supposed to **end in spring 2022**, leaving residents in Montgomery and Prince George's counties with the region's first direct suburb-to-suburb rail link.

Instead, they have been left with a **16-mile string of construction sites lying mostly dormant, even as orange barrels and concrete barriers keep some roads closed, others narrowed and communities torn up.**

Major construction stopped in mid-September, after **the contractor quit over what it said are \$800 million in cost disputes** with the Maryland Transit Administration. The project is mired in lawsuits, with the state and companies hired to manage the project accusing each other of breach of contract.

Meanwhile, after taking over some subcontracts in late September to keep some work moving, the state is grappling with how to complete a project that is reportedly more than **2½ years behind schedule. That doesn't include however long it takes — industry experts say it could be up to a year or longer — to secure a new contractor or another private partner to manage the construction and help finance it.**

"It's been a nightmare since it started," Calderon said. "Now we have to wait, and we don't know when it's starting again. What can we do? Nothing."

With one of the **broadest public-private partnerships on a U.S. transit project in tatters**, Calderon and others along its path have been left in a disheartening limbo.

**Small-business owners** along the alignment between Bethesda and New Carrollton say they had braced for five years with less parking and ripped up roads making it difficult for customers to reach them. They worry they won't survive seven years or longer.

More **University of Maryland students will have the heart of their College Park campus torn up** for their entire four years at the school, without ever getting to ride the Purple Line.

Cyclists who **lost a key three-mile segment of the Capital Crescent Trail** as it is rebuilt along light-rail tracks between Silver Spring and downtown Bethesda say they worry about every additional day that they have to instead navigate busy roads.

The frustration is palpable.

“It seems so unnecessary,” said Maya Rosenberg, a junior at the University of Maryland in Prince George’s County. “I don’t understand why they couldn’t figure out their disputes. It just seems pretty frivolous and childish almost that they couldn’t come to a resolution.”

Purple Line construction has left the **main thoroughfare of Campus Drive “a mess”** since Rosenberg’s freshman year — **stripped of its trees**, narrowed to one way and lined with orange barriers. But she had looked forward to riding the Purple Line to reach her family’s home in Montgomery County by the spring of her senior year.

“I was relatively fine with it because I thought I would reap the rewards of the construction,” said Rosenberg, an opinions columnist for the Diamondback student newspaper. “But that’s definitely not happening anymore.”

Lene Tsegaye said she and her sister Abeba Tsegaye have struggled to keep their **Kefa Cafe** open on Bonifant Street in downtown Silver Spring since Purple Line construction started outside their front door.

The work is off and on, but she said business at their coffeehouse of 24 years had dropped by more than half even before the coronavirus pandemic, because of street digging and lost parking. If it weren’t for an understanding landlord who often allows them to pay what they can, she said, they would have folded.

When she heard that most of the Purple Line construction would be stopping because of the cost disputes, Tsegaye said, she wondered why the state hadn’t offered financial aid to businesses like hers that would suffer longer.

“How could this happen?” Tsegaye said. “I expect that maybe back home in Ethiopia, but this is the richest country. How does this happen? **You’re killing a lot of [small businesses] and then you just stop.**”

Purple Line project delays, cost overruns reveal long-brewing problems

Most of the alignment looks like an **abandoned construction site with no workers or heavy equipment**. Left behind are rail bridges that end in midair, a partly built tunnel, and retaining walls standing half-finished. Orange barrels and “road work ahead” signs clutter streets, including

some that are badly rutted with temporary asphalt patches. The area around the tunnel, where construction once shook Silver Spring residents from their sleep, is now so still and quiet that you can hear bird calls.

**The Maryland Department of Transportation declined to make anyone available for an interview about the delays.** Responding to emailed questions, MDOT spokeswoman Erin Henson declined to say what percentage of the work has resumed under state oversight. She said it includes design work, moving utility lines in Riverdale and Silver Spring, and restoring a stream and wetlands. The light-rail vehicles also continue to be manufactured in Upstate New York.

The state is “in discussions with multiple contractors” about resuming heavy construction work, Henson said, but it takes “significant time and staff resources” to review contract documents and meet with them. She said the state does not yet have a timeline for deciding how to complete the construction or when the Purple Line might begin carrying passengers.

“The state remains committed to this project,” Henson said. “We assure those who are concerned that we will see this project through. We share their frustration and ask for their patience as we navigate **uncharted territory.**”

University of Maryland urban studies professor Gerrit Knaap said developers are no doubt considering the **uncertain timing of the Purple Line’s completion** in deciding when to invest along the alignment.

“I still strongly feel the expectation in the development community is that this project will happen,” said Knaap, whose group, the Purple Line Corridor Coalition, is monitoring development activity and affordable housing in the area. “It’s just a question of when.”

Prince George’s officials have pointed to the International Corridor in Langley Park as one of the communities whose residents, many of whom are lower-income and transit-dependent, most need the Purple Line. But community leaders say many local businesses are in trouble.

Dora Escobar, owner of Casa Dora restaurant in Langley Park, said the orange cones, construction fencing and lane-closure signs on University Boulevard have discouraged customers. Buses are delayed, Escobar said, while nearby residents must use temporary sidewalks.

“There’s a whole lot more traffic,” she said. “I ask my customers why they haven’t come lately and they say, ‘It’s too much traffic.’ ”

Jorge Sactic, a Langley Park bakery owner, said the **“catastrophic” financial losses from the pandemic have hit harder because he and others were already struggling from the Purple Line construction.**

The construction-related traffic congestion seemed to scare away

customers who used to come from D.C., Northern Virginia and other parts of Maryland for Langley Park's pupuserias, Latino markets and bakeries.

Business at Chapina Bakery, which Sactic has run for 20 years, dropped by 40 percent after the Purple Line construction started, he said. At least three small businesses nearby closed before the pandemic, he said, and he and others feel "completely abandoned" by the state.

"It is frustrating that we are barely able to pay our workers and rent," Sactic said. "Many of us won't survive."

Businesses seek financial help to weather Purple Line construction

**MDOT has no program to compensate businesses for revenue lost during the Purple Line's construction.** Pete K. Rahn, Maryland's previous transportation secretary, had said he was concerned about the state's ability to afford it because it might set a precedent for hundreds of other transportation projects statewide. Legislation that would have provided state grants or tax credits to businesses hurt by the project died in the last three General Assembly sessions.

Asked about possible state financial help, Maryland Transportation Secretary Gregory Slater said in an email, "We are committed to working with local businesses to find ways together to not impact them further and minimize any existing impacts to the best of our ability."

But some local officials say the state must do more.

Montgomery County Council member Tom Hucker (D-District 5), whose district includes the Purple Line, said many of the businesses hurt by its construction are owned by women and immigrants who have long supported the project.

"They should not be the collateral damage for **[the state's] mismanagement,**" Hucker said. "The least the state could do is make small businesses whole."

For cyclists, the continued closure of part of the Capital Crescent Trail has become even more frustrating as cycling has surged during the pandemic.

Anna Irwin, president of Bethesda Bike Now, said cyclists between downtown Silver Spring and Bethesda have been left with a "dicey" ride along narrow sidewalks and busy roads — not for children or the faint of heart.

The protected bike lanes that Montgomery officials promised as part of an "interim trail" have yet to materialize. Now that the Purple Line will be delayed, she said, the need for a protected cycling route no longer feels "interim."

“To find out the timeline will be even longer,” Irwin said, “is just exhausting.”

On the other side of the massive Silver Spring construction zone from Calderon’s purple wall — the site of a Purple Line tunnel — Annie Tulkin sees an enormous pit from her driveway.

It all felt worth it, she said, to get public transportation that will be faster than buses stuck in traffic. So, Tulkin said, it was discouraging to see workers dismantle the site’s 150-foot crane, truck it away in pieces and leave shortly thereafter.

“I think people were willing to go along with a few years of hardship because the outcome was going to be great,” Tulkin said. “Now it’s just not clear how long we’ll have to wait.”

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Thursday, October 29, 2020 9:42 AM  
**Subject:** Noise levels should be taken seriously

Four additional lanes of noisy traffic might take neighborhoods over the level of tolerance.

And I shudder to think of enduring years of construction/destruction. Endless roaring, pounding and hammering and here is just a small teeny sample: Enjoy!

<https://www.youtube.com/watch?v=jByGh8AUQ90>

**(Bolding is mine)**

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FROM: Ross Capon:

A medical reason to prevent beltway expansion

<https://www.nytimes.com/2020/10/28/well/mind/living-in-noisy-neighborhoods-may-raise-your-dementia-risk.html>

[www.nytimes.com](http://www.nytimes.com)

Living in Noisy Neighborhoods May Raise Your Dementia Risk  
By Nicholas Bakalar | Oct. 28th, 2020

Long-term exposure to noise may be linked to an **increased risk for Alzheimer’s disease and other forms of dementia.**

Researchers did periodic interviews with 5,227 people 65 and older participating in a study on aging. They assessed them with standard tests of orientation, memory and language, and tracked average daytime noise levels in their neighborhoods for the five years preceding the cognitive assessments. About 11 percent had Alzheimer’s disease, and 30 percent had mild cognitive impairment, which often progresses to full-blown dementia.

Residential noise levels varied widely, from 51 to 78 decibels, or from the level of a relatively quiet

suburban neighborhood to that of an urban setting **near a busy highway**. The study is in Alzheimer's & Dementia.

After controlling for education, race, smoking, alcohol consumption, neighborhood air pollution levels and other factors, they found that **each 10 decibel increase in community noise level was associated with a 36 percent higher likelihood of mild cognitive impairment, and a 29 percent increased risk for Alzheimer's disease**. The associations were strongest in poorer neighborhoods, which also had higher noise levels.

The reasons for the connection are unknown, but the lead author, Jennifer Weuve, an associate professor of epidemiology at Boston University, suggested that **excessive noise can cause sleep deprivation, hearing loss, increased heart rate, constriction of the blood vessels and elevated blood pressure, all of which are associated with an increased risk for dementia**.

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Arlene Montemarano, [REDACTED], Lawndale Drive

---

**From:** Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>  
**Sent:** Friday, October 30, 2020 8:12 AM  
**To:** Marion Harris; Brittany Rolf; Erron Ramsey; Karen Kahl  
**Subject:** Fw: I-495 & I-270 MLS Public Hearing Transcript

Response from Ms. Montemarano.

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Thursday, October 29, 2020 9:27 PM  
**To:** Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>  
**Subject:** Re: I-495 & I-270 MLS Public Hearing Transcript

Thank you, Caryn. I am left to imagine that my voice mail was lost through a glitch of some kind. Perhaps even a bad connection, or mumbling on my part, which I sometimes do when I am nervous.

Citizens have much to say about the risks and damage this plan would bring, and I am glad you are open to hearing them all, and faithfully adding them to the record.

On 10/26/2020 8:53 AM, Caryn Brookman (Consultant) wrote:

Dear Ms. Montemarano,

Thank you for notifying us of the issue with the voicemail testimony. Please rest assured that MDOT SHA has all of the public voice mail testimonies recorded, transcribed and included in the project record. The voice mail testimonies from one of the two phone lines that were active during the virtual hearings were included in the hearing transcripts as posted on the P3 Program webpage on October 6th; however, testimony from the second phone line, while recorded and transcribed, was not included in the transcript posted on October 6th. These transcribed voice messages have been added to the P3 Program website, effective October 23, 2020.

Again, all of the testimony provided during the public hearing, whether via voicemail, written or live testimony, has been fully recorded, transcribed and included in the project record. We appreciate your active participation in the Study and during the public hearing process.

Regards,

Caryn



**STATE HIGHWAY  
ADMINISTRATION**

I-495 & I-270 P3 Office  
601 N. Calvert St.  
Baltimore MD 21202  
Mailing Address  
707 North Calvert Street, P-601  
Baltimore MD 21202

Caryn J. G. Brookman  
Environmental Program Manager  
I-495 & I-270 P3 Office  
Email – [cbrookman@mdot.maryland.gov](mailto:cbrookman@mdot.maryland.gov)  
Office - 410.637.3335  
[www.roads.maryland.gov](http://www.roads.maryland.gov)  
[www.495-270-P3.com](http://www.495-270-P3.com)



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**From:** arlene Montemarano [REDACTED]  
**Sent:** Sunday, November 1, 2020 7:59 PM  
**Subject:** Proposed MD toll lanes to increase congestion for majority of drivers, shows new analysis

Seems like just about all the promises made to us by Hogan about his highway expansion plan have turned out to be (let's call them what they are) manipulative and blatant lies.

Even the fundamental justification for the plan....congestion relief. But then, congestion means Ka-ching for the consortium of private companies. Congestion is necessary for the plan to work for them. Them, not us.

(Bolding is mine)

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<https://www.sierraclub.org/maryland/blog/2020/10/proposed-md-toll-lanes-increase-congestion-for-majority-drivers-shows-new>

[www.sierraclub.orgsierraclub.org](http://www.sierraclub.orgsierraclub.org)

Proposed MD toll lanes to increase congestion for majority of drivers, shows new analysis  
Oct. 29th, 2020

Contacts: Norman Marshall, [REDACTED], [REDACTED]  
Lindsey Mendelson, [REDACTED], [REDACTED]

College Park, MD -- **Most rush hour drivers will see significantly worse congestion** if Maryland proceeds with Gov. Larry Hogan's \$9-11 billion plan to add privately-managed toll lanes, according to a new report. The report **analyzes traffic models used to support the I-495/I-270 Managed Lanes Study Draft Environmental Impact Assessment (DEIS)**. The new report warns constructing the I-495 and I-270 toll lanes is likely to create **bottlenecks in new locations, including worsening arterial congestion on roads connecting to the toll lane interchanges**.

Released by the Maryland Sierra Club and Smart Mobility Inc., the new study was funded by civic and neighborhood associations and concerned individuals. It comes just weeks after the news that the Metropolitan Washington Council of Governments (MWCOG) showed tolls could hit \$50 for Frederick to Rockville commuters. And it follows yesterday's breaking news about major utility relocation cost concerns with the highway expansion proposal.

The new study identifies **major flaws in the traffic models** used by the Maryland Department of Transportation (MDOT) to evaluate and estimate the impact of its tollway plan. The modeling fails to predict peak period conditions accurately and does not capture the new backups that will be created at the end-points and connecting roads.

"No trip begins or ends on a limited access highway, and traffic does not magically switch between limited access highways and arterials as is presented in the DEIS," writes Norm Marshall of Smart Mobility Inc. "Managed lanes (tollways) concentrate traffic in the peak hour, meaning arterial roads at I-495 and I-270 interchanges will be severely impacted, and these impacts are likely to outweigh the congestion benefits of traffic diversion from other arterials. The DEIS models are incapable of calculating these tradeoffs."

Supported by traffic data, graphs, and maps, some of the key report conclusions are:

Expanding I-495 and I-270 will shift traffic into the peak hours and create and/or exacerbate bottlenecks at the ends of the toll lanes and on connecting roads.

If the managed lanes are constructed, it is likely that there will be significant traffic growth (induced travel) in the peak hour and induced land use impacts (auto-dependent land use development adding more commuters as happened during the last expansion of I-270).

The foundational premise of this project is that **extreme congestion in the general-purpose lanes is needed to generate the high tolls that will be required to fund the project.**

**The managed lanes would benefit only the few who are able to outbid the majority of travelers.** The new lanes would offer a choice between extremely high tolls or extreme congestion. There would be no benefits for non-users of the toll lanes, and taxpayers will likely have to significantly subsidize the private toll lanes.

"For too long, our region has been relying on very flawed traffic models to try to justify very costly, destructive, and ineffective highway expansion," said Stewart Schwartz, Executive Director of the Coalition for Smarter Growth. "This report demonstrates there is no net benefit from this project. It is another signal that the toll lanes aren't worth the price for drivers, neighborhoods, or the environment."

The full report can be downloaded [here](#).

Quotes:

"These report findings throw the public benefit of this project into serious doubt. The state cannot claim anymore that this project will help everyone, including environmental justice communities. It will only benefit people able to pay the high tolls, while failing to relieve congestion for most drivers and increasing congestion on many connecting arterial roads.

– Josh Tulkin, Director, Maryland Sierra Club

"This essential report reaffirms that the I-495/I-270 expansion is designed to trap rush hour drivers between extremely high tolls and extremely dense congestion. And that's the best case scenario, because the report assumes the tollway P3 won't suddenly collapse like the Purple Line P3. Taken with other studies showing \$50 tolls and flawed state analysis, it's clear the public has better options for getting people home on time."

– Brad German, Co-Chair, Citizens Against Beltway Expansion

"It was obvious from the beginning that, one way or another, Maryland taxpayers and commuters would be on the hook to pay for Governor Hogan's disastrous toll-lane project. Now we have clear evidence of what we'll be getting in return: continuing congestion on the highways, unaffordable tolls, 4-5 years of construction misery in any location, damaged communities, and major backups on our secondary roads.

What we really need instead is fair, effective multimodal transportation supported by evidence that it will actually work.”

– Janet Gallant, Co-Coordinator, DontWiden270.org

“This plan is the opposite of traffic relief. The Virginia Beltway toll lanes created horrendous backups where they end in McLean. Extending them across the bridge will move that congestion into Maryland and make drivers suffer even more at the lane merges on I-270 north of Shady Grove and on the Beltway at Wisconsin Avenue. The only winner will be Transurban -- known as a "blood-sucking monopoly" in their Australian homeland -- the politically connected company that's in line to collect the \$50 tolls.”

– Ben Ross, Chair, Maryland Transit Opportunities Coalition

“This traffic modeling review refutes the purported travel benefits of building toll lanes. The Toll Lanes project will divert funds that are necessary to close the funding gap to care for aging critical infrastructure in Maryland such as the drinking water supply, wastewater and stormwater treatment systems, and transit systems.”

– Rodolfo Pérez, P.E., Consulting Engineer and long time resident of Silver Spring, MD

###

About the Maryland Sierra Club

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has approximately 800,000 members.

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Thursday, November 5, 2020 7:07 PM  
**Subject:** The Risks of Public-Private Partnerships (P3s) for Toll Lanes

If you are not one of the 74 people who watched this webinar by the media group known as "In the Public Interest", you might want to watch it now. Probably there is no better resource for the understanding of what these novel P3's really are, and how dangerous they can be.

<https://www.youtube.com/watch?v=VCITYsHIYjg>

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(I decided to include some notes that I made while watching, in the hope that they might be of help to someone.)

Begins at 9:30 mins.

P3's are risky, expensive, and opaque.

Entire Maryland side of Beltway and 270

DEIS excludes north of Shady Grove, but current procurement includes entirety of 270, AML Bridge and Beltway from 270 to bridge.

Balt Wash Pky dropped because it belongs to Feds and Delegates opposed transferring it to the State.

Maryland ground zero for P3 industry. Public Works financing. Tolling, Purple Line one of the most spectacular collapses in US, PG County.

Transurban front runner. Bi-State accord. Key Hogan staffer now Transurban gov lobbyist.

Pre-Covid..Va toll lanes losing money even before Covid. Raising tolls drove drivers away. As of 2018 their pre-tax expenses were 38% greater than their toll revenue. Not enough revenue to pay back interest let alone principal.

Covid effect: toll lanes carry less traffic. tolls lower because of lack of congestion. Revenue down 90% at the worst, still down over 50%. On current path, likely to violate bond covenants within months. Trying to sell off part of their ownership. Gives bond holders greater control over their operation. If they ask for help from parent company, Australian government might well ask why are they paying for US project.

Financial outlook worse than Va.

Transurban's Va toll lanes were heavily subsidized by taxpayers.

\$400 million taxpayer subsidy for Beltway toll lanes.

Existing HOV lanes on I-95 and I-395 were turned over to Transurban for free.

\$2 billion cost of moving water and sewer pipes.

Additional cost for all the other utilities that have not been factored into the cost. In our tax bills or our utility bills. Enormous cost.

**DEIS covers up need for subsidy. Jiggered to cover up that need.**

Construction costs first estimated by SHA cost estimating manual:

Minimum for contingencies--picked 25% when manual sets range of 25% to 40%

\$2 B water and sewer pipe costs left out

Northern I-270, which MDOT admits is a money loser, left out.

Even with all that, still showed financial losses.

So MDOT arbitrarily lowered its cost estimate

Only explanation is "assumed efficiencies"

Original cost estimate kept secret.

**Park and Planning says toll lanes need a public subsidy.**

April 2019 . Transurban says it won't bid on contract because economics are bad.

May 2019 - Transurban doubles spending on it Maryland lobbyist.

September 2019 - Gov. Hogan visits Australia

January 2020 - Board of Public Works amends P3 process.

Biggest changes hidden deep in indecipherable fine print.

February 2020 - RFQ reveals changes in contract terms

**BPW changes in January**

"Risk sharing" by state, arranged in secret meeting with bidders.

Secret meetings are part of the P3 process.

**RFQ reveals different procurement process.**

Two-stage process

State picks "phase developer".

Phase developer designs toll lanes.

Phase developer and state negotiate sole-source "section contract" to build, finance, operate, and maintain. Profits. No competing bid, sole source.

**Two-phase process gives contractor upper hand**

Walks back promise of no taxpayer subsidy.

Finances and risk allocation in section contract where sole source negotiation gives contractor upper hand.

Environmental study track ... Fed Law... Beltway from Amer Leg Bridge to Branch Ave and 270 to Shady Grove and ICC... After comment period, review and then final EIS in May. Separate study for Shady Grove north to Fred is in 'pre Nepa'

Procurement track ... Maryland law .. Amer Leg Bridge all the way to Frederick...request for qualifications in Feb, now in private discussion for bidders. scheduled for May contract award

[bit.ly/p3letter](http://bit.ly/p3letter)

P3's differ from normal public works procurement.  
Design, build, finance, operate, maintain.

Traditional...fed or state funds, or loans. tax exempt debt raised through the sale of municipal bonds. Engineers, planners, and architects design the project, from public agency or private. Construction companies are always private. But public agency finances it, and operates and maintains it.

P3 privatizes all of those activities. For a long time. Paid back by allowing private to collect revenue stream or availability payment. Cost of capital with P3 is a lot more expensive. And they require a much larger return on investment than a public agency would on a tax exempt bond.

### **What is a P3?**

A form of privatization giving control of a public good, service, or asset to a corporation or private entity.

An expensive alternative to the typical way state and local governments build things using cheap municipal bonds. Pay no Fed taxes, and interest rates are so low now.

A complex (and opaque) contract (hundreds of pages long) with a team of corporations, including a financial firm that essentially lends the government money at a high interest rate. Public is subsidizing that profit. 10% up to 25% as opposed to about 3% for bonds.

P3 industry....spend a lot of money persuading gov officials...Black Rock. Larry Fink, close advisor to Donald Trump.

Maryland ground zero for P3 industry.

PL Everything walks. Holds gov hostage with that leverage.

Compensations clauses in these contracts. Raises the costs if policy decisions decades into the future.

contract clauses that run counter to the public interest.

Md has no non compete clauses, but they do have compensation clauses. (car pooling in Va.)

In Va, not enough traffic, so P3 started hundred plus penalties for non payment of tolls. Lawsuit.

Reduced labor standards.

lack of transparency...."proprietary".

unnecessary projects with rosy traffic predictions.

Comment for both legal and political effect.

Bunch of federal agencies has to sign off on whatever Md comes up with on the final EIS. MNCPP (official state planners) unanimous rejection will get extra attention.

Other bodies....Councils will submit comments, ultimate *env approval track*, bunch federal agencies and US dept transportation. *On procurement track BPW*. Approves all contracts in state.

Why PP over budget...lawsuit, 3 other issues, asking for more than they are entitled to and state offering less than they are entitled to.

Were there PP warning signs? Gov gave contract to lowest bidder, who finished low technically. Warning signs much worse here. Sole source negotiations. PP you had four bidders seriously competing.

PG County P3. County and school district, not state, build six schools. County council and school board voted yes. Contracts not signed yet. More expensive and more risky. First in country. Contracts limit what teachers can do in classrooms. Can't open windows. Lease back to county for after school hours. Controls to protect investment. Not a user fee model. Availability payments. Tax payers pay that loan back. Much less

opportunity to comment. Private control over public good and public infrastructure.

Gov and BPW too much P3 power. Jared introduced bill but it did not pass. Need enough votes to override veto.

P3 law is being used in a way that was not intended when they passed the law...PP, and Port Baltimore, rest stops on 95. Smaller projects.

Current use of 'no money from public' is allowing escape scrutiny.

No developed public option to do this in a non -privatized way. Let public agency operating and maintaining the asset. So much of prep work is used to justify the P3 and there is not a real and fair analysis to decide what is really the best choice when compared to the public option.

Ask the hard questions. guides for questions.

Not enough fed money for infrastructure. States have to balance their budgets. New way to finance because the rich no longer have to pay their fair share of taxes.

What is driving this is a lack of investment in infrastructure, all types, for many decades. At A historic low. And regressive taxes.

## Webinar Speakers



**Ben Ross**

Chair @Maryland Transit Opportunities Coalition

Former president of the Action Committee for Transit and author of "De Urbanism" (Oxford University Press, 2015).



## Shar Habibi

Research and Policy Director @In the Public Interest

Received a Masters in Public Affairs and an MBA from the University of T



## Jeremy Mohler

Communications Director @In the Public Interest

Writing has appeared in the Washington Post, USA Today, El Nuevo Día,

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md.gov](mailto:managed.lanes@montgomerycountymd.gov).

Comments can be  
mailed to: Lisa  
B. Choplin,  
Director, I-495

& I-270 P3  
Office,  
Maryland  
Department of  
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State Highway  
Administration,  
707 N. Calvert  
St., Mail Stop  
P-601,  
Baltimore, MD  
21202.

Arlene  
Montemarano,  
[REDACTED],  
Lawndale Drive

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Donald Cohen  
Executive Director, [In  
the Public Interest](#)  
Author of  
[Dismantling  
Democracy: The forty  
year attack on  
government, ... and  
the long game for the  
common good.](#)

[REDACTED]

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Twitter:

[REDACTED]

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**Jeremy Mohler**  
*Communications  
Director*  
In the Public Interest  
[inthepublicinterest.org](http://inthepublicinterest.org)

[REDACTED]

"He/him/his"

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**Jeremy Mohler**  
*Communications Director*  
In the Public Interest  
[inthepublicinterest.org](http://inthepublicinterest.org)

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Friday, November 6, 2020 10:36 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; NOT IN CABE Treasurer@treasurer.state.md.us  
**Subject:** My comment to MDOT about the DEIS for toll roads

*I oppose the 495/270 expansion. I support the no build option for a multitude of reasons. Here are just a few:*

*This enormous DEIS is both much too long for proper comprehension, and deficient in the information that is really important to the public who, please be reminded, are the ones the project is ostensibly meant to serve.*

*This DEIS is written for another period that we may never again see in our lifetimes. Covid itself has made the DEIS irrelevant to current conditions, but the DEIS is being pushed ahead right now, in a time of unprecedented uncertainty. What, after all, is the point of a study based on traffic models that no longer apply?*

*We know that the people on the ground who live here will be collateral damage in what amounts to a war on our communities. We have lived here and have accommodated ourselves to existence along side these urban highways that have cut us off from communities and services on the other side. We have lived with the noise, the vibration, storm runoff, the dirt that comes from dirty air, for a very long time. But we have loved our homes and our neighbors and all that a cohesive community provides to make a good life for families. This expansion will take all that away. Those disadvantages I referred to will now all become unbearable for us. And we will lose precious-to-us woods, playgrounds, open space, fields, recreational facilities, in our case YMCA with its pools, its own fields and open space, firehouse, wildlife, and much more. The air will become dirtier, our health will become worse. There will be more flooding than ever. And that's from the time when it is finally finished. We know there will be years of construction before that that will be a nightmare for all of us. We know what the people near the Purple Line suffered during construction, and this project dwarfs that one.*

*That is why we support the no build option, and ask that you face up to the need to start over. Don't continue on this path to misery for us. We matter. The environment matters. Our economy matters. Stop now and don't waste any more money. Focus on finishing the Purple Line and leave the highway expansions alone for now.*

*Arlene Montemarano*

*Silver Spring, 20901*

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HOW TO COMMENT... Remember! Include the words "I support the no-build option" in all comments. Or it won't be counted.

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Choplin, Director, I-495 & I-270 P3 Office, Maryland Department of Transportation State Highway Administration, 707 N. Calvert St., Mail Stop P-601, Baltimore, MD 21202.

Arlene Montemarano, [REDACTED], Lawndale Drive

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Saturday, November 7, 2020 8:08 AM  
**To:** David Kosterlitz; MLS-NEPA-P3  
**Cc:** treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov; Brad German; Barbara Coufal; Marc Korman; Sara Love; Delegate Ariana Kelly; susan.lee@senate.state.md.us  
**Subject:** Re: I support the NO BUILD option - more reasons

Magnificent letter, David. I suggest it be sent to the Council and as many members of the legislature and senate as possible, (beyond the exemplary ones listed here.) And especially to the media.

These are the warning flags that need to be heeded by all of the leadership and the public or, if not, all of Maryland will have to pay the price later, left only with useless lamentations.

On 11/7/2020 1:30 AM, David Kosterlitz wrote:

I've written before about the environmental problems of this highway expansion (which I oppose). But that is referred to as "the environmental track." Recently I watched a presentation explaining why the P3 structure is full of problems in what is referred to as "the PROCUREMENT track."

Unlike traditional financing of public goods like highways (using tax-exempt municipal bonds or the "public option") the P3 amounts to taking a loan from a private, for profit company at higher rates of interest (a bad deal).

On February 20th, the Request for Quotes was changed to add "RISK SHARING" by the State, arranged in SECRET MEETINGS with bidders on the project. No transparency for the public and other stakeholders, just another chance for the private contractor to ask for more state money. These revisions were made to this project to reverse Governor Hogan's initial promise that "no taxpayer money" would need to be spent. Now the proposal says that state money may well need to be paid into the project (and the track record of P3s for highways shows that often public money did have to be spent, contrary to prior projections).

In San Diego, the South Bay Expressway P3 got traffic 40% less than projected and the private entity went bankrupt, which could happen with this P3, too. It does not appear that this contingency has been planned for. In Texas, the Camino Columbia toll road revenues were only 6% of projections (which were way too rosy). A P3 for the Greenville Southern Connector resulted in revenue of only 39% of projections. In this P3 projections might also turn out to be too rosy, and so the State of Maryland is taking on a big risk.

MDOT's financial assumptions are too speculative. They don't count the cost of the northern I-270 extension from Shady Grove to Frederick (which everyone agrees will be a money loser). They don't count the \$2 BILLION cost of moving the water and sewer lines that this project will necessitate (so the public ratepayers will be forced to absorb this cost).

When we talk about traffic projections turning out to be too high, it means that toll revenues projected will be too low. So it's more likely the private entity will come back to Maryland taxpayers with its hand out asking for more money. One reason traffic might not meet projections may be that the tolls (\$50 sometimes?) will be too high for most people to afford. That increases congestion on the toll-free lanes

and leaves the expensively built toll lanes underutilized (defeating the purported purpose of this project: reducing highway congestion).

This P3 has a "phase P3 agreement" and a "section P3 agreement." This two-step process means that the state picks the "Phase Developer" (PD), the PD designs the toll lanes, and then the PD and the state negotiate a SOLE SOURCE contractor. This means the state loses out on getting multiple bidders as would be the case in traditional state financing and construction of a highway.

And who will be the SOLE SOURCE contractor? Governor Hogan went to Australia to meet with the CEO of TransUrban (TU). A top aide to Governor Hogan recently left state government to become a LOBBYIST for TU on Maryland government issues (like highway widening for toll lanes, perhaps?) Virginia used TU to build its toll lanes on the beltway. Virginia paid a \$400 million subsidy to TU and gave TU an outright GIFT of the existing HOV lanes on I-95 and I-395. TU will demand similar "subsidies" and payments from the state of Maryland. This Maryland toll-road highway widening P3 proposal seems designed to benefit only TU, not the public, the commuters, the environment or the state Treasury. The Board of Public Works should veto this whole project.

This proposed highway widening would have a PERSONAL IMPACT on me and my family. I live about five houses inside the Beltway. This proposed widening will cause construction noise and dust for at least a year or two, and will permanently add more traffic noise, air pollution and congestion of local arterial roads, negatively affecting me, my family and my neighborhood.

Please select the NO BUILD option.

Sincerely,

--

David S. Kosterlitz  
[REDACTED] Hollins Dr  
Bethesda, MD 20817

[REDACTED]

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Arlene Montemarano, [REDACTED], Lawndale Drive

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**From:** arlene Montemarano [REDACTED]  
**Sent:** Monday, November 9, 2020 9:06 AM  
**Subject:** Blog Post on Beltway Widening and Bike-Ped Infrastructure ... LAST day to comment

The DEIS is simply not ready for prime time. Look at just some of what it leaves out. Maybe they thought if they made it big enough, that would make it good somehow. Nope, it didn't.

Today is your last chance to tell them to cut our losses now. We have bigger priorities...like finish the Purple Line. Then maybe we can talk. We can start fresh and come up with solutions that don't make our problems so much worse than they already are.

Today is the last day they give us to submit comments. Please write your thoughts on the expansion. Include the words "We support the no build option" so they don't put your letter in the wrong column. And ask each member of your household and inner circle to do the same.

Send your letter to:

[MLS-NEPA-P3@mdot.maryland.gov](mailto:MLS-NEPA-P3@mdot.maryland.gov)

(Also, send copies of your comment to Board of Public Works members Comptroller Peter Franchot's office at [aklase@marylandtaxes.gov](mailto:aklase@marylandtaxes.gov) and Treasurer Nancy Kopp's office at [treasurer@treasurer.state.md.us](mailto:treasurer@treasurer.state.md.us). The BPW has the final say over P3 highway contracts.)

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<https://ggwash.org/view/79513/bike-and-ped-connectivity-is-threatened-by-highway-expansion-how-to-weigh-in>

**(Bolding is mine)**

ggwash.orgggwash.org

The Beltway blocks bike and pedestrian connectivity. Widening it could make the problem worse.

**The original construction of the Capital Beltway disrupted the communities and waterways where it was built and created problems for bicycle and pedestrian transportation that have only worsened during the last few decades.** Now the State of Maryland is seriously considering a project to widen the Beltway (as well as I-270) and is asking for comments on a draft Environmental Impact Statement (EIS). Regrettably, the EIS does not propose to fix those problems; if anything, **widening the beltway could make them worse.**

**The Beltway buried creeks, divided neighborhoods, and created bike-ped hazards**

**The beltway is a semi-permeable barrier that blocks the movement of people, wildlife, and water from one side to the other.** The beltway divided a few neighborhoods when it was built during the late

1950s and early 1960s. **Today it separates many neighborhoods from rail stations, shopping, and employment centers that are only a short walk away—if only you could.** And in the few places where you can (e.g. New Carrollton), drivers exiting the beltway at high speeds are still a danger.

Building the beltway also **buried creeks and floodplains**, especially in then-agricultural portions of Prince George’s County, confining the flow of water to concrete sewer pipes known as “box culverts”. One of those creeks is Paint Branch, which provides a rare suburban spawning ground for brown trout several miles upstream.

During the last few decades, several efforts have been undertaken to improve bike-ped connectivity across the beltway, at least in Montgomery County. The beltway crosses over Rock Creek, Sligo Creek, and Northwest Branch rather than confining them to culverts, and trails run along these creeks under the beltway. The Bethesda Trolley Trail crosses on a pedestrian bridge. Although neither trails nor pedestrian bridges cross the beltway in Prince George’s County, approved plans assume that they eventually will. But when?

If the beltway is widened as proposed, that would be the time to do it. The cost of mitigating these problems later will be even greater than today if the beltway is widened without fixing them.

The Beltway prevents a trail along Henson Creek from reaching Metrorail

Consider Henson Creek, which runs from Forestville to Broad Creek, a few miles north of Fort Washington. In the 1990s, the Maryland National Capital Park and Planning Commission (M-NCPPC) built a trail along Henson Creek from Broad Creek to Temple Hill Road, planning to extend it across the beltway to the Branch Avenue Metro Station.

In 2008, M-NCPPC completed a 30% design for this trail connection and asked the Maryland Department of Transportation (MDOT) for permission to run the trail through the culvert under the beltway. (See photo). MDOT replied that the risk of a flash flood made that too dangerous. But a pedestrian bridge over the beltway would have to be over 1200 feet long to climb the 60 feet. In a follow-up letter, MDOT Secretary John Porcari wrote to county parks director Ronnie Gathers:

“If the culverts at Henson Creek are replaced by a bridge, we could certainly reinitiate discussions regarding a trail crossing during the project planning process.”

Replacing the culverts with a bridge was clearly not imminent. But it was a reasonable long-term expectation. By 2009, the environmental harm from culverts was better recognized than when the beltway was planned in the 1950s. The Intercounty Connector had just been built with bridges across Paint Branch, Little Paint Branch, Rock Creek, and other creeks to reduce the highway’s environmental impact.

An eventual beltway rebuild has long been expected, as the beltway roadbed nears the end of its 50 year design life. Clearly, that would be the time to replace the culvert with a bridge. For practical purposes, the roadbed of the beltway is a dam across the floodplain. Excavating that dam to build a bridge would be costly and disruptive. Yet if the entire highway is being rebuilt and widened, removing that dam from the floodplain and building a bridge is not such a tall order.

But the draft EIS envisions that MDOT will simply fill more of the floodplain with a wider roadbed and longer culverts. That would end any chance of the culverts being replaced with a bridge for many decades. The draft EIS claims that the environmental impact of the project is simply the wider footprint of the roadway, but the true impact is that instead of having a bridge and a trail, the creek will have a **longer culvert and no trail.**

## **The Draft EIS's failure to consider bicycle and pedestrian crossings matter now**

People disagree on whether Maryland should widen the beltway. But most people would agree that, if the widening occurs, it should be designed to enhance rather than harm the communities through which it runs.

While it will be a while before the beltway-widening project is authorized or rejected, the question of what the project would look like is under consideration right now.

### Challenges with the EIS

The Draft EIS has two problems which, if not corrected, could make the project a lot more problematic than it has to be. First, the **EIS completely misses the impact of the project on future bicycle and pedestrian crossing of the beltway.** The project would **foreclose for decades the possibility of enabling trails to cross the beltway** along Little Paint Branch, Southwest Branch, Indian Creek, and other creeks. Widening the beltway would **increase the cost of planned pedestrian bridges and new trails along roads that cross the beltway. By ignoring these impacts, the EIS fails to comply with the requirements of the National Environmental Policy Act to take a "hard look" at all the impacts of the project.**

Second, the major creeks that cross the beltway are mostly on M-NCPPC owned land. Section (4)(f) of the Transportation Act of 1968 requires impacts on parks to be minimized. The required Section (4)(f) evaluation, proposes to reduce some impacts on wetlands, by including new bridges rather than culverts where new ramps cross Paint Branch, and narrowing the roadway in a few places to avoid burying more wetlands. But it also concludes that the project cannot avoid putting most creeks in larger culverts or larger shadows from wider bridges. It does not examine how to offset that impact by "daylighting" other creeks such as Henson Creek. Nor does it try to ensure that widening the beltway does not impede extension of park trails across the beltway.

In designing the Intercounty Connector, MDOT showed that it knows how to minimize the impact of a highway on adjacent parks and communities. But in this case, it has not done so.

The beltway cannot be widened without M-NCPPC's concurrence. Given the impact of the current plan on park resources, M-NCPPC would have a fiduciary duty to withhold such concurrence on the project as presented in the draft EIS. Recently, M-NCPPC has announced that it will not concur with the Managed Lanes Project for at least 14 reasons, including the need to "mak[e] parks whole again" and properly address mitigation and water management. While M-NCPPC has indicated that it would be open to reconsidering the matter if its concerns are addressed, it should not concur with any beltway expansion proposal that fails to significantly fix problems caused by its original construction.

**There is still an opportunity to weigh in on the plans, as the public commentary period continues until November 9, 2020.**

HOW TO COMMENT... Remember! Include the words "I support the no-build option" in all comments. Or it won't be counted.

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Transportation State Highway Administration, 707 N. Calvert St., Mail Stop P-601, Baltimore, MD 21202.

Arlene Montemarano, [REDACTED], Lawndale Drive

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Arlene Montemarano, [REDACTED], Lawndale Drive

# Margaret Moore

Dear MDOT and SHA:

Please select Alternative 1 (no build). The pandemic has demonstrated that millions of employees are capable of working remotely in the Maryland-DC-Virginia area. Let's plan on making this new way of working permanent. Doing so would improve quality of life for multiple parties. These parties include: (1) the people who would be free from commuting, (2) the people who would still have to commute but would now do so much more quickly because of reduced road use and (3) the countless animals and plants who would be spared the environmental degradation of yet another gigantic road project. This project would require the use of massive quantities of concrete, steel, petroleum and other natural resources that would have to be mined and produced, causing massive environmental cost at some remote site. In addition, there would be severe environmental degradation at the project site: vegetation paved over, trees plowed down, animals and plants left with even less room than they've got now.

Please, let's use the pandemic as an opportunity to see our business-as-usual way of life for what it is: unsustainable and very unpleasant for everyone, including the supposed beneficiaries (commuters). These "beneficiaries" would still end up stuck in cars. Maybe they would move a little faster for a while, but not for long if we continue to build our lifestyle around cars and commuting.

It's clear that the cost of this project would be astronomical while the benefits would be meager. Please don't do it.

Kind Regards,

Margaret Moore

## Juan Jesus Haro Mora

I think enlarging a road like the I-495 or the I-270 is a waste of money. It has been shown before that enlarging roads bring more traffic and with that, more chaos. We need to think in affordable mass transportation which allow us to have a good communication for work and leisure at the same time we protect the environment and the life quality of the communities in the area. Enlarging roads is not listen to the citizens of the areas affected and imposing a model that has been demonstrated to fail.

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**From:** Kem Morawski [REDACTED]  
**Sent:** Thursday, November 5, 2020 9:49 AM  
**To:** MLS-NEPA-P3; aklase@marylandtaxes.gov  
**Subject:** comments on DEIS

I DO NOT SUPPORT ANY OF THE BUILD ALTERNATIVES. I SUPPORT THE NO-BUILD ALTERNATIVE.

There is a need to press the Maryland Department of Transportation (MDOT) to delay a decision on the project and pause procurement activities until deficiencies of the DEIS are addressed. There are many flaws in the DEIS and questions about the data the DEIS uses. Given these profound uncertainties, it is premature to propose an alternative to the project.

In rejecting MDOT's plan on October 21, the Maryland-National Capital Park and Planning Commission identified a number of serious deficiencies in the DEIS and in the Department's plans for the project. Some of the deficiencies of the DEIS cited by the Commission deserve special attention, including:

- The "unrealistic" limits of disturbance (LOD), which do not adequately address the environmental impacts of the project on natural resources.
- The failure to address economically challenged populations or social equity as required by the National Environmental Policy Act (NEPA).
- The insufficient approach to stormwater management.
- A definition of the project that is so narrow it excludes reasonable alternatives including transit options, transportation demand management and other proposals.
- An incomplete financial analysis that fails to include the cost of relocating utilities and water/sewer lines, likely project delays due to litigation and land acquisition challenges, all of which are likely to put taxpayers at great financial risk.

The DEIS also fails to include a review of traffic needs in the post-COVID-19 era. Based on press reports, we know that many employers may adopt more telework on a permanent basis. The impact of these changes must be understood before proceeding on a massive new expansion of the Beltway and I-270.

We also need to heed the lessons of the Purple Line. Despite lengthy study and preparation, the Purple Line is in disarray because the private partner abandoned the project. We hope that the Maryland Department of Transportation should not rush forward on an even larger P3 with an insufficient DEIS and before the contractual failure of the P3 for the Purple Line is fully understood.

When the new Montgomery Blair high school was built in 1998 the community was concerned about the pollution impact from placing a HS right on the beltway. We were assured by the county they had done everything they could to make the best of this. Now the state wants to add lanes and increase pollution for the largest public HS in Maryland.

I would like to see MDOT delay any decision on, and pause procurement activities for, the managed lane study until deficiencies in the DEIS have been addressed.

Regarding both the Northwest Branch of the Anacostia and Sligo Creek--the DEIS, despite its 19,000 plus pages and extensive maps, does not meet its legal obligations under NEPA, the Transportation Act Section 4(f), and Section 106 of the National Historic Preservation Act with respect to the Northwest Branch and Sligo Creek. It very probably does not meet these obligations throughout the report. On the other hand, the DEIS demonstrates very clearly that adding tolled lanes of concrete is a "solution" that no longer makes sense. We urge that state planners instead work with the local jurisdictions to analyze current and future mobility needs in light of climate change and COVID-19 adaptations. The full range of options produced by this process will be more worthy of the state of Maryland and will position our state for a prosperous future.

Thank you,  
Kem Morawski  
Silver Spring, MD

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**From:** Rick Morgan [REDACTED]  
**Sent:** Monday, November 9, 2020 4:24 PM  
**To:** MLS-NEPA-P3  
**Cc:** pfranchot@comp.state.md.us; Joanna Kille  
**Subject:** Comments of Rick Morgan re: Widening of Beltway & I-270

Dear members of the Maryland Board of Public Works:

I write as a resident of Maryland and as an energy economist, having served two terms on the Public Service Commission of the District of Columbia. I urge the Board of Public Works to adopt the “no-build” option and not to proceed with the proposal to widen I-270 and portions of the I-495 Beltway.

This massive highway construction project would have substantial adverse impacts on communities and nearby natural resources, impacting 47 parks and the taking of dozens of homes. The project would also significantly increase Maryland’s contribution to global climate change, not only via construction and tree removal, but also by creating the opportunity for increased motor vehicle traffic for many years into the future.

This enormously expensive project would be undertaken at a time of great economic uncertainty, when our society is undergoing significant structural change that is likely to render this project an unnecessary boondoggle that could burden the State’s taxpayers for decades. The ongoing Covid-19 pandemic has resulted in massive economic dislocations nationwide. With a huge portion of the workforce now telecommuting, highways and roadways are largely empty. Once the pandemic is behind us, many experts believe, it could take years for demand for highways to return to prior levels – if it ever does. In fact, growing evidence suggests that structural changes underway in the U.S. economy encourage businesses and institutions to increasingly rely on remote office locations and telecommuting employees.

The current hiatus in demand for highways offers a much-needed opportunity to explore progressive alternatives to highway construction. Alternatives to new highways include:

- Expanded virtual offices and telecommuting,
- Increased use of flexible work schedules,
- Expanded use of mass transit, such as dedicated bus lanes,
- Expanded pedestrian and bicycling facilities; and
- Expanded MARC, WMATA, and Ride-On bus service.

It is well known that construction of new highways creates demand for more highways, resulting in ever more gridlock as motor vehicle traffic continues to increase. Widening the interstates in Montgomery county will surely create pressure for widening to the east, west, and north. We’ll never be able to build our way out of traffic congestion. Let’s use the current pause in demand to explore other alternatives and break the cycle of never-ending highway construction!

Furthermore, the public-private partnership model you are contemplating for financing the widening projects has proven to be a highly unreliable and risky means of financing transportation infrastructure in Maryland, as we have learned from the current Purple Line financing debacle. Can Maryland afford to risk the financial collapse of another multi-billion-dollar project that ultimately leaves taxpayers holding the bag?

At the very least, the widening of I-270 and I-495 project should be put on the back burner while we learn whether the demand for more travel lanes even exists as Maryland recovers from the Covid pandemic. If not, the whole project could be not only an environmental disaster, but a massive economic boondoggle as well.

Thank you for considering my views on this important matter.

Sincerely,

Rick Morgan

█ Ethan Allen Ave.

Takoma Park, MD 20912

# Kathleen Moriarty

I oppose the I-495 and I-270 project. I support the no-build option.

Given the current state of our global climate, the fact that Maryland is proposing encouragement additional driving is ridiculous. We should not be incentivizing people to have a long commute and add tons of carbon to our environment.

I would expanding transit access and increasing allowable density near transit stations. Could the Brunswick line be expanded?

## Lea Ann Moricle

I live in Woodley Gardens in Rockville, MD. I do not support the widening of 270 or 495 using the model of a public/private partnership. My opinion is based on the experience with the Purple Line. It is very difficult to believe that the proposed plan will not cost Maryland taxpayers. As the experience with the Purple Line illustrates, no one can predict what will actually happen as the project proceeds and the citizens of Maryland are in a vulnerable position if the private partners are not able to complete the project. Covid 19 has had great impact on the state's revenue at the same time that the need for public services has grown. It is also not clear how many people will actually be driving when the pandemic is brought under control. I do not agree with going ahead with such a large project at this time of uncertainty. My strongest objections are on environmental grounds with increased noise and pollution likely to result from this project. It also seems to me that this project is not going to relieve the traffic in the northern part of Montgomery County and Frederick County. I would prefer that all "No-Build" options be exhausted first and that increased public transportation options be implemented first. Eventually, we are going to have to stop building roads.

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**From:** Cheryl Morris [REDACTED]  
**Sent:** Saturday, October 17, 2020 10:03 AM  
**To:** MLS-NEPA-P3  
**Subject:** Feedback on Widening 270/495

We oppose the project to widen 270 and 495 and put tolls on some of the lanes. This will impact 1500 homes and destroy 34, increase air and water pollution, destroy nearly 1500 acres of forest canopy and cause 4-5 years of construction misery. People are not commuting to work and this trend is due to continue even after the pandemic. Remote working should alleviate a lot of the congestion issue you are concerned about.  
Please do not build.

Thank you,  
Cheryl and Steven Morris  
[REDACTED] Old Gate Pl  
Rockville, MD 20852  
[REDACTED]

## Marjorie Morris

I OPPOSE this project and support the no-build option because it will have a very negative impact on our parks, air and water quality, more impervious surface, destroy over 30 family homes and impact 1500 total homes. We will see more traffic in the Northbound lanes, and it will cost taxpayers for the next 50 years.

Again, my husband and I STRONGLY OPPOSE this project.

Laure Morsli

I oppose the I 495 and I 270 project. I support a no- build option.

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**From:** Jeffrey Mosley [REDACTED]  
**Sent:** Monday, November 9, 2020 8:47 PM  
**To:** MLS-NEPA-P3  
**Cc:** Jeffrey Mosley; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** I-495 and I-270 Expansion Draft Environmental Impact Statement (DEIS) - Letter Opposing Beltway Widening

Dear Ms. Choplin,

My name is Jeffrey Mosley and a resident of Silver Spring, MD and I oppose this project and support the NO-BUILD option. I live around a quarter mile from the Beltway close to the Georgia Avenue intersection. The hum of the Beltway is always heard in my neighborhood. The blare of trucks and motorcycles can be heard day and night. Expanding the Beltway will not only increase the amount of traffic and the noise from the Beltways and related arteries such as Georgia Avenue it will also severely impact the adjacent parks, trees, wildlife, trails and air quality as it currently stands.

There have to be other worthy options to expanding the Beltway and I-270 than the scenarios provided in the DEIS that will only serve to further increase traffic congestion, noise and air pollution. Please use the planned funds instead to improve rapid transit throughout the region, including Metro, expand the new rapid bus system, and finish the Purple Line. We should also expand our network of bicycle friendly streets to enable people to get out of their cars. Exhaust all other ways to improve transportation leaving any consideration of the Beltway/I-270 as a last option; you can for example make greater use of the Intercounty Connector; make it free. The damage done by creating the Beltway system in the first place to communities that have been separated and greenspace, including waterways, will only further isolate and destroy these assets. I also believe that the planners have failed to fully examine low-cost technological transportation advances that could incentivize businesses and families to travel on the Beltway and I-495 at less congested times of the day or night; building more cannot be the best solution.

Again, I oppose this project and support the NO-BUILD option. We need to support more environmentally and cost efficient and effective means to improve our transportation challenges.

Sincerely,

Jeffrey Mosley

Cc: Comptroller Peter Franchot  
State Treasurer Nancy Kopp

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**From:** Marion Mudd [REDACTED]  
**Sent:** Sunday, November 8, 2020 1:28 PM  
**To:** MLS-NEPA-P3  
**Subject:** Re: [WyngateCitizens] toll lanes comment deadline Monday at 11:59 PM

Concerning the Beltway & I 270 & the Purple Line

To: Maryland Department of Transportation & State Highway Administration

I care deeply about protecting and preserving the environment and land in Montgomery County, Maryland and beyond! I have been a resident on Wadsworth Drive in the Wyngate neighborhood of Bethesda since 1960! For those many years I used the Beltway and the Ride On bus and Metro services. However, the Coronavirus pandemic and its drastic impact have utterly and totally changed what students, low income people, students, young adults, commuters, out of town visitors need now and will need for the distant future. Therefore, all plans for expanding 495 and I 270 should be terminated. Completing the Purple Line which does offer urgently needed affordable public transportation should be continued and completed as a priority.

The plans you are considering and reviewing are enormously important!

Thank you for considering my views and recommendation.

Sincerely,

Marion H. Mudd

On Fri, Nov 6, 2020 at 3:36 PM Ross Capon [REDACTED] wrote:

Dear Neighbors--

If you have not submitted comments to the state regarding the proposal to widen the Beltway and I-270, this link has helpful tips including regarding the mechanics of actually submitting comments. Remember the deadline, 11:59 PM on Monday November 9.

<https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u18365/TIPS%20for%20residents%20on%20giving%20comments%20Updated.pdf>

Two key points from my perspective, leaving aside the huge environmental costs of construction and operation of a bigger highway, and the impact of significant land takings:

(1) The pandemic has made clear that peak-hour commuting is not going to return to where it was when this project was conceived. A significant proportion of former daily commuters will be working from home at least some days of the week. The old rush hours may never be the same. In Virginia, toll revenue is down significantly on both I-95 and I-66. [Transurban announced last month it was selling stakes in the I-95 express lanes](#). In the commuter rail world, the services which have done best generally are those with all-day (as opposed to peak-hour or mostly peak-hour) service.

(2) The Purple Line (PL) is relevant to Beltway demand. Indeed, what became the PL was first officially recognized in a 1990s Beltway expansion alternatives analysis. Two of our sons commuting from home on the Beltway in getting their degrees at College Park; a lot of that commuting would have taken place on the PL if it existed. The state's first priority should be to complete the PL whose construction now is largely stalled because of P3 contractor walked. As with the toll lanes project, the PL P3 was promoted on the basis that it would save taxpayers money.

--Ross

--

**Ross B. Capon**

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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The Wyngate Citizens Association (WCA) is a nonprofit group representing residents across the 1,400 household Wyngate subdivision of Bethesda, Maryland. The WCA listserv allows for a largely uncensored public discussion of issues affecting our community and its residents. Please use civil discourse, sign all emails, and respect the privacy of others and do not forward or publish the contents of messages without permission. The opinions posted here are not official positions of the WCA. The options are set to reply only to the sender if Reply is selected, and to the sender and full list if Reply All is selected. Use Reply All if the response might be of interest to the community or is part of open discussion. For more information about the WCA and this listserv, click Your Groups at the top of the Groups.io page.

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Amit Mukherjee

I oppose this project and support the NO-BUILD option.

# Naomi Mulligan Kolb

My family and I live in the Forest Estates neighborhood in Montgomery County. We are a stones throw away from Georgia Ave and the Beltway. We love the location where we live for its convenience to major thorough ways; Metro; as well as our direct proximity to Sligo Creek Trail. We choose this location specifically for these reasons.

We do not support this project and rather support a no-build option for the following reasons:

1. Georgia Avenue and Colesville Road will face additional congestion from highway widening and there is no plan for what will happen to local roads when an increased volume of cars is funneled on to them.
2. Sligo Creek will be negatively affected by increased stormwater runoff and flood risks, but we do not know how badly because the DEIS analysis is incomplete. The Agencies plan to rely on water quality trading credits to meet permitting requirements instead of reducing water pollution where the project is located. The proposed expansion would also destroy hundreds of acres of parkland around Sligo Creek and Rock Creek and historic properties.
3. We will experience increased harmful air emissions due to our immediate proximity to the Beltway, and the DEIS fails to fully analyze the emissions the proposed expansion would cause. Instead, the DEIS seeks to minimize these harms by relying on unrelated increases in vehicle fuel efficiency.
4. Counter to claims that the proposed expansion would not impact private homes, the DEIS shows that each of the build alternatives would require the government taking and relocating 25-34 homes, and would directly affect nearly 1,500 properties. Although none of the homes are located within Forest Estates proper, many are in communities immediately adjacent to ours. Sligo Creek park and Holy Cross will be affected. (Homeowners and property owners potentially subject to taking/relocation received letters from the state earlier this year and are already on notice). See this interactive map for more information.
5. We live in one of the most problematic sections of the proposed project because of the limited right-of-way surrounding the Beltway in Silver Spring. Proposals for our area include a "decked" section of the Beltway. The construction process would be a nightmare and the noise and air pollution of an expanded Beltway would continue indefinitely.

There are a host of other environmental issues and fiscal concerns that will affect us and our broader community.

Thank you for taking the time to read our family's concerns. Please protect our community.

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**From:** Pat Mulready [REDACTED]  
**Sent:** Monday, November 9, 2020 8:27 PM  
**To:** MLS-NEPA-P3  
**Subject:** Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

I oppose any expansion and want the "no build option". My reasons are:

- **NEGATIVELY IMPACT HISTORIC AREAS**, in particular Capitol View Park (Silver Spring), where I live.

Capitol View Avenue (CVA, Rt. 192) goes over the Beltway; other parts of I-495 are within 100' of our protected historic neighborhood.

Since plans aren't finalized yet-- expansion could result in realignment of CVA, which 98% of CVP residents are opposed to.

More traffic on Beltway would result in more traffic on CVA.

Widening the Beltway would cause destruction to parks and woodlands -- some in virgin state -- and historic homes/buildings.

Ongoing construction and subsequent traffic would negatively impact historic structures. This was demonstrated by the heavy construction of both the Purple Line and WSSC upgrade. For example, both caused movement of porch posts and cracks in walls and ceilings of my 108 year old home -- which inspector had said was solidly built and which withstood earthquakes -- but not construction several miles away.

- **ENVIRONMENT AND PARKS -- I-495 AND I-270**

Widening the roads would cause destruction to parks and woodlands.

Attempts to mitigate lost local water ecological systems -- including those which run into the Potomac, Anacostia, etc., Rivers and eventually the Chesapeake Bay -- with streams in rural western/northern MoCo won't work. Mitigation won't make up for ruining the local environment, especially the few untouched woodlands and waterways which still exist here.

Would harm/kill local and migrating wildlife, including PROTECTED species such as local Pileated Woodpeckers and several butterfly species.

- **POLLUTION**

Traffic noise can already constantly be heard from I-495, so any expansion would be worse. This is bad for health.

Increases in air pollution would result in increased levels of asthma, cancer, COPD, heart disease, inflammatory diseases, etc.

- **OTHER ISSUES**

Costs of WSSC and Washington Gas infrastructure modifications would be borne by local residents and taxpayers.

Others have written to you about the problematic issues of 50+ year public/private partnerships, as shown by the Purple Line. I concur.

## ALTERNATIVES

What is most important is ALTERNATIVES EXIST, such as full support for telecommuting and staggered openings/closings (i.e., tax credits), Rapid Bus Transit, etc. Telecommuting for even one day/week would make a difference.

The fast flow of sparse highway traffic due to people telecommuting since March Covid work restrictions proves this. I am well aware telecommuting isn't possible for everyone, but certainly is for large percentages of Montgomery and Prince George's Counties citizens. Especially now that the Trump anti-telecommuting Departments' and Agencies' Secretaries/Heads should be gone in 73 days.

Again, please adopt the "no build option".

Please note I have sent CCs to multiple people -- including 18th District delegation-- but your email address wouldn't accept this. So I'll be doing it individually.

Thank you.

Best regards,  
Patricia M. Mulready, M.S.,M.Phil.  
Capitol View Avenue  
Silver Spring, MD 20910 (32 year resident)

## Lisa Murdock

I think instead of creating a diversion you will just give more opportunities for people to buy cars and pollute. Why not use the space to drive rail? What about being innovative. This is a 20th century solution to a 21st century problem. Let's really try something creative. The monorail? An electric car only lane. You are paid to solve problems not create more. This construction is horrific. You will just set us back. One huge storm will flood this. How are you going to manage the storm water? What you have proposed is inadequate? My experience is with railroad construction. Maryland did so much good. Their unique and elegant solution with natural storm water ponds and nature preserves in neighborhoods is being copied internationally. Let's go back to being leaders. This seems like it was designed by Virginia. Let's see do we want their type of traffic???

Shelly Murphy

I do not support the expansion.

Jane Na

I oppose the I-495 and I-270 project. I support the no-build option. As a first time homeowner in the Woodley Gardens neighborhood located just east of I-270, I cannot more vehemently protest widening the freeway. The enormous cost, financial and environmental, warrants further consideration before this project should be allowed to move forward. The lack of consideration of the potential impact of utility relocation is a major shortcoming that requires additional study. Removal and rebuilding Rockville bridges and sound barrier walls seems like inefficient step required for completion of this project and analysis regarding alternates are warranted. Thank you.

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**From:** Mahmood Naghash [REDACTED]  
**Sent:** Friday, October 16, 2020 4:28 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov  
**Subject:** Opposing Comments and Suggestions on Widening of I-270 & the Beltway

Comments:

1. I have been the resident of Clarksburg and Germantown, Maryland, for the past 31 years and one of the main purpose of developments in these two districts has been to provide affordable housing to MIDDLE- and LOWER-income families since not all residents could afford to live INSIDE the I-495 Beltway zones.
2. The developments in Clarksburg and Germantown, Maryland, have been very rapid to the extent the roads, schools, adjacent employment opportunities, amenities and other required county and state services were left behind. And unfortunately, the total tax revenues (residential taxes, wage taxes, sales taxes, and other taxes) generated from these two districts have been so attractive for the county and the state that the new residential developments have been in full course of development in the past 30 years and are non-stoppable. While Montgomery County and the state have been great beneficiaries of the generated tax revenues, unfortunately the Property Values for these two districts are lower than what they were prior to the 2008 market crash (no appreciations in 12 years) due to continuous new residential developments.
3. In addition to the major roads issues, the secondary roads for the Clarksburg neighborhoods are in disarray and it is very time consuming for residents to even reach I-270 during the rush hours caused by inadequate and congested roads. As an example, the expansion of 355 Road between Stringtown and Father Hurley Blvd has been so behind that it endangered the lives of pedestrians and motorists in these neighborhoods. As one example, two precious lives were perished next to the Clarksburg High School (near my residence), one being a student walking from school to home (no bus service) along the 355 Road and toward the Stringtown with no sidewalks and the other being an elderly neighbor being forced to cross the 355 to check her mailbox on the other side of road with no means for pedestrian crossings. Both precious lives were taken by upcoming cars and they could have been saved if proper measures were in place for pedestrians.
4. **Imposing any new taxes on Montgomery County and the State of Maryland residents to partially fund this project is not right and should be avoided. For your attention, some of the U.S. members of Congress consider the "P3" word reprehensible. Simply, the citizens of our great state are paying their fair share of various taxes for public services and new forms of taxes should be prevented.**
5. **Charging Clarksburg and Germantown MIDDLE- and LOWER-income family's additional taxes to get to their work 10 to 20 minutes faster, in addition to residential taxes, wage taxes, sales taxes, and other taxes is not appropriate and it does not represent the norms of being a good citizen of our nation and should be avoided.**

Suggestions:

The transportation issues addressed below are regional and they require regional solutions. The proposed toll-way solutions will not resolve the regional traffic problems and they will exacerbate the issue even further and should be avoided. Below are several suggestions that require full participation of Government, the State of Maryland, and the State of Virginia in a cooperative manner:

- 6. Required for our National Security interest, Washington Metropolitan Area requires the second *Highway Loop* in addition to the I-495 loop to alleviate and distribute the traffic problems during the regular rush hours and emergencies.** In case of a national emergency in the Washington, D.C. area, residents of the region will not have adequate escape routes to evacuate the region. To understand this issue, one needs to pay close attention to the simple hurricane evacuation mandate along our coastal cities and the problems residents go through to leave those areas during anticipated emergency conditions. The Washington, D.C., region evacuation issues will be worse by several times, God's Forgiven, during an unexpected national state of emergency.
- 7. Extend the Metro Red Line to Gaithersburg, and Clarksburg areas (add two new stations).** Suggestions: The Lake Forest Mall in Gaithersburg currently is in stage of closure, with many small business closures, and it could be a suitable location for a Metro Station revitalizing the area and small business. Master Plan Clarksburg Town Center containing small businesses was never built by Montgomery County, just a promise, and its land (or nearby woodlands) could be considered for a new Metro Station. Metro Stations will alleviate the traffic, promote small business establishments, bring high paid jobs to the community, increase the value of the properties, and increase the tax revenues for the County and the State. The developments along the Silver Line in Northern Virginia are great examples of such measures. This Silver Line name should be renamed to Gold Line due to the prosperity it has brought to the businesses and the residents of Northern Virginia.
- 8. As a joint development between the States of Maryland and Virginia, enlarge and transform the Route 15 to a 6-lane highway from Frederick, Maryland, to Leesburg, Virginia, with a new bridge over the Potomac River at the vicinity of Points of Rocks.** This development alone will substantially reduce the traffic on I-270 and I-495 loop because a good portion of commuters along the I-270 during the rush hours are originated from Frederick, Hagerstown, and other nearby areas, and heading to Northern Virginia and this new highway will enable them to bypass the congested beltway.
- 9. ICC is a success and consider it as a small section of the second loop around the Washington Metropolitan Area (part of above item 6) and develop a plan to extend it to Northern Virginia with a new bridge over the Potomac River.** As a suggestion to the board and similar to the above Item 8, as a joint development between the States of Maryland and Virginia, extend ICC westward and then southward toward the Potomac River with the intention of this loop reaching the Dulles Tollway. Several routes may be considered with one on Maryland side could be the expansion of Roads 28 and 112 alignments and on the Virginia side could be the expansion of Route 286 (or a parallel road) if suitable.

The proposed tollways along the I-270, I-370, and I-495 will worsen the traffic issues and should be avoided. To reiterate the summary of my comments and suggestions, the solution to easing the traffic along the beltway should be a "***distributed***" traffic solution for the REGION shown under above Items 6 through 9. Placing all the eggs in one basket is not recommended.

I strongly believe the Governor Hogan and his team tirelessly are making every effort to provide a better life for residents of the State of Maryland and I am thankful for that on my behalf. I hope these comments and suggestions will be of some use by members in charge of developing this project.

Best Regards,

*Mahmood Naghash*

Mahmood Naghash, Ph.D., P.E. (Civil Engineer)  
Adjunct Professor, Johns Hopkins University

████████████████████  
██████████ Foreman Blvd.  
Clarksburg, MD 20871

## Jayakumar Nair

I use the I270 spur and the I270 while commuting to work between the Damascus exit and the Bethesda exit on a daily basis. I usually use the HOV lane (with my wife) or the general lanes. I support the general agreement that additional lanes to the general lanes are required to ease congestion. Addition of Toll lanes does not really help in easing traffic congestion. The congested I-95 lanes between the 495 and Richmond, VA is an example of the toll lanes really do not decongest traffic. The general lanes continue to be congested with very little use of the toll lanes. If the idea is to reduce traffic congestion and decrease environmental pollution, the best way to do that in my experience of driving on these highways for years, is to add more general lanes without toll with one HOV lane shared in either direction. But if toll is necessary I would go with Alternative 13C, which is the only option that minimizes toll, while increasing general lanes in both directions. Thank you

cyrus namazi

Thank you for the opportunity to provide comment and feedback. As a long time resident of the Montgomery County (Upcounty), we endure the headaches of heavy traffic on I270 and I495 on a daily basis. I believe that the long term solution to the traffic congestion is a two prong approach; 1) implement the P3 program expeditiously, and 2) concurrently plan and construct an extension to the Metro's Red-line from Shady Grove to Germantown, and eventually to Frederick. Public transport in the form of Metro (not light rail ) is the ultimate long term solution for relieving traffic congestion effectively. Virginia has done this effectively and every extension of the Metro system there has brought significant economic prosperity in the form of residential and commercial construction, as well as a higher concentration of businesses that provide jobs and a solid tax basis for the local and state governments. Funding for the Metro extension can be from federal, state, and local governments, and in the form of a special, and limited in duration, tax on property taxes, and/or gasoline tax.

## Shanti Nanan

Dear Mr. Hogan and Committee, I do not support widening the I-270 lanes. I believe strongly that no matter how many lanes you create, there will always be a need for more. We need to look at a long-term plan and stop wasting money and damage our frail ecosystem. Additionally, since COVID, more people are telecommuting to work and that will become more popular with employers. We all know that employers' favor spending less and telecommuting will cost them much less. There will be less of a need for commercial buildings and parking lots. Please do not widen the lane. I live off the I-270 and I can never open my windows to get fresh air Don't pollute...we have our children and grandchildren to think of.

I am available to give my input.

## Suzanne Nash

I have seen for years how these toll roads operate in Virginia. They do NOT decrease traffic and accomplish nothing that is promised by the private partners who stand to profit from their construction. Further, such tolls are regressive.

Cutting through swaths of parkland and encroaching on neighborhoods for so little return is senseless. Increased pollution from backed-up traffic running into our waterways is something to avoid, not enhance. MDOT has NO standards for lighting and has now begun using glaring daylight level white LED lighting instead of warm LED lights. It causes safety issues when driving as the eye needs less extreme glare at night. It causes light pollution to the surrounding neighborhoods. It causes harm to migratory birds, nocturnal confusion for reptiles and insects thus decreasing populations.

"[W]hile LEDs are cheaper than previous alternatives, they come with hidden costs. People tend to overuse them and over-illuminate areas, and without proper shielding, these much brighter bulbs cast large amounts of wasted light in all directions. What's more, the inexpensive white LEDs often found in street lights emit wavelengths of blue light that bounce around in the atmosphere, potentially increasing sky glow. These wavelengths are also known to affect animals— including humans—more dramatically than lights emitting in other parts of the spectrum."

" Light pollution has a significant impact on our environment. For example, it can alter the migration paths of turtles and birds as well as animals' nesting and mating patterns. Light trespass can cause birds to crash into towers, because it interferes with navigation."

Lastly, authorizing an \$11 billion dollar, massive project like this after three current failure of the Purple Line project is truly absurd.

Citations -

<https://www.darksky.org/what-you-should-know-about-bird-migration-and-light-pollution/>

<https://www.nationalgeographic.com/science/2019/04/nights-are-getting-brighter-earth-paying-the-price-light-pollution-dark-skies/>

<https://www.darksky.org/5-popular-myths-about-led-streetlights/>

<https://www.eaton.com/us/en-us/company/news-insights/lighting-resource/trends/light-pollution-and-led-technology.html>

## Deborah Nathanson

I oppose this project and support the NO-BUILD option. Widening 270 at this part of the highway will create a LARGER bottleneck. And, in the time it will take to construct this, traffic will have increased enough to make any benefit from the additional lanes moot. I am from Los Angeles, and lane widening never lasts long enough to be a viable solution. In this particular case, it will make it worse. We need alternative solutions, like rail transport, high-speed busses, and better commuter options, not widening in one small area for an elite group that will make traffic worse for the majority.

## Carol Nau

I oppose the I-495 and I-270 project. I support the no-build option.

Flawed Process: The pre-ordained conclusions; the rush; the lack of transparency especially for underlying data and how traffic modelling is done; surprises keep coming for example about taxpayer subsidy and WSSC subsidy for replaced infrastructure; emphasis on providing for more cars but not enough on other solutions such as better transit and tele-commuting, Rockville the most impacted municipality was blind-sided by the state on this; the possibility that the state may seek environmental waivers (e.g., waivers on Storm Water Management facilities); how does this all get negotiated out and how are the contracts formed? ; what are the taxpayer and residential protections?;

# Nancy Navarro

Dear Maryland State Highway Administration,

As someone who was raised in Maryland and who recently returned to live here after many years, I have been supremely disappointed to find that the SHA, the Governor, and his administration are continuing to pursue the Beltway/495 expansion project after numerous issues have already been raised by local governments, park and planning commissions, residents, state legislators, and others. These issues remain unaddressed.

It is clearer than ever that this project has a life of its own not because of public need or desires, but because of the forces of lobbyists who are eager to join in a P3 project that promises them untold billions in revenue, regardless of whether the expansion and toll lanes are needed.

One aspect that I don't think has been brought out enough: The growth of telecommuting and the accompanying decrease in traffic. Due to the coronavirus pandemic, obviously traffic has been greatly reduced, and signs are that this lesser volume will continue into the future. A recent survey by the Metropolitan Washington Council of Governments found that nearly 60% of employers expect higher levels of telework to continue after the coronavirus pandemic is over, compared to 35% who expect the previous, lower pre-pandemic policies to be renewed.

And, the National Capital Region Transportation Planning Board also found that more than half of employers anticipate long-term increases in teleworking as a result of the pandemic. According to the TPB report, the average share of employees who teleworked grew to 82 percent from 36 percent at workplaces that already had telework options in place. And it is widely conjectured that once employers/employees find that telework actually works (and I have personal experience, having successfully worked remotely from my workgroup for years at a Fortune 500 company), they will find little reason to remove or drastically limit this option.

Finally, lest planners still think that the increase in telecommuting is temporary and only pandemic-driven, there's evidence to show that this is not the case. As one example, according to a report released by the University of Virginia, between 2015 and 2018 (the last year for which this data was available), the number of Americans who primarily teleworked rose by over 1.6 million, after increasing by less than 1.5 million between 2000 and 2010. In Virginia alone, if the teleworkers were grouped together as an industry, it would easily be that state's fastest growing industry, increasing by 43 percent since 2010.

Is anyone in a position of responsibility for this project taking these teleworking statistics into account? It should vastly change traffic and revenue projections.

I also think there are a multitude of flaws in the proposed project for other reasons. Mr. Gary Hodge has written of these in Maryland Matters, and I concur, after doing additional research of my own. Here are his points with some additional comments from me in some cases:

1. The DEIS shows that this plan fails to address the original purpose  to relieve traffic congestion

2. It doesn't deliver significant savings in reduced travel times ♦ only a few minutes at most.
3. Congestion will, by design, continue on the "free" lanes; otherwise the incentive to pay for the toll lanes would be gone. And this just further exacerbates inequality based on economic levels, putting the most burden on those who need to regularly commute.
4. Tolls to use the express lanes will be costly during peak rush hours. The example that occurred on I-66 in Virginia was (roughly) \$45 on some occasions and the system was said to be "working as designed." This literal "highway robbery" should not be viewed as acceptable by anyone.
5. The viability of the project is questionable without public funding, which contradicts original assurances from the Governor on down.
6. It shifts financial risk from the private sector to the state, with taxpayer subsidies that could count against the state's debt limit.
7. It would reduce the state's fiscal capacity for investment in rail transit and other multi-modal infrastructure.
8. Future toll revenues are unknown. This is a HUGE gamble, and with telecommuting becoming more the norm (see my comments before this list) it is an even riskier bet.
9. Construction costs are incomplete and likely to exceed estimates (when have they not? ).
10. Moving WSSC water and sewer infrastructure in the project's path would cost an additional \$1 billion to \$2 billion that was not originally mentioned.
11. There will be loss of protected parklands, and impact on 1,500 properties.
12. "Limits of disturbance," the area to be disturbed by the construction, access to construction sites and storage of heavy equipment, will need to be expanded.
13. There will be a significant increase in stormwater runoff to rivers and streams.
14. There is no standalone transit option; public transit alternatives were eliminated from consideration. This in and of itself seems not only flawed but deliberate, much as other alternatives like trains were not well-developed in the U.S. due to pushing through of the Interstate Highways. Can we not learn from our mistakes?
15. Details of the "Capital Beltway Accord" between the governors of Maryland and Virginia are unknown; no written agreement has been made public.
16. There is no provision for accommodating rail transportation on the new American Legion Bridge. Again, back to the lack of mass transit alternatives.
17. Rush-hour traffic north on I-270 would be worse, not better; travel times to Frederick for all alternatives would be worse.
18. Upper I-270 is included in Phase 1 of the 495-270 P3 project, but is excluded from this Draft Environmental Impact Statement. Why? What is being hidden by this?
19. The toll lanes will impact local road networks, where there may be no excess capacity or potential for expansion, and what these are have not been researched or included in the DEIS. Local governments will be "stuck" essentially cleaning up the messes (traffic jams) that will occur on arterial roads, without any say in the matter.
20. A state plan that maximizes driving and perpetuates automobile-dependence for the next half-century fails to respond to the climate change crisis.

Unfortunately, most citizens are too caught up in their busy lives, now made more stressful by the pandemic, loss of income, the divisions in our country, and in the worst case illness or even deaths due to coronavirus to be aware enough of the issues with this project. I hope you will take the comments from concerned citizens like me as representative of many others who simply don't have the luxury of enough time to pay attention to this project.

I strongly urge you to reconsider this plan. At least address the many omissions raised by Mr. Hodges and other issues, including illegalities, raised by 69 members of the General Assembly.

Thank you.

Michelle Neary

I oppose the I-495 and I-270 project. I support the no-build option.

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**From:** Lisa Choplin <LChoplin@mdot.maryland.gov>  
**Sent:** Friday, October 2, 2020 2:03 PM  
**To:** Caryn Brookman (Consultant)  
**Cc:** MLS-NEPA-P3  
**Subject:** FW: expansion of I-270 and 495

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**From:** Carol Nerenberg [REDACTED]  
**Sent:** Friday, October 2, 2020 1:57 PM  
**To:** Lisa Choplin <LChoplin@mdot.maryland.gov>  
**Subject:** expansion of I-270 and 495

I support the no-build option.

Carol



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COLDWELL BANKER RESIDENTIAL BROKERAGE

CAROL NERENBERG

[REDACTED]  
REAL ESTATE [REDACTED]

PERSONAL: [REDACTED]

**Name:** Susan Nerlinger

**Date/Hearing:** 8/20/2020

**Type/Session:** Live / Morning

**Transcription:**

My name is Susan Nerlinger (N-E-R-L-I-N-G-E-R). I live at [REDACTED] Rolling Meadow Way in Olney, Maryland. [FACILITATOR SPEAKS] I'm against adding toll lanes to I-270 and I-495. I support a No Build option. There are four main reasons for my position. 1.) Toll lanes are not an equitable solution to the congestion problem. 2.) Travel demand management is the best way to alleviate congestion. 3.) The proposed toll lanes are designed to accommodate traffic growth at a time when we must reduce vehicle traffic and greenhouse gas emissions. And, 4.) the Draft Environmental Impact Statement does not include the required comparison of effects on Environmental Justice communities and non-EJ communities. Toll lanes are not an equitable solution to the congestion problem. The proposed toll lanes only turn congestion into an opportunity for a private company to make a profit. They would not solve the problem of traffic congestion at all and would not help millions of commuters by offering all of them equitable access to a congestion solution. With toll lanes, a few commuters who are willing to pay expensive tolls are able to exit traffic congestion in order to speed along on congested toll lanes. Everyone else is left behind to wait in backlog. So the success of toll lanes depends on the continuation of congestion, not its elimination. And there is no guarantee that the number of people who will exit congested lanes will make the commute any better for those left in non-toll lanes. In fact, Appendix C, page 123, Tables 5.5 and 5.6 showed that in many situations, toll lanes will result in more congestion for drivers in the general purpose lanes, specifically important to the ten scenarios articulated. And that's the problem. The power of government should be used to develop solutions to problems that are equitably available to all of us. The public transit option that would give everyone the opportunity to avoid slow, stressful commutes is an example of a more equitable solution. The DEIS, however, considers neither a public transit option nor a travel demand management option. In November of 2017, however, the Regional Transportation Planning Board determined that travel demand management would be the most effective strategy of 10 strategies, including toll lanes that were analyzed for congestion reduction.

It published a study of alternatives for getting, giving citizens that shorter commutes, less time and traffic and better access to jobs and airports. The most effective strategy was found to be travel demand management and not express toll lanes. Travel demand management includes employers encouraging more teleworking, providing transit and van pool benefits, and other measures. This would cut daily, daily vehicle hours of delay by 24 percent, according to the TPB study. Again, the DEIS did not include travel demand management in its analysis. Also, the toll lanes do not reduce greenhouse gas emissions, as required by the state of Maryland's Greenhouse Gas Reduction Act.

And finally, it does not compare. The DEIS does not compare the impacts on environmental justice and non-environmental justice communities as required by law. Putting more cars on more roads is not sustainable and cannot give us real solutions that reduce greenhouse gas emissions and congestion. [FACILITATOR SPEAKS] Again, I am in favor of the No Build option. Thank you very much.

## Ali Nesson

I oppose this project and support the NO-BUILD option. Widening 270 is not going to help with congestion. Also, luxury lanes are unnecessary and will not help most of the commuters while hindering traffic for those who cannot afford to pay the fees. Finally, with the pandemic, it has become increasingly normalized to work from home and I believe many of workplaces will allow more flexible teleworking schedules even after covid, which would ease traffic.

**Name:** Jason Neuringer

**Date/Hearing:** 8/25/20

**Type/Session:** Live/Evening

**Transcription:**

Hi, my name is Jason Neuringer (N-E-U-R-I-N-G-E-R). My address is [REDACTED] Westbury Road, Rockville, Maryland. I'm here...I'm here today to ask you to listen to the people in Montgomery County, Prince George's County, and Frederick County which has the overwhelming support, and by some measures nearly 70 percent of support, in regards to supporting widening 270 and 495. I've read the Draft EIS Study and it is a monstrosity of a bureaucratic red tape, environmentalist pandering, and is not just mind-numbing, but insulting. To give you a reference, the Draft EIS is about 18,000 pages long. If you download the Internal Revenue Code in the United States Code, also known as Title 26, the file is 6,500 pages long. Are you telling me a 44 mile stretch of road is to be more complicated than the entire United States Tax Code system? Think about that for a second. I can sit here and cite statistic after statistic; explain how bad or traffic is. I can cite to you how nearly every major and reputable traffic analysis study ranks our region as dead last.

Think about that for a second. Not near the bottom, or close to the bottom, but dead last. Worse than New York; worse than LA; worse than Chicago. Even during this pandemic, we are still ranked dead last. The time is now to build and improve our roads -not when it's too late. When this pandemic ends and people get back to work, are they going to jam themselves back into crowded, germ-filled Metro or mass transit? No, they're going to drive. AAA as already noted, this is one of the busiest travel summers in history, despite widespread quarantine. Why? Because people are not flying, they're driving. There is a vocal group of naysayers who are opposed to this. They are wrong. It is clear from their arguments that they never travel either road. Because if they did, they would drop their opposition in a second. They are not opposed to the solution, but any solution. They're more interested in making noise than finding solutions. For example, some have noted that in 18,000 pages, we do not have enough analysis done. That is ridiculous. Some of these naysayers promoting mass transit are the same ones opposed to the Purple Line. How many of them are there really out there? Five thousand; 10,000; 15,000? Are we really going to let 15,000 noisemakers screw over the other six million people who live in the DC Metro? It is time to move forward and it is time to widen 270 and 495. Thank you.

---

**From:** Jim Neustadt [REDACTED]  
**Sent:** Monday, November 9, 2020 10:52 PM  
**To:** 495-270-P3  
**Cc:** 495CABE@gmail.com; treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov; Councilmember.Friedson@public.govdelivery.com; Gabriel.Albornoz@montgomerycountymd.gov; marc.korman@house.state.md.us; ariana.kelly@house.state.md.us; sara.love@house.state.md.us; senatorsusanlee@gmail.com; Evan Glass; Councilmember.Hucker@montgomerycountymd.gov; Councilmember.Rice@montgomerycountymd.gov  
**Subject:** Opposition to 495/270 Expansion

Subject: Opposition to 495/270 Expansion

October 9, 2020

From: Jim Neustadt  
[REDACTED] Bellevue Drive  
Bethesda, MD 20814

Greetings,

First let me state unequivocally that I oppose any expansion of I-270 and I-495.

I am a resident of Locust Hills that borders 495 directly to our north and 355 directly to our west. This is right where 270 and 495 converge.

Our house on Bellevue faces the Beltway. I can already see interstate signs from our front window. I can only imagine what my neighbors and I will see with elevated toll roads and, of course, there will be additional noise.

In addition, several of my neighbors across the street, those whose back yards directly butt up to the beltway, would lose some of their land. That would bring the construction, the highway and the noise much closer to their homes and to the homes of those of us who live across the street. And there is no rational reason for it.

As I write this, the Montgomery County Council is finalizing its objections to the Draft Environmental Impact Statement (DEIS), which is due today along with all other comments. They are expected to send MDOT back to the drawing board with a whole host of objections that are now well-known.

One involves the State's lack of studying a way to make better use of the Inter County Connector (ICC). As a commuter to The Washington Suburban Sanitary Commission (WSSC) and then to NSA, I have seen firsthand from day one that the ICC is underutilized. (Could that be due to relatively high tolls? Not a good sign that the general population could afford the 270/495 toll lanes)

Which leads to another objection, the exorbitantly high tolls that are expected on the privately-operated interstate. There are also potential aftereffects of the Purple Line construction collapse, environmental damage, and perhaps most of all, STUDIES SHOW THERE WILL BE NO LONG-TERM RELIEF FROM CONGESTION created by this proposal.

That is the short list.

Having reverse-commuted for many years from home onto northbound I-95 to Laurel, I think reversible rush hour lanes is one solution, or potentially part of a multi-faceted plan, that could reduce traffic during the morning and afternoon rush hours with a much smaller price tag.

But let me focus on an area where I have some measure of experience; water rates and water infrastructure.

The costs of moving utility infrastructure - water, electric, etc. – are not included in the projected costs of the State's plans. That is not customary, nor is it acceptable. While WSSC does not yet have the specifics from the MDOT/SHA, it did look at Alternative 10, the one with the widest expansion. The cost estimate for that option is \$2 billion (B) dollars over the lifespan of the project. The 2 million residents of Montgomery and Prince George's County could be forced to pay for that in the form of higher rates. That is about \$2,200 over 20 years for every customer, or roughly \$110 per year, or \$9.10 a month...a 277% increase, according to WSSC.

If I recall, that \$9.10 is higher than most of the rate increases during my 11-year tenure (2006-2017), a time when we were raising rates and fees to create an infrastructure renewal plan as well as bring customer service technology into modern times. Aging infrastructure is a problem nationally, not only for pipes, but for building facilities and water plants and wastewater treatment plants. Kudos to County Executives, County Councils and Commissioners during my last several years at WSSC for having the courage to act to address a potentially catastrophic situation.

The \$9.10 a month required by the 270/495 expansion would be *in addition to* yearly operational and capital cost increases (resulting in higher rates) that are determined

every year by both counties. The result will be **an additional and sizeable rate burden for WSSC customers, particularly those who can least afford it.**

Historically relocation costs have been split by WSSC and the State, depending on whose assets were on the property first. That has not yet been determined. But in my opinion, it is just not fair or acceptable for the residents of the two counties to foot *any* relocation costs for water or any utilities.

The indication here that the estimates of the costs of this project are incomplete and by the time the "final" cost estimates come in (and the subsequent, all-but-certain changes are added) it could be easy to run into the same kind of trouble as the Purple Line.

Let me also briefly discuss public-private partnerships (P3). My office was responsible for publicizing three of them at WSSC. Green, creative projects. The first involved a wind power initiative with the former Constellation Energy. WSSC and Energy Manager Rob Taylor received several state and national awards.

The other two involved solar power. WSSC contracted with local utilities and local, privately-owned solar contractors to build fields of solar panels at two wastewater treatment plants, providing approximately 17% of the power needed to run those plants. WSSC received lower electricity costs and could sell any excess power back to the power grid. Win, win, win. P3 was a W3. These innovative projects today still help to minimize rate increases to the benefit of WSSC customers.

What I don't understand is who would benefit from this P3 highway project besides the private company that builds, owns and sets the rates on the toll lanes? No one that I see. The same people who were stuck in traffic will still be stuck in traffic. Utility bills will go up. And those who can afford the high tolls will zip along.

So, as it is now, there is a proposal for a project that does not make financial sense, does not make environmental sense and most of all, will not achieve its goal...reducing rush hour traffic on the beltway.

While I believe in general our community and nation need new, more creative approaches to transportation, I am not a total naysayer when it comes to road construction on the local, state or federal level. Each case must be judged on its merits and all reasonable alternatives examined.

**This project just doesn't measure up.**

Jim Neustadt  
[REDACTED] Bellevue Drive  
Bethesda, MD 20814

Jim

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**From:** Carol Nezzo [REDACTED]  
**Sent:** Monday, November 9, 2020 8:52 PM  
**To:** MLS-NEPA-P3  
**Subject:** 495 expansion

**TO**

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

**FROM**

Dr. Carol Nezzo

[REDACTED] Amherst Road  
College Park, MD 20740  
[REDACTED]

Dear Lisa B. Choplin,

I oppose the highway expansion project.

I support a "no build option."

My desire is to go forward to reduce climate pollution, not backward. I believe the expansion would be a step backwards to reduce climate pollution.

Sincerely,

*Carol Nezzo, Ph.D*  
[REDACTED]

Brian Ng

I support the no-build option

# Linh Nguyen

I oppose the I-495 and I-270 project. I support the no-build option.

The financial burden as well as environmental burden of adding more cars are probably the biggest concerns I have. Time and time again, widening lanes is a stop gap solution until it just gets filled up again. We need to invest in better ways of addressing the traffic such as better public transportation.

The money can be better placed even for better internet infrastructure. This pandemic has show what work from home can do. We can easy the reliance of road transportation and get more bang for our buck by making sure we have good, reliable internet that can reach more people where they are now.

Widening/tolling is not the way to go. We need to incentivize work from home and bolster public transportation.

# Clayton Nickel

I, Clayton A. Nickel, oppose this project and support the NO-BUILD option.

## Ralph Nitkin

Although I use the I-495 and I-270 corridor for a part of my regular commute and also leisure activities, I am NOT in favor of further widening these roads. While this may have provide short-term relief of traffic flow, it would only incentivize more flow through this corridor and further building in the accessing regions - and then in a few years we would be right back to this level of congestion but just across a wider roadway.

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**From:** [REDACTED]  
**Sent:** Friday, August 28, 2020 8:15 PM  
**To:** MLS-NEPA-P3  
**Subject:** Tolls on 270

Wow how can it even be considered!!!

Look at the mess tolls created ON THE BELTWAY IN VIRGINIA!!!! Such a waste !! I am wonder how many lawmakers received payoffs !!

Only the toll company is happy. they could have added additional lanes and saved money and eliminated the profit to the private company PLEASE NO TOLLS

Raise taxes, sell bonds, anything

Is better than what VA DID.

Sent from my iPhone

# Andrea Noda

To whom it may concern,

I oppose the I-495 and I-270 project. I support the no-build option.

The pandemic will permanently change work, commuting, and development patterns. The pandemic's long-term effects on traffic are unknown. I think it is most prudent, at a minimum, to pause the P3 until the long-term impacts can be adequately assessed.

Additionally, I am concerned about the project's burden to taxpayers, the length of time construction will require, and the noise and air pollution generated, particularly given that my children's middle school (Julius West) is right next to I-270. I am also very concerned that neighborhood businesses, parks, and houses will be taken down to accommodate a plan that has highly uncertain projections underpinning its effect on traffic and commuting patterns and could actually make the situation worse.

I support the consideration of reversible lanes on I-270 after more is known about the long term effects of the pandemic on traffic, and I support increased use and support of public transit.

Thank you for your consideration.

# Joshua Noda

To whom it may concern,

I oppose the I-495 and I-270 project. I support the no-build option.

The pandemic will permanently change work, commuting, and development patterns. The pandemic's long-term effects on traffic are unknown. I think it is most prudent, at a minimum, to pause the P3 until the long-term impacts can be adequately assessed.

Additionally, I am concerned about the project's burden to taxpayers, the length of time construction will require, and the noise and air pollution generated, particularly given that my children's middle school (Julius West) is right next to I-270. I am also very concerned that neighborhood businesses, parks, and houses will be taken down to accommodate a plan that has highly uncertain projections underpinning its effect on traffic and commuting patterns and could actually make the situation worse.

I support the consideration of reversible lanes on I-270 after more is known about the long term effects of the pandemic on traffic, and I support increased use and support of public transit.

Thank you for your consideration.

virginia noel

I oppose the I 495 and I-270 project. I support the no-build option. This project solves nothing and is a major expense and terrible for our environment.

## Linda Norkin

I support the no-build option for the following reasons: (1) Projected negative impact on the YMCA, an important local resource for all ages and all income groups in the larger Silver Spring, Takoma Park and Wheaton areas. (2) Projected negative impact on the families living near the projected build, including enduring broader negative environmental impact. (3) Money would be better spent on mass transit projects that discourage use of individual vehicles for both social equity and environmental reasons. (4) There's a certain 'if you build it they will come' aspect to highway widening: It seems to create more congestion rather than less. Thank you for carefully weighing my opinion and others as you decide whether to pursue this project.

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**From:** Alain N [REDACTED]  
**Sent:** Thursday, October 29, 2020 2:03 PM  
**To:** MLS-NEPA-P3  
**Cc:** Councilmember.Hucker@montgomerycountymd.gov;  
councilmember.glass@montgomerycountymd.gov;  
Councilmember.Riemer@montgomerycountymd.gov; [REDACTED]; Rubin, Carol;  
Jane Lyons; Ben.Kramer@senate.state.md.us; jheanelle.wilkins@house.state.md.us;  
lorig.charkoudian@house.state.md.us; jamie.raskin@mail.house.gov  
**Subject:** Comments on the DEIS (re: the I-495 & I-270 P3 Project)  
**Attachments:** DEIS Comments (from Norman, Mo.Co., Oct. 2020).docx

Dear Sir, Madam,

Please find attached my feedback on the Draft Environmental Impact Statement (DEIS) concerning the current proposal for expansion of the Beltway and/or I-270.

I have focused my observations on what I respectfully consider to be several of the flawed rationales ("needs") listed near the beginning of the DEIS. For, if the initial bases for the current proposal are as inadequate as I think, then the project probably needs to be significantly revised. Thus, I would respectfully request that MDOT/SHA take the lead in crafting a plan that befits 21st C. circumstances (not mid-20th C.), as I also indicate in the attached.

Thank you for the opportunity to offer some constructive, if perhaps unflinching, feedback. Rest assured that I am positive that we Marylanders have the capacity to devise and implement more far-sighted approaches to deal with what are, admittedly, difficult and intertwined transportation, environmental, and financial challenges.

Please let me know if you have any questions, or if I can be of further assistance - albeit as a concerned citizen, not an expert.

Sincerely,

Alain Norman  
[REDACTED] Dale Drive  
Silver Spring, MD 20910

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**From:** Alain Norman [REDACTED] Sent You a Personal Message [REDACTED]  
**Sent:** Wednesday, July 15, 2020 3:49 PM  
**To:** 495-270-P3  
**Subject:** Extend the I-495 and I-270 comment period to at least 120 days

Dear Lisa Choplin,

Dear Sir, Madam,

I write to ask that more time be provided for the public to comment on what currently appears to be an \$11 billion plan to add more lanes - and toll lanes at that - for more cars on the Beltway (I-495). Not only is more time needed to review a recently released environmental study, but improbable claims that taxpayers will not be ultimately liable need to be rebutted. Further, SHA should have time to develop truly multi-modal alternatives, and not stick with an old-fashioned, car-centric approach. Having SHA go back to including light rail, BRT, or other solutions - which were mysteriously rejected early on - will take time. Accordingly, providing everyone more time, including MD authorities, to review the impacts of the "Lexus lanes" option, and - more importantly - to find more energy-efficient and more socio-economically just options (in lieu of non-viable toll lanes) would benefit current and future tax-paying residents and drivers in Maryland. Thank you.

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.?

Sincerely,

Alain Norman  
[REDACTED] Dale Drive  
Silver Spring, MD 20910  
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lindsey Mendelson at Sierra Club at [REDACTED] or [REDACTED].

DELIVERED ELECTRONICALLY:

Lisa B. Choplin, DBIA  
Director, I-495 & I-270 P3 Program  
MD Department of Transportation State Highway Administration  
707 N. Calvert Str.  
Mail Stop P-601  
Baltimore, MD 21201

October 28, 2020

Dear Ms. Choplin,

I write to voice my strong opposition to the abysmal idea of adding toll lanes to the Beltway and I-270 – which concept seems to be based on the flawed set of “needs” found in Section 1.2 of Chapter 1 of the “Draft Environmental Impact Statement” (DEIS).<sup>1</sup> Please record that I do not support the project, as currently conceived, and the only alternative I can support is the “no-build” option, at this time. I also request, with thanks in advance, that this letter be included in the official record of citizens’ responses to the DEIS.

The core problem with the Beltway / I-270 expansion project is that it fails to ask the right fundamental question: That question is not “How do we accommodate more cars in coming years?” – The true question is: “How, in coming years, do we help more people to move about in fewer vehicles?”

If the first, narrow, understanding of the problems facing this area (and the United States more broadly) were the right one, then the proposed “solution” – of grafting more cement lanes onto the Beltway for more cars – might not be wrong. However, even an ordinary citizen like me can see that – for environmental, demographic, and national security reasons – MDOT/SHA and Maryland’s leaders must do better, and devise innovative, sustainable, and more socio-economically just solutions.

Accordingly, I respectfully request that MDOT and Maryland’s leadership start over, and come up with a plan for projects that are not so car-centric (or, so focused on “traffic,” if I correctly grasp the use of that term in the DEIS), and that would be better suited to the current and future needs of Maryland taxpayers and of Americans, more broadly.

Moreover, serious concerns about the project’s financial viability, and the role of Maryland taxpayers as the ultimate guarantors of private firms’ profits, exist.

Allow me to elaborate, taking each of the above points in turn, as follows:

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<sup>1</sup> The DEIS, as found at: [https://495-270-p3.com/wp-content/uploads/2020/07/DEIS\\_Ch1\\_PurposeNeed.pdf](https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_Ch1_PurposeNeed.pdf).

*Pressing Environmental Concerns Require Revision of the DEIS' First "Need"\**

First and foremost, it is clear that the world is facing a climate crisis due largely to humans' massive use of greenhouse gas (GHG) producing hydrocarbons.<sup>2</sup> The transportation sector remains one of greatest sources of these damaging GHGs, largely because cars and trucks use gasoline and diesel. It would therefore be logical to seek to reduce GHGs – and to move towards the Maryland General Assembly's goal of GHGs reductions<sup>3</sup> – by reconfiguring as much of Maryland's transportation sector as possible to reduce, not encourage, the use of vehicles that use gasoline and diesel.

Leaving aside our Assembly's desires, some Maryland politicians, or MDOT/SHA, may wonder: What do GHGs and climate change have to do with this project? Actually, Maryland is already feeling the impacts of the short-sighted approach of staying in our GHG-generating rut: Maryland has lost numerous islands in the Chesapeake Bay area due to subsidence and sea-level rise – the latter being due, in notable part, to GHGs.<sup>4</sup> Maryland will likely have to pay more and more to protect or relocate coastal communities in coming decades, if more is not done to curb GHGs.

Given this harsh reality, the project should be reoriented to focus on developing something like coherent networks of light (electrified) rail lines, and/or of bus-rapid-transit (BRT) lanes, to move more people in fewer vehicles.<sup>5</sup>

Moreover, expanding or creating light rail and BRT systems would be the logical ways of ensuring "trip reliability" (the DEIS' second "need" listed under section 1.2 of Chapter 1, pg. 1-4). After all, buses, trains, and trams are intended to move on

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<sup>2</sup> In addition to GHGs, other downsides of our current massive hydrocarbon usage include oil spills and other forms of pollution that damage human and animal health.

<sup>3</sup> See, e.g.: <https://climatechange.maryland.gov/plan/>

<sup>4</sup> See, e.g.: [https://nwf.org/Global-Warming/Effects-on-Wildlife-and-Habitat/Estuaries-and-Coastal-Wetlands/~media/PDFs/Global%20Warming/Reports/FullSeaLevelRiseandCoastalHabitats\\_ChesapeakeRegion.ashx](https://nwf.org/Global-Warming/Effects-on-Wildlife-and-Habitat/Estuaries-and-Coastal-Wetlands/~media/PDFs/Global%20Warming/Reports/FullSeaLevelRiseandCoastalHabitats_ChesapeakeRegion.ashx) and [https://www.mdsg.umd.edu/sites/default/files/2019-12/CQ\\_v13n2-3\\_0.pdf](https://www.mdsg.umd.edu/sites/default/files/2019-12/CQ_v13n2-3_0.pdf).

<sup>5</sup> It is good to see that section 1.3.2 (pg. 1-7) claims that the project would facilitate access to public transit facilities such as Metrorail ("by improving connectivity") but, even if the construction of "Lexus Lanes" incidentally helps people access "park and ride lots," this is not (repeat: not) the same as designing and building a comprehensive multi-modal public transportation system that could handle much of the projected growing population's mobility needs, while also curbing GHG emissions' growth. (See also this letter's next section, addressing "trip reliability".)

established schedules. What could more clearly “ensure trip reliability” than properly functioning, on-time, mass transit options?<sup>6</sup>

Others commenting on the DEIS have, and will, underscore the immediate – and negative – environmental impacts on our area, e.g., the likely damage that will be done to environmentally unique Sligo Creek. Certainly, the Maryland-National Capital Park and Planning Commission has consistently raised alarm bells.<sup>7</sup>

In short, the first “need” of the project, listed under section 1.2 of Chapter 1 of the DEIS is unduly narrow, and thus inappropriate: This “need” appears to assume that “traffic” just means cars and trucks. But, surely, the proper question is that of facilitating “transportation.” Getting the conceptual scope right would enable MDOT/SHA to realize that the real need, now and going forward, is to reduce the number of people moving in individual cars, if MDOT/SHA is truly serious about trying to reduce congestion.<sup>8</sup>

*Population Growth Means Public Transportation Is Needed to Achieve “Trip Reliability” (the second “need” in the DEIS)*

Second, if – as MDOT/SHA indicated during testimony in the summer of 2020 before Montgomery County’s Transportation and Environment Committee – population density will likely increase in the D.C. area and the I-270 corridor, then that is all the more reason not to accommodate more cars. That is, if much of Montgomery and Prince George’s counties are becoming more urban-like, that would logically lead to

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<sup>6</sup> As it is, people in the D.C. area are already quite able to gauge how long it will take them to travel on the Beltway: If it is “rush hour” then one has to plan for the trip to take more time. If it is 2 or 3 a.m., one can sail along the Beltway – within the speed limit, of course! All the current MDOT plan would do is let those willing, or desperate enough, to pay to have the privilege of driving on somewhat less congested lanes --- yet this “solution” would manifestly do little or nothing to: (a) reduce GHGs, (b) help most people achieve “trip reliability,” (c) improve socio-economic equity in an increasingly stratified, if not ossified, society, (d) reduce the number of cars on the roadway(s), or (e) protect tax-payers from having to guarantee profits for some new, literal, “Beltway bandits.”

<sup>7</sup> See, e.g.: <https://bethesdamagazine.com/bethesda-beat/transportation/could-the-parks-system-use-its-land-as-leverage-in-i-270-beltway-project/> .

<sup>8</sup> Unfortunately, whether MDOT/SHA, or Maryland’s current leadership, is serious about reducing congestion remains an open question, because: (A) “congestion” only seems to have become an official concern after public uproar over initial indications that this project’s major aim was just to ensure “trip reliability”, and (B) builders / operators of the anticipated toll lanes will make money only: (i) if there is enough congestion on the “general purpose” lanes that some drivers will feel compelled to use the toll lanes, and/or (ii) if Maryland taxpayers are made to cover any shortfalls that may arise in the builders’ / operators’ profits.

a need for more public / mass transportation options. Yet, section 1.3.2 of Chapter 1 (“Traffic Growth”) seems to conclude that “managed lanes” appear to be the solution because “the number of vehicles entering the lanes is controlled.” At best, then, managed lanes try to mitigate a symptom (i.e., congestion) of the underlying problem (i.e., too many vehicles, especially cars). Logically and environmentally, then, helping people to move about in high-occupancy vehicles (HOVs), or without recourse to cars, would be a better solution.

It might help MDOT/SHA to take into account that efforts are already underway to alter zoning rules to reduce or alter the post-WW II model of “single-family” dwellings in a manner that would increase the number of housing units per square mile in many areas near the Beltway and I-270. Thus, it is likely that the relatively spread-out housing of 1950’s style suburbia will give way to greater population density in more multi-unit dwellings. If so, then infrastructure to facilitate walking, biking, and/or using public transit (e.g., as is done in the densely populated Netherlands) should become the priority of MDOT/SHA, working closely with those in civil society who are already pressing for “smarter growth.”

*The “Need” to “Accommodate Homeland Security” Is an Insult to Citizens’ Intelligence*

As for national or “homeland” security, the first thing to stress is that – as should be evident to anyone who has been around since the “oil crises” of the 1970’s – America’s failure to lead itself, and its Allies, away from hydrocarbon dependency has been disastrous.<sup>9</sup> The adverse national security aspects of this failure not only include the threats posed by numerous forms of environmental degradation and climate change noted above, but also several wars in the Middle East, and the revenues that various nations – whose dictatorial systems are antithetical to ours – obtain from the sale of hydrocarbons.<sup>10</sup>

Some might say the above observation goes beyond the scope of the DEIS, which feebly tries to justify accommodating homeland security by mentioning the possibility that, someday, there might be a need for “effective large-scale evacuations” (as section 1.6 of Chapter 1 puts it) from the national-capital area.

If “homeland security” officials were willing and able to start practicing even small-scale evacuations of people in this area, the above hypothetical “need” would not be

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<sup>9</sup> See, e.g., an article alluding to the spat between the U.S. and Germany over a pipeline from Russia: <https://www.reuters.com/article/us-usa-russia-nord-stream-completion-idUSKBN1YP061>.

<sup>10</sup> See generally, e.g., the following State Department report on human rights in one major hydrocarbon-producing nation: <https://www.state.gov/reports/2018-country-reports-on-human-rights-practices/saudi-arabia/>. Specific human rights violations have sometimes been associated with the hydrocarbon industry, e.g.: <https://www.theguardian.com/world/2009/jun/08/nigeria-usa>.

so farcical. Having worked on aspects of the U.S. effort to handle (or, sometimes, block) foreign assistance in the wake of Hurricane Katrina, I am directly aware that a suggestion was made that American authorities learn from that disaster and start practicing how to evacuate towns and cities; the idea was to start by practicing with small towns (just as one might start to learn to ride a bicycle on a tricycle) and eventually develop the capacity to handle evacuations from large metropolitan areas. This “after action” (i.e., post-Katrina disaster) suggestion was never taken up, to best of my knowledge.

Accordingly, in the event a true emergency provokes people to try evacuating the D.C. area, it appears that Homeland Security – already an agency with a less than stellar reputation – will simply be unable to direct or control massive numbers of cars filled with frightened and/or enraged people. Instead, there will likely be chaos, road-rage, and – at best – some officials getting “through” (to where?) using their vehicles’ sirens or perhaps brandishing weapons.

Thus, any suggestion that adding a couple of “managed lanes” (which would likely not be manageable in a mass evacuation situation) would somehow reduce congestion is a bad joke, if not a deliberate insult, to all thinking Americans.<sup>11</sup>

To end this section on a more positive note, let me add that although foreign policy is not within MDOT/SHA’s remit, or that of Maryland’s Governor, broader national security concerns could be alleviated – somewhat – if this project were refocused on innovative ways of reducing the use of hydrocarbons by Marylanders. Again, that might well mean building coherent networks of light rail lines, BRT / HOV lanes, and even – for short trips – bike lanes (as well as generally improving the nexus between housing and ready access to jobs and shops).

#### *Caveat Emptor: The Finances of the Plan Are Dubious*

Finally, let me address the financial elephant in the room: Since the push to build “Lexus lanes” (i.e., toll lanes) began, the public has been told that private companies would cover the costs of Beltway expansion. Given that taxpayer funds have already been spent on the scheme, that claim can no longer be made with a straight face.

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<sup>11</sup> For more on the climate change/national security nexus, see, e.g., <https://climateandsecurity.org/a-security-threat-assessment-of-global-climate-change/> ; <https://www.theguardian.com/commentisfree/2015/dec/08/oil-fuels-war-terrorists-isis-climate-movement-peace-cop-21> ; and <https://www.cato.org/publications/publications/climate-change-national-security-balancing-costs-benefits#regional-instability> .

Nevertheless, Beltway-expansion-boosters still suggest that taxpayers will not be on the hook to cover the costs of building and/or operating the possible extra lanes.<sup>12</sup>

Yet, as at least one MDOT/SHA official admitted to me, when we chatted at a community event on Beltway-expansion, it is “too soon” to know whether similar schemes in other parts of the country will prove to be profitable. (Also, based on the experiences of, say, Houston, Los Angeles and Atlanta, one can have little confidence that car traffic won’t quickly fill any new car lanes that might added to the Beltway.) So, although much depends on assumptions made in financial modeling, it is reasonable for all Maryland taxpayers to be concerned that private investors will demand subsidies or guaranteed funding before they will put up their own money. Indeed, as a Montgomery County Councilmember has often said, private firms might well demand clauses in contracts that would stymie possible “competition” from alternative or greener transportation options that could reduce such Lexus-lane investors’ potential profits. How would that be the “free market” operating?

Accordingly, if the proposed “PPP” will not shield taxpayers from various types of costs, then Maryland’s leaders need to consider other, probably more socio-economically equitable, approaches: This might mean simply having the State of Maryland contract with X, Y, and Z firms to build the public (transportation) infrastructure needed.<sup>13</sup>

An official from MDOT once told me that that “there’s no money” for needed and future-oriented infrastructure but, as anyone from the D.C. area knows, the question of whether and where to spend public funds is a question of political will. Thus, lots of American money has been found, somehow, to do things like send men safely to the moon, or to prosecute expensive land wars in Asia, for instance.

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<sup>12</sup> If it is true that the Beltway and/or I-270 are Federal roadways (which, I’ve been told, is why existing lanes cannot simply be turned into toll lanes to reduce congestion during rush-hours), then the idea that Maryland taxpayers may have to provide financial backing for Beltway expansion is even more perplexing: Why then wouldn’t the onus of paying for, or financially mitigating, the costs of spreading more concrete for more cars fall on the Federal Government? Rather, if existing lanes cannot be tolled during rush hours because they are Federal thoroughfares, then that is all the more reason for Maryland’s political leaders to defend the homes, natural environment, and financial interests of citizens residing in Maryland.

<sup>13</sup> This could include, in my view, creating (or, perhaps, building) a lane – within the existing right-of-way only – dedicated solely to “freight trucks,” buses, multi-passenger vans, and HOVs. Doing this would help fulfill the fourth listed “need” in section 1.2. of DEIS Chapter 1 (i.e., “improve the movement of goods and services”), while also helping reduce the total number of cars on the roadway, by supporting public transit in the form of buses (perhaps BRT) and vans, including such as those that move people to/from, say, regional airports or (MARC) train stations.

Ultimately, the relevant inquiry with respect to major projects, such as the one at issue, is: Do our leaders have the ability to see the larger picture and to offer solutions for a better future – or are they only capable of reproducing (like stagnating ancient Egypt or late Imperial China) what worked in the past, but is inadequate for the future?

Maryland is only a small state, but it could help lead the way towards new and better transportation systems (i.e., truly “multi-modal” and/or public) that the rest of the nation could then emulate.

In conclusion, I write in hopes that Maryland’s political and MDOT/SHA leaders can do better than to dish out an old-fashioned (and, overall, harmful) transportation concept (i.e., more cement for more cars), served with dubious claims that Maryland taxpayers won’t have to pay various costs to continue propping up “America’s love affair with the car.”<sup>14</sup>

Thank you very much, and in advance, for your time and willingness to consider new courses of action.

Best regards,

Alain Norman  
Woodside Park / Woodside Forest  
Silver Spring, MD 20910

CC:

- Montgomery County Council Transportation & Environment Committee:
  - o Chair, Tom Hucker, and Members Evan Glass and Hans Reimer
- Citizens Against Beltway Expansion (CABE): Mr. Brad German
- Maryland National Capital Planning Commission: Ms. Carol Rubin
- Coalition for Smarter Growth: Ms. Jane Lyons
- Maryland Legislators:
  - o MD Senator Ben Kramer
  - o MD Representative Jheanelle Wilkins
  - o MD Representative Lorig Charkoudian
- U.S. Representative: The Honorable Jamie Raskin

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<sup>14</sup> A middle-aged, pro-Beltway expansion, participant in a Beltway project community town hall once shouted that the U.S. could never move towards more comprehensive, “European-style,” public transportation systems because of “America’s love affair with the car!” Alas, whether the agitated man likes it or not, our society and planet cannot afford to remain mired old-fashioned approaches to transportation, especially in areas facing population growth and climate change.

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**From:** Eric Norton [REDACTED]  
**Sent:** Wednesday, October 21, 2020 1:23 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Support No Build Alternative

I am writing to oppose widening I-495 and I-270. I support the No Build alternative.

Widening these highways will not achieve the stated goal of congestion relief, will be harmful to the environment, and will risk putting taxpayers on the hook for a private company to make a profit.

All-day, two-way, frequent MARC train service between Frederick and Union Station, would better improve mobility in the 270 corridor, and be more environmentally sustainable.

I urge MDOT to select the No Build alternative.

Thank you for the opportunity to comment.

Eric Norton  
Baltimore, MD 21209

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**From:** [REDACTED]  
**Sent:** Monday, October 19, 2020 11:11 AM  
**To:** MLS-NEPA-P3; aklase@marylandtaxes.gov  
**Subject:** Stop The Madness - Don't Widen the Beltway

Dear MDOT and Mr. Franchot,

Adding more lanes to 495 will not alleviate traffic, period. Nothing you can do will stop massive jams caused by driver ineptitude due to speeding, bad weather, or holiday travel. Adding lanes has not helped alleviate rush-hour traffic in any other locale anywhere. Since that is so, widening the Beltway is clearly revealed as a plan solely designed to make money for politicians and their friends the contractors, who will subsequently bail out when they aren't making enough money, leaving the taxpayers to pay for Lexus Lanes and the infrastructure upgrades for the feeder roads in our neighborhoods. Who do you think will pay those rush hour toll rates? Not the Average Joe. Nope, only the Fat Cats who live in Anne Arundel and Howard counties in their gated-community McMansions, and their traffic alone being on the toll lanes is NOT going to help the traffic at all. If the wealthy want a faster commute, they should do helicopter sharing and go right to Tysons or downtown DC. Or move down here.

Better ideas to consider if in fact you are actually trying to reduce congestion during rush hours:

- 1) divert Virginia-bound cars and trucks to the ICC during the morning rush hour. Eliminate the toll during that time. Ditto for the evening rush hour.
- 2) Use a "reverse" lane on 495 AND 270 during both rush hours. Accomplish this change WITHOUT increasing the footprint of the current roadways, which Governor Hogan promised originally. Liar Liar.
- 3) Eliminate the ICC tolls. period. I have friends in PG County who work in Germantown who can't afford the tolls. Really - how many Fat Cats shell out an hour or more of THEIR daily net income just to get to work? The ICC is under-utilized because of the tolls.

We here in lower Montgomery County have already given several pounds of flesh for the benefit of commuters: the Red Line, the MARC, the ICC (another failed project because of the toll costs), the now-stalled Purple Line AND let us not forget Bus Rapid Transit! What the heck -- haven't we already given enough? Looking at the map of the area of 495 to be widened between 270 and 495, one can CLEARLY see that the individual folks and businesses that will lose their homes, their green space, their parking spaces and their only swimming pool while gaining more noise and air pollution are MINORITY and MIDDLE INCOME people. Wow - thanks rich people and Fat Cat politicians for trying to stick it to us again. There is also no plan to alleviate any feeder road traffic, resulting in even more congestion and pollution, and higher taxes to pay for infrastructure upgrades. It just is not fair. At all.

Finally, apparently none of you - or at least those of you SUPPORTING this daft plan - have paid any attention to either the non-rush hour traffic before the pandemic or the total lack of traffic since mid-March. Commercial property (presumably where the Lexus folks go to for work) is emptying out as businesses go under or figure that in fact they CAN run their businesses differently, without making their employees get on the road every day. Wake up! Stop the Madness Now!

Mae Novak  
Silver Spring MD  
Registered Voter and Home Owner Inside the Beltway, 20910

## David Nyweide

I don't understand how the State can justify this project on the basis "unknown" environmental impacts, as though they can't be assessed in advance. This project would be quite wasteful from an environmental standpoint--more cars, more noise pollution, more disruption for nearby communities, and more trees removed. Adding new managed traffic lanes will not reduce traffic congestion--smarter design of existing on/off ramps would and would have a softer environmental impact.

## Mark Obrinsky

I oppose the I-495 and I-270 expansion. This project isn't worth the cost -- to parks, streams, neighborhoods, taxpayers, and drivers. It would take homes; harm hundreds of acres of parkland, wetland, waterways, and historic properties; and lead to more noise, air pollution, stormwater runoff, and greenhouse gas emissions.

This was supposed to be a free ride for taxpayers, but may now cost over \$1 billion, to which will need to be added up to \$2 billion in costs to relocate sewer lines. With the expansion, water and sewer costs could go up 277% for households in Montgomery and Prince George's Counties. The project could also require tolls more than \$2 per mile to pay off the estimated \$10 billion construction costs. This massive highway expansion is just not worth the price tag and damage it will cause

**Name:** Cecile O'Connor

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Live Testimony/Evening

**Transcription:**

Hi, this is Cecile (C-E-C-I-L-E) O'Connor (O'-C-O-N-N-O-R). My address is [REDACTED] Watson Road, Silver Spring, Maryland, 20910. And I have a couple, I guess very preliminary comments on that DEIS. My first is the Purpose and Need. I think the Purpose and Need is way too narrow. It's unreasonably narrow. It allows highways, Federal Highways and Maryland DOT to screen out alternatives. And some of them are spread pretty good alternative. And I think the way the Purpose and Need is drafted, it's also used to circumvent the 4(f) analysis. And the one example I have for that just right now is during the 4(f) analysis, the analysis of the Transportation System Management Program. Which is a good program. It gets rejected in part because it doesn't provide additional travel choice. I mean, how could it? And it doesn't provide a revenue source. How could it? So you used Purpose and Need to also set up the 4(f) analysis so that you don't have to give full consideration to 4(f) properties. My second point is I think the whole project induces demand. You're gonna bring more and more traffic to the Beltway to 270 and to the areas adjacent to the Beltway. The area where I live and it's about a mile from the Colesville Road intersection with the Beltway and Montgomery County has been trying to study the corridor and increase mobility and reliability on US 29. I don't think that they're considering that your project and I don't think your project is considering Montgomery County's efforts to increase mobility and reliability on US 29. The Four Corners area, which would be one of the exit and ingress entrance points, that is a slow moving area. That is a bottleneck. So any time that is saved on the Beltway- and I don't think there will be time saved on the Beltway- will be lost. You can't you can't make up time in the Four Corners area. My other points are I was looking at the DEIS trying to figure out the third party contracts that were involved. So I went to think it's page 8-2, and there's at least 18 different contractors listed. But I wanted to see who selected them. Highways, MDOT and I wanted to see their disclosure statements, which wasn't there. And then just finally, I just think it's a real shame that you're even considering using the amount of 4(f) properties in parklands. Thank you.

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**From:** Cecile O'Connor [REDACTED]  
**Sent:** Monday, November 9, 2020 3:43 PM  
**To:** MLS-NEPA-P3  
**Cc:** treasurer@treasurer.state.md.us; councilmember.hucker@montgomerycountymd.gov; aklase@marylandtaxes.gov; 495CABE@gmail.com; pfranchot@marylandtaxes.gov  
**Subject:** Managed Lane Study I-495, I-270 DEIS comments  
**Attachments:** I-495 and I-270.pdf

To Whom It May Concern:

Attached please find my comments regarding the DEIS for the Managed Lane Study (I-495 and I-270).

Sincerely,  
Cecile O'Connor  
[REDACTED] Watson Road  
Silver Spring, MD 20910

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To: Via email: [MLS-NEPA-P3@mdot.maryland.gov](mailto:MLS-NEPA-P3@mdot.maryland.gov)

cc: The Honorable Nancy K. Kopp, Maryland State Treasurer,  
[treasurer@treasurer.state.md.us](mailto:treasurer@treasurer.state.md.us)  
Comptroller Peter Franchot, [aklase@marylandtaxes.gov](mailto:aklase@marylandtaxes.gov)  
Councilmember Tom Hucker, [councilmember.hucker@montgomerycountymd.gov](mailto:councilmember.hucker@montgomerycountymd.gov)  
Citizens Against Beltway Expansion, [495CABE@gmail.com](mailto:495CABE@gmail.com)

From: Cecile O'Connor  
[REDACTED] Watson Road  
Silver Spring, MD 20910

Re: Comments regarding the Maryland Department of Transportation State Highway Administration (MDOT SHA) and the Federal Highway Administration (FHWA) Draft Environmental Impact Statement (DEIS) for the Proposed Expansion and Tolling of the Capital Beltway I-495 and I-270 (July 10, 2020).

November 9, 2020.

To Whom It May Concern:

I oppose the proposal to expand and toll the Capital Beltway I-495 and I-270. I support the no action alternative. I live within a mile of the Capital Beltway in Silver Spring, MD. My every day life, including driving, is affected by the Capital Beltway, and the Capital Beltway entrances and exits to Colesville Road, University Boulevard, Georgia Avenue, Connecticut Avenue, New Hampshire Avenue, etc., and I-270.

**The Maryland Department of Transportation State Highway Administration (MDOT SHA) and the Federal Highway Administration (FHWA) Draft Environmental Impact Statement (DEIS) for the expansion and tolling of the Capital Beltway, I-495 and I-270.**

**The DEIS comment period.**

The comment period was too short given the voluminous nature of the DEIS, appendices, studies and the unavailability of DEIS hard copies due to the closure of public buildings pursuant to COVID 19 related orders.

I was unable to review and analyze all of the DEIS material during the comment period. I was unable to download the DEIS because of insufficient disk space. The online version of the DEIS seemed to be missing important information. I considered going to one of the public locations where MDOT SHA claimed to have made the DEIS "hard copy" available. Because of building closures and the pandemic, I decided against in person review. I question whether the sites listed online by MDOT SHA were open during the pandemic and whether the DEIS material was made available to the public.

I maintain the DEIS is inadequate and should be set aside. The purpose and need is unreasonably narrow. The proposed project does not meet its goals. To the extent FHWA, and

MDOT SHA regard the DEIS as adequate, the comment period was insufficient and should be reopened for an appropriate length of time. The DEIS materials should be made available to the public both in portable electronic format and “hard copy” upon request given the pandemic and related building closures.

**The selection of contractors or consultants to prepare the DEIS materials is a Federal responsibility.**

FHWA and MDOT SHA are using contractors and consultants to prepare the EIS. See, DEIS Chapter 8.

In these circumstances, the selection of a contractor, or a consultant, to prepare a NEPA EIS is the responsibility of the lead Federal Agency, FHWA. CEQ 1506.5(c). USDOT Order 5610.1C, par. 13. [https://www.transportation.gov/sites/dot.gov/files/docs/Procedures\\_Considering\\_Environmental\\_Impacts\\_5610\\_1C.pdf](https://www.transportation.gov/sites/dot.gov/files/docs/Procedures_Considering_Environmental_Impacts_5610_1C.pdf)

Because there was no information in the DEIS about the selection of consultants and contractors, I asked MDOT SHA about the process. By email MDOT SHA responded, in part, that the EIS for the Managed Lanes Study is being led by the Federal Highway Administration and the Maryland Department of Transportation State Highway Administration is a joint lead agency and local project sponsor. The preparation of the EIS is led by MDOT SHA personnel with consultant personnel supporting the development. **The consultants working for MDOT SHA were selected by MDOT SHA** using contracts procured using a competitive, qualifications based selection process required under Maryland law. (emphasis added.)

The consultants/contractors preparing the EIS were selected by MDOT SHA, not FHWA, contrary to NEPA, applicable regulations and Agency orders. It appears that there has been no Federal selection of contractors or consultants and no Federal evaluation of contractor disclosure statements to guard against actual or potential conflicts of interest.

**Financial Disclosure Statements from contractors.**

Chapter 8 of the DEIS states it was prepared by FHWA and MDOT SHA with assistance from technical professionals. Chapter 8 lists certain “key preparers.” The consultant/contractor list begins with Blackwater Environmental Group and ends with WRA; there are 17 entities. DEIS Chapter 8, pages 8-1 to 8-3.

The online DEIS does not contain financial disclosures from the listed contractors, consultant personnel, technical professionals or key preparers and this is contrary to NEPA, applicable regulations and orders. DEIS, Chapter 8. CEQ 1506.5(c).

A consulting firm preparing an EIS must execute a disclosure statement in accordance with NEPA and its implementing regulations. The issue is whether the contractor or consultant should be disqualified from preparing the DEIS because of a "financial or other interest in the

outcome of the project" which would cause a conflict of interest. CEQ 40 questions, question 17. This is necessary to preserve the objectivity of the NEPA process.

As a commenter on the DEIS, I am unable to review the disclosure statements and follow up on actual or potential conflict of interests that may exist. There is no information in the DEIS about FHWA or MDOT SHA's evaluation of disqualifying financial or other interests.

As reported by news outlets, lucrative contracts for some of the initial P-3 development may have had potential or actual conflict of interest issues. <https://www.baltimoresun.com/politics/bs-md-transportation-contract-pulled-20180418-story>.

### **The DEIS list of contractors is incomplete. (DEIS Chapter 8).**

MDOT SHA purchased data, services, analytics, or some other material, from StreetLight Data, a private company, and used that material during the NEPA process. <https://www.streetlightdata.com> Although StreetLight Data performed DEIS related work as a consultant or contractor, FHWA and MDOT SHA did not disclose that information in chapter 8 of the DEIS. The DEIS does not contain a financial disclosure statement from Streetlight Data.

### **The DEIS traffic data, modeling and analysis is incomplete.**

From the Managed Lane Study public workshops, I learned that the StreetLight Data products and/or analysis were used in connection with Origin and Destination. In terms of destination, I learned that thirty percent of the vehicles traveling on the proposed toll road or roads are forecast to exit in the areas served by the Connecticut Avenue or Colesville Road exits. I also learned that toll road exits and entrances on Georgia Avenue, New Hampshire Avenue and University Boulevard were rejected because of "no appreciable change."

Because of the potential environmental impact, I requested the StreetLight information or analysis. MDOT SHA refused to provide that information. It is not clear how MDOT SHA can purchase information or analysis from a private company with taxpayer dollars, use that material in the EIS process, and refuse to provide that information to me and to the public in the DEIS. This seems inconsistent with the NEPA.

If thirty percent of the toll road users are forecast to exit on Connecticut Avenue and Colesville Road, that impact would worsen pre-pandemic highway, arterial and surface road congestion. Any alleged time savings from use of the toll road would be lost. I use the word alleged because it seems that FHWA and MDOT SHA can predict time savings only if the vehicle trip starts and ends on I-495 or I-270.

From personal observation, traffic is an environmental, economic and quality of life issue on Colesville Road, University Boulevard, Georgia Avenue, and Connecticut Avenue especially in the areas around the entrances and exits to the Capital Beltway. Additional toll lanes on I-270 and I-495 will bring more traffic (induced demand) to other highway, arterial and surface roads. It is a fiction that congestion pricing on the one or two proposed toll lanes, when added to the existing "free" lanes on I-495 and I-270, will manage vehicle traffic on adjacent highway, arterial and surface roads.

For example, Colesville Road is a proposed entry and exit point for the Capital Beltway toll lanes. Colesville Road has intersections and segments from Tech Road to the Transit Center that **fail** under pre-pandemic conditions. <https://www.montgomerycountymd.gov/dot-dte/projects/US29Study/index.html> (Tables 6 and 7). While Montgomery County is studying improvements, the DEIS does not appear to consider Montgomery County's study and the failing intersections and segments of Colesville Road. The DEIS should be considering these types of studies and information for all of the proposed entry and exit points as well as highways like Georgia Avenue.

### **Conclusion**

Thank you for the opportunity to comment. The DEIS should be set aside and closed as inadequate.

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**From:** m s [REDACTED]  
**Sent:** Sunday, November 8, 2020 10:22 PM  
**To:** MLS-NEPA-P3  
**Subject:** No toll roads. Period.

Toll roads are regressive. Do not use them to expand our infrastructure. They are not fair, expensive for all but the wealthiest and just another way to privatize essential government services.

Thank-you,

Mary O'Connor

# Kathleen Oehl

I oppose the I-495 and I-270 project. I support the no-build option. My street in the College Gardens neighborhood abuts West Gude Drive berm. I oppose the disruption of construction on Gude Drive, the increased traffic of a new interchange from 270. I oppose the destruction of homes and parkland for the widening of 270. I don't believe the P3 financing of the project is sound, as we've seen with the Purple Line debacle. I want to see more bus/ public transportation on 270, not more individual cars.

## Robert Oetting

Our home is 500 ft inside I-495 and 3000 ft from the junction of I-270 with I-495. While we can occasionally hear belt-way traffic, we were aware of it when we purchased and have accommodated to it. However, I fear that adding more lanes to either or both will result in such an increase in traffic so as to have a major impact on our quality of life in our home, from both noise and air pollution. I reject any plan to simply increase the capacity of I-495 and I-270. I believe there are options to increase capacity on other highways in Montgomery County so as to distribute the traffic over an integrated system of highways, and not concentrate it on I-495 and I-270. I believe a new bridge across the Potomac to extend the Intercounty Connector from Gaithersburg to Reston, Virginia, is the correct option and the only option that facilitates further growth in both Montgomery and Fairfax-Loudon Counties.

**Voicemail Testimony added to file on Oct. 23, 2020**

**Name:** Helen O'Hay

**Joint Public Hearing Date:** 9/03/2020

**Type/Session:** Voicemail

**Transcription:**

My name is Helen O'Hay. I live in Rockville, Maryland. I oppose the P3 Managed Lanes program and support the no-build option. I think we really don't need to widen the road at this time because the traffic is so much less. People are working at home. And I think our driving habits are changing. I think it should be re-evaluated in two years in 2022. I think that COVID has really changed our working patterns and people will be working from home and they will not be on the road. Since I live near 270, I can hear all the racing, the motorcycle racing, the car racing, in the evening around 10:00 and past that time and I think if we widen that road, we will have more problems with all of this reckless behavior, and I think it really will become a Hogan's Folly. So I really think it should be reconsidered at a later time when we know what the traffic patterns will be.

## David Ohlrich

I fully support the proposed expansion of I-270, I-495 and the American Legion Bridge. Absent any plan to add another bridge or an extension of MD 200 into VA further west, the addition of lanes, in particular on the spurs to 495 from 270, the addition of lanes on the American Legion Bridge and lanes on the inner loop as it passes Old Georgetown and MD 355 are critical. Under normal traffic circumstances, the lack of adequate road capacity limits economic growth, and adversely impacts the environment with the regular idling traffic on these stretches of road.

## KEVIN OKEEFE

I support the no-build option. I live about 200 yards from the beltway and would be subjected to much higher noise levels and reduction of the green space that is part of our campus.

Elio Oliva

I completely oppose this project and I support the No-Build option.

This will actually worsen rush hour on I-270 North, Destroy 34 homes and adversely impact 1,500 others.

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**From:** MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>  
**Sent:** Thursday, September 10, 2020 1:34 PM  
**To:**  
**Subject:** FW: beltway expansion

**From:** Sandy Olson [REDACTED]  
**Sent:** Thursday, September 10, 2020 10:20 AM  
**To:** MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>  
**Subject:** beltway expansion

I oppose all building options

## Tanya Olson

I am against widening 495 and 270. The process for this huge change has been rushed and has violated numerous policies in place. Gov. Hogan's attempts to bullrush this through are disrespectful to Md citizens at best; at worst, the bullrush is an attempt to hide some sort of corruption. The impact the widening would have on my house is huge; houses in our neighborhood would be destroyed for no benefit except to the companies making money off of tolls. If this is such a great idea, follow the process in place. If the process reveals it isn't, then make a new plan. Do not widen 495 and 270.

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**From:** John O'Neill [REDACTED]  
**Sent:** Monday, November 9, 2020 2:59 PM  
**To:** MLS-NEPA-P3  
**Subject:** Subject: I oppose the widening of 495 and 270.

My name is John O'Neill. I have lived on Whippoorwill Lane in North Bethesda for 15 years. I oppose the widening of 495 and 270 and want to see the NO BUILD option exercised.

My neighbors and I are subject to too much noise and auto emissions already. Also, there are too many single-driver commuters. The proposal to widen 495 and 270 will only make these problems worse.

At a time when we're worried about the long-term health of our planet and the quality of our children's lives in the future, we should expand public transportation and discourage single driver commuters.

It will matter to the lives of our children, and their children, and generations to come.

Respectfully,

John O'Neill

**Name:** Steven Oriol

**Date/Hearing:** 8/25/20

**Type/Session:** Live/Morning

**Transcription:**

Thank you. So, my name is Steve Oriol (S-t-e-v-e-O-r-i-o-l) - like the baseball team without the -e-. I live on Evergreen Street in Indian Spring which abuts up next to 495 here in - here in Silver Spring.

I just wanted to express my concern and opposition to the - the current configuration for the expansion plans as moving from eight to potentially 12 lanes represents essentially a 50 percent increase in pavement, noise, surface water runoff, and pollution. I think the - the complexity of the problem needs to be reflected by having more community input and the - the COVID situation, um, I think warrants a significant pause in some of the assumptions. My understanding is also that a lot of the planned construction and changes are - are really a function of deferred maintenance. So several billion dollars, um of - of the construction plans are -are based on not having been able to keep up with the maintenance and so my I concerned both environmentally and being able to be more efficient in moving people around as opposed to making it easier for single passenger cars with enough money to - to kind of bypass the system is uh - is - is a - is a profound concern. Finally, I would say that the being a part of the neighborhood and the and the community here, um knowing how much of an impact environmentally will -will take place is hard to measure when the information is not as forthcoming. Um, my understanding is that some of the detailed assumptions, uh point of origin studies, and that sort of information has not been as - as readily shared as I think the - the community should be able to expect. So those are my thoughts on the um -um on the planned expansion. I think we need to - to think more fully about multi-modal solutions. And, how we can essentially transform transportation in the region - uh - before taking the step of - of increasing - uh- pavement and -uh- and construction by 50 percent in in a way that - um - that really ties the community to - to a much longer-term commitment than is - uh - than is warranted. Thank you.

1 this hearing. Speak directly and clearly into the  
2 microphone and provide your full name, address,  
3 and any organization you may represent. To ensure  
4 all will be heard, there will be a three-minute  
5 time limit on the public testimony and a  
6 five-minute time limit for elected officials.  
7 That time will be on the clock in front of you  
8 when you are speaking. The time will start after  
9 you introduce yourself.

10 As the Hearing Officer if you are unable  
11 to conclude your comments at the end of your time  
12 period, I will ask you to finish your testimony.

13 So that ends the prepared statements that  
14 we have. We're now going to go to our public  
15 testimony from our caller's first person and that  
16 is Bill Orleans. Bill, come on up to the podium.  
17 You can take your mask off to provide the public  
18 testimony on the microphone that's on. Please  
19 state your name and spell your name and state your  
20 address.

21 MR. ORLEANS: Bill Orleans. B-I-L-L.

1 O-R-L-E-A-N-S. P. O. Box [REDACTED], Greenbelt,  
2 Maryland, 20768.

3 We've just been told there will be no  
4 answer to any questions. Ms. Sigilitto, am I  
5 pronouncing that correctly, indicated that MDE  
6 will be sending its Final Determination to all  
7 interested parties. She then went on to say that  
8 her parties of record could pursue it in Court.

9 At one point while she may not be able to  
10 answer this question now, it should be in the form  
11 for all of us here today and listening how we can  
12 become interested parties and how, in fact, you  
13 can become parties of record if there's a  
14 distinction between the two.

15 I have spoken with Ms. Choplin briefly  
16 before this hearing was convened and I had spoken  
17 with her a year ago and indicated at time I was  
18 looking forward to the release of the Draft DEIS  
19 and obtaining a copy. I had no idea that it would  
20 be affirmed extensive as it is and I know that's  
21 hard work for MDOT to print. But I appreciate

1 publicly my desire to have a hard copy. It's  
2 inaccessible to me online. While I have a Smart  
3 device, I can't read anything on that small device  
4 beyond a relatively short email. A short email.  
5 And my library which is a five-minute walk from my  
6 house is not open so I can't go there nor do I  
7 have regular transportation, can I go anywhere  
8 where there may be a hard copy for me to look at.

9       In the past on major projects I would  
10 request a hard copy and obtain a hard copy. I'm  
11 restating that request today. I haven't read  
12 anything within the DEIS. I'm not prepared to  
13 comment on anything that is contained within it.

14       I will repeat myself in part from the  
15 public hearing on the ICC many years ago, I am an  
16 automobile enthusiast. I like to drive. I like  
17 good roads. This is not, this so-called relief  
18 plan, it is not an improvement to the existing  
19 Beltway nor I-270, and I oppose it in its  
20 entirety, again without having read anything in  
21 it, the plans to widen the Beltway in part or in

1 total or I-495 or I-270 in part or in total.

2 I don't know how much of our landscape is  
3 given over to pave roadways which I would like to  
4 (Inaudible). Yes, I see that. But, in fact, too  
5 much of our landscape is given over to good roads  
6 and also bad roads. And what we collectively know  
7 as species as the residents of Maryland and to the  
8 United States of America, we need to come up with  
9 a way that we can transport ourselves or be  
10 transported in a way that is more conducive to  
11 maintaining the landscape as landscape and not  
12 paved road. So again I'm asking publicly for a  
13 copy, a hard copy of the DEIS and since I'm told  
14 I'm not precluded from speaking in Rockville next  
15 week or in 10 days, I hope to have at least a  
16 chance to peruse it before that public hearing.

17 Thank you.

18 MR. BING: Okay. Thank you. At this  
19 point I have not been given any additional names  
20 of people who wish to testify at this time. So we  
21 will go into recess. It is 1:53 p.m. This

## Bill Orleans

[MR. ORLEANS]: Bill Orleans. B-I-L-L O-R-L-E-A-N-S, P.O. Box [REDACTED], Greenbelt, 20768. I'm sorry for this last-minute desire to make a very short statement necessitated to bring people back into the room.

For the record, I'd like to state orally what I requested last week in Prince George's County and will be doing so again once I receive a letter that apparently is necessary to make that request official. I wasn't really planning on speaking today for a second time, but in spending a few minutes in the next room looking at the DEIS very quickly and asking a question about where there is a discussion of the financing other than a referenced P3s, being told that it's not really a document discussing financing. It's an environmental impact statement. Then looking at some of the elements that were on the table. Supporting the DEIS. There's reference to this being part of a broader state program to engage the private sector in order to increase capacity on 495 and 270 without stating why. So, then I asked and was given a tablet with a little one-minute video from our former secretary explaining that the merits of this project, which I find lacking, aside, the State can't afford to do this project on its own. So, it necessitates engaging the private sector in this P3 process.

I've returned only to say that I think P3s, as we've come to know it, is a bit of a fraud. P3s should be renamed and renumbered. It's a partnership in which the public sector, the public, pays more to assure a profit to the private sector. It should be renumbered as P5s.

I think this is a bad project on its own merits. I think it's a bad project made worse by employing the private sector to build it, of course, without further State funds other than the initial \$60 million plus that was expended to initiate the process. In addition to opposing the project on its merits, I oppose the project because of its financing mechanisms. Thank you very much.

## Alyce Ortuzar

This climate unfriendly boondoggle is an embarrassment to the residents of Maryland. To spend money on already failed solutions, as roads to alleviate congestion are, is an injustice and an insult to Maryland taxpayers. Failed solutions are wasteful and useless. We need 21st century innovations that reduce the use of cars, and replace them with high-speed electric buses and other innovative clean energy options. For almost 20 years, upstate New York has used plug-in electric garbage trucks. It is also possible to place solar panels on tops of trucks, buses, and trains. This failed road expansion plan is devoid of imagination and solid research, and squandering this money will prevent any possibility of clean, zero emission options.

More workers should also have the choice to work at home, which is not necessarily agreeable to some employers and businesses in the county that could accommodate such arrangements. Clinging to failed options from the past, which roads and cars represent, also reflect poorly on every elected official supporting such a wasteful and irresponsible use of taxpayer funds. I will do my best to ensure that every elected official who supports this travesty pays a high political price the next time they run for office. Thank you.

Alyce Ortuzar



## Dale Orwig

I'm not opposed widening that takes a minimalist approach to the destruction of parkland that cannot be replaced (eg: lanes above the land, or replacement at some contiguous boundary that will provide sufficient natural habitat for the critters displaced near the right of way. I am opposed to the destruction of single family homes without sufficient compensation and time to search for a replacement equal to or better than where they are now, without affecting the cost of their mortgage or property taxes, or commute time to necessary services (the services need not be the same). One other caveat, tolls must be calculated at a rate to repay the cost of construction, and to provide for the the maintenance, repair, and snow removal to any extent the state of Maryland or local jurisdiction intended to come from toll collection. Excessive tolls as found in the expressway from Dulles to Leesburg must not be allowed. There should be a cap on the rate of return, above these expenses and appeal procedures set up to not exceed the percentage set up. Audit procedures must exist following reasonable, usual, and customary accounting standards. Widely publicised public meetings for toll increases are a must. If tolls are steady beyond a 2 year period, widely publicized public reviews with auditing reports, are a must to have confidence in this project going forward. Respectfully submitted.

# Norman Oslik

1. I oppose the addition of managed lanes to I-495 and I-270. Among reasons to oppose: Past experience with expanding highways demonstrates their limited ability to control traffic gridlock because road expansion inevitably begets more sprawl residential construction. There will also be significant adverse air and noise pollution effects on those who live near these highways (I am not nearby). The long-term impacts of the pandemic suggest that a major reassessment of our transportation needs will be needed before any further decisions can be made.

2. Mitigation. If expansion of I-495 occurs, I strongly urge that to mitigate the damage from widening the beltway, MDOT should install bridges over the creeks and adjacent floodplains rather than continuing past practices of confining them to sewers under the highway. Long-term efforts to expand the use of bike and pedestrian trails in the region for both transportation as well as recreational purposes must provide easy and safe mechanisms to traverse the Beltway. Likewise, efforts to restore the health of waterways depend on enhancing conditions for aquatic life. One of those critical conditions is continuous waterways. If this chance to rectify these trail and aquatic life needs are ignored, there is no telling when, or if, there will be another chance.

Lyn Ostrov

Please do not continue with this project. I have not seen any reports that show this project will help the congestion on the roads. We need the park land and the wetlands for the health of our community.

## Donna Owens

The cost of moving all the existing infrastructure has not been widely publicized. The roads are BUILT by private? funding but who pays to move power, cable, phone, water and sewer lines? WE THE TAXPAYERS. This is not acceptable.

I have lived in the area since 495 was built. Building roads DOES NOT lessen traffic, it only increases heat islands, traffic and air pollution. I can remember when we opened our windows at night to cool off our homes. This is no longer possible due to heat island effects of increased roads and loss of trees. Summers are only getting hotter due to climate change and loss of lands to stop heat build up. This expansion will not help I oppose these expansions. As a senior citizen I can not keep paying the costs to my household of these government boondoggles. I will only support the no build option.

## Alberto Pacheco

This project absolutely must go forward. Our region is growing and we need to stay competitive. Arguing against this is 100% politically-driven and reflects the classic Maryland NIMBYism that has held our state back.

## Zoe Padgett

I strongly oppose the toll lanes project on 495 and 270. Building more lanes has been proven to increase congestion, not improve it. This project will make it harder for me to commute into DC, which will also have the effect of decreasing property values along the 270 corridor. Please stop funneling money into highways and build us better public transit options and more electric vehicle charging stations. This is the only sustainable way forward to expand transit in the DC metro area.

## Mark Paglia

It is thoroughly established that when highways are expanded, traffic increases to fill capacity. The only solution to the region's traffic is to de-incentivize individuals driving cars, and increase high-quality reliable public transit. No more lanes of asphalt. No pointless building.

## Terry Panarese

I am strongly opposed to the proposed widening of I-270 for the following reasons:

- huge cost to taxpayers
- taking of private property as well as parkland and community resources
- profound disruption during construction
- exorbitant tolls that are unaffordable to many local residents

I believe that this misguided project would ultimately result in worse bottlenecks, and would not reduce traffic. Therefore, I do not support the toll lane project, but I am in favor of no-build options such as reversible lanes.

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**From:** Vijay Parameshwaran [REDACTED]  
**Sent:** Wednesday, September 9, 2020 8:24 PM  
**To:** MLS-NEPA-P3  
**Subject:** I oppose the expansion and support the no-build option on this project

I am concerned about this project in two aspects:

1) Why were so many alternatives that were not considering traffic management (Alt. 2) and public transit (Alt. 14A, 14B, 14C, and 15) eliminated at this point in the process? Transportation, whether it is by car or by rail, is fundamentally interconnected, and I disagree with the decision that it should be separated. The Purple Line will very much affect the amount of traffic on the 495 Beltway, and so a possible realistic solution would affect lanes more so on I-270. More real estate development is happening on that corridor, anyways. So the problem is a lot more integrated. I would strongly urge involved parties to re-consider Alternatives 2, 14A-C, and 15 at least a better understanding can be developed as for as transportation planning in terms of how people will live and choose transit for a work commute. One example is: since it looks like a lot of residential and commercial development will be in the I-270 corridor, why not explore another public transit line running concurrently with the WMATA Red Line (like maybe a new MARC rail)?

2) Why is there such an eagerness to put this project in the hands of third-party developers? I understand the argument of the finances, and how there is already a large cost to maintain the current highway system, but this is a dangerous first step towards a full privatization. There is no timeline given as to if and when the third-party toll collection will be transferred back to the MD DOT, and the amounts could be set such that the right of commuter transit would now be a luxury. If money is a concern, why not put a tax on companies that are setting up in the lucrative I-270 corridor? This is a fundamental reason why the population density has increased, and this is why the traffic is bad on these highways. Perhaps the state should put more pressure on employers to invest (through increased taxes or other non-binding means that prevent privatization) similar to what should have been done (and has been done to some limited degree) with Amazon's HQ2 in Virginia.

Because these have not been addressed, I OPPOSE THIS PROJECT AND SUPPORT THE NO-BUILD OPTION.

-Vijay-

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**From:** David Paris [REDACTED]  
**Sent:** Monday, November 9, 2020 1:07 PM  
**To:** MLS-NEPA-P3; aklase@marylandtaxes.gov; managed.lanes@mdot.maryland.gov  
**Subject:** Support the no-build option and oppose expansion of 495/270

Hello -

I oppose the proposed expansion of 495/270 and support the no-build option. This misguided project is based on outmoded planning considerations, and it is unlikely to provide the touted benefits to the public, particularly in light of the project's enormous cost. Further, the dangerous project significantly degrades the environment, erodes community livability, and detracts from the viability of the purple line.

Please stop this environmentally dangerous, money wasting project.

Thank you for your attention.

Keep safe,

David Paris, Takoma Park, 20912

## Jacob Paris

I oppose the I-495 and I-270 project. I support the no-build option.

Widening highways has proven to result in induced demand time and time again. Widening the lanes will not lessen traffic, traffic will rise to meet the available space, as the supporting road structure remains the same size. This is simply a futile effort.

The disruption to the environment is an additional concern, several other options are better for our environment. More pavement causes more problems for the environment. We need to find intelligent ways to decrease the number of vehicles on the highways as well to reduce emissions.

The simplest and most cost effective solution would be to incentive and encourage telecommuting. The recent pandemic serves as sufficient evidence that telecommuting significantly reduces traffic, along with reducing air pollution. Encouraging and improving public transportation (like the new BRT system) is another preferable alternative.

Please do not make the costly and unnecessary mistake of widening the 270 and 495 lanes. Please consider alternative options. Thank you.

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**From:** Chung Park [REDACTED]  
**Sent:** Sunday, November 8, 2020 7:24 PM  
**To:** MLS-NEPA-P3  
**Subject:** I oppose the I-495 and I-270 project. I support the no-build option

Dear DIES,

**I strongly oppose the I-495/I-270 widening project and support the NO-BUILD option.**

As indicated in the article (<https://bethesdamagazine.com/bethesda-beat/transportation/planners-criticize-proposal-for-i-495-i-270-widening-including-possibility-of-public-subsidy/>),

*Right behind the ICC in the staff presentation was the issue of “limit of disturbance” (LOD). It is defined in the DEIS as “the proposed boundary within which all construction, staging, materials storage, grading, clearing, erosion and sediment control, landscaping, drainage, storm water management, noise barrier replacement/construction and related construction activities would occur.”*

*Also included is the impact to parks and recreational facilities.*

*Rubin termed the affected area outlined in the DEIS “insufficient to identify the impacts,” adding, “We believe the limit of disturbance will need to be expanded to address construction.”*

the plan will increase many of environmental problems (destroying forest, more pollutions, noise and vibration). Furthermore, the plan will not resolve any traffic congestion. Even the tall lane will make worsen traffic congestion on I-270 at rush hour.

**Again, I strongly oppose the I-495/I-270 widening project and support the NO-BUILD option.**

Thanks,

Chung Park

Norma Parker

MDOT: I oppose this project and support the NO-BUILD option.

## Karen Parks

The Mdot plan fails to analyze reasonable transit and park friendly alternatives as required by law. The significant degradation of the local parks, parkways, wetlands, streams and historic sites is too great a cost for a project with little assurance of achieving its goal. Please reject the proposed highway expansion and embrace sustainable transportation solutions.

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**From:** Christine Parsons [REDACTED]  
**Sent:** Wednesday, October 21, 2020 1:26 PM  
**To:** MLS-NEPA-P3  
**Subject:** Public Comment on I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement

To Whom It Concerns,

I'm tired of being stuck in traffic, making my car emissions create more pollution, and unhappy that opposition to decent projects ends up costing me a fortune due to delayed projects.

Build the road improvements so we can all get moving again.

Sincerely,  
Christine Parsons

[REDACTED]

Tom Partosh

I oppose the I-495 and I-270 project. I support the no-build option

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**From:** Melanie Patt-Corner [REDACTED]  
**Sent:** Monday, November 9, 2020 1:41 PM  
**To:** MLS-NEPA-P3; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** no to beltway expansion

I am writing with comments on the DEIS (Draft Environmental Impact Statement, Beltway Expansion Proposal). We support the no build option.

The beltway was problematic from the beginning, and represents in general an approach to transport that has not stood the test of time. It's disrupted and in some cases destroyed communities and waterways, created problems for alternate and more appropriate forms of transport like bicycle and shared transit, and wreaked significant harm on our environment. It's a deadly semi-permeable barrier to wildlife, human movement and water movement. It separates many communities from needed resources like rail, shopping and employment. It's been a constant bane to bike commuters, which I've done for years. And the driving behaviour it's fostered in our culture is a factor in many, many deaths.

The original beltway buried creeks and floodplains, especially in then-agricultural portions of Prince George's County, confining the flow of water to concrete sewer pipes known as "box culverts". One of those creeks is Paint Branch, which provides a rare suburban spawning ground for brown trout several miles upstream. The build options promise only more of the same.

There are ongoing concerns and plans for improving beltway-crossing bicycle and foot access. Even now the Beltway blocks access from the Henson Creek trail to the Branch Avenue metro station. Should we be unfortunate enough to move ahead on this beltway plan, these and similar plans for mitigation must move forward at the same time.

But the draft EIS envisions that MDOT will simply fill the floodplain with a wider roadbed and longer culverts. That would end any chance of the culverts being replaced with a bridge for many decades. The draft EIS claims that the environmental impact of the project is simply the wider footprint of the roadway, but the true impact is that instead of having a bridge and a trail, the creek will have a longer culvert and no trail.

The Draft EIS has two problems which, if not corrected, could make the project a lot more problematic than it has to be. First, the EIS completely misses the impact of the project on future bicycle and pedestrian crossing of the beltway. The project would foreclose for decades the possibility of enabling trails to cross the beltway along Little Paint Branch, Southwest Branch, Indian Creek, and other creeks. Widening the beltway would increase the cost of planned pedestrian bridges and new trails along roads that cross the beltway. By ignoring these impacts, the EIS fails to comply with the requirements of the National Environmental Policy Act to take a "hard look" at all the impacts of the project.

Second, the major creeks that cross the beltway are mostly on M-NCPPC owned land. Section (4)(f) of the Transportation Act of 1968 requires impacts on parks to be minimized. The required Section (4)(f) evaluation, proposes to reduce some impacts on wetlands, by including new bridges rather than culverts where new ramps cross Paint Branch, and narrowing the roadway in a few places to avoid burying more wetlands. But it also concludes that the project cannot avoid putting most creeks in larger culverts or larger shadows from wider bridges. It does not examine how to offset that impact by "daylighting" other creeks such as Henson Creek. Nor does it try to ensure that widening the beltway does not impede extension of park trails across the beltway.

In designing the Intercounty Connector, MDOT showed that it knows how to minimize the impact of a highway on adjacent parks and communities. But in this case, it has not done so.

The beltway cannot be widened without M-NCPPC's concurrence. Given the impact of the current plan on park

resources, M-NCPPC should have a fiduciary duty to withhold such concurrence on the project as presented in the draft EIS. Recently, M-NCPPC has announced that it will not concur with the Managed Lanes Project for at least 14 reasons, including the need to “mak[e] parks whole again” and properly address mitigation and water management. While M-NCPPC has indicated that it would be open to reconsidering the matter if its concerns are addressed, it should not concur with any beltway expansion proposal that fails to significantly fix problems caused by its original construction.

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Melanie Patt-Corner

[REDACTED]

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**From:** Robert Patt-Corner [REDACTED]  
**Sent:** Monday, November 9, 2020 1:21 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Commentary on Draft Environmental Impact Statement, Beltway Expansion

I am writing with comments on the DEIS (Draft Environmental Impact Statement, Beltway Expansion Proposal). We support the no build option.

The beltway was problematic from the beginning, and represents in general an approach to transport that has not stood the test of time. It's disrupted and in some cases destroyed communities and waterways, created problems for alternate and more appropriate forms of transport like bicycle and shared transit, and wreaked significant harm on our environment. It's a deadly semi-permeable barrier to wildlife, human movement and water movement. It separates many communities from needed resources like rail, shopping and employment. It's been a constant bane to bike commuters, which I've done for years. And the driving behaviour it's fostered in our culture is a factor in many, many deaths.

The original beltway buried creeks and floodplains, especially in then-agricultural portions of Prince George's County, confining the flow of water to concrete sewer pipes known as "box culverts". One of those creeks is Paint Branch, which provides a rare suburban spawning ground for brown trout several miles upstream. The build options promise only more of the same.

There are ongoing concerns and plans for improving beltway-crossing bicycle and foot access. Even now the Beltway blocks access from the Henson Creek trail to the Branch Avenue metro station. Should we be unfortunate enough to move ahead on this beltway plan, these and similar plans for mitigation must move forward at the same time.

But the draft EIS envisions that MDOT will simply fill the floodplain with a wider roadbed and longer culverts. That would end any chance of the culverts being replaced with a bridge for many decades. The draft EIS claims that the environmental impact of the project is simply the wider footprint of the roadway, but the true impact is that instead of having a bridge and a trail, the creek will have a longer culvert and no trail.

The Draft EIS has two problems which, if not corrected, could make the project a lot more problematic than it has to be. First, the EIS completely misses the impact of the project on future bicycle and pedestrian crossing of the beltway. The project would foreclose for decades the possibility of enabling trails to cross the beltway along Little Paint Branch, Southwest Branch, Indian Creek, and other creeks. Widening the beltway would increase the cost of planned pedestrian bridges and new trails along roads that cross the beltway. By ignoring these impacts, the EIS fails to comply with the requirements of the National Environmental Policy Act to take a "hard look" at all the impacts of the project.

Second, the major creeks that cross the beltway are mostly on M-NCPPC owned land. Section (4)(f) of the Transportation Act of 1968 requires impacts on parks to be minimized. The required Section (4)(f) evaluation, proposes to reduce some impacts on wetlands, by including new bridges rather than culverts where new ramps cross Paint Branch, and narrowing the roadway in a few places to avoid burying more wetlands. But it also concludes that the project cannot avoid putting most creeks in larger culverts or larger shadows from wider bridges. It does not examine how to offset that impact by "daylighting" other creeks such as Henson Creek. Nor does it try to ensure that widening the beltway does not impede extension of park trails across the beltway.

In designing the Intercounty Connector, MDOT showed that it knows how to minimize the impact of a highway on adjacent parks and communities. But in this case, it has not done so.

The beltway cannot be widened without M-NCPPC's concurrence. Given the impact of the current plan on park resources, M-NCPPC should have a fiduciary duty to withhold such concurrence on the project as presented in the draft EIS. Recently, M-NCPPC has announced that it will not concur with the Managed Lanes Project for at least 14 reasons, including the need to "mak[e] parks whole again" and properly address mitigation and water management. While M-NCPPC has indicated that it would be open to reconsidering the matter if its concerns are addressed, it should not concur with any beltway expansion proposal that fails to significantly fix problems caused by its original construction.

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**From:** [REDACTED]  
**Sent:** Monday, November 9, 2020 5:04 PM  
**To:** MLS-NEPA-P3  
**Cc:** akfase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** comment on I-495 expansion plan

To: MDOT officials:

My name is Mary-Margaret Patterson, taxpayer and homeowner [REDACTED] Montgomery Ave.; Chevy Chase, MD 20815 with my husband David S. Patterson. We have lived in our corner lot home here in the Village of North Chevy Chase for over 40 years and raised our son here. We are now retired after careers in education, journalism, the federal government and college teaching. We live across the street of Husted and two houses up from the last house next to the Beltway bridge over Kensington Parkway.

I vigorously support the No Build alternative to the proposed widening of the Beltway. The proposed expansion would disastrously impact our lives here:

- The already dirty air would increase exponentially considerably worsening my significant respiratory allergies. I cannot open my windows now on the Beltway side of the house without confronting solid black dust from the Beltway in the window tracks. This is in the air we breathe daily.
- The Beltway noise is already a constant ear-splitting roar meaning that sitting outside—as we now must do to be safe with visitors during the pandemic—is extremely unpleasant. More Beltway noise added to what we have from helicopters to and from nearby Walter Reed Hospital would occur and it would be so much closer!
- Our lifelong investment in our home would decline.
- But the most tragic consequence of all is the rapid, further degradation of the environment in this community particularly in the nearby Rock Creek watershed where we walk for exercise that is a ten-minute stroll from home. This community has already lost so much to the construction of the Salt Barn overlooking the Creek and threatening run-off pollution, but even worse is the clearcutting of over 40 acres of mature trees nearby for the Purple Line. These trees helped clean the air in our down county community. Much more traffic on the Beltway on additional lanes would harm so many more citizens who would be forced to breathe the increased particulates from gasoline powered cars.

It is also very clear to me that the DEIS in no way takes into consideration the profound and probably lasting impact of the pandemic on commuting. Traffic has noticeably lessened in this period and there is little reason to believe there will be a sudden uptick in commuters. The DEIS has failed to take into account much less expensive alternatives to building another superhighway that commuters of the future may not want or need. Rapid bus and rail alternatives should be considered fully, for example. They are much less expensive and can be tailored to current and changing conditions. And the use of the ICC connector up-county should be factored in as well.

But please, please do an honest and forward-looking EIS not only for now, but for future generations and the respiratory health of our citizens. Expanding the lanes on the Beltway is an out-dated and disastrous approach to traffic congestion that further harms our environment.

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**From:** kevin patti [REDACTED]  
**Sent:** Monday, November 2, 2020 2:37 PM  
**To:** MLS-NEPA-P3; aklase@marylandtaxes.gov  
**Subject:** Please don't widen the beltway

Hello,

I oppose widening the Beltway and I-270. We need to focus on public transportation, carpooling, rapid bus, and working from home. Adding capacity to 495 will not solve our problems.

1. We need all-day, two-way, frequent MARC train service between Frederick and Union Station, with stops including Germantown, Gaithersburg, Rockville, Kensington, and Silver Spring. This is the most cost-effective way to increase mobility in the 270 corridor, and it's better for the environment, too. Yet the state refused to study it or any other all-transit alternative.
2. The toll lane plan will increase traffic congestion. Nobody will pay high tolls to drive in the new toll lanes unless the "free" lanes are backed up. And all of those additional cars will end up in even bigger back-ups on local roads like Route 29, Connecticut Avenue, and Old Georgetown Road.
3. The toll lane plan doesn't work financially. On the one hand, the private toll-lane operators must set high rush-hour tolls (\$2 per mile or more) to recoup their costs and make a profit. On the other hand, most drivers will be unable or unwilling to pay tolls that high. So where will the money come from?
4. Originally Governor Hogan said that the toll lane plan would not cost the public anything. But we keep learning about more things the public, not the toll-lane operators, will pay for. Who will have to pay a billion dollars to move water and sewer pipes? We will. Who will be left holding the bag if the toll-lane builders walk away from the job and demand more money? We will. It's heads they win, tails we lose.

Sincerely,

Kevin Patti  
Silver Spring, MD

## Stacy Patwardhan

I oppose widening the 270 and 495 freeways. My property backs up to parkland adjacent to the 495. Already we deal with noise and the health effects of living so close to a highway. Widening the road will just make everything worse. I appreciate that no one enjoys sitting in traffic, but there is simply not space to widen the highway here, and study after study shows that highway widening leads to more traffic over time, not less. The Purple Line PP3 has been an abject failure, and I don't have any confidence that this one will be any more successful, especially given the complexity and disruption of this project. Many people enjoy walking and biking through Rock Creek Park adjacent to the Beltway, and this project will bring more pollution and take away our parklands. Governor Hogan promised that he wouldn't take any houses for this project, but in my neighborhood alone houses will have to be demolished. There are better solutions. The Purple Line, if it ever gets completed, will help. Work at Home might be more prevalent than ever now that businesses see its efficiencies. By the time this project comes to completion, or shortly thereafter, driverless smart cars running on batteries might be able to create a network that can move more people at faster speeds, reducing the need for highway space. I know that sounds futuristic, but that is the kind of thinking that is going to get us where we need to go. The age of the car is almost at its end. This is an expensive project that will ruin the quality of life for thousands of residents and will not achieve its goals. Please protect our neighborhoods and think forward instead of backwards at the fossil fuel past.



I-495 & I-270 Managed Lanes Study DEIS  
Draft Section 4(f) Evaluation  
**COMMENT FORM**

MEETING LOCATION: Westlake/Motorcity Dr. Post office display

IS YOUR COMMENT RELATED TO THE DEIS OR JPA?

- DRAFT Environmental Impact Statement (DEIS)/ Draft Section 4(f) Evaluation
- Joint Permit Application for Wetlands and Waters

(PLEASE PRINT)

NAME: Ellen Paul DATE: 7-14-2020

EMAIL: [REDACTED]

ADDRESS: [REDACTED] Roundtable Ct., North Bethesda, MD

CITY: North Bethesda STATE: MD ZIP: 20852

Please consider noise mitigation as part of the project. Communities shouldn't have to lobby and pay attorneys buckets of money get noise barriers. If you know the decibel level is high at a certain point, build a sound barrier with it. Don't forget sound barriers on bridges too.

Just build the lanes. We all need them. I would prioritize I-270 and the Western. These are major transportation modes for north-south for truckers. You cannot have more development corridor without more lanes.

**MAILING LIST\*:**  Add my name  Delete my name

\*Individuals who have received a copy of the Joint Public Hearing announcement through the mail are already on the Program mailing list.

Check here if you prefer email communications only

Submit your comment by October 8, 2020 by this form or complete [495-270-p3.com/DEMLS-NEPA-P3@md](http://495-270-p3.com/DEMLS-NEPA-P3@md)





ATTN: LISA B. CHOPLIN, DBIA  
 DIRECTOR, 1495 & 1270 P3 OFFICE  
 MARYLAND DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION  
 707 NORTH CALVERT STREET MS P-601  
 BALTIMORE MARYLAND 21298-6521

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 191

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**From:** Barbara G Pearlman [REDACTED]  
**Sent:** Friday, October 30, 2020 1:44 PM  
**To:** MLS-NEPA-P3  
**Subject:** STOP Beltway Expansion

Lisa Choplin,

Having lived here for 45 years, I have grave concerns about the environmental, financial and human impacts of this proposal. Among other things, it will also desecrate burial grounds of the African American community's ancestors. With our new lifestyle of working from home, it's extremely likely that many companies will not require workers to be in the office for a 50 hour work week. So the vision of our future is not reflected by this proposal. Time to re-study the alternatives.

Barbara G Pearlman

[REDACTED]

[REDACTED] Argyle Avenue

Garrett Park, Maryland 20896

# Richard Peppin

I oppose the widening and support the no-build option.

Some reasons: a) noise will increase to the neighborhood, b) land inhabited by animals (and maybe people) will force those on it off and affect their lives, and c) most importantly, by making toll roads for faster movement it gives the message "if you are rich enough to afford the tolls we offer you a faster trip" and make the system good only for the well-off.

Roads are for everyone and should be part of what the government provides its citizens. Private ownership of public property is just wrong.

Thank you.

Richard J. Peppin, P.E., Bd. Cert. Noise Control Engineering, INCE.



## Richard Peppin

I am an acoustical engineer but it doesn't take an acoustical engineer to know that added outside lanes AND/OR added vehicle capacity will increase noise levels at residences near and far from the highway. Further, more residents will be affected by the increased noise since it will propagate further from the highways and exceed or be at the ambient noise level at locations that now have less exposure to the noise. Stop the expansion of the highway.

Further, as a citizen, I resent allowing "rich" people who can afford the tolls to speed by the people that can't afford te tolls. Very unfair.

## Richard Peppin

This is my 2nd comment and should be similar to the first: I OPPOSE the widening for the following reasons:

- 1- it will produce more noise to the community w/ or w/o barriers.
- 2- it allows those that can afford it to ride faster- very discriminatory
- 3- it will give the animals that live near the I-270 even less room to live.

Rich Peppin, P.E.

## Alan Peregoy

I oppose this project and support the NO-BUILD option. I am within ear shot of the Beltway near Georgia Avenue where there are no sound shields. Trucks using engine brakes and speeding motorcycles can be heard during the night. Expanded lanes will be even worse. I am also very concerned about the impact on Sligo Creek Park, which is heavily used in this neighborhood. Let's finish the Purple line and allow it to do its intended work to deal with East-West commuting. Then consider what else might be needed.

# Daniel Pereira

As a resident of Rockville, MD, I strongly oppose the widening of I-270 for many reasons:

1. The negative impact of this plan on people's homes will be substantial. I am greatly concerned that the increase of noise and air pollution closer to our homes will be very detrimental to the health and well-being of many families, including my own.
2. The negative impact on the Upper Watts Branch and the invasion and destruction of our beloved neighborhood Woodley Gardens Park.
3. The destruction of local businesses whose proximity to I-270 puts them in danger, specifically the shops in the Woodley Gardens neighborhood of Rockville.
4. Making life worse for years both from construction hardships and the increase in taxes to pay for this unnecessary decision. The opportunity cost for US\$7-8 billion seem very high and this money would be better suited for supporting public transportation and more sustainable transit investments.

I oppose this project and support the NO-BUILD option.

Instead, I support increasing public transportation options for commuters and others.

Thank you for considering the negative impact of widening I-270 and finding other more sensible ways of handling transportation issues in Maryland.

## D. Perez

Study public transport usage in other countries. Normalize riding buses for all your citizens, clean the buses up, patrol them more to get rid of the drug use and aggressive behavior of many passengers. My husband (a person of color) used to ride the bus regularly and felt unsafe doing so. He talked about the way that we continue this culture of poverty by not normalizing bus riding and public transport usage. It shouldn't be thought of as the poor man's way of getting around. Deal with poverty, institutional racism and normalizing public transport use and people will use it more. Also make it more reliable. Who wants to use a bus that comes every 30 minutes during rush hour (if it even comes at all)? Also make more routes and more stops. Stop getting rid of them.

**Name:** Rodolfo Perez

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Live Testimony/Afternoon

**Transcription:**

My name is Rodolfo Perez, R-O-D-O-L-F-O, P-E-R-E-Z. I live at [REDACTED] Manor Spring Court in Silver Spring. I am a civil engineer with over two decades of experience in auditing major transportation projects at the USDOT, and in 2000, I served pro-bono in the Montgomery County Transportation Policy Task Force. I oppose the construction of toll lanes in the I-495 and I-270 corridors because that solution ignores the assessment of regional initiatives for this corridors that the Transportation Planning Board of the Metropolitan Council of Governments conducted in 2017. The Transportation Planning Board compared a network of express toll lanes and a suite of initiatives like transit, rail extensions, regional land use balance and travel demand management relative to the same baseline used in the Managed Lanes Study. That comparison dismantled the myth that toll lanes are the best solution for the study corridors. For example, the Travel Demand Management and Regional Land Use Balance initiatives reduced daily vehicle hours of delay by 24 and 18 percent, respectively, while the toll lanes network reduced the delay by eleven percent. Even for automobile measures of efficacy, like travel time gains by single occupancy vehicles and by HOV, the Travel Demand Management and Regional Land Use Balance initiative perform better than the toll lanes network. The Managed Lanes Study disregard of the Planning Board's findings, and it's a slam towards solutions that provide more highway travel instead of solutions that provide more ways to travel are contrarian to modern transportation planning and shortchanged the taxpayers. The pandemic has reduced both travel and gas tax revenues for infrastructure maintenance and [INAUDIBLE] by a billion dollars directly needed to keep what is built in a state of good repairs. The 11 billion Managed Lanes project will impair Maryland's ability to face urgent infrastructure priorities. The nation's infrastructure report card of the American Society of Civil Engineers gave Maryland an overall C grade because its roads, bridges, mass transit, dams, drinking water, and storm management water systems are in mediocre condition require attention. I cannot cover all my concerns in this testimony and we'll see that later. Thank you.

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**From:** Rodolfo Perez [REDACTED]  
**Sent:** Friday, November 6, 2020 8:03 PM  
**To:** MLS-NEPA-P3  
**Subject:** Critique to Managed Lanes P3  
**Attachments:** Comments to MDOT SHA I-495 & I-270 P3.pdf

Rodolfo E. Pérez, P.E.

■ Manor Spring Court  
Silver Spring, MD 20906

Tel ■■■■■■■■■■

November 5, 2020

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

Via USPS Priority Mail

Dear Ms. Choplin:

Enclosed are my comments to the Draft Environmental Impact Statement (DEIS) for the Expansion of I-495 & I-270 issued on July 10, 2020.

My name is Rodolfo E. Pérez, I am a professional civil engineer, an independent consultant and a long time resident of Silver Spring. I offer these comments in context with my forty years of engineering experience in the private and federal sectors including over two decades as engineer advisor to the Inspector General at the US Department of Transportation.

Further, from 2000 to 2002, I served pro bono in the Montgomery County Transportation Policy Task Force which examined future growth scenarios for the county that combined diverse plans for transportation networks and land use.

I oppose the current slate of alternatives that the DEIS has identified and studied because:

- The alternatives retained for detailed study contradict the approach and findings of both the National Capital Region Transportation Planning Board and Montgomery County Planners.
- Building the Toll Lanes that the DEIS promotes will strain Maryland's ability to pay for more urgent infrastructure needs.

My enclosed comments explain in detail the rationale for these opposing arguments. The DEIS is contrarian to modern transportation planning and shortchanges the taxpayers because it is slanted towards more highway travel and does not objectively study more ways to travel.

To provide *all* taxpayers with transportation networks that truly support mobility and economic prosperity for *all*, your agency must produce another DEIS that rigorously and transparently examines *all* transportation and land use alternatives along the I-495 and I-270 corridors.

I look forward to your answers to my arguments hoping that those answers will be more specific than the pro forma acknowledgement I received last year when I wrote the agency about this matter.

Sincerely,

Rodolfo E. Pérez, P.E.

## **The Alternatives Retained for Detailed Study Contradict the Approach and the Findings of the Transportation Planning Board and Montgomery County Planners**

The Purpose & Need and the Screening Criteria established in the Draft Environmental Impact Statement (DEIS), automatically eliminate any alternatives that do not add more highway lanes or do not attract highway toll concessionaires. This narrow approach contradicts the comprehensive approach that the National Capital Region Transportation Planning Board (TPB) followed and also contradicts the findings that the TPB reported in the 2017 Assessment of Regional Initiatives for the National Capital Region.

The TPB compared a network of Express Toll Lanes, similar to what the DEIS promotes, with a suite of initiatives such as Transit Rail Extensions, Regional Land-Use Balance and Travel Demand Management (TDM) relative to the same Baseline used in the DEIS. The results of this comparison<sup>1</sup> dismantled the idea that toll lanes are the best transportation solution for the corridors studied.

For example, the TDM and Regional Land-Use Balance initiatives reduced Daily Vehicle Hours of Delay by 24 and 18 percent respectively while the Express Toll Lanes network reduced the delay by 11 percent. Even for automobile measures of efficiency like travel time gains by Single Occupancy Vehicles (SOV) and HOV, the TDM and Regional Land-Use Balance initiatives performed better than the Toll Lanes network. Furthermore, alternatives to the Toll Lanes reduced total vehicle miles travelled (VMT), and increased the share of accessible jobs by both auto and transit.

The work of the TPB also resonates with the findings of the 2001 Montgomery County Transportation Policy Task Force. The Task Force modeled a Balanced Land Use (BLU) alternative to the Inter County Connector (ICC). The BLU combined a multimodal transportation network with strategic balances in the growth of jobs and housing locations projected along the I-270 and I-95 corridors. The BLU combination outperformed the ICC scenario on several efficacy measures like reducing transit travel times, increasing jobs accessibility by transit and reducing the total VMT driven by SOV.

Throughout the DEIS, any discussions of transit alternatives along the studied corridors are pro forma and rigged with inaccuracies. For example, the DEIS concludes that the Maryland Area Regional Commuter (MARC) Brunswick Line has no potential to improve travel along the I-270 corridor. This conclusion is based on cursory citations

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<sup>1</sup> An Assessment of Regional Initiatives for the National Capital Region, Executive Summary, December 2017, Table E3 “Summary of Performance Across Quantitative Measures of Effectiveness Relative to the 2040 CLRP”

from the 2007 MARC Growth Plan which covers until 2035, and omits the 2018 MARC Cornerstone Plan for 2045 which better fits the 2040 planning horizon of the DEIS. The Cornerstone Plan outlines \$1.34 billion in capital investments for the Brunswick Line (more than twice the investments in the 2007 plan) including over \$700 million for additional mainline track segments designated as *critical path items* because these are essential to realize the line's full potential to support the I-270 corridor.

The Cornerstone Plan notes that the major impediment to improve passenger service and reach the Brunswick Line's ridership targets is that CSX, not MARC, owns the right of way and the priority for CSX is moving freight not passengers.

This impediment has notoriously plagued the line during peak travel hours, restrained the daily number of operable trains and schedules, and underscores the urgency to build the additional mainline tracks to enable MARC to operate more fluidly and reliably. CSX will allow MARC to increase the number and frequency of trains only when the Maryland Department of Transportation (MDOT) implements the installation of additional tracks. Unfortunately, the ball has been in MDOT's court for over a decade without action.

The DEIS says nothing about the ridership gains to be realized by 2035 with additional tracks for the Brunswick Line. For example, if the planned segments had been added by 2020, the line would have a daily seating capacity of 19,400 passengers. Instead, the line's daily ridership has remained flat hovering just above 7000 passengers because MDOT has not specified a timeline to deliver these critical path items.

The DEIS is supposed to examine ways to improve trip reliability along I-270 and address a net traffic growth of 36,400 non-truck vehicles<sup>2</sup> by 2040. However, the DEIS says nothing about how many of those vehicles could turn into passengers if the critical Brunswick Line improvements were implemented over the 23 years it takes to reach that traffic.

If the last segment of additional mainline track is installed by 2040, the Brunswick Line daily seating capacity would be at 26,400 passengers or 19,000 more than the daily passengers recorded in 2017. This growth in passenger capacity represents *over half* the traffic growth forecast for I-270, and provides ample margin to accommodate the share of

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<sup>2</sup> The DEIS Traffic Analysis Technical Report, Figure 3-1: Annual Average Daily Traffic (AADT) along Study Roadways, projects a traffic growth for I-270 of 40,000 vehicles from 2017 to 2040. The DEIS also says that 9% of this traffic are trucks which leaves 36,400 non-truck vehicles as the potential market for alternative travel modes.

future drivers that could gravitate towards more convenient rail service if MDOT funds and implements the line investments as planned.

These DEIS omissions negate to the taxpayers a transparent examination of the obstacles and untapped potential for a rail line that carries 95% of commuting trips, that offers 70% of its passengers easy driving access to stations, and has over 1.3 million jobs located within a 30-minute walk or transit trip to the stations<sup>3</sup>.

The Maryland Transportation Institute (MTI) recently investigated travel trends in the studied corridors and reported that just a 15% reduction in the peak traffic volume along I-270 can remarkably reduce congestion (reducing trip delays by 70%) and eliminate most of the corridor bottlenecks<sup>4</sup>. That 15% reduction in travel applied to the corridor's traffic growth forecast could take off the road over 5,460 vehicles whose drivers the Brunswick Line could easily accommodate with a 26,400 passenger capacity thereby improving traffic flow along I-270.

In contrast, the toll lanes alternatives that the DEIS promotes, when compared to the No Build alternative, will just save up to 4 minutes in peak travel time (25% trip reduction) *only* in the I-270 Southbound direction because *none* of the toll lanes alternatives saves time when traveling in the I-270 Northbound direction<sup>5</sup>.

These meager toll lane results in context with the funding delays that have crippled the Brunswick Line's potential, make MDOT's refusal to study non highway alternatives glaringly indefensible.

To provide *all* taxpayers with a comprehensive transportation network that truly supports mobility and enhances equal opportunity for economic prosperity, MDOT must rigorously and transparently examine *all* alternatives leveraging the knowledge gained from the aforementioned work by the Transportation Planning Board and Montgomery County planners.

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<sup>3</sup> Brunswick Line services statistics from the MARC Cornerstone Plan, 2018.

<sup>4</sup> On August 13, 2020, Dr. Lei Zhang of the MTI, briefed the Transportation & Environment Subcommittee of the MD House Appropriations Committee about congestion mitigation and travel demand management strategies for the I-270 and I-495 corridors.

<sup>5</sup> DEIS Traffic Analysis Technical Report, Tables 5-5 and 5-6: Corridor Travel Time Summary (minutes) for AM and PM Peak Periods.

## **The Toll Lanes will Strain Maryland’s Ability to Pay for More Urgent Infrastructure Needs**

The \$11 billion Managed Lanes Project will strain Maryland’s ability to pay for more urgent infrastructure needs. The American Society of Civil Engineers (ASCE) Report Card for Maryland’s Infrastructure gave the state an overall **C** grade because its infrastructure is in “mediocre condition requiring attention”. The ASCE examined and graded twelve categories of Maryland’s infrastructure<sup>6</sup> and the following is a sample of the most critical challenges:

### **Drinking Water: C**

Aging drinking water infrastructure negatively affects the reliability of the water system. For example, Baltimore City recently averaged nearly 1,000 breaks due to a distribution system of cast iron pipes over 65 years old. Approximately 60% of Baltimore’s total water budget goes toward improving its aging water infrastructure. To safeguard reliable supply of potable water more funding is needed to pay \$9.3 billion in drinking water infrastructure over the next 20 years.

### **Wastewater: C**

Maryland continues to face significant wastewater challenges including reducing the sanitary sewer overflows, leakage from urban areas that have aging pipes, and quantity of inadequate or failing septic systems. From rehabilitation of aging collection systems to completion of treatment works, the projected wastewater infrastructure capital costs for the next 20 years will be on the order of \$10 billion.

### **Stormwater: C**

The Chesapeake Bay water quality has steadily declined over the last decades. In 2010, new limits on the pollutants that can enter the bay were set, but stormwater infrastructure costs to comply with these regulations are projected to be more than \$3 billion and will tax the already limited resources of local municipalities and the state.

### **Transit: D**

Maryland’s transit system modes include buses, MARC, Baltimore light rail and the state share of the Metro subway. The transit system faces a \$2 billion budget shortfall to achieve both a state of good repair and on-time service performance across all its modes.

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<sup>6</sup> ASCE 2020 Report Card for Maryland’s Infrastructure covers 12 categories: aviation, bridges, dams, drinking water, energy, ports, rail, roads, solid waste, stormwater, transit, and wastewater. ASCE graded the roads network C based on traffic congestion but did not report a funding gap to repair roads because approximately 80% of the roads network is in fair to very good physical condition.

### **Hazardous Dams: C**

Dams are an essential part of Maryland's infrastructure to provide flood control, drinking water supply, agriculture irrigation, hydropower and recreation. There are currently 539 dams in Maryland of which approximately 45% are high hazard and significant hazard dams<sup>7</sup> that require repairs at a cost of \$218 million.

### **Schools and Deficient Bridge Needs**

The ASCE also estimates a \$615 million funding gap in school capital expenditures and that \$623 million are necessary to replace the structural deficient bridges in the state's inventory.

In summary, the total funding gap that the ASCE reports for this sample of infrastructure priorities is \$25.76 billion.

Launching a P3 venture to build the \$11 billion Managed Lanes Project to add capacity to the roads network which is in overall good physical condition, seems indefensible considering the more urgent priorities listed above. Alternatives to mitigate traffic congestion without adding roads exist but there is no alternative to replacing the aging pipes that threaten public health with raw sewage overflows.

The experience of the Purple Line Project, also a P3 venture, poses credible risks that another failed P3 might put the project's financial burden back on the taxpayers and thereby divert 43% of funds that otherwise could be used to close the approximately \$26 billion funding gap for the listed infrastructure priorities.

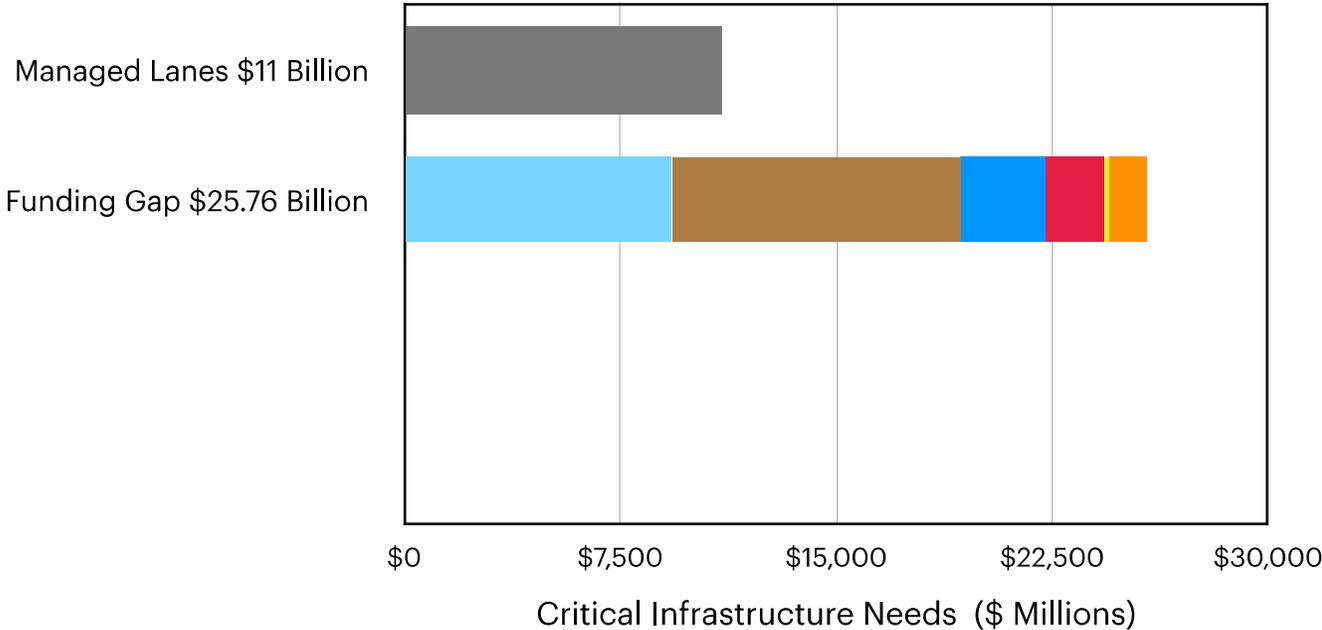
These concerns are compounded by the 2020 pandemic's substantial impact to travel which has reduced gas tax revenue and vaporized billions of dollars necessary to maintain Maryland's infrastructure in a state of good repair.

The following chart further illustrates the financial strain that the Managed Lanes Project poses on funding Maryland's critical infrastructure priorities.

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<sup>7</sup> High hazard (HH) classification is for a dam failure that results in loss of human life, extensive property damage to homes and other structures, or flooding of major highways such as state roads or interstates. Significant hazard classification (SH) is for a dam failure that results in loss of human life or increase of flood risks to roads and buildings, with no more than two houses impacted.

The Managed Lanes Project Will Divert 43% of the Funds Needed to Close the Gap for Funding Critical Infrastructure



- Toll Lanes
- Drinking Water
- Wastewater
- Stormwater
- Transit
- Hazardous Dams
- Schools & Bridges

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**From:** Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>  
**Sent:** Wednesday, October 7, 2020 8:57 AM  
**To:** Erron Ramsey; Brittany Rolf  
**Subject:** Fw: Perry 826107 Response: Plummers Island Concern  
**Attachments:** Perry 826107 Incoming.pdf

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**From:** Marion Harris <MHarris10@mdot.maryland.gov>  
**Sent:** Tuesday, October 6, 2020 6:56 PM  
**To:** [REDACTED]  
**Cc:** Jeffrey Folden <JFolden1@mdot.maryland.gov>  
**Subject:** Perry 826107 Response: Plummers Island Concern  
Mr. Perry:

Please find the following response to your attached inquiry sent on behalf of Lisa B. Choplin.



I-495 & I-270 P3 Office  
601 North Calvert Street  
Baltimore MD 21202  
Mailing Address  
707 North Calvert Street  
P-601  
Baltimore MD 21202

**Marion Harris**  
Administrative Assistant, Executive  
I-495 & I-270 P3 Office  
Email – [mharris10@mdot.maryland.gov](mailto:mharris10@mdot.maryland.gov)  
Office - 410.637.3300  
[www.roads.maryland.gov](http://www.roads.maryland.gov)  
[www.495-270-P3.com](http://www.495-270-P3.com)



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Dear Mr. Perry:

Thank you for contacting Governor Larry Hogan regarding the I-495 and I-270 Public-Private Partnership (P3) Program. I am honored to respond on behalf of the Hogan Administration.

The I-495 & I-270 Managed Lanes Study Draft Environmental Impact Statement (DEIS) became available for public review on July 10th. The DEIS provides a summary of the myriad of technical analyses completed for the Study. The DEIS and supporting technical reports that can be viewed on the P3 Program webpage at [www.495-270-P3.com/DEIS](http://www.495-270-P3.com/DEIS) or in hard copy at 21 locations around the study area. The list of DEIS viewing locations can also be found on the P3 Program webpage.

The MDOT State Highway Administration (MDOT SHA) and the Federal Highway Administration will consider and evaluate comments on the DEIS and will respond to substantive comments in the Final Environmental Impact Statement. Comments on the DEIS will be accepted until November 9, 2020 by 11:59 pm. Comments received after November 9, 2020 will be reviewed and considered to the extent practicable.

Thank you again for contacting Governor Hogan. We appreciate hearing from you. If you need further assistance, please feel free to contact Jeffrey T. Folden, P.E., DBIA, MDOT SHA I-495 & I-270 P3 Office Deputy Director at 410-637-3321, or via email at [jfolden1@mdot.maryland.gov](mailto:jfolden1@mdot.maryland.gov). Mr. Folden will be happy to assist you.

Sincerely,

Lisa B. Choplin, DBIA

Director, I-495 & I-270 P3 Office

[lchoplin@mdot.maryland.gov](mailto:lchoplin@mdot.maryland.gov)

410-637-3320

Mr. Matthew Perry  
[REDACTED] Church Road  
Mitchellville MD 20721  
[REDACTED]

Please stop the slaughter of Plummers Island by the SHA.

They should not be on the National Park Service land. Tell them to stop all activities with the expansion of the American Legion Bridge over the Potomac River. This is a major environmental area that should be protected.

## Cedric Persaud

I support the effort to expand I-495. I also support efforts to add a 2nd bridge crossing similar to the American Legion bridge.

I do not support expanding i-270 as it was already expanded in the past. However, I-495 needs expansion and the road de-curved at some points which causes congestion.

---

**From:** Jerry Persaud [REDACTED]  
**Sent:** Wednesday, October 14, 2020 1:15 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov  
**Subject:** Widening of I-270 & the Beltway

I support widening the beltway especially if it will help with traffic around the American Legion bridge. There are many commuters who travel to northern Virginia for work. We need relief.

Mr. Persaud  
Silver Spring, MD

# Nathalie Peter

Attached please find my I-270 and I-495 DEIS comments for your consideration.

**[attachment text as follows ]**

My name is Mary Nathalie Peter and I am a Maryland resident living at [REDACTED] Glenside Drive, Takoma Park, MD 20912. My home is just inside the I-495 Beltway near Sligo Creek, Long Branch Creek, and Northwest Branch. I grew up in Maryland and witnessed construction of the original I-495 beltway in the early 1960's, for which my first cousins' home was taken by eminent domain for the Connecticut Avenue exit. I worked for 17 years at the National Oceanic and Atmospheric Administration in coastal policy and management, with expertise in nonpoint source pollution; wetlands protection, mitigation and restoration; public access; and natural protected areas.

Thank you for the opportunity to provide comments in response to Notice of Availability of the I 495 & I 270 Managed Lanes Study Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation. 85 Fed. Reg. 41,583. I oppose the widening of I-495 & I-270 with the addition of tolls lanes and recommend that the No Action Alternative is the only viable alternative.

To begin with, the proposed project would have several negative personal impacts. First, it would encroach upon my family's recreational activities. We live in Montgomery County where the project would impact 16 parks. Our family regularly runs, walks, and cycles in Sligo Creek and Rock Creek Parks, both of which would be altered and lose valuable green space. We are also active members of the Silver Spring YMCA that will be eliminated by the expansion. Our son attends Montgomery Blair High School which would lose athletic field space and be subjected to other negative impacts including decreased air quality and increased noise levels.

In addition to my personal concerns, I have aesthetic, ecological, and stormwater management concerns. The losses and related harm in all-important green spaces cannot be adequately mitigated by buying up streams in distant parts of Maryland. The DEIS states that approximately 550 acres of new impervious surfaces will be added, drastically increasing stormwater runoff and flash flood risk regionally and in my community. Moreover, much of the stormwater mitigation will be performed offsite, impacting local community efforts to handle pre-existing stormwater challenges. Based on recent intense rain storm and flashflood events in our region, especially in 2020, we know that we already have significant stormwater management issues to address without needless privatized highway expansion. In addition, the expansion project will impact a minimum of 1434 acres of forest canopy in a region that is already experiencing record elevated temperatures year-round, partially due to losses in tree shade and increases in hardened surfaces related to a surge of development projects.

Section 4.8.3 of the DEIS acknowledges that the project will lead to increased particulate matter, carbon monoxide, ozone, nitrous oxide, and greenhouse gas emissions in local communities yet does not address how it will mitigate these pollutants. At a time when Maryland is seeking to meet The Greenhouse Gas Reduction Act goal to reduce greenhouse gas (GHG) emissions from transportation by 40% by 2030 and Montgomery County has passed a Climate Emergency Resolution in 2017 with goals to reduce GHG emissions by 80% by 2027 and 100% by 2035, this proposal undermines the policy directives of our region.

As a longtime Maryland taxpayer, I am also deeply concerned about who will ultimately pay for the \$11 billion dollar plan for privatized toll lanes. Despite Governor Larry Hogan's promise that taxpayers will not pay, the DEIS states that the project may require nearly \$1 billion dollars in state subsidies. The Washington Suburban Sanitary Commission (WSSC) has projected that it will cost approximately \$2 billion dollars to move water and sewer pipes impacted by the expansion. The WSSC rates and our water bills will undoubtedly increase significantly to cover these expenses.

We are witnessing the troubles that the Maryland Purple Line public private partnership (P3) is currently experiencing. As one of the largest P3s in the nation, this \$5.6 billion dollar project has racked up cost overruns, significant delays, and disputes and lawsuits between the partners. In September 2020, Purple Line construction came to a halt. This should be instructive for the State of Maryland - our taxpayers will now bear the financial burden of the mismanagement and overruns. In addition, those of us who live near the future Purple Line have faced daily delays at construction sites. Imagine the congestion nightmare for 5 plus years that will be associated with the 495/270 construction - longer if there are similar delays. At least the Purple Line light rail system will ultimately provide much needed public transportation, unlike the luxury lanes proposed in the DEIS which will benefit only those who can afford to use them.

The Maryland Department of Transportation (MDOT) has refused to show the public its calculations for future rush hour tolls. However, in Appendix C, page 883, the Metropolitan Washington Council of Governments calculates that drivers will pay \$49.63 one way from Frederick to Shady Grove during the morning rush hour if toll lanes are built on I-270 (\$2.26/mile for a 21.96-mile trip). This is far too expensive - only the very well-to-do can afford these rates.

Based on the reduction in traffic levels and congestion during the COVID-19 pandemic, there is a question as to whether our region will even need (or have the traffic volume to justify the expense of) this project once we recover. People are embracing telework and work from home. It strikes me that we should be exploring and promoting public transportation options, staggered commuter times, and viable route alternatives such as the Inter-County Connector (MD-200) rather than privatizing our highways at inordinate financial and environmental expense. The DEIS is incomplete without including an alternative that examines such work life, route and multi-modal transportation alternatives.

In conclusion, I strongly support the no-build option for the proposed I-270 and I-495 expansion for privatized toll lanes. This project would harm our local citizens and the environment in our region. The DEIS has provided incomplete and inadequate analyses and failed to consider a reasonable range of alternatives.

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**From:** Nathalie Peter [REDACTED]  
**Sent:** Monday, November 9, 2020 9:55 AM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** I-270 and I-495 DEIS Comments  
**Attachments:** 110720NPDEIS495Comments.docx

Attached please find my I-270 and I-495 DEIS comments for your consideration.  
Mary Nathalie Peter

9 November 2020

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, MD 21201

**Comments re: I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft Section 4(f) Evaluation and Joint Federal/State Application (JPA)**

Dear Ms. Choplin:

My name is Mary Nathalie Peter and I am a Maryland resident living at [REDACTED] Glenside Drive, Takoma Park, MD 20912. My home is just inside the I-495 Beltway near Sligo Creek, Long Branch Creek, and Northwest Branch. I grew up in Maryland and witnessed construction of the original I-495 beltway in the early 1960's, for which my first cousins' home was taken by eminent domain for the Connecticut Avenue exit. I worked for 17 years at the National Oceanic and Atmospheric Administration in coastal policy and management, with expertise in nonpoint source pollution; wetlands protection, mitigation and restoration; public access; and natural protected areas.

Thank you for the opportunity to provide comments in response to Notice of Availability of the I-495 & I-270 Managed Lanes Study Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation. 85 Fed. Reg. 41,583. **I oppose the widening of I-495 & I-270 with the addition of tolls lanes and recommend that the No Action Alternative is the only viable alternative.**

To begin with, the proposed project would have several negative personal impacts. First, it would encroach upon my family's recreational activities. We live in Montgomery County where the project would impact 16 parks. Our family regularly runs, walks, and cycles in Sligo Creek and Rock Creek Parks, both of which would be altered and lose valuable green space. We are also active members of the Silver Spring YMCA that will be eliminated by the expansion. Our son attends Montgomery Blair High School which would lose athletic field space and be subjected to other negative impacts including decreased air quality and increased noise levels.

In addition to my personal concerns, I have aesthetic, ecological, and stormwater management concerns. The losses and related harm in all-important green spaces cannot be adequately mitigated by buying up streams in distant parts of Maryland. The DEIS states that approximately 550 acres of new impervious surfaces will be added, drastically increasing stormwater runoff and flash flood risk regionally and in my community. Moreover, much of the stormwater mitigation will be performed offsite, impacting local community efforts to handle pre-existing stormwater challenges. Based on recent intense rain storm and flashflood events in our region, especially in 2020, we know that we already have significant stormwater management issues to address without needless privatized highway expansion. In addition, the expansion project will impact a

minimum of 1434 acres of forest canopy in a region that is already experiencing record elevated temperatures year-round, partially due to losses in tree shade and increases in hardened surfaces related to a surge of development projects.

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As a longtime Maryland taxpayer, I am also deeply concerned about who will ultimately pay for the \$11 billion dollar plan for privatized toll lanes. Despite Governor Larry Hogan's promise that taxpayers will not pay, the DEIS states that the project may require nearly \$1 billion dollars in state subsidies. The Washington Suburban Sanitary Commission (WSSC) has projected that it will cost approximately \$2 billion dollars to move water and sewer pipes impacted by the expansion. The WSSC rates and our water bills will undoubtedly increase significantly to cover these expenses.

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Based on the reduction in traffic levels and congestion during the COVID-19 pandemic, there is a question as to whether our region will even need (or have the traffic volume to justify the expense of) this project once we recover. People are embracing telework and work from home. It strikes me that we should be exploring and promoting public transportation options, staggered commuter times, and viable route alternatives such as the Inter-County Connector (MD-200) rather than privatizing our highways at inordinate financial and environmental expense. The DEIS is incomplete without including an alternative that examines such work life, route and multi-modal transportation alternatives.

In conclusion, I strongly support the no-build option for the proposed I-270 and I-495 expansion for privatized toll lanes. This project would harm our local citizens and the environment in our region. The DEIS has provided incomplete and inadequate analyses and failed to consider a reasonable range of alternatives.

Sincerely,

Mary Nathalie Peter

c.c. Peter Franchot and Nancy Kopp, Board of Public Works

Elizabeth Peters

I do not support the project. I support the nobuild option.

## **270-495 WIDENING 10/6/2020**

WHAT DOES THE NEPA MEAN? One should consider the interpretation of the National Environment Policy Act very carefully. Despite the negative impacts of the current COVID19 viruse on both population growth and economic development, we have a growing country. We are planning for the future - for ourselves, for our children, and for future generations. Being realistic any decisions made today will not be put into place as bridges and roads for at least 2 or 3 years - probably. not for 5-10 years.

A TERRIBLE CHOICE: Adding lanes to the Cabin John bridge to accommodate traffic increases is a very expensive and involved project that would likely last for at least 3 or 4 years after it was finally started and would drastically affect all of the related feeder roads. The rebuilding process would likely cause serious traffic jams many times during this rebuilding.

AN ALTERNATUVE APPROACH: An alternate that has often been discussed is building a 2nd bridge across the Potomac away from the Cabin John bridge -perhaps near the 'Point of the Rocks' area. One would expect this to actually cost less than any increased Cabin John Bridge and infrastructure project. It would provide an alternative path between MD and VA-- a backup path -for the busy Cabin John Bridge. If we were faced with a domestic terrorist or lunatic attack on that Cabin John. the entire Washington metropolitan area would be pushed into a long term economic hole. It would be a national catastrophe. The Governor and our Congressional and Senate representatives can speak, off the record, in much more depth about this very serious issue.

PROBLEMS WITH AN ALTERNATIVE SOLUTION: One would have to setup a joint MD-VA group and subgroups to oversee the massive planning effort needed by both states and coordinate this with the federal government. The initial focus would appear to be in determining the bridge type, capacity, and construction method. This group would then have to look into planning and starting the construction of access roads on both sides of the new bridge. Along with the planning of access roads, other feeder routes throughout the MD and VA countryside would be needed. In MD as an example, one would assume that some roads would also be needed to tie into the Baltimore area and beyond.

IN SUMMARY: We live today but our children and their family will live in the tomorrow that we plan for them.

Sincerely, Dr. P. OUTSIDE-THE-BOX CONSULTANTS

**Name:** Jon Peterson

**Date/Hearing:** 8/25/20

**Type/Session:** Live/Afternoon

**Transcription:**

My name is Jon Peterson. (J-O-N P-E-T-E-R-S-O-N). I am registered living in National Harbor. I am here on behalf of the business community. Our family has businesses in both Northern Virginia and Maryland that include Rio Washingtonian, downtown Silver Spring, and National Harbor. Having lived through the construction of the HOT Lanes in northern Virginia, it's a test tube that shows that this type of infrastructure improvement works and is very desirable by the majority of the citizens of northern Virginia, to the extent that they are now increasing more lanes on I-66 and extending them on I-95 South. So, if it hadn't been successful, they would not have done these other projects.

With regard to what this infrastructure will bring to Maryland, at this point, it's my understanding that there are many people who are leaving the area because they can't put up with the traffic congestion. The number of jobs that have been created in Montgomery County over the last ten years and the net new jobs is almost zero. Montgomery County can't continue to survive on net new jobs. This will be a major piece of infrastructure that allows people to have a choice to go into the HOT Lanes or into the regular lanes.

With regard to environmental concerns, a lot of the roads, when the Beltway was built, were based on old criteria and specifics to protect the environment. Those that will be implemented in this new construction type will enhance, and make better the facilities that exist today that are, that are failing in many instances. So with respect to that, there is probably an increase in significant parts of the Beltway improvements when it comes to environmental concerns. Congestion today is one that is keeping companies from locating in the Washington Region. It is, we all need to look together as one region – Northern Virginia and Maryland together. Maryland – Virginia has done its part and I think it's time for Maryland to do its part because we're all living in one environment and the benefits of Virginia and Maryland needs to be retained together. So, thank you for the time today. And, I support Option Number 9 going forward. Thank you.

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**From:** Jonathan Peterson [REDACTED]  
**Sent:** Saturday, November 7, 2020 4:25 PM  
**To:** MLS-NEPA-P3  
**Subject:** We oppose the I-495 and I-270 project

**From:** Jonathan and Lisa Peterson, [REDACTED] Whippoorwill Court, Rockville, 20852  
**Subject:** We oppose the I-495 and I-270 project

We are longtime local residents living near the forest barrier that separates our house from I-270. We support the No-Build option for I-495 and I-270. We are deeply concerned about the flawed and inadequate plans moving forward to widen and change the highways.

This project leaps out as careless and harmful transportation policy for several reasons:

- Inattention to mass transit. A smarter, more holistic plan would commit resources for mass transit as part of the solution. This is a glaring deficiency in the plan.
- Environmental destruction. In recent years, this section of the county has eliminated a great deal of natural habitat and killed countless trees, quietly undermining one of the major assets of the region. The DEIS does not address where or how the 1800 acres of forest will be replaced or whether there are mitigation strategies for displaced wildlife.
- Sloppy financing. The plan to rely on toll lanes relies on dubious economic assumptions, which raises little-noticed risk for taxpayers. Further, this strategy will exacerbate economic disparities, because of the likely high toll costs at peak periods. The plan shows that during certain periods, the time saving in the free lanes will be more than offset by the slower travel time in the free lanes.

Transportation officials can do better. The responsible approach is to slow down, conduct more modeling of local impacts, and make sure there is a more meaningful public discussion.

Thank you for your attention to this matter.

Lisa Peterson and Jonathan Peterson

## Mircea Petrescu

Widening 495/270 is not a good idea. What we need is modern public transportation and a great public school system.

# YULIYA PETROVA

I support NO-BUILD option because:

1. Luxury Lanes depend on bad traffic congestion to make a profit;
2. P3s's depend on billions in taxpayer aid, despite claims the private investors will pay for 100% of the cost;
3. The plan will worsen pollution, stormwater runoff, and local traffic.

## Jeanne Philbin

I oppose the expansion of the beltway and associate with the comments of the Sierra Club. We need to focus on public transportation like the purple line and new express buses instead of wasting time and money on a project that will increase harm to the environment including air pollution.

**Name:** Frank Pierce

**Joint Public Hearing Date:** 8/20/2020

**Type/Session:** Live / Afternoon

**Transcription:**

Hello, this is Frank Pierce of [REDACTED] Shindler Drive in West Hillandale, Maryland, 20903. Nothing has as yet been mentioned about the terrible. I didn't spell my name, did I? F-R-A-N-K P-I-E-R-C-E. All right. Nothing has been mentioned about as yet, as yet about the impact of this road widening on my place of business, namely Holy Cross Hospital, Silver Spring. It seems that that another another lane would just about butt us right straight against the Beltway after the south building expansion and I can't see that. Secondly, I would like to know exactly what the interests of the of the private company is and how it would, how it would profit from its monopoly over these toll lanes. And I have my general opinion of this matter is that, is that this is not, this is not a good, a good transportation policy going forward. Governor Larry Hogan is a self-described road man, as per his interview on WTOP, and he doesn't understand, understand that we must urgently undertake other transportation means, an expanded public transportation zoning in accordance with public and, and bicycle transportation, for example. And to me, this is not, this is not the way to go in the 21st century. As was mentioned earlier, we're going into a, we're going into an era of increased telecommuting. Less need for any of this, less burden on the roads. And to me, the whole, and of course, there is climate change. The whole thing sounds foolish. And it must be abandoned at once. Thank you very much for this opportunity to speak.

# Mark Pierzchala

I oppose this project and support the No-Build option.

The proposed toll lanes would increase the lane count from 12 to 16. Its construction, and its impact of allowing additional traffic would be an environmental disaster.

It requires most road users to remain congested in order to incent high-enough tolls.

The state has withheld important information from its partners.

The state may have to assume much, most, or all risk in order to incent the private sector to participate.

The state would be giving 50 years concession, for at most, 10 years of relief, if any at all.

The pandemic has shown us that there are other ways to reduce volume per lane, and that includes an increase of home-based telework. This is what should be promoted.

Traffic projections based on pre-Covid counts, must be considered basically flawed at this point. You cannot move forward based on these data.

The impact on the City of Rockville would be vast, and the City's cost to mitigate impacts on roads, streams, and parks are not part of the P3 cost.

This P3 only encourages more sprawl and traffic, it begets its own failure, but this time with the tax payer on the hook.

Mark Pierzchala

David Pile

I oppose this project and support thr NO-BUILD option.

**From:** [Dianez Pilon](#)  
**To:** [Dinne, John J CIV USARMY CENAB \(USA\)](#)  
**Subject:** [Non-DoD Source] Application NAB-2018-02152 and MDE Tracking Numbers 20-NT-0114 / 202060649  
**Date:** Friday, November 06, 2020 7:39:28 PM

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Mr. Jack Dinne,

I am a Montgomery county resident, who lives in Bethesda zip code 20814. I support the no build alternative 1. I have lived in the county my whole life. At 35 years old, I have seen the county become densely populated. However, I have also seen other cities handle their traffic woes. Cities like Philadelphia have little green space which is harmful to the environment and to humans. Humans destress my spending 20 minutes outside. I recommend the no-build alternative because I support maintaining the health and beauty of the county. This project is also already out of date due to COVID-19. The solution is not to build more. The solution is for people to use the latest technology and eliminate old habits of daily commuting. I support no-bid because I want to raise my child here and take him to the numerous parks supported by my tax dollars. Furthermore, increasing roads and public transit have been shown to not improve or marginally improve traffic, respectively.

For further support of the Alternative no-build.

Alternative 1 No Build, is the optimal solution. To spend billions of dollars widening the highway for a short-term solution that permanently changes the landscape of the region and erodes our environment is irresponsible, at best. All alternatives that call for widening 495 and 270 are not appropriate for the region. The perceived benefit is Gov. Hogan will get credit for taking action to address traffic in the DC area.

The real problems are:

The loss of trees that make the air we breathe.

The demolition of wetlands, parks and trees, and loss of habitat for wildlife that already poses a danger to motorists.

The cost of construction vs. short-term gain.

The demolition of houses in a region that lacks enough affordable housing; the demolition of historic properties; and the cost of compensating homeowners.

The cost of maintenance of snow removal in the winter, and pothole work in the summer, indefinitely.

The fact that the region will still need to spend more money to alleviate traffic in other ways.

There is no widening of Georgia Ave, Connecticut Ave, Wisconsin Ave, New Hampshire Avenue, University Blvd, Viers Mill Rd, Randolph Rd., Colesville Road, East-West highway, Route 28, which are all major roads that are congested during rush hour. I am not suggesting the widening of these roads either, yet this is where a lot of congestion also takes place.

The fact that this does not alleviate traffic in the District. There are hundreds of thousands of drivers from surrounding MD counties into whose daily commute is into DC. This does not include Virginia, West Virginia, and Baltimore.

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The fact that this will exacerbate bottlenecks of ramps. A five or six-lane highway onto a two or three lane local road with lights that are not timed will increase wait times on off-ramps. While highway data is more readily available, here is a link about bottlenecks in the country as a simile to describe the increased back-up on off-ramps.

Blocked<https://tinyurl.com/y5de5ook>

The disenfranchisement of individuals who cannot or will not pay twice a day for a faster commute.

Blocked<https://tinyurl.com/y3nnoy3s>

The high probability that it simply will not alleviate traffic, as there is very little evidence to support that widening highways actually works.

This solution does not help those who do not take 270 or 495 during their commute daily (e.g. me). This includes people who live outside the beltway or are too close to the dc line that it makes no sense to go north to head back south.

This solution does not address weekend traffic when more people are off of work coupled with out-of-towners who are not paying for a toll road. Blocked<https://tinyurl.com/yxtyx2mj>

Induced demand while this may be debated, the goal of widening a highway is to accommodate more drivers on the road which induces demand.

Finally, this article from the Brookings Institute summarizes the challenges of reducing traffic congestion. It is outdated and does not account for technology today. Nevertheless, this research paper clearly describes why widening a highway with tolls or otherwise is not a viable solution. Blocked<https://tinyurl.com/y9nwglek>

While Alternative 1 is the most sensible and cost effective solution, there are more alternatives that can be explored to alleviate the problem.

## Option 1

In Dallas, they were successful in increasing highway speeds during rush hour because they allowed motorists to drive on the shoulders and had tow trucks standing by in case a vehicle broke down. For 6.3 miles this cost them \$4.7 million dollars. I guesstimate 495 in MD as 45 miles. It would cost approximately \$35 million to clean and repave the shoulders to let motorists drive on them from 6:00am to 10:00 am. If \$4.7 million was only enough for one direction of the highway, that would still only be \$70 million to add two lanes of travel on each side without causing damage to the region's homes, parks and environment. The right-shoulder can turn into a dedicated exit lane. Blocked<https://tinyurl.com/y4fvqdbd>

## Option 2

Option 2 could be do Option 1, and then focus on the long-term strategy of getting cars off the road.

The state can encourage flexible work schedules to reduce the number of workers that have to travel between 7:00am and 9:00am with economic incentives. The state can subsidize the parking fee at metro to encourage more people to take public transportation. The state can encourage companies to increase teleworking with incentives. County employees, if they do not have them already, can have AWS (Alternative Work Schedules), Telework Schedules, and Flexible work schedules. The State can continue to build bike lanes and bike paths and give more support to electric bikes. For example, I can bike from Bethesda to Judiciary square in 52 minutes which is 15.6 miles. Driving 13.6 miles to get to the same destination take me 1 hour and 15 minutes to an hour and 30 minutes.

## Supporting Evidence

The way to reduce traffic is to reduce cars on the road. During the 35-day government shutdown from December of 2018 to January of 2019, rush hour traffic on major highways improved. This is because federal employees were not driving to work. Blocked<https://tinyurl.com/y3kal829>

Also, Traffic during the week should also be studied. My commute is always faster on Mondays and Fridays. This is because there are less people driving on Mondays and Fridays. Contributing factors are alternative work schedules for employees, so they have Friday or Monday off. Also, workers who take on Friday or Monday to extend the weekend.

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I have lived in the DC area my whole life. I have seen the area grow and change from sleepy rolling hills to tall mixed-usage buildings. The rapid growth meant that traffic congestion was destined to happen. And if the region continues to grow, traffic congestion may always be an issue. However, that does not mean our quality of life should suffer needlessly with overpriced highway expansion projects. We need a progressive response, not a dated response to traffic congestion. Business, large corporations, local government need to come together and make a plan that is

thorough and backed by concrete evidence that it will alleviate traffic.

Thank you,

Dianez Pilon



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**From:** Kimberley Pins [REDACTED]  
**Sent:** Monday, November 2, 2020 11:27 AM  
**To:** MLS-NEPA-P3  
**Subject:** FW: I270 expansion

**I oppose the I-495 and I-270 project. I support the no-build option.**

The toll-lane project would be one of the largest of its type in the U.S. and is expected to cost \$11 billion or more. The toll lanes will cause 4-5 years of construction misery at any given location, especially where interchanges and bridges have to be rebuilt. We need a balanced approach to traffic relief, which this project does not offer.

It is not known at this time whether a need for expansion will exist with more residents working from home during the covid pandemic and quite likely after the pandemic.

The DEIS does not address how reversible lanes will could reduce traffic at rush hours and therefore reduce the need for toll lanes

The DEIS ignores the potential impact of commuter buses and the potential reduction of traffic at rush hours

Additionally:

-34 homes and 4 businesses would be taken and 1,127 residential properties and 348 businesses impacted.

-18 publicly-owned community recreation centers, 14 places of worship, 5 schools, 4 recreation centers, -3 hospitals, and 2 cemeteries would be impacted.

-Construction would cause 4-5 years of profound disruption at any given location.

-47 parks would be destroyed, often in areas where there is no replacement parkland.

-21 registered historic properties could be destroyed and archaeological properties altered.

-1,500 acres of forest and tree cover would be removed with damage to bird and wildlife habitat.

Please consider the negative impact of this project and implement a solution which will minimize the impact with less repercussions on the lifestyle of the residents of Montgomery County.

## Roanne Pitluk

I am extremely concerned about expanding I-495 and I-270. An increase in lanes will increase traffic, add to pollution, harm the environment and destroy neighborhoods. We need a sensible way to get people OUT of their cars and onto public transportation. Put the money into public transportation, adding sidewalks and zoning for neighborhoods with nearby shops. Please don't make this costly harmful mistake.

# Chris Plano

To whom it may concern:

The Purpose and Need of this project is impossible to fulfill because it is not possible to "Accommodate existing traffic and long term traffic growth" by adding highway capacity. By adding capacity, additional traffic will be induced to use the facility, eventually increasing congestion to previous levels in the General Purpose lanes. Congestion will, however, be managed in the tolled lanes to specified travel speeds. But because the recommended alternatives include retention of General Purpose lanes, the project cannot accommodate long term traffic growth and therefore cannot fulfill the Purpose and Need. As a result, none of the recommended alternatives should be recommended. An alternative not considered in this study that may accommodate long term traffic growth is conversion of all existing lanes to tolled lanes managed to a specified travel speed. Such an alternative would prevent induced demand (as long as no lanes were added) and therefore adequately address long term traffic growth and possibly the remaining elements of the Purpose and Need. However, as it stands, no proposed alternative addresses the Purpose and Need and as a result cannot be recommended for further project development.

In addition to this fundamental issue, the recommended alternatives are in stark contrast to the stated goal of Environmental Responsibility in section 1.8.2. The alternatives would have both immediate and long-term negative impacts to the environment that cannot be adequately mitigated or "designed away." The immediate impacts include large increases in impervious surface, leading to flooding particularly as storms increase in intensity due to climate change. To create this additional impervious surface for the highways, open space must be converted. Some of these open spaces are lands acquired with Capper-Cramton Act funds. This land cannot legally be used for anything other than park purposes; highway usage clearly does not qualify as such.

Long-term impacts of expanded highways and the induced demand that inevitably results include considerable impacts on air quality from increased vehicle pollution. These impacts cannot, for example, be mitigated by creating new parkland in other areas to offset the area converted for additional lanes. And these pollution impacts will continue for as long as the highway remains in use, which is likely to be for many decades.

For these reasons, the proposed alternatives cannot be recommended for advancement.

## Lee Plave

The project is likely to take many years and involve the taking of substantial property, with considerable environmental impact. The voluminous number of hours of additional drive time that people will spend in added delays on 270, on surface roads, on the Beltway, and even on the Dulles Access Road approaching the Beltway (eg, in the afternoons, headed back to Montg. Co.) will be considerable. The balance to be struck between those years of delay and - frankly - misery - with the possibility that the added lanes might (might ) make a difference should weigh heavily against proceeding ahead.

Moreover, any gain in traffic flow or transit times would come at the end of this decade or into the 2030's. The immediate impact of the 2020-22 coronavirus crisis will hopefully be past us by then, but it would be folly to think that there will not be a mid-to-long term permanent impact on how people work and commute.

Finally, once we are past the coronavirus crisis, we will likely face and have to deal with an existential threat in the form of a global environmental crisis. Debates can be had as to why we may face such a crisis, but the science is clear that we are headed rapidly in that direction.

There are ample reasons not to proceed ahead. Proceeding ahead with a multi-billion-dollar project without a full understanding of those substantial factors would be shortsighted and amount to governmental malpractice.

## Lee Plave

Simply put, the amount of dislocation over the next decade that will be necessary to start, undertake, and complete this project will be vast. The number of person-hours spent in additional traffic delays for a long period of time, stretching from upper Montgomery County thru to the Dulles Tollroad, and including all the surface roads as well as the highways, must be accounted for. All of that wasted fuel and pollution generated by drivers stuck in ever-longer traffic jams - just to "maybe" find that the toll lanes get us past that problem - is in my judgment a mistake.

If you assume that motor vehicles will emit less pollution and be more fuel efficient in the period 2030-2045, then from an environmental assessment standpoint, saving THOSE excess vehicle hours (ostensibly, the goal of this undertaking) has to more than make up for the monumental environmental cost (pollution fuel) of having drivers suffer massive delays in the current vehicle fleet due to construction in the 2020-2035 period.

I oppose this project.

## Scott Poe

I oppose the I-495 and I-270 project. I support the no-build option.

As a father of a soccer player I had to travel all over the metro area, and when I had to travel to VA for afternoon practices, it used to make me so angry that luxury lanes were only filled with rich people. It further incenses me that a republican governor would think this was a good idea. It frustrates me that the governor eliminated bussing for the rapid I-270 corridor.

Please come up with a better plan. As it stands, this project is only being built to serve the wealthy.

Scott Poe

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**From:** Elizabeth S. Pollard [REDACTED]  
**Sent:** Thursday, October 22, 2020 5:03 PM  
**To:** MLS-NEPA-P3  
**Subject:** I oppose the I-495 and I-270 project. I support the no-build option.

**I oppose the I-495 and I-270 project. I support the no-build option.**

Please stop trying to fix problems in antiquated ways. Be better than that.

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**From:** M P [REDACTED]  
**Sent:** Thursday, October 15, 2020 11:25 AM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov  
**Subject:** Good News - We Don't Need to Widen 495!

Good news! We do not need to widen 495! We did it in 2011!

The ICC was always advertised as an "Outer Beltway", paralleling the current proposed expansion of 495. As an East-West highway, it was understood that the ICC would increase traffic on the North-South highways, but it was advertised as being an alternative route that would **reduce traffic on 495**, just like the current plan. And, it would pay for itself with the tolls. Of course, it was understood that the ICC, like the proposed new Beltway construction, would damage neighborhoods and the environment, which it did, but look at the traffic benefits it achieved! After building it, 495 became an empty joyride, while the ICC is used so much it is at risk of becoming jammed itself.

Of course, at the time, some fools predicted that the ICC would actually make things worse on 495, due to some ridiculous nonsense called "deferred trips", but who believes that? And of course the environmental damage will be worse for the new project, since it goes right through Sligo Creek watershed, but who cares? The important thing is to fit more cars onto the Beltway, at any cost.

(I live next to the section of 495 being proposed for widening, so I **oppose** that, but I have no opinion on 270 which I do not know enough about.)

Michael Pollock  
[REDACTED] Woodman Ave 20902

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**From:** Lisa Choplin <LChoplin@mdot.maryland.gov>  
**Sent:** Wednesday, October 14, 2020 2:46 PM  
**To:** MLS-NEPA-P3  
**Subject:** FW: I support the no-build option.

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**From:** Christina S Polyak [REDACTED]  
**Sent:** Wednesday, October 14, 2020 2:43 PM  
**To:** Lisa Choplin <LChoplin@mdot.maryland.gov>  
**Cc:** pfranchot@comp.state.md.us; governor.mail@maryland.gov; Treasurer@treasurer.state.md.us; marc.elrich@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov; councilmember.jawando@montgomerycountymd.gov; councilmember.riemer@montgomerycountymd.gov  
**Subject:** I support the no-build option.

**I support the no-build option.**

Dear Maryland Leadership,

I support the no-build option for the proposed Beltway widening initiative. Please take into consideration the loss of parks and impact on current and future stormwater runoff in our communities.

Thank you, Dr. Polyak

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Christina S. Polyak, M.D., M.P.H.

[REDACTED]  
Mobile: [REDACTED]

Work Mobile: [REDACTED]

## Stephanie Powers

My name is Stephanie Powers and I live in Silver Spring, MD. I used to live VERY close to the beltway in Woodside Forest, but moved soon after Gov. Hogan's announcement to expand 495 and 270 because I knew immediately it was a PROBLEM for me, my neighbors, and for the state. I completely reject Gov. Hogan's and SHA's plan(s) and support the "no-build option" as the only alternative at this time. It was apparent from the start that Gov. Hogan did not present a well-constructed plan that considered all options for transportation. I watched and attended early meetings and observed and heard Gov. Hogan scoff at detractors, dodge questions about the consequences of unexpected costs to Maryland residents, and refuse to consider ANY plan that didn't include "more roads." I refute his narrow vision and proposed "solution" to transportation problems because he didn't consider any public transportation options and has tried to skirt environmental impact studies. My old house was already in a Beltway noise pollution zone which will massively increase if Hogan's plan goes through. The public does not generally understand decibel levels, but I have an audio mixer background and my husband currently works as an audio engineer - the project's publications downplay sound, and it's no small player in the daily lives of homeowners and businesses. ESPECIALLY as more and more people work from home. Which brings me to the fact that the plan has NOT taken into account the long-term COVID-19 impacts.

The DEIS does not consider how COVID-19 will impact the financial viability of the proposed project. MDOT SHA intends to build the project as a public-private partnership ("P3"). Under this model, any reduction in anticipated toll revenue can derail funding potential. Tollway revenue in Maryland is down 40% and hundreds of millions of dollars, and tollway operators across the country have sought billions of dollars in taxpayer bailout money. Therefore, it is vital that MDOT SHA analyze COVID-19's long-term impact on toll revenue and the financial viability of the proposed project.

Despite promises that the proposed expansion will pay for itself through managed toll lanes, the DEIS shows that the build alternatives might require a state subsidy paid to the developer 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. No itemized budget has ever been shared and the only one mentioned in the DEIS was a calculation based on lane miles, not one that gave estimated costs for the 1-70 bridges to be redone or any specific infrastructure or mitigation costs.

The DEIS does not analyze how increased stormwater runoff from the proposed expansion will impact local waterways. The Agencies claim that these impacts will be addressed through the permitting process that will occur during the design and construction phase, but these impacts must be considered during the NEPA review process. The DEIS also fails to analyze how the increase in polluted stormwater runoff will impact downstream waterways.

P3 projects historically haven't worked for any other state, and they saddle residents with debt for 50 years...there is no indication Hogan's plan will work any better for Maryland, and most projects have it failing even harder due to the size and scope. And without proper consideration for environmental impacts in rain water and noise pollution, along with home losses, and a lack of consideration for bus routes, train service expansion, and the eventual addition of the purple line,

Hogan's plan simply proves that it is narrow minded and the least viable of many better plans if they were simply given consideration and thoughtful planning.

Hogan will eventually leave office, but the disastrous results of his plan for 495 and 270, if executed as he proposes, will cripple the state for decades, and will NOT solve its transportation problems. The cost is too high for Marylanders and Hogan needs to go back to the drawing board to properly serve his constituents. His plan will not help my commute should I ever return to an office (It will likely make it worse), it will hurt my former neighbors through loss of homes and noise pollution, and water runoff, and it will leave the state debt-ridden and without funds to create a better solution that also helps our environment.

I strongly urge SHA to start over, consider bus routes, expanded MARC service, and to leave the failure of P3 partnerships in the past to look towards better solutions with viable steps clearer funding strategies.

Sincerely,  
Stephanie Powers  
Silver Spring, 20904 (formerly of Silver Spring, 20910)

## John Pray

As a homeowner near I-270, I am already frequently disturbed by traffic noise from that highway. I'm also aware of the various studies that show widening highways rarely, if ever, makes traffic better. So when it comes to these projects that involve making these already huge highways even larger, I see no benefits, only drawbacks.

I oppose the I-495 and I-270 project. I support the no-build option.

Thank you for your time.

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**From:** anna priddy [REDACTED]  
**Sent:** Sunday, November 1, 2020 2:26 PM  
**To:** MLS-NEPA-P3  
**Cc:** treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov  
**Subject:** I-495 I-270 DEIS comment

My name is Anna Priddy. I live in the Forest Estates community of Silver Spring, approximately 0.5 miles from I-495, exit 31. I have lived in Silver Spring for over 15 years and am a parent of two young children. I have attended numerous public forums related to the Beltway expansion and read summaries of the DEIS.

**I oppose the expansion of I-495 and I-270 and support the no-build alternative.**

The proposed expansion will negatively affect our community's health, safety, and quality of life and will only worsen the congestion on our highways and arterial streets. My main concern about this proposed project is that alternative forms of transit, such as expanded MARC rail service, increased bus service, and a robust, safe, and connected bicycle network, were not considered. Any realistic mobility plan for our region must utilize and expand our underfunded transit network. I am also dismayed for any loss of parkland or degradation of Sligo Creek and Rock Creek because these parks are critical natural resources that help maintain our community's physical and mental health. Additionally, my children's child care provider may be negatively affected because it has several locations immediately adjacent to I-495 and I-270.

My children and their peers will bear the impacts of our mobility plans for this region. I am concerned that this project will leave the next generation saddled with debt, with a depleted local environment, and a host of significant negative health effects from a mega highway in a densely populated community.

I am further concerned that Governor Hogan has not been transparent about the project's true costs, nor has he engaged in good faith discussions with our local elected representatives or even acknowledged the extreme community opposition to this project. The governor's evasive and bullying behavior throughout this project strongly indicates he is more concerned with his own financial wellbeing once he leaves office rather than the wellbeing of all Marylanders.

I ask that the governor and other decision makers respect the overwhelming consensus of the local communities in the I-495/I-270 corridor and scrap this project. Instead, please negotiate in good faith with our local elected officials to find a more cost effective and environmentally appropriate solution to our long-term mobility needs.

Sincerely,

Anna Priddy  
[REDACTED] Belvedere Blvd.  
Silver Spring, MD 20902  
[REDACTED]

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**From:** Joseph Psootka [REDACTED]  
**Sent:** Tuesday, October 6, 2020 9:25 AM  
**To:** MLS-NEPA-P3  
**Subject:** Stop this boondoggle now!

Stop this boondoggle now!

I oppose this project and support the NO-BUILD option.

In this time of the pandemic, driving has been reduced so drastically this is not needed.

By the time the pandemic subsides, we will have cheap robotaxis that reduce traffic even more.

Sent from [Mail](#) for Windows 10

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**From:** Lopaka Purdy [REDACTED]  
**Sent:** Monday, November 9, 2020 1:00 PM  
**To:** MLS-NEPA-P3  
**Subject:** Support No Build Options

Hello,

I am a resident of the Woodside Forest neighborhood of Silver Spring. My home is within 1/4 mile of the beltway.

I support a **NO BUILD** option to expand commuter volume and transportation access to residents of DMV who rely on the beltway and its associated arteries to commute and enjoy live in this area.

I support the *completion* of the Purple line, use of bus rapid transit lanes on the beltway and other no build options.

Thank you,

Lopaka Purdy

[REDACTED] Pin Oak Dr, Silver Spring, MD 20910

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**From:** Anne Pyne [REDACTED]  
**Sent:** Thursday, September 10, 2020 10:11 AM  
**To:** MLS-NEPA-P3  
**Subject:** Oppose all build for 270-495

Hello

I am a resident of Woodmoor and oppose all build for the 270-495 road construction.

Thanks,

Anne Pyne

Silver Spring MD

## Margaret Quinlan

The Montgomery Hills section of Montgomery County has had to endure commuter traffic thru our residential streets, air choked with carbon emissions so pur children could not play outside, and had trouble exiting our driveways because of traffic. Now you want to further destroy homes so commuters can use the major commuter road. Fund more systems for commuting to downtown areas

## Barbara Quinn

I oppose the I-495 and I-270 project. I support the no-build option. I believe it will worsen traffic, increase air and water pollution, destroy tree and green spaces, and impact too many homes.

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**From:** Running Rabbit [REDACTED]  
**Sent:** Monday, August 31, 2020 10:08 PM  
**To:** MLS-NEPA-P3  
**Subject:** I-495 & I-270 Managed Lanes Study DEIS/ Draft

While the Executive Summary of the I-495 & I-270 Managed Lanes Study declares that the "No Build Option does not meet the Study's Purpose or Need," I vote for the No Build Option. This project will make Montgomery County (I live in Wheaton, MD) even more congested, polluted, noisy and dirty than it already is. Instead of spending time, money and effort on this project (and probably enriching a large private corporation in the process), spend time, money and effort to encourage telecommuting. I suspect that commuting/driving patterns that form the basis for the Study will evolve in the coming years, reducing or eliminating the need for more roads. Telecommuting is the wave of the future, so devote time, money and effort to reforming public policies, laws and regulations to encourage telecommuting.

Montgomery County in the vicinity of this project is already congested, noisy, dirty and polluted. This project will only make it worse.

## Patrick Rabe

Given that this will result in foisting ever-worsening traffic on those who cannot afford to pay the tolls and cannot find carpool partners, and given that public-private partnerships generally seem to result in private industry profiting off of government investment in public works (more explicitly than usual, anyway), I fail to see how this plan can be worth any plausible environmental impact.

## SARA RABE

It does not appear that the HOT and Express Toll lanes in Northern Virginia have a beneficial effect on traffic. Traffic still jams up on the main lanes. Traffic also jams up on the HOT lanes. They are also an unfair reward for the wealthy and penalty for those of modest means. The private operators of the HOT lanes profit and the people of Maryland do not benefit.

In the face of that, the environmental impact (no matter how de minimis) and any economic impact are unjustifiable.

Thank you,

Sara Rabe

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**From:** wendy rainey [REDACTED]  
**Sent:** Saturday, November 7, 2020 9:31 AM  
**To:** MLS-NEPA-P3  
**Subject:** Beltway Widening

Hello, I live near Holy Cross Hospital just off Georgia Avenue. There are many reasons that I don't think the beltway should be widened. These are my top two:

1. Isn't there some other way to reduce traffic other than to make another lane or lanes? I drive to Northern Virginia often. That state has embraced widening their beltway and traffic is still terrible and the toll lanes are straight up highway robbery.
2. Because of my house location, I already hear beltway noise. If the beltway is widened this will increase, which could SIGNIFICANTLY reduce my house value. My home is my biggest asset. Essentially, it's value is what I count on in order to retire when I sell it.
3. The impact on all of the surrounding neighborhoods will have greater highway noise, pollution and possible loss of homes or community land. All of the neighborhoods in this area are well-established with many families staying for years. We have our own parks, schools, farmers markets in these neighborhoods. Once the state starts chipping away at these communities, I have to think there will be an impact on them.

There have to be other ways we can fix this. We are in a pandemic and have learned that we can work from home. I've been doing that since March and have reduced driving my car by about 80%. Has anyone proposed incentives for businesses to allow their workers to continue working from home once the pandemic has been resolved? This is Montgomery County. I know there are people here who have ideas about conserving energy, reducing pollution, etc. Has anyone asked the county residents for their expertise not just their opinion? Asked the University of Maryland to have students come up with ideas? Sorry, but we need other ways of dealing with traffic other than to just widen the beltway. Sincerely, Wendy Rainey, resident of Forest Estates community.

**Comments on the DEIS,**

**Marjorie Raley, [REDACTED] Plantation Lane, Rockville MD 20852**

**October 27, 2020**

After reading through the DEIS and many of the reports and documents referred to in the DEIS, it seems clear to me that the I-270 and I-495 p3 program and managed lanes proposal is the wrong direction for Maryland. There is no question that we need to do something to alleviate traffic on these roads, in particular on I-270 which brings commuters from cheaper housing in Frederick County and upper Montgomery County down to employment centers in lower Montgomery County and in Virginia. I agree with the concerns about the program and its alternatives expressed by the M-NCPPC and by many members of the General Assembly in a recent letter to Ms. Chopin. I respectfully add the following comments:

1. By focusing on adding roadway capacity, the project applies 20<sup>th</sup> Century thinking to 21<sup>st</sup> Century problems. Climate change, including Maryland's own ambitious goals for reducing GHG emissions, necessitates a plan that fundamentally includes reducing the number of cars on the road. This is also the key goal of Visualize 2045. The MLs project provides only for BRT (and only in a limited way) and potentially for HOV (also in a limited way as HOV-3), while it increases road capacity on I-270 to a throughput of more than 19,000 cars. Everyone knows that more capacity encourages more cars. And that less transit usually means more inconvenient transit and fewer travellers accessing it. Maryland has no comprehensive plan for BRT, and according to the June transit report (referenced in the DEIS), there is no money anyway. This is unacceptable as we face a tight timeframe for avoiding the worst of climate change effects. We need to be doing something NOW to reduce emissions, particularly from transportation which, according to The Maryland Draft Plan to Achieve Climate Goals, accounted for 40% of Maryland's gross GHG emissions in 2017.

2. The DEIS states that the MDOT-SHA will "evaluate and consider all new information [pertaining to changes in traffic resulting from Covid-19] that becomes available." That's appropriate, but what is not appropriate is the lack of a plan or timeframe to do so. Nowhere does the DEIS suggest that the p3 program will slow its timetable to allow information to be gathered. Nowhere does it indicate where or how this information will be gathered. SHA must have a plan to gather information and it must allow reasonable time to do so. As for the state, Maryland should be working to capitalize on the successful teleworking to encourage business' long-term commitment to it.

2. Nowhere in the DEIS or supporting documents is there a mention of EVs riding in the ETLs at a discount or for free even if a single-occupancy-vehicle, as provided for in the Clean Cars Act of 2017. Maryland should be encouraging residents to switch to electric cars, which will reduce noise as well as GHG emissions. EVs should ride free, I believe, and the state should be enabling equitable access to these cars through tax breaks and other incentives. Better yet, encourage electric cars and substitute rail or a well-organized BRT system that uses a dedicated access lane for the managed lanes program.

Of course, I fully realize that the p3 program dis-incentivizes EV incentives: any reduction in toll revenues will be discouraged by the ML structure.

3. The 50-year contract is too lengthy and restrictive. In Chapter 4 section 24, the DEIS considers the “irreversible and irretrievable commitment of resources,” including the “irreversible dedication of land to transport use.” It is disingenuous at best to say that “if a greater need arises for the land or if the transport facility is no longer needed, the land can be converted to another use.” How would the contract be voided to provide space for metro rail, should this transit become essential in a near-future world heavily affected by a climate change driven by car GHG emissions? The developer spending nearly \$9 billion upfront is unlikely to cooperate.

4. I find the “gains” in traffic speed and reduced delay time too uncertain and too little to justify the loss of control of the land for rail, as well as for the ecological, cultural, and historical sacrifices necessary. Cars on the I-270 general purpose lanes in 2040 for the build options are projected to be able to travel at 40 miles an hour during rush hour and save about 7 minutes on their trip. Seven minutes is about two songs on the radio. This is pretty minimal at a \$9 billion price tag (no matter who is spending the money), not to mention the high opportunity costs of the project.

My takeaway from the DEIS: The project is at best premature, given the unknowns engendered by the area-wide experiment in teleworking that is Covid-19. At worst, it impedes Maryland’s climate change activities and goals. The overall strategy of increasing roadway capacity is outmoded and, has been seen with previous highway expansions, is merely a short-term fix. More is at stake here. There are long-term liabilities with a 50 year contract and its imperative to generate revenue. Sadly, this “cash cow” approach will dis-incentivize green transportation.

# Kumorr Ramadorai

I oppose the I-495 and I-270 project. I support the no-build option.

If lanes have to be expanded - the 270 north lanes don't have residential houses  
covid situation less traffic at least for another 2 years  
495, 270 ramps need to be expanded first for obvious reasons

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**From:** MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>  
**Sent:** Monday, September 21, 2020 1:52 PM  
**To:** Liz O'Keefe  
**Subject:** FW: more lanes

**From:** [REDACTED]  
**Sent:** Sunday, September 20, 2020 4:59 PM  
**To:** MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>  
**Subject:** more lanes

"If you build it, they will come" And the environment will be dirtier, louder, uglier, unhealthful, destroying homes and birds and animals. You understand this. Please don't build these lanes. Thank you Margaret Ramos [REDACTED] 49 th Ave College Park MD 20740

# Carolyn Randall

I strongly oppose the I-495 and I-270 widening project. I support the no-build option. In an era where we are trying to realize equal opportunity and access for all residents, spending millions of dollars on widening a public road just so that those with the most money can have a faster easier trip is unconscionable. The cost born by the taxpayers will be huge, and the result will not solve the problem, nor make most people's lives any easier.

I am not well versed in the details of road construction, but having read some of the material for this proposal several things are clear to me:

1. Construction will have a detrimental impact on the environment and local water quality (which then impacts the Chesapeake Bay), much of which will be permanent. Stream impacts will be significant, and because stream side vegetation is so critical to water ecosystems, it is inevitable that such damage will be pervasive. From what I have read there is not enough protection planned, nor is it, in my view, possible. Runoff will increase and stable ground will be disturbed, all of which increase these risks.

2. The years-long construction process will make commuting worse during that period, and the final result will not benefit the average person who cannot afford the toll lanes. The noise, traffic re-routing, inevitable slow-downs, and general mess surrounding the construction will force traffic onto side routes, causing new areas of congestion. The disruption to everyone living anywhere near the construction will be significant.

3. This plan does nothing to try to enhance public transportation, which should be an included goal in all such large road construction projects.

4. What happens to the American Legion Bridge?

5. The P3 method of funding will NOT "cost the taxpayers nothing" as proponents claim.

Ultimately the private partner must be paid, since they are in the for-profit sector. Direct payment from the government, or payment by tolls both effectively tax each resident, whether or not they use the toll lanes.

Please consider other options to address the problems with traffic congestion. I read that there was an ICC option that was dismissed, which sounded worthy of a second look. And widening I-270 north of Germantown so that there are three lanes all the way to Frederick would go a long way to help the rush hour traffic clog.

I am a Montgomery County resident, and certainly not well versed in infrastructure projects such as this. But as I drive on the beltway into Virginia, and see their little-used expensive toll lanes, and remember how horrible that construction was, I say no-thank you for Maryland

Sincerely,

Carolyn Randall

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**From:** Meigs Ranney [REDACTED]  
**Sent:** Monday, October 12, 2020 2:04 PM  
**To:** MLS-NEPA-P3; aklase@marylandtaxes.gov  
**Subject:** 1-495 and I-270 Project

***I oppose the I-495 and I-270 project. I support the no-build option.***

I oppose the proposed widening of I-495 and I-270 for the following reasons:

. Tolls: The cost of tolls is one more way to disenfranchise the average Maryland taxpayer and only benefits those who can afford to pay them.

. Environment: Parkland and waterways will be irretrievably damaged and destroyed. Traffic jams north on I-270 will be worse causing more and more air pollution from exhaust fumes.

. Cost: How can a project of this magnitude to be entrusted to a Governor and the Maryland Department of Transportation when they have failed to produce a completed Purple Line after a cost of approximately \$5.6 billion plus an additional projected overrun of \$800 million?

Taxpayers will have to subsidize the tollway contractor and pay approximately \$2 Billion to move water and sewer lines.

Meigs Ranney  
[REDACTED] Hillandale Road  
Chevy Chase, MD 20815

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**From:** Marie Raven [REDACTED] Sent You a Personal Message  
**Sent:** Monday, August 17, 2020 4:12 PM  
**To:** MLS-NEPA-P3  
**Subject:** I have concerns about the Draft EIS on the I-495 and I-270 plan

Dear Lisa Choplin,

I am greatly concerned that this study fails to truly be long range, as well as to take into account impact with the completion of other current projects such as the Purple Line. While the length of the document would seem to indicate that due diligence was completed, I have been involved in enough local projects to see how the devil is in the details, and length has nothing to do with breadth. Frequently issues are raised and then the best practice is considered to expensive or not feasible for some other artificial reason. Rather than 495 expansion, efforts should be put into re-aligning "the big curve", where the majority of accidents take place. It was obvious from the beginning of the pandemic that with increased speeds possible due to less congestion, that more dangerous roll over accidents occurred in this location.

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.

The DEIS does not properly analyze many impacts from the project such as:

-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.

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.

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.

Sincerely,

Marie Raven  
[REDACTED] Gorman Rd  
Laurel, MD 20723

[REDACTED]  
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [REDACTED] or [REDACTED].

# Anne Rayman

As a resident of Rockville, MD, I strongly oppose the widening of I-270 for many reasons:

1. The negative impact of this plan on people's homes would be substantial. I am greatly concerned that the increase of noise and air pollution closer to our homes would definitely be very detrimental to the health and well-being of many families, including my own.
2. The negative impact on the Upper Watts Branch and the invasion and destruction of our beloved neighborhood Woodley Gardens Park would be devastating.
3. Widening I-270 would destroy local businesses whose proximity to I-270 puts them in danger, specifically the shops in the Woodley Gardens neighborhood of Rockville.
4. Widening I-270 would make life worse for Maryland residents for years, both from construction hardships and the increase in taxes to pay for this unnecessary decision.

I oppose this project and support the NO-BUILD option.

Instead, I support increasing public transportation options for commuters and others.

Thank you for realizing and caring about the negative impact of widening I-270 and finding other more sensible ways of handling transportation issues in Maryland.

## Robert Rebois

I am submitting this letter to express my support for the "no build option" in the I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement (DEIS). The study corridor (as defined in the Executive Summary on p. ES-5) suffers from traffic congestion. According to the DEIS "Due to the heavy traffic volumes and insufficient roadway capacity, recurring congestion is prevalent throughout the study corridors under existing conditions. Average speeds during the peak hours drop below 20 mph on I-270 southbound in the morning and on I-270 northbound during the afternoon." (DEIS p. 3-6). The DEIS notes similar slower than posted speeds on I-495 during peak morning and afternoon periods. The conclusion based on these statements is that commuters traveling to work in the morning and home from work in the afternoon are the major contributors to traffic congestion in the study corridor. A commute map of the greater Washington, DC area that is based on Census Bureau data from American Community Surveys provides an impressive visual depiction of the problem (<http://bigbytes.mobyus.com/commute.aspx>). The cause of the problem is evident. Many people do not live close to where they work and choose to travel between home and work in their cars, most often by themselves. What is needed is to reduce the number of miles driven by commuters in their cars by providing and incentivizing the use of mass transit, and by encouraging development that brings the places where an individual lives, works, shops and plays within close proximity of each other so that long commutes are unnecessary. By adding lanes to the study corridor to reduce traffic congestion these more desirable solutions to the problem will be discouraged rather than encouraged, and the DEIS projected increase in traffic of "...7 to 17 percent between now and the design year 2040..." (DEIS p. 3-7) will likely become a reality. In addition to the negative environmental impact caused by the construction of additional lanes in the study corridor there will be a significant negative environmental impact due to the increase pollution and drain on resources caused by the additional cars on the road. And when 2040 come around nothing will have been done to mitigate the problem. It will only have been exacerbated so that the same condition that we face today will have to be faced again only on a larger scale.

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**From:** George Rebok [REDACTED]  
**Sent:** Thursday, October 22, 2020 8:50 PM  
**To:** MLS-NEPA-P3  
**Cc:** treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov  
**Subject:** Opposition to the Proposed I-95 Beltway expansion and support for the NO-BUILD option

This letter is to register our strong opposition to the proposed expansion of the I-95 Beltway. Our objection is based on issues of environmental degradation, loss of irreplaceable greenspace, taxpayer costs, and the ultimate efficacy of the project.

The Draft Environmental Impact study shows clear evidence that this project is bad for taxpayers and the community. We live in the Rock Creek Hills neighborhood that adjoins one of the proposed I-95 expansion areas, an area that already suffers from increased Beltway noise and pollution. In terms of noise, our main buffer is the greenspace abutting the north side of I-95, an area that is replete with wildlife and contains a heavily used walking trail that would be destroyed. If nothing else, the current pandemic has made it clear how such trails are vitally important to the mental and physical health of residents. In terms of pollution, we have family members with asthma who will be particularly at risk with the DEIS-acknowledged increases in poor air quality that would be experienced by local communities as a result of this expansion. Our neighborhood regularly floods now, closing Beach Drive and Kensington Parkway, and the addition of paved lanes can only increase these problems. All of these changes will result in a degradation of the quality of life that led us and others to settle here.

In addition, we have watched as the construction of Purple Line destroyed trees and greenery on the formerly lovely Capital Crescent Trail that supported better air quality and provided recreation for many of us in favor of a bungled P3 project that has now run millions over budget and wasted taxpayer money. What makes anyone think that this I-95/I-270 P3 project will fare any better? Must we give up even more greenery and waste more tax dollars?

Finally, this pandemic has reduced use roads markedly. Many organizations have realized the value of telework, and the trend toward increased telework that was been going on long before COVID, will continue at an even greater pace afterward. Demand for the road may be less – do we really need more road? Do we really need roads that cater to those who can afford toll lanes at the expense of our less-well-off neighbors?

For all of these reasons, we would like to register our strong support of the NO-BUILD option and look to you to do the same.

Thank you,  
George Rebok & Lynn Offermann  
[REDACTED] Hillridge Drive  
Kensington, MD 20895

## Alyson Reed

I am opposed to any widening of either road since it will damage the environment as a result of the construction, but also as a result of increased car emissions. The funds expended should be invested in public transit and pedestrian/bicycle solutions instead. If the decision is made to widen the Beltway, then waterways, such as the Paintbranch of the Anacostia, should not be diverted into culverts, but should have bridges built over them instead. This will enable the extension of bicycle trails under the Beltway, rather than a dead-end or diverting the trail through a culvert.

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**From:** Rebecca Reeve [REDACTED]  
**Sent:** Monday, November 9, 2020 8:06 PM  
**To:** MLS-NEPA-P3  
**Cc:** pfranchot@comp.state.md.us; treasurer@treasurer.state.md.us  
**Subject:** Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

Dear Sirs:

**I oppose the proposed I-495/I-270 Lane expansion.**

I will not go into all the many reasons as you have already received excellent detailed objections/comments from our Montgomery County Executive, County Council and other groups, with more expertise than I. The considerable and detailed objections that have already been submitted by these groups, agencies, are impressive for thought about all the negative impacts: hidden and unanticipated costs, environmental degradation, The entire scheme appears not thought through.

Public/private ventures have shown themselves, here and in other states, as being fraught with problems. I feel presently that public projects should be fully publicly funded, publicly planned and controlled.

I am, as are many others, unimpressed with the private/public partnership that has shown itself in the Purple Line. I think that **the Purple Line should be completed and fully assessed prior to undertaking any such new massive transportation project.** At least the Purple Line will provide enhanced public transportation. But the proposed Beltway widening does not provide any enhanced public transportation.

Yours truly,

Rebecca Reeve  
[REDACTED] Sligo Creek Parkway, Unit [REDACTED]  
Silver Spring MD 20901

## Jeff Reger

The build proposals for the 495-270 Managed Lanes project would be a financial catastrophe for the state. Additionally, according to the Draft Environmental Impact Statement, the environmental impact on the surrounding areas is being completely ignored in favor of an archaic expansion at the expense of local communities, which will only induce more traffic on already congested routes.

I oppose the project. I only support the "no build" option. The DEIS contains no significant attempts at avoidance or mitigation measures for the local environment. Unless the true costs of the project can be projected and certified, without overages, a preferred alternative should not be chosen.

Furthermore, the demand projections must be completely redone. No one knows what commuting and rush hour will look like after the coronavirus. This project cannot be considered given the current fiscal uncertainty and economic devastation caused by the pandemic

The P3 Purple Line contract shows that the state cannot be trusted to manage a project of a much smaller magnitude. The stakes, and the scale, are massively higher in the case of the Managed Lanes Study.

As others have stated, the traffic relief plan's purpose and need statement specified that the alternatives retained for detailed study had to be financially self-sufficient. Yet the DEIS acknowledges the project may require state subsidies of up to a billion or more dollars. Given the bailouts demanded by private toll operators given failure to meet projection, it could be much higher. Additionally, WSSC says moving sewer and water infrastructure could cost another two billion dollars. This means the financially self-sufficient requirement on which the project is based is no longer being met. MDOT SHA must evaluate additional alternatives for detailed study including public transit, traffic system management or a combination of both. These alternatives would cost less and serve resident's needs so much better than highway expansion, which only induces further demand from exurban areas.

MDOT SHA has attempted to steamroll through the concerns of the public and hide the details of this rigged process from the affected citizens. Its public hearings were a sham, in which serious questions were ignored in favor of partisan propaganda. Throughout, MDOT SHA has repeatedly sidelined the public from the process in favor of special interests.

The DEIS fails to analyze increased harmful emissions caused by the additional travel induced by a potential highway expansion. It further does not address how this project would allow MDOT SHA to meet the requirements of the state's Greenhouse Gas Reduction Act.

The DEIS indicates that MODT SHA intends to use mitigation credits it has amassed, so local mitigation would entirely unaddressed. This is completely unacceptable.

The proposed DEIS is thus incomplete, and must be redone in good faith. MDOT SHA has shown nothing but an intent to build highways, no matter the cost. In this case, the costs are unclear, but astronomically high. The need is also completely in question, given COVID-19's impact on traffic and growth in the area.

The only choice is the no-build option. This is a corrupt scam. It should not move forward. No permits should be approved, and no more money should be wasted on this ridiculous abomination.

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**From:** Carsten Reichel [REDACTED]  
**Sent:** Monday, November 9, 2020 9:08 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Comment on Proposed Beltway Expansion

My family and I live on Seminary Road in Silver Spring, just inside the Beltway and within 1/3 mile of the proposed construction. **I oppose the project as proposed and support the No-Build Option.** (1) The proposal would impose significant immediate costs on the neighborhood from months of construction. (2) The project would encourage more traffic and congestion and negatively impact the surrounding community by additional air and noise pollution, from which there already are noticeable problems. (3) The project threatens critical recreational infrastructure in the area, the necessity and importance of which have only been amplified by this year's COVID-19 pandemic. (4) I oppose the addition of toll lanes to the Beltway, which would directly impact those of us who live closest to the Beltway and rely more heavily on it for transportation needs.

The solution to traffic congestion in this area, which already is burdened by numerous government failures to manage it, is not an open invitation to more traffic. Rather, the solution that is best for all of us - but especially those in the immediate impact zone of the proposed project - is through smarter regional planning, including greater efforts to divert traffic to MD 200 and continued progress in construction of the Purple Line.

Thank you for your consideration of our opinion as you consider this matter,

Carsten Reichel  
[REDACTED] block of Seminary Road  
Silver Spring, MD

## Ilene Reid

I oppose the I-495 and I-270 project. I support the no-build option. "No-build" is the one MDOT alternative that does not include adding new toll lanes, but it does not preclude improvements to I-270. Instead of widening I-270, we should examine some sensible options: technological solutions to better manage traffic; contraflow - a form of reversible lane; and/or heavy and light rail. Given the changes we are seeing with WFH and telecommuting - which may well "stick" after the pandemic is under control - it makes no sense to invest in a wider highway. And, as we have seen in the past, widening a highway doesn't eliminate traffic, it simply invites more cars.

# Lisa Reilly

Please do not widen the the Beltway between I-95 and I-270. The long term health effects on our children could be devastating. The cost is staggering even with P3. Consider what is happening with the Purple Line that has already scared our area with the end no where in sight. The disruption just from the construction alone would be unbearable. Our community, that members have worked so hard to foster and build, would be torn apart by the impact of homes taken, longtime construction disruptions, increased exhaust pollution closer to many homes, declining property values, and increased traffic noise moving even closer to many homes. The noise is blistering now due to lack of sound walls on and adjacent to the Northwest Branch overpass.

Please consider alternatives that do not involve encroaching any further from existing footprint.

Many thanks,

Lisa Reilly  
Woodmoor, Silver Spring, Maryland

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**From:** JJ Rein [REDACTED]  
**Sent:** Wednesday, September 9, 2020 8:45 PM  
**To:** MLS-NEPA-P3  
**Cc:** Andrew Rein  
**Subject:** Written comments on the I-495 & I-270 P3 Program

Dear Ms. Choplin and representatives from the MDOT SHA P3 Program.

I've followed the discussion and proposals for the expansion of I-495 & I-270 with keen interest since the first public announcements because a project of this scope is likely to have a significant impact on the health, social, and economic status of my family, community and myself. Below are comments that I submit for your review.

#### Concerns about I 270 & I 495 project

There are notable problems with the Draft Environmental Impact Statement (DEIS) by the Maryland Department of Transportation (MDOT). This document does not clearly address many hidden costs for taxpayers despite the promise this project could be built at no cost to taxpayers. Given the most recent news about the Purple Line in Washington Post, page B2, 9/9/20), the MTA finally admits the Purple Line project is likely to be delayed by 2 1/2 years with accelerated construction and is only 30% complete after over two years of construction. "There is no extra money sitting around to fund unexpected projects of this size," according to the Chief Financial Office at the Dept. of Transportation. Given the extent of mismanagement of this earlier public private partnership project mismanagement by Maryland (MD) state officials and contractors who won bids for this project, I have limited trust about what the DEIS reports as well. I've also read the DEIS also relies on dated and unsubstantiated data that significantly underestimates the impact of this project on nearby communities. Given these major issues, let me describe some of the major concerns I have.

1. The DEIS fails to provide the required analysis of the true human health and environmental impacts of the proposed expansion.
  - a. While the project focuses on I-270 and I-495, the scope of what sections of these roadways are addressed is NOT clear, specifically in how the proposal will address specific areas where traffic bottlenecks occur.
  - b. All parts of this project have not been analyzed in terms of its total impact taken together nor have all parts of the project gone through the usual phases of project planning, resulting in gaps in data necessary for a thorough analysis.
  - c. The report fails to explain the rationale for not including an analysis of how this proposed expansion will fit within the broader context of Maryland's Traffic Relief Plan.
2. Also not included in the DEIS is a full consideration of alternative options. This includes no analysis of public mass transit options that can also address traffic congestion and have less harmful impact on the environment and human health.

There is limited information about how this proposal will support improvements needed for the Cabin John Bridge that need to include accommodations for rail and motor vehicles.

- a. Given the recent experiences learned from the COVID-19 with a 40% reduction in toll revenues in the U.S., there is no consideration about how taxpayers will be asked to cover these costs.
- b. This report ignores other alternative options and data from previous options built to relieve congestion on I 495. Specifically, given that MDOT previously justified the construction of Route 200 as a strategy for relieving I 495 congestion, what do these data say? Also, what if any are the benefits of collecting tolls on Route 200?
3. There is insufficient analysis of the full impact of this large scale project on water management and flawed calculation of the effect of storm runoff. These significant environmental consequences need elaboration.

The NEPA review process requires consideration of stormwater runoff consequences and needs to occur before the permits are issued, not during or after giving permits. Without this review, there is no way to determine the impact of stormwater runoff downstream through the Anacostia and Potomac River watersheds.

- a. Mitigation strategies for storm water runoff are not included in this analysis.
- b. There is no consideration of alternatives for management of stormwater runoff or of the impact of stormwater runoff on floodplains.

- c. The flawed analysis of water management and stormwater runoff will adversely impact the water quality when it's critical to maintain water quality to support human life in an increasingly developed area struggling with effective health management during a pandemic.
- d. There are hidden costs in the water management strategy by passing on responsibility for rebuilding the water pipe system to WSSC and allowing a 20% increase in fees that WSSC can charge to customers. This adds another hidden expense to Maryland taxpayers, who may need to make up for likely cost overruns associated with limited fiscal analysis and for lost revenue from tolls intended to go to private companies.
4. Despite the potential hazardous waste sites in this area (particularly around areas previously owned by the U.S. Department of Defense (e.g. at Walter Reed), there is no analysis of how hazardous waste management requirements can slow down or interfere with construction projects.
  5. There is flawed and limited data about the adverse impact of expanded roadways on air quality.
    - . One estimate on expectations for air quality is based on air quality standards previously revoked by MDOT making these data irrelevant.
  - a. The proposed expansion will produce greater PM2.5, CO, ozone, NO2, and greenhouse gas emissions when compared to the no build alternative or the ignored public transit-based alternatives. There is scientific evidence that PM2.5 harms cardiovascular and nervous system function and contributes to increasing rates of cancer, and mortality even at levels below the National Ambient Air Quality Standards. In addition, recent studies have established a link between COVID-19 mortality and higher PM2.5 concentrations.
  - b. The proposed expansion will further exacerbate climate change and hurt Maryland's ability to reduce its greenhouse gas emissions by 40% by 2030 under Maryland's Greenhouse Gas Reduction Act.
  - c. The DEIS fails to examine harmful air emissions from construction activities, including increased particulate matter, CO, and greenhouse gas emissions. Justifying the omission of these data by claiming that construction will occur in segmented projects of five years or less also does not meet NEPA obligations.
  6. The methods used for traffic modeling seriously distort and underestimate the long term impact of increasing autonomous drivers in this area.
    - . State officials used a dated traffic modeling system when a newer model with the ability to make more accurate projects when available.
  - a. While there is a mention about the potential of overflow traffic from expanded Interstate routes onto arterial roads, there is no analysis of how this will impact local traffic and communities. I can testify to the limited ability MDOT has to fully consider the effects of state projects on local arterial roadways crossing I 495. A recent MDOT project (2018) intended to improve exiting from the south bound ramp from I-495 East (inner loop) to Rt. 650 South (New Hampshire Ave.) has resulted in 1-2 miles of routinely congested traffic on Rt. 650 north and south of I 495 that reduces vehicular speed from 40 to less than 25 mph most days. There are frequent vehicular and pedestrian accidents that contribute to complete stoppages especially during rush hours. I now plan on 15 to 30 minutes to get through this section of Rt. 650 if I must take this route.
  - b. There are no estimates for the impact of using toll lane exits on 4 major arterial routes: Connecticut Ave., New Hampshire Ave., US 1, and Pennsylvania Ave. or MD 4. (This confirms my observation in the previous section!)
  - c. Although released after the COVID 19 pandemic started in a state where the Governor reports collecting data about its impact, there is no effort to include consideration of how COVID-19 will impact the traffic growth patterns on the Beltway and I-270. Given the 40% reduction in toll lane revenue across the country since the pandemic started, this analysis needs to include changes in traffic forecasting that assess the impact of post pandemic factors. These factors that impact traffic congestion include increased number of employees working from home, increased unemployment, an economic downturn for retail, restaurant, and entertainment businesses, and less use of roads for travel and leisure activities. Taken together these factors support the case that there's a need for further data to determine the feasibility of this road expansion project in an era of decreasing state government resources and diminished ability of private corporations to support public projects.
6. Finally the failure of MDOT and state officials to consider whether the project's adverse effects are disproportionately borne by communities where most of the residents are minority or low-income (Environmental Justice Communities) is unforgivable and immoral at a time when there are increasing demands for racial justice. Instead the report identifies and describes the 36 EJ areas impacted by this project and ignores the impact of adding toll lanes for these communities and adverse environmental impacts.
- a. These impacts are real and personal. In the 14 years I've lived within a mile of I 495, I've acquired adult onset asthma that disappears when I spend leisure time in state and national parks far away from the increased particulate matter and air pollution produced by congested roads.
  - b. There's also a recent story about how many kids attending a Catholic school near me (south of the Beltway off Rt. 650) have lost family members this year and need support. When the school counselor calls to offer support for the many children dealing with grief, she also gets questions about where these kids will get their next meal or find a place to sleep. So it's a critical time for government officials to pay attention to what Maryland residents really want and need.

My understanding is current state administrators at MDOT and SHA are responsible for following the legal requirements for project proposals and showing accountability for management of public funds. This allows taxpayers to see a clear, accurate assessment about the impact of the DEIS proposal on so many aspects of our daily lives. This proposal doesn't meet these basic standards. In fact, I've learned that MDOT and SHA are responsible for hiding public information requested by concerned citizens to support careful review of this document. I refuse to support any part of this project until there are major revisions and will let my state and local legislators know.

There needs to be a full reevaluation of all relevant data without charging citizens for costs that should be borne by the state. This re-evaluation needs to include consideration of other traffic alleviation strategies and all health, economic, and environmental impacts discussed above. If MDOT and SHA officials are unable to respond to this request, I strongly recommend a restructuring of MDOT and SHA with a renewed mission of being responsive to the local citizens who are paying the salaries of these employees.

Thank you for this opportunity to respond,

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Judy J. W. Rein

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**From:** Richard Reis [REDACTED]  
**Sent:** Sunday, July 19, 2020 1:30 PM  
**To:** MLS-NEPA-P3  
**Subject:** Expansion of DC Beltway and I270

Dear Sir or Madam,

I remain opposed to any addition of vehicular lanes to these highways. The build-out of these roads runs counter to the aims of the Maryland Healthy Air Act and the Greenhouse Gas Reduction Act. The project is opposed by the governments of the jurisdictions it will go through (Montgomery and Prince Georges Counties).

Do not do these projects.

Richard Reis

Maryland resident and voter

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**From:** Todd Reitzel [REDACTED]  
**Sent:** Monday, November 9, 2020 8:35 AM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us;  
jim.rosapepe@senate.state.md.us; Joseline Delegate Pena-Melnyk;  
ben.barnes@house.state.md.us; Lehman, Mary Delegate; Patrick L. Wojahn; Fazlul Kabir;  
Kate Kennedy  
**Subject:** Comments on I270-I495 DEIS

I oppose widening these highways and, instead, support the no-build option.

It is clear that this project will negatively impact communities. It will bring noise pollution and air pollution closer into communities such as mine. It will bring the Beltway closer to my and my neighbors' homes, and it will take parkland that could be used by the City of College Park to benefit its residents. It will also destroy areas of mature trees that buffer us from noise pollution and air pollution, not easily replaced by new plantings. The combination of bringing air pollution closer to our communities and removing mature trees that currently filter that pollution will degrade our public health, negatively impacting the elderly, the infirm, and asthmatics.

It is also clear that it will negatively impact our parklands, requisitioning or disturbing acres of parkland that we need to, instead, preserve for the health of our communities. The disturbance to streams in Rock Creek, Sligo Creek, and Greenbelt should not be mitigated by purchasing streams in other parts of Maryland; we in suburban Maryland need healthy local waterways, not distance waterways we must drive to.

The project has not yet accounted for the Washington Suburban Sanitary Commission's cost of moving pipes out of the way for this project. This cost could be \$1 billion or more and should not be paid for either by WSSC or taxpayers such as myself.

It is also clear that this project will not relieve congestion. The toll lanes will work only if the free lanes remain at some level of congestion. And with the free lanes congested, if there is increasing demand for the toll lanes, then the tolls will increase to potentially unaffordable levels. So this project, for the price of widening highways further into communities such as mine, will give drivers the choice between further congestion or higher tolls. This is inequitable transportation policy, which should be scrapped in favor of completing the Purple Line first.

The Purple Line was delayed for 4 years for further study and, recently, again due to the P3 difficulties. I support delaying this study in order to resolve the Purple Line's P3 difficulty, complete that project, and give that project an opportunity to positively impact sustainable development. Once an assessment is made of a completed Purple Line's impact, that would be the time to reassess this project.

When I accepted a job in Rockville a few years ago, driving on the Beltway was my only viable commuting option. As I sat in traffic, I looked forward to the Purple Line's completion so that, having a true transportation option, I could choose transit and get off the Beltway. We need to give people equitable and effective transportation choices, not out-of-control tolls that rely on congested free lanes brought ever closer to our communities, all for the price of lost natural resources, higher WSSC costs, and the perils of P3 funding.

So I support the no-build option.

Thank you.

Todd Reitzel  
[REDACTED] Narragansett Parkway

College Park, Maryland 20740



Rob Renner

Please extend to Frederick as quickly as possible

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**From:** Jim Reschovsky [REDACTED]  
**Sent:** Wednesday, October 28, 2020 4:00 PM  
**To:** MLS-NEPA-P3  
**Subject:** Comments on I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft Section 4(f) Evaluation  
**Attachments:** J. Reschovsky comments on I495-I270 Managed Lanes DEIS.pdf

Attached please find a letter containing my comments on the Managed Lanes Study DEIS.

I have copied the text of the letter below.

Thank you for consideration of my views,  
Jim Reschovsky  
Rockville, MD

[REDACTED] Aster Blvd.  
Rockville, MD 20850  
October 15, 2020

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, MD 21201

Re: Comments on the I-495/I-270 P3 Draft Environmental Impact Statement

Dear Ms. Choplin:

I oppose the I-495 and I-270 P3 project and support the no-build option.

Since 1996 I commuted on I270 and I495 from my Rockville home to my office in downtown Washington DC frequently by car. I am very familiar with the rush hour congestion on these roads.

Below are what I think are the most salient weaknesses of the Draft Environmental Impact Statement (DEIS) and key reasons for my opposition to the project.

1. **Projections of future travel demand on I270/I495 are very questionable in light of the pandemic.** The pandemic has all but eliminated rush hour congestion on I270/I495. The DEIS assumes that after the pandemic is over, workers will return to pre-pandemic work travel patterns. This assumption is very questionable. My employer allowed nearly all employees to work from home several years ago. Over half the employees took this option. Managers found that working from home, if anything, increased worker productivity and the flexibility proved attractive to prospective employees. The pandemic served as a forced work-from-home pilot for most white collar employers and many will not return to earlier restrictive

policies. The pandemic shifted the attitude of a neighbor of mine, a manager of about 50 federal employees. Before the pandemic he did not allow his staff to work from home, but his attitude reversed 180 degrees based on his experiences with work from home after the March shutdown. It is almost certain that office workers will demand greater flexibility in where they perform their work after the pandemic ends and, importantly, employers will be far more open to allowing workers to work from home. It makes no sense to rush into the toll lane project when future road demand, the underlying need for the project as well as the viability of the P3 financing arrangement remains highly uncertain. According to a Maryland Transportation Institute analysis, even a 5% reduction in travel demand could reduce traffic congestion by 23%.

2. **Estimates of current congestion on I-270 do not account for the recent “low-cost” improvements that—though not fully implemented—significantly improved traffic flow.** The state is currently implementing several low-cost traffic improvements to I-270. This has involved restriping and modest widening to add lanes and ramp metering traffic lights. The entry ramp traffic lights have yet to be implemented (and likely are unnecessary because traffic is currently so light). I can attest to the fact that the widening/restriping very significantly reduced rush hour congestion on I- 270 and I-495 prior to the pandemic. Particularly if the pandemic reduces rush hour travel demand, doesn't it make sense stop the P3 project for now to see if these improvements will suffice in a post-pandemic world? Moreover, are there similar low-cost improvements that might be done on I-495, particularly if the chokepoint at the American Legion bridge is remedied.
3. **Financial risks to Maryland taxpayers are much greater than suggested in the DEIS, particularly given uncertain effects of the pandemic on future rush hour road demand.** Although MTA originally promised that the P3 financing arrangements will assure no costs to Maryland taxpayers, the DEIS (Chapter 2, pgs. 48-49) shows that subsidies between \$482 million to \$1 billion will be required for various alternatives. These costs may be much larger insofar as project costs remain uncertain because the project won't be designed until after the contract is awarded. The DEIS does not provide estimates of the costs of moving utility lines under I-270 and I-495 required by the project and the P3 arrangement does not require that private P3 contractor bear these costs. Tax or rate payers will be on the hook for up to \$2 billion for moving WSSC pipes (Washington Post, March 20, 2020). The DEIS omits estimates of the costs of relocating sewer, gas, electric, and telecommunication lines. And this is if all goes according to plan. The recent Purple Line P3 fiasco illustrates that taxpayers will likely be at risk for cost overruns due to litigation, design difficulties and land acquisition challenges or even lower than expected toll revenues. The P3 arrangement falsely promises what amounts to a free lunch for Maryland citizens. But it is only a free lunch for politicians, not for citizens who will pay for the project through tolls, taxes, higher utility rates, and environmental degradation.
4. **Managed HOT lanes raise questions of social equity.** The only way the private contractor is going to be able to recoup construction costs is by ensuring that, over the long run, there will be continued congestion in the free, untolled lanes. Indeed, the DEIS states evening rush hour congestion will actually worsen on I-270 north (Appendix C, pg. 124). The DEIS fails to forecast what rush hour tolls are likely to be (only average daily tolls are presented), but they are unlikely to be affordable to the 80-90 percent of drivers who will remain in untolled lanes. The tolled “Lexis Lanes” will largely benefit wealthy drivers, leaving the rest of us in “free” lanes that continue to be congested. Studies of other managed toll lane projects suggest that while there may lower congestion in untolled lanes initially, these benefits are likely to be short lived. Moreover, many I-270/I-495 users will not have convenient access to HOT lanes, given the limited number of access points. For me, any time savings from using the HOT lanes would be significantly offset by longer travel on congested local streets to places where I can access or get home from the HOT lanes.

There are many other reasons for opposing the proposed managed lane options evaluated in the DEIS, for instance:

1. the potential adverse effects on future land use,
2. the significant adverse environmental impacts of the project,
3. the impacts on dozens of local parks
4. the lack of consideration of back-ups on I-270/I-495 due to congestion at exits (e.g. on I495 at Georgia Ave.) and impacts on congestion on local streets.

Finally, the process has been anything but objective and fair. The project was pre-ordained by Governor Hogan and the MTA. They have rushed the project, paid lip service to opposing voices, and are committed to selecting a contractor before a final design is selected. Other options (e.g., efforts to encourage telecommuting, commuter bus lanes, reversible lanes on I-270, greater investment in transit) were never seriously considered.

Thank you for consideration of my views.



Yours truly,  
James Reschovsky

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████████ Aster Blvd.  
Rockville, MD 20850  
October 15, 2020

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, MD 21201

Re: Comments on the I-495/I-270 P3 Draft Environmental Impact Statement

Dear Ms. Choplin:

I oppose the I-495 and I-270 P3 project and support the no-build option.

Since 1996 I commuted on I270 and I495 from my Rockville home to my office in downtown Washington DC frequently by car. I am very familiar with the rush hour congestion on these roads.

Below are what I think are the most salient weaknesses of the Draft Environmental Impact Statement (DEIS) and key reasons for my opposition to the project.

1. **Projections of future travel demand on I270/I495 are very questionable in light of the pandemic.** The pandemic has all but eliminated rush hour congestion on I270/I495. The DEIS assumes that after the pandemic is over, workers will return to pre-pandemic work travel patterns. This assumption is very questionable. My employer allowed nearly all employees to work from home several years ago. Over half the employees took this option. Managers found that working from home, if anything, increased worker productivity and the flexibility proved attractive to prospective employees. The pandemic served as a forced work-from-home pilot for most white collar employers and many will not return to earlier restrictive policies. The pandemic shifted the attitude of a neighbor of mine, a manager of about 50 federal employees. Before the pandemic he did not allow his staff to work from home, but his attitude reversed 180 degrees based on his experiences with work from home after the March shutdown. It is almost certain that office workers will demand greater flexibility in where they perform their work after the pandemic ends and, importantly, employers will be far more open to allowing workers to work from home. It makes no sense to rush into the toll lane project when future road demand, the underlying need for the project as well as the viability of the P3 financing arrangement remains highly uncertain. According to a Maryland Transportation Institute analysis, even a 5% reduction in travel demand could reduce traffic congestion by 23%.
2. **Estimates of current congestion on I-270 do not account for the recent low-cost improvements that though not fully implemented significantly improved traffic flow.** The state is currently implementing several low-cost traffic improvements to I-270.

This has involved restriping and modest widening to add lanes and ramp metering traffic lights. The entry ramp traffic lights have yet to be implemented (and likely are unnecessary because traffic is currently so light). I can attest to the fact that the widening/restriping very significantly reduced rush hour congestion on I- 270 and I-495 prior to the pandemic. Particularly if the pandemic reduces rush hour travel demand, doesn't it make sense stop the P3 project for now to see if these improvements will suffice in a post-pandemic world? Moreover, are there similar low-cost improvements that might be done on I-495, particularly if the chokepoint at the American Legion bridge is remedied.

- **Financial risks to Maryland taxpayers are much greater than suggested in the DEIS, particularly given uncertain effects of the pandemic on future rush hour road demand.** Although MTA originally promised that the P3 financing arrangements will assure no costs to Maryland taxpayers, the DEIS (Chapter 2, pgs. 48-49) shows that subsidies between \$482 million to \$1 billion will be required for various alternatives. These costs may be much larger insofar as project costs remain uncertain because the project won't be designed until after the contract is awarded. The DEIS does not provide estimates of the costs of moving utility lines under I-270 and I-495 required by the project and the P3 arrangement does not require that private P3 contractor bear these costs. Tax or rate payers will be on the hook for up to \$2 billion for moving WSSC pipes (Washington Post, March 20, 2020). The DEIS omits estimates of the costs of relocating sewer, gas, electric, and telecommunication lines. And this is if all goes according to plan. The recent Purple Line P3 fiasco illustrates that taxpayers will likely be at risk for cost overruns due to litigation, design difficulties and land acquisition challenges or even lower than expected toll revenues. The P3 arrangement falsely promises what amounts to a free lunch for Maryland citizens. But it is only a free lunch for politicians, not for citizens who will pay for the project through tolls, taxes, higher utility rates, and environmental degradation.
- 4. **Managed HOT lanes raise questions of social equity.** The only way the private contractor is going to be able to recoup construction costs is by ensuring that, over the long run, there will be continued congestion in the free, untolled lanes. Indeed, the DEIS states evening rush hour congestion will actually worsen on I-270 north (Appendix C, pg. 124). The DEIS fails to forecast what rush hour tolls are likely to be (only average daily tolls are presented), but they are unlikely to be affordable to the 80-90 percent of drivers who will remain in untolled lanes. The tolled "Lexis Lanes" will largely benefit wealthy drivers, leaving the rest of us in "free" lanes that continue to be congested. Studies of other managed toll lane projects suggest that while there may lower congestion in untolled lanes initially, these benefits are likely to be short lived. Moreover, many I-270/I-495 users will not have convenient access to HOT lanes, given the limited number of access points. For me, any time savings from using the HOT lanes would be significantly offset by longer travel on congested local streets to places where I can access or get home from the HOT lanes.

There are many other reasons for opposing the proposed managed lane options evaluated in the DEIS, for instance:

- the potential adverse effects on future land use,

- the significant adverse environmental impacts of the project,
- the impacts on dozens of local parks
- the lack of consideration of back-ups on I-270/I-495 due to congestion at exits (e.g. on I495 at Georgia Ave.) and impacts on congestion on local streets.

Finally, the process has been anything but objective and fair. The project was pre-ordained by Governor Hogan and the MTA. They have rushed the project, paid lip service to opposing voices, and are committed to selecting a contractor before a final design is selected. Other options (e.g., efforts to encourage telecommuting, commuter bus lanes, reversible lanes on I-270, greater investment in transit) were never seriously considered.

Thank you for consideration of my views.

Yours truly,

A handwritten signature in blue ink, appearing to read "James Reschovsky". The signature is fluid and cursive, with a large initial "J" and "R".

James Reschovsky

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**From:** [REDACTED]  
**Sent:** Wednesday, October 14, 2020 2:36 PM  
**To:** MLS-NEPA-P3  
**Cc:** [REDACTED]  
**Subject:** Comments on I-270 private lanes

Robert Reuter  
PO Box [REDACTED]  
Baltimore MD 21203

[REDACTED]  
[REDACTED]  
14 October 2020

sirs

now is the time to "take 5" and rethink this project for several reasons.

. IS a 3P project really in the best interests of the citizens of Maryland, I think the purple line fiasco is certainly enough warning that 3P is not a viable way to do any public works project especially one of the size and scope.

In doing some research I have not found a single 3P project in the USA that could be called successful, in almost every case the government has had to step in and either "take over" or subsidize the project.

. WITH the economic downturn because of Covid 19 traffic demand for space has shrunk considerably. working from home, telecommuting and flextime have eliminated the need for this project in the foreseeable future possibly for all time. Fewer people are driving and those that are do so because they must for their job, such as plumbers, electricians etc, and their economic situation will not allow them to use a toll road next to a free road.

. AND possibly most importantly our society is growing older and an aging society probably should limit or stop driving all together. This brings into play the serious lack of high capacity public transit in the same corridor, the MARC service is severely hampered by the CSX need to use the same rail right of way for thier own freight operations. That and a right of way with several severe bottlenecks makes adding trains to that route difficult at best. A light rail line starting at a METRO station to Frederick or beyond is a solution to examine, it would be cheaper in the long run, faster to build and carry more people including those who for whatever reason are unable or unwilling to take on the burden of owning a private car.

For these and several other reasons I think it is time to call a pause and rethink to this project, it may have been marginally usefull when first presented but the world situation has changed and it is unlikely to ever meet the goals set for it.

thank you  
Robert Reuter

Jose Reyes

I oppose this project and support the NO-BUILD option.

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**From:** Chris Reynolds [REDACTED]  
**Sent:** Monday, November 9, 2020 8:09 PM  
**To:** MLS-NEPA-P3  
**Cc:** managed.lanes@montgomerycountymd.gov  
**Subject:** Comment on DEIS

I am a resident of Silver Spring who occasionally commutes to Tyson's. There is no doubt that congestion on the Beltway imposes non-monetary costs on all who drive it at popular hours, but I do not support expanding I-495 or I-270 with managed lanes. I write to support the No Build option.

As stated, commutes on these interstate highways are costly to drivers who choose to use them during peak hours. Drivers pay with their time, health, and mental frustration only because paying with their money is not an option. This is a classic economic conundrum called the tragedy of the commons—when a resource of value (such as highway lane-miles) has no price, the quantity-demanded of that resource will always exceed the supply. The way to solve this "tragedy" is to impose a price, so that those who care most about utilizing the resource can continue to use it while those who only use it because it is free will choose alternatives. As such, I support solving the congestion problem by converting existing lanes to toll lanes.

Building additional lanes, tolled or not, will induce new demand. The additional lane-miles will marginally lower the cost of long commutes, which will spur demand for new housing farther from the city-center. Over time, this will increase the quantity demanded and return the interstate to its fully-congested state. This supply/demand equilibrium is unavoidable as long as any lane-miles are without monetary cost to the driver. The managed lanes may flow freely with people who are willing to pay, but the congestion will never be solved for the free lanes, and the cost of the new lane construction will be extremely high. It is clearly more economical to solve the congestion problem by price-managing existing travel lanes.

The costs of new construction are not just pecuniary. There are substantial environmental impacts both from lane construction and also from accommodating additional motor vehicle activity. Automobile traffic creates significant local pollution as friction strips tires bare, as pipes and tubes weep fluids, and as tailpipes exhale gasses that are quickly and calamitously altering our global climate. New highway construction, in the current era, is tantamount to climate change denial. We cannot save the world we have built for ourselves if we continue to invest in and make new accommodations for the very technologies that are threatening their collapse. Maryland must act with the future in mind—and even if every vehicle on Maryland roads magically transformed into an electric vehicle, tomorrow, the environmental impacts of new highway-building would still be unacceptable. We must live closer together, not farther apart. When we travel, we must do so by public transportation—busses, trains, and even airplanes, rather than by personal vehicle. By making it less-costly to spread out and to travel in personal vehicles, we simply delay and make more expensive the hard choices that must eventually be made if we are to avert environmental calamity.

I strongly endorse the No Build option. I further suggest seeking the state and Federal approvals that would allow converting existing lanes into tolled and managed lanes.

Thank you,  
Christopher Reynolds, Ph.D.

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**From:** David Reynolds [REDACTED]  
**Sent:** Monday, November 9, 2020 10:31 PM  
**To:** MLS-NEPA-P3  
**Subject:** I-495/I-270 DEIS Comments

My name is Victoria Reynolds and I live at [REDACTED] Terra Alta Dr Lanham, MD 20706 in the Kingswood neighborhood. I am writing to offer my comments on the Draft Environmental Impact Statement for the I-495/I-270 expansion.

I-495 borders the northern edge of my neighborhood, and I live approximately ¼ mile from the beltway. Currently, beltway traffic presents a constant but low roar outside my house. I'm very concerned about the potential for increased noise from the expanded beltway. I also am concerned about the increase in particulate matter, carbon monoxide, ozone, nitrous dioxide, and greenhouse gas emissions in my community. Section 4.8.3 fails to adequately address and mitigate these concerns.

With the expansion over 550 acres of new impervious surfaces will be added, drastically increasing stormwater runoff, pollution, and flash flood risk for my community. Nearly all of the stormwater mitigation efforts will need to be done off site of the project, and often even outside the impacted watersheds further burdening local communities and their watershed. The expansion also will infringe on several parks my family frequents, including Greenbelt Park and our neighborhood park.

I also am concerned about the financial burdens that localities will have to bear to due to expansion, including increased water/sewer fees for WSSC customers and additional modifications that must be made to local interchanges, including those in Greenbelt and 450/New Carrollton.

Finally, I am dismayed at the seeming lack of sustainability planning along the I-495 corridor. We have a robust, diverse neighborhood in Kingswood, bordered on the west by the B-W Parkway and on the north by the beltway. One street in my neighborhood could be impacted by both the beltway expansion and the SCMaglev. There seems to be no concern for preserving these diverse, affordable neighborhoods in these megaproject plans.

I oppose this project and support the NO-BUILD option.

Sincerely,  
Victoria Reynolds

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**From:** Laura Rich [REDACTED]  
**Sent:** Monday, October 12, 2020 12:26 PM  
**To:** MLS-NEPA-P3  
**Subject:** Toll Lanes Project

To Whom It May Concern:

This email is to inform you that I oppose the above-referenced project and support the NO-BUILD option.

I understand that a recent draft state study has warned that this plan could require a government subsidy of \$1 billion. In addition, I understand that the plan could add another \$1 billion to suburban Maryland residents' water bills to pay to move large water and sewer pipes to accommodate construction. The juice simply is not worth the squeeze. The reduction in congestion is anticipated to be minimal. Given the events of the past six months, the government's money could be better used elsewhere. Furthermore, many people are now in a different financial situation. It's simply inappropriate to impose more financial strain on families at this time for a non-critical project.

While it's great to think big, it's even better to be innovative and flexible. Given how both people and businesses now see the advantages and feasibility of telecommuting, we should re-evaluate this proposal in light of current events and needs.

Thank you.

Laura Rich  
[REDACTED] Hltching Post Lane  
Rockville, Maryland

# Rachna Rikhye

I am a new home-owner in the Indian Springs area.

1. It has come to my attention that the homes in this area are subject to flooding, which will be exacerbated by the expansion of the beltway, because the green area around our neighborhood will be reduced and paved. What type of compensation has been budgeted for damage and loss of property value to homeowners who will be affected by the expansion?

2. The Indian Springs area is a historic district, and the beltway expansion will destroy it irrevocably.

3. With the changes to work habits and traffic patterns due to the pandemic, it is very possible that many businesses and government departments in our area will allow more and more teleworking. Might it not be a wise and eco-friendly decision to not encourage more and more traffic on our roads, and instead give organizations incentives to encourage teleworking? That way we won't have to pave our green areas and also reduce further dependence on fossil fuels and create a situation that encourages the production of more pollutants.

4. At this juncture, when the country and state needs to focus on bringing the economy back, it would not be a good idea to waste money on widening the beltway, especially since we don't even know if it is going to be used as heavily as it was before work habits changed due to the pandemic.

5. Instead, it might be better to focus on the Purple Line and figure out what went wrong and why so much money was wasted. It would be better to complete that project successfully and at the same time, incentivize telecommuting, and leave green areas which families are using for fresh air, exercise, sunshine and leisure alone. That by itself will lower health-care expenses for the county, and make neighborhoods less polluted and noisy.

6. With the expansion on on-line shopping, residents are also beginning to shop locally to keep small businesses alive rather than drive around the beltway in order to go on shopping expeditions. People are beginning to understand that needless shopping only leads to more waste filling the landfills. These attitudes and changes in thinking should be encouraged. Expanding the beltway is not going to help to change the culture of the county. It might be better to spend the money slated for beltway expansion to creating a more sustainable economy that does not waste natural resources.

Thank you for your consideration.

Rachna Rikhye

**Name:** Daniel Ring

**Joint Public Hearing Date:** 8/20/2020

**Type/Session:** Live / Afternoon

**Transcription:**

Daniel Ring (D-A-N-I-E-L R-I-N-G). And my address is [REDACTED] Arctic Terrace, Rockville, Maryland, 20853. I'm speaking in favor of the No Build option. As a resident and educator in the area surrounding the central project, I want to say that I do not think that creating more highways, especially toll lanes, is the appropriate way to deal with congestion. I have sat in traffic on 270 and 495 and know it can be annoying. However, it is not as annoying as dramatic effects and climate change, which increase [inaudible] car traffic [inaudible]. This is a short-term solution to a long-term, to a long-term. When we actually need a long-term solution, we know that public transit is better than car traffic by every measure, in looking for the future of our planet, for the future of our communities, for livability in our communities. We know that highways historically have exacerbated social inequality and damaged communities. We need to wait on this issue and any further construction until we can find a better solution which will not exacerbate, exacerbate climate change. In addition, we know that toll lanes are aggressive tax on the economic future. And this means that poor citizens of our region are paying more of their income to use those toll lanes than wealthier residents. This only exacerbates socioeconomic inequality in our region, which we know, it was an issue of concern, especially for all of us these days. If we want to make changes in our region to help all residents equally, then we need to find different options. The No Build option is, in my opinion, the best way to look out for the future of our community, economically, environment and environmentally. Thank you.

## Stacey Riska

Noise pollution is a very real problem. In my neighborhood, the noise level already exceeds legal limits. The last thing we need is more lanes with more traffic with more noise. What we DO NEED is a better way (and more options) to get from MD to VA and vice-versa. To have people drive from Gaithersburg and further north all the way to down 270, over the bridge to get to VA is ridiculous. Now the bigger issue is that if there were jobs in MD, people wouldn't have to travel to VA for work. What's needed is an expansion of 270 North going up to Frederick and even more-so expanding 370 to VA, which takes the load off of 270. We've all experienced what ONE ACCIDENT does to our roadways. We need additional options to commute, not widening what we already have. All widening will do is create MORE GRIDLOCK getting off the exits which are already problematic in many areas. DO NOT WIDEN 270 and 495

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**From:** James Risse [REDACTED]  
**Sent:** Sunday, October 25, 2020 12:13 PM  
**To:** MLS-NEPA-P3  
**Subject:** No to Toll Lanes at I-495 and I-270

To Lisa B. Choplin, DBIA Director, I-495 & I-270 P3 Office,

Please consider my comments regarding this plan. Expanding the I-495 and I-270 corridors by adding toll lanes is not the answer to future transportation in Maryland. Given our current state of pandemic and the decrease in transportation requirements, any plan to expand infrastructure is ill conceived.

The need for physical infrastructure, in the way of roads, is going to change dramatically in the very near future and this pandemic is hastening this change with the ability of people to perform work remotely.

This is a bad plan and not in the interest Maryland's future.

Thank you,  
James Risse  
[REDACTED] Trumpet Place  
Silver Spring, MD 20904

## Lorraine Robins

I oppose this project and support the No-Build option. I wrote a letter about a year ago to Governor Hogan outlining all my reasons against this project but nobody ever got back to me. With our immense pandemic economic deficit, it makes no sense to throw money out for this project when you have Marylanders unable to pay their bills and obtain food cause of no employment. Also I will never use this I-270 cause I will not drive as much as I did before pandemic and refuse to pay a fee when I can use local roads closer to my home. I resent the fact that environmental effects and lose of properties are being ignored by Governor Hogan. Who wants more noise and air pollution to affect residents' health for the convenience of those using I-270? There are so many better options to deal with traffic like they do in NYC. This is an outdated approach and I questioned Governor Hogan's reason to push this unnecessary program. The last mistake was also made by a Republican Governor with the I-CC. The most expensive and unused road in the U.S. People should be commuting with trains and expressive buses, not cars. This won't be the last pandemic either. How many unused expensive toll roads do we need in Maryland? Money better spend for enhancing our neighborhoods with more parks and vegetable gardens so people can feed themselves and exercise outdoors during the next pandemic. Think smart. Put your egos aside and think about those who are suffering now. At least delay the project for the next 5 years to see if another pandemic arrives or Covid remains with us for eternity.

## Dorcas Robinson

I am concerned that the EIS - and the overall evaluation of this project - does not adequately address i) the long-term climate impacts of the proposals (i.e. emissions, air quality, embodied carbon in the building and maintenance process); ii) the long-term impacts of climate crisis on how Marylanders need to use and protect our land and natural resources for resilience (i.e. storm-water, erosion, tree and habitat loss etc); and iii) the environmental justice considerations of key groups. The experience of the COVID-19 pandemic instructs us that we need to plan and act very differently in the coming decade. This is a time for all projects, and their associated EIS, to be explicit and proactive in integrating a sound climate and climate justice analysis. The Maryland of 2030 demands nothing less.

## Melissa Robinson

Given the absolute climate change crisis -- we have very little time to act if our species is going to survive -- the last thing any government should be considering is adding to air pollution, water pollution, traffic congestion, more fossil fuel burning, reduction of green space, wildlife habitat degradation and more. There is no alternative for widening I-495 and I-270 that could be done in an environmentally responsible way. Not to mention our beautiful community would be devastated by noise & pollution and our property values would plummet. I've lived here since 1994. I own a beautiful home. I do not want to see everything I've worked for be completely and utterly destroyed by short-sighted, pro-pollution, pro-car, pro-emissions failed public policy. Building bigger roads never works to alleviate congestion, the roads just fill up with more cars. We should be investing in more mass transit and giving incentives for car pooling and building more affordable housing in areas closer to centers of employment to reduce commutes. I can already see and hear the Beltway from my bedroom window. I can live with that. I can't live with it closer and bigger.

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**From:** Ashley Rodriguez [REDACTED]  
**Sent:** Monday, November 9, 2020 11:50 AM  
**To:** MLS-NEPA-P3  
**Subject:** Beltway expansion comments

Hello,

I am a North College Park homeowner, and these are my comments on the 495 expansion:

1. I am generally, *mostly* opposed to them. All it will do is induce more demand while destroying more nature and messing with people's property. Build more transit, run more commuter buses, put in a bus-only lane. The only places in which I **DO** think more lanes would help are **spots where 495 currently narrows**, creating bottlenecks and merging headaches. Other than that, I would love to see a bunch of commuter buses cruising by stop-and-go highway traffic. And so would the earth.

2. If you must expand 495, use this rebuilding opportunity to improve infrastructure for pedestrians and cyclists who want to cross that monster. Underpasses, bridges, etc. This could also help wildlife and help fewer people run into deer.

Ashley Rodriguez

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**From:** Sam R [REDACTED]  
**Sent:** Wednesday, November 4, 2020 1:15 AM  
**To:** MLS-NEPA-P3  
**Subject:** My Comments Against the Expansion of 270 & 495

To whom it may concern,

My name is Samantha Rodriguez. I am a 16 year old who lives in the Bethesda area. Over the past month, I conducted a lot of research and interviews about the highway expansion project for an article I wrote for SilverChips (Montgomery Blair High School's newspaper). Throughout my research it became quite evident that any such expansion would be extremely detrimental not just surrounding communities, neighborhoods, parks, woodlands, households, and schools, but not even thoroughly address the congestion crisis in a reliable or long-term solution.

First off, no public transit was ever evaluated which is where our future is. We can't expect to continue to just add more lanes indefinitely. It is a limited solution that will wreak havoc and likely not even be completed as P3 partnerships have been shown to be unreliable. Sure, you may bring up the port in Baltimore that was built successfully under a P3 program, but seriously, one success does not automatically create innumerable successes everywhere. After all, the Purple line is currently stalled, and after talking to some students who live near Purple line construction areas, its half finished stations and tracks have just increased traffic along the roads and caused a nuisance. Furthermore, the P3 partner on the Virginia toll lanes, who is the favored company for the Maryland Toll lanes, just pulled out of their partnership.

Additionally, have any of you not noticed that this entire project is for TOLL LANES? You guys may be rich and well off and just want to make a little money, but toll lanes are useless for the general public. They will just create social disparity in transportation which is truly a move in the wrong direction. One can't even argue that tolls will be fair, because the cost of the P3 toll lanes in Virginia during rush hour is generally near \$40.

Not only will the cost of using the toll lanes be excessive and quite unreachable for the average driver, but the toll lanes will, most definitely, cost taxpayers. No matter what Larry Hogan says, it is clear that this project is going to be way over budget. Originally, it was supposed to cost tax payers nothing (the perks of a P3), but now it is proposed to have between \$484 million to \$1 billion be subsidized by taxpayers. And this estimate seems to be incomplete. Even without worrying about going over budget, taxpayers are expected to pay for movement of pipes and sewage in their own water bills with an estimated 277% increase according to the Washington Suburban Sanitary Commission (WSSC). Solely monetarily, this project is a waste and the money should instead be spent on public transit.

Furthermore, continuing to expand these major roadways will just increase the number of people driving as there will not only be more motivation to drive, but communities will be forced further away from highways themselves thusly making commutes longer to get onto the highways.

In terms of the surrounding community, increased traffic will increase both noise and air pollutants (especially CO2). According to a study published by the Harvard T. H. Chan School of Public Health, there is a 21% decrease in average cognitive scores for every 440 ppm increase of CO2. Furthermore, noise decreases one's ability to focus and concentrate. These problems wouldn't only manifest in neighborhoods, but also a lot of schools in close proximity to the highway such as Montgomery Blair High School and Walter Johnson High School which would likely be extremely detrimental to the health students.

Respectfully, this is one of the dumbest decisions I have come across in Maryland politics. I understand that you, Larry Hogan, think this will help provide congestion relief and economic opportunity thus leading to more public support, but

such an idea is so misconstrued and, to be frank, idiotic because this action solely supports the wealthy travelling through the state rather than the actual people within the state.

The grassroots push against this expansion project is high not because they don't believe there is a congestion problem, but because the Maryland Department of Transportation simply felt that they could ignore all the problems with their proposed solutions by burying unfavorable data in 1000 pages of appendixes and refusing to analyze different solutions or other aspects that impact the solutions (working from home, COVID-19, Route 200).

I propose that we work on finishing the Purple Line and expand BRT lines and other public transit. This will especially be useful for students who can't drive and low income families who may not have cars. Additionally, this is way more environmentally friendly and sustainable.

Finally, I would highly recommend creating more bike lanes. This action I feel like would benefit many. Not only is it good for one's health, but it also takes drivers off the roads. However, these lanes need to be accessible and interconnected. Let's take the new bike lanes added to Old Georgetown Road for example. These lanes are basically useless. They span 3 blocks and don't actually address the problem they set out to: making it safer to bikers. I know this because on two occasions since the bike lanes were built, I've seen bikers transitioning from the bike lanes to the sidewalk and almost fall into the road. Thankfully, no one was hurt, but this shows that solutions can't just be short term patches, but real, lasting change. I propose building a bike lane alongside the highway so that bikers can easily travel long distances without having to ride on roads. An example of a really good bike lane is the Custis Trail. This trail runs along 66 and is separated from the highway with a noise barrier, making it a feasible option for many bikers. Additionally, it is well connected to many other trails and neighborhoods. One example of what not to do is the bike lane along 200. This bike lane is only separated from the roadway by a fence and some grass which makes riding along it extremely noisy, disconcerting, and windy. Furthermore, numerous times the trail crosses from one side of the road to the other, which takes a 20 minute detour to reach.

Thank you so much for considering my opinion. I would like to reiterate that I am strongly against the highway expansion project. The following link (<https://issuu.com/silverchipsonline/docs/output>) goes to SilverChips (the newspaper) which has my article on page A3. In there is a more in depth and articulate analysis of the highway expansion project. While it is a neutral news story, that does not mean my opinion is the same. I hope you head my opinion and all other's inputted. This truly will affect my entire generation's future for the worse.

Samantha Rodriguez

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**From:** Elizabeth Rogers [REDACTED] Sent You a Personal Message  
**Sent:** Wednesday, July 15, 2020 10:30 AM  
**To:** 495-270-P3  
**Subject:** Extend the I-495 and I-270 comment period to at least 120 days

Dear Lisa Choplin,

I live less than a mile from the beltway. I see no need to widen the road. That would I crease speeding and emissions. You would also remove very important tree canopy, which we need to keep, for cleaner, breathable air. There are so many other viable options for transportation without creating more damage to our environment.

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.?

Sincerely,

Elizabeth Rogers  
[REDACTED] Gladstone Street  
Silver spring, MD 20902  
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lindsey Mendelson at Sierra Club at [REDACTED] or [REDACTED].

## Marceline Rogers

We need more details on the financial viability of this project. Your or - 5% bandwidth for construction costs strike me as fanciful. We would like you to provide a link to where we can see the underlying details of your projections. Please show your work.

You also mention that your projections are based on comparable projects. Please enumerate the what, when and where of all the comparables that informed your projections.

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**From:** Marceline Rogers [REDACTED]  
**Sent:** Monday, November 9, 2020 2:17 PM  
**To:** 495-270-P3  
**Subject:** Request for Detailed Projections

Hello,

I'm interested in the financial viability of your various alternatives. I saw your base case and hi-lo revenue, or subsidy, summaries for various alternatives. Please forward the underlying detail of how you achieved your figures as well as what your current base assumptions are with respect to development and capital costs.

You also mention that you predicated your base cases on comparable projects elsewhere. Please provide which specific projects you used as comparisons.

Sincerely,  
Marceline Rogers

[REDACTED]

[REDACTED]

## Robert Rogers

Thank you for your thoroughness in presenting alternatives and seeking public comment. I prefer Alternative 1, No Build, as the world has changed dramatically during the COVID-19 Pandemic, as you recognize on page ES-3 of the Executive Summary. I hope that you will review new options, some of which fall outside of the normal focus on transportation, such as encouraging work from home and development of satellite work locations involving short trips by auto, bike, foot or transit. Please reconsider your alternatives with the new realities of life today.

Thank you.

Robert L. Rogers

## Lauren Roller

Please do not build additional road to I-495 and I-270. I am deeply opposed to any expansion of the highways. The highways do not need to be expanded, only maintained; they serve their function just fine now. In fact, we should be encouraging less use of private cars to protect our environment. Construction to expand the roads will destroy wildlife habitat, reduce our forested and green areas, negatively impact our local parks, increase noise, negatively impact air quality, and the increased impermeable surface will greatly increase flooding risks. I am also very upset that the impact to water lines does not appear to have been thoroughly vetted. Moving piping is a massive undertaking and those costs, and the scars upon the land, will all be paid by citizens. Additionally, adding more road is likely to just bring more travelers and invalidate the purported purpose to reduce congestion. None of these things is worth the possible state income from tolls. If we need to raise taxes just do that rather than destroy our state (and spend a ton of money doing it) to tax people who can't wait 10 minutes at rush hour in the proposed roundabout fashion. Please, please do not build. I am very against the proposed construction and expansion.

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**From:** Abigail Rome [REDACTED]  
**Sent:** Sunday, November 8, 2020 7:20 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** No To I 495 and 270 toll lanes

Hello

I am opposed to any construction to widen I 495 and I 270 in Maryland. We do not need additional roads, which create additional CO2 emissions in a region that already contributes to much to climate change. We also need to maintain LI of our green spaces. The proposed road would threaten six national parks as well as local parks. To keep our neighborhoods cool and quiet, and to maintain wildlife and functioning ecosystems, we must not add more pavement, vehicular traffic, noise, or air pollution.

Please stick with the NO BUILD option.

Thank you,

Abigail Rome  
[REDACTED] Ray Dr  
Silver Spring, MD. 20910

Sent from my iPad

---

**From:** Paul Roochnik [REDACTED]  
**Sent:** Tuesday, October 6, 2020 2:38 PM  
**To:** MLS-NEPA-P3  
**Subject:** do not widen I-495 / I-270

Dear Sir / Ma'am:

I oppose the project to widen I-495 / I-270, and support the NO-BUILD option.

- (1) The history of projects similar to this one is that they promise that the taxpayer will not pay for it, but in the end the taxpayer inevitably pays a huge price.
- (2) The last thing we need now is to encourage more driving, more cars, more CO2. Global warming is scientifically documented, not something made up by radical environmentalists. We can reduce traffic through more teleworking, ride-sharing, public transit, etc.
- (3) Who will pay to replace all the underground WSSC infrastructure that will be dug up and destroyed in the construction process? We, the citizens who consume water, we the WSSC customers will have to foot the bill.

Thank you for taking the time to read the comments of citizens such as myself.

Respectfully,  
Paul Roochnik, Ph.D.  
[REDACTED] Farnham Dr.  
Bethesda, MD 20814  
Mobile: [REDACTED]

## Paul Roochnik

I oppose this project and support the NO-BUILD option. (1) The history of projects similar to this one is that they promise that the taxpayer will not pay for it, but in the end the taxpayer inevitably ends up paying a huge price. (2) The last thing we need now is to encourage more driving, more cars, more CO2. Global warming is scientifically documented, not something made up by radical environmentalists. We can reduce traffic through more teleworking, ride-sharing, public transit, etc. (3) Who will pay to replace all the underground WSSC infrastructure that will be dug up and destroyed in the construction process? We, the citizens who consume water, we the WSSC customers will have to foot the bill.

## Colleen Roots

DO NOT WIDEN 270 It will only lead to MORE congestion and it will damage the environment, take homes, and destroy parks. Since COVID, we no longer know how the future traffic patterns will look. It is highly possible that traffic will decrease once more and more people are required to work from home. This could be a permanent change We need to wait and see. Regardless, however, the better option is to invest the money into adding a metro line parallel to the existing highway.

# Colleen Roots

I oppose the I-495 and I-270 project. I support the no-build option.

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**From:** David Roots [REDACTED]  
**Sent:** Thursday, October 22, 2020 5:10 PM  
**To:** MLS-NEPA-P3  
**Subject:** I oppose the I-495 and I-270 project. I support the no-build option.

**I oppose the I-495 and I-270 project. I support the no-build option.**

David Roots  
[REDACTED] Pond Road  
Ashton, MD 20861

## Voicemail Testimony added to file on Oct. 23, 2020

Joint Public Hearing— August 25, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

**Name:** Linda Rosendorf

**Joint Public Hearing Date:** 8/25/2020

**Type/Session:** Voicemail

### Transcription:

Good morning. My name is Linda Rosendorf. L-I-N-D-A R-O-S-E-N-D-O-R-F. I live at [REDACTED] Azalea Drive in Rockville. I have lived there for thirty years. My townhouse backs on I-270 with only a narrow sliver of land between the sound wall and my back patio. I am seventy-three years old, retired. I had hoped to age in place in my home as long as possible. The noise and air pollution from the highway expansion, especially during the projected five years of construction, would have a serious impact on my health and probably force me to move. The value of my property will be diminished considerably making it harder to find a new place to live. I do not support the I-495 and I-270 Managed Lanes P3 program. I support the no-build option. None of the six proposed alternatives are acceptable. This project is bad for our residents, businesses, green space, and communities. It will cause significant environmental harm and increase greenhouse-gas emissions. It is not needed and will not prevent traffic congestion. All six build alternatives include tolling with profits going to the contractor. The tolls will be sky-high and the new lanes will benefit only those who can afford to pay the high tolls. As a retiree on a fixed income, the tolls would be prohibitive for me. The DEIS lists only the average daily toll road. Rush hour tolls will be much higher and will be unaffordable for lower and many middle-class drivers. If drivers pay the same rate as commuters pay in Virginia, they would pay upward of \$45 for the 25 mile trip from Frederick to Shady Grove and still higher from Frederick to the Beltway. NEPA requires that a proposed project address the impact to totally under-represented populations, such as communities of color and low-income communities. Environmental justice, EJ, means identifying disproportionately high adverse effects on these populations. The DEIS is claiming that the Managed Lanes project will benefit EJ communities is absolutely false because the expected high toll prices will disproportionately prevent low-income individuals from using these lanes. Congestion-pricing charges are regressive fees. Transit serves low-income and an increasing number of young workers, but transit options are not considered in Metro—in MDOT's traffic management plan.

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**From:** Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>  
**Sent:** Tuesday, November 3, 2020 11:24 AM  
**To:** Erron Ramsey; Brittany Rolf  
**Subject:** Fw: Rosendorf 827046 Response: Purple Line Article  
**Attachments:** FW: New article: Purple Line project uncertainty leaves Maryland residents, businesses in limbo

FYI

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**From:** Marion Harris <MHarris10@mdot.maryland.gov>  
**Sent:** Monday, November 2, 2020 6:37 PM  
**To:** [REDACTED]  
**Cc:** Jeffrey Folden <JFolden1@mdot.maryland.gov>  
**Subject:** Rosendorf 827046 Response: Purple Line Article  
Ms. Rosendorf:

Please find the following response to your attached inquiry, sent on behalf of Lisa Choplin.



**STATE HIGHWAY  
ADMINISTRATION**

I-495 & I-270 P3 Office  
601 North Calvert Street  
Baltimore MD 21202

Mailing Address  
707 North Calvert Street  
P-601  
Baltimore MD 21202

**Marion Harris**  
**Executive Administrative Assistant**  
**I-495 & I-270 P3 Office**  
**Email – [mharris10@mdot.maryland.gov](mailto:mharris10@mdot.maryland.gov)**  
**Office - 410.637.3300**  
**[www.roads.maryland.gov](http://www.roads.maryland.gov)**  
**[www.495-270-P3.com](http://www.495-270-P3.com)**



Dear Ms. Rosendorf:

Thank you for contacting Maryland Department of Transportation (MDOT) Secretary Gregory Slater regarding the I-495 & I-270 Public-Private Partnership (P3) Program. I am honored to respond on Secretary Slater's behalf.

MDOT is committed to finding solutions to relieve congestion for the citizens of Maryland in a way that is sensitive to communities. We continue with our efforts to ensure transportation improvements are being developed to meet our State's needs not only for today but for the next 20-plus years. As studies have shown, the National Capital Region needs increased telework, transit, and express highway improvements to address the long-term congestion and we support all these initiatives. While all these improvements must be planned to function as a cohesive system of systems, we must focus individual projects on specific solutions. While MDOT Maryland Transit Administration is committed to delivering the Purple Line, MDOT State Highway Administration (MDOT SHA) must continue to focus on needed express highway improvements.

Thank you again for contacting the Secretary. We appreciate hearing from you. If you need further assistance, please feel free to contact Jeffrey T. Folden, P.E., DBIA, MDOT SHA I-495 & I-270 P3 Office Deputy Director at 410-637-3321, or via email at [jfolden1@mdot.maryland.gov](mailto:jfolden1@mdot.maryland.gov). Mr. Folden will be happy to assist you.

Sincerely,

Lisa B. Choplin, DBIA

Director, I-495 & I-270 P3 Office

[lchoplin@mdot.maryland.gov](mailto:lchoplin@mdot.maryland.gov)

410-637-3320

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**From:** Secretary MDOT <SecretaryMDOT@mdot.maryland.gov>  
**Sent:** Monday, October 26, 2020 11:12 AM  
**To:** Kelly Bell; Emily Workman  
**Subject:** FW: New article: Purple Line project uncertainty leaves Maryland residents, businesses in limbo

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**From:** Linda Rosendorf [REDACTED]  
**Sent:** Sunday, October 25, 2020 5:18 PM  
**To:** Secretary MDOT <SecretaryMDOT@mdot.maryland.gov>  
**Cc:** [REDACTED]  
**Subject:** New article: Purple Line project uncertainty leaves Maryland residents, businesses in limbo

Dear Secretary Slater:

I call your attention to this excellent article in yesterday's Washington Post:

[https://www.washingtonpost.com/local/trafficandcommuting/purple-line-project-limbo/2020/10/24/86acd9ec-12e8-11eb-ba42-ec6a580836ed\\_story.html](https://www.washingtonpost.com/local/trafficandcommuting/purple-line-project-limbo/2020/10/24/86acd9ec-12e8-11eb-ba42-ec6a580836ed_story.html).

This article captures both the personal disaster to Maryland homeowners and the financial risk to the State caused by the Purple Line P3 and is a great example of what could be the outcome of the I-495 & I-270 P3. You need to advise Governor Hogan that continuing as planned would be a disaster.

My heart goes out to these people. Is this what we have to look forward to? MDOT should immediately stop everything they are doing on the 270/Beltway project and concentrate on the Purple Line. All money being spent on this P3 should go into Purple Line work. Instead of bragging that this would be the biggest P3 in the world, Governor Hogan should realize that this could financially destroy the State. Comptroller Franchot needs to understand that this mess and the highway P3 would be on his watch if he really wants to be the next governor. The Legislature needs to legislate. I once thought that Maryland was a well run State. This is all unacceptable.

-- Linda Rosendorf, Rockville

Linda Rosendorf  
█ Azalea Drive  
Rockville MD 20850

## Written Comments on the Draft Environmental Impact Statement (DEIS)

My name is Linda Rosendorf. I live at █ Azalea Drive in Rockville. I have lived there for 30 years.

My townhouse backs onto I-270 with only a narrow sliver of land between the sound wall and my back patio. I am 73 years old, retired. I had hoped to age in place in my home as long as possible. The noise and air pollution from the highway expansion, especially during the projected five years of construction, would have a serious impact on my health and probably force me to move. The value of my property will be diminished considerably making it harder to find a new place to live.

**I do not support the I-495 & I-270 Managed Lanes Public-Private Partnership (P3) Program. I support the no-build option. None of the six proposed alternatives are acceptable.**

This project is one of the largest of its type ever proposed and is expected to cost \$11 billion or more. It is bad for our residents, businesses, greenspace, and communities. It will cause significant environmental harm and increase greenhouse gas emissions. This project is not needed and will not prevent traffic congestion. In fact, there will be transportation chaos during construction, especially where interchanges and bridges have to be rebuilt. We need a balanced approach to traffic relief, which this project does not offer.

The DEIS does not properly analyze many aspects of the project nor adequately discuss impacts of the alternatives nor mitigation remedies:

### 1 Alternative Approaches

There must be serious attention to moving more people in fewer vehicles. MDOT-SHA has focused totally on alternatives that involve adding managed toll lanes. There must be alternatives with fewer financial and environmental impacts. The DEIS does not outline alternative approaches to motor vehicle traffic such as increased public transit or reversible lanes that could improve traffic management and protect the environment and surrounding communities. Public transit must be enhanced with more commuter buses and other transit systems and networks that can provide access to jobs, services, and recreation. There must also be a comprehensive evaluation of reversible lanes during peak periods. Reversible lanes are used in other areas of the region and have been shown to reduce traffic congestion. Reversible lanes on I-270 would be an inexpensive way to significantly reduce traffic at rush hours. Remarkably, local jurisdictions have not truly been consulted nor priorities of local planners been considered. The DEIS does not adequately address increased traffic on arterial feeder lanes nor access into ramping systems both critical local road issues.

### 2 Inadequate Public Outreach and Evaluation of Comments

MDOT shows disregard for honest public input. Key information is being withheld or is made available too late. For instance, MDOT will not release the comments until well after the comment period is over. Public open houses have been presented with little to no public discussion. Furthermore, MDOT is miscounting public comments. For example, MDOT counted two public petitions as only two comments in the official tally although there were 1,950 signatures. MDOT is also mischaracterizing public comments as seen in the Summary of Public and Stakeholder Engagement for the Recommended ARDS. MDOT only characterized a comment as being in opposition to the P3 project if the submitter

August 29, 2020

stated it directly. The document's summary table characterizing 3,873 comments identifies only 335 comments as opposing anything at all.

### 3 Tolls (chapter 2, pages 41-44)

All six build alternatives include tolling, with profits going to the contractor. The tolls will be sky high and the new lanes will benefit only those who can afford to pay the high tolls. As a retiree on a fixed income, the tolls would be prohibitive for me. People have moved further north along the I-270 corridor because housing is more affordable. These people will be stuck in even more traffic in the free lanes because they will not be able to afford the toll lanes. Moreover, the toll rates could change every 5 to 15 minutes; thus, there is no way to determine the cost of the tolls prior to entering the managed toll lanes.

The tolls have not yet been determined and MDOT will not estimate how high the tolls will be. The rate range setting process and public hearings will not occur until 2021. The Maryland Transportation Authority will not establish the range until after the contract is signed.

The tolls listed in the DEIS are assumptions. The average daily toll rates were calculated using assumed revenue for all time periods. The estimated tolls range from an average of \$0.68/mile to \$0.77/mile. The DEIS indicates that they split the day into 13 individual time periods. They do not specify the numbers for the individual time periods, only the average over the day. But the average includes off peak hours when the toll would be relatively low. Rush hour tolls will be much higher than those charged at other times.

If drivers pay the same rates as commuters pay in Virginia, they would pay upward of \$45 for the 25 mile trip from Frederick to Shady Grove and still higher from Frederick to the Beltway. Tolls in Northern Virginia have been astronomical, frequently greater than \$30 one way. The toll for 10 miles of I-66 in Virginia is up to \$47 one way. The toll on I-95/I-395 went up to \$70 repeatedly last December.

### 4 Environmental Justice Disparities (chapter 4: pages 17,125,130, 135, 139)

Referred to as Environmental Justice (EJ), the National Environmental Policy Act (NEPA) requires that a proposed project address the impact to economically challenged populations such as communities of color and low-income communities. EJ means identifying disproportionately high and adverse effects of an action on a minority, low income population, and/or typically underrepresented populations to achieve an equitable distribution of benefits and burdens. Adverse effects to properties, community facilities, parks, cultural resources, and natural resources as well as changes to community cohesion must be considered among EJ populations who will be affected by the project. The DEIS' claim that the managed lanes project will benefit EJ communities is false because the expected high toll prices will disproportionately prevent low income individuals from using those lanes. Congestion pricing charges are regressive fees.

The environmental impact of widening the highways can harm EJ communities. People of color already live in polluted areas. EJ communities would be affected by increased pollution, decrease in natural areas, and increased stormwater hazards. Pollution from vehicles especially affects those who live or work near busy roads, particularly in vulnerable communities. The DEIS states that noise barrier systems are not considered feasible in 17 NSAs, 9 of which are located in EJ populations. Access to clean affordable transportation options is not only key to combatting climate change, it is critical to

lifting low-income communities out of poverty. Transit serves low income and an increasing number of young workers but transit options are not considered in MDOT's traffic management plan. Well-designed congestion pricing policies would address improving public transit.

There was inadequate public outreach to EJ communities. MDOT did not successfully engage EJ populations at any stage of the public process. The entire length of the Beltway in Prince Georges (PG) County borders EJ populations, yet attendance of PG County residents was low at each stage of the public process (approximately 20% attendees from PG County versus 75% from Montgomery County). EJ communities must be given equal opportunity to give input about their needs.

## 5 Financial Viability

Fiscal accountability is essential for protecting Maryland's long-term financial stability. Maryland taxpayers are at risk if managed lanes are not profitable, resulting in default of the contractor or the private companies declaring bankruptcy, which has happened repeatedly in P3 highway projects around the country. Even before the pandemic and teleworking, P3 for-profit tollways were struggling without taxpayer bailouts; now many are reporting significant drops in revenue. In some cases it has been necessary to extend the amount of time the private companies received funding or tolls to justify costs.

The public was initially told that the private sector would fund the full cost at no expense to taxpayers. However, the revenue model demonstrates that the road cannot be paid for without government subsidy and public contribution. The DEIS indicates that a state subsidy will be needed. The DEIS financial analysis reveals that taxpayers will need to subsidize up to \$1 billion to be paid to the developer on a project that Governor Hogan promised would be no net cost to the State. The contracting process is costing taxpayers tens of millions of dollars that won't be reimbursed. MDOT has had to fund planning activities in advance of awarding a contract for design and construction to a private partner, including this extremely costly DEIS. The Purple Line is nearly \$1 billion over budget and the developers plan to walk away from the project if the State does not pay for the cost overruns. Importantly, the Purple Line fiasco is demonstrating how vulnerable taxpayers will be with MDOT negotiating the P3 contract.

## 6 True Monetary Costs are Unknown

The project won't be designed until after the contract has been awarded; therefore, the projected costs are very speculative. Construction cost breakdowns need to be released. No itemized budget has ever been shared. All of the project's key financials, including projected tolls, are based on assumptions that no longer apply and fail to account for likely cost growth and revenue shortfalls. Many projects were not included in the costs, including privately owned cultural resources. The tolls have not yet been determined and all projections in the DEIS are assumptions (chapter 2, page 43). The financial assumptions were adjusted for inflation over a 50-year time period. Preliminary capital cost estimates are in 2019 dollars and include a 25% contingency added based on the level of uncertainty. The DEIS opted for the lowest number for the contingency factor. The recommended range is 25-40%, and 25% was selected "at the direction of MDOT-SHA (Appendix B, page 148).

## 7 Taking of Private Property (chapter 4: pages 8, 15, 17, 19, 23, 31, 34, 157)

Governor Hogan said that the P3 project would not take any homes. The DEIS completely contradicts this statement. As many as 34 residential and 4 commercial properties would result in full property acquisition and require permanent conversion of residential land use to transportation right-of-way.

(Table ES-2). Moreover, 1,127 residential properties and 348 businesses would be impacted by acquiring strips of land or areas of trees and landscaping, affecting a significant portion of backyards. Property from the following community facilities would also be impacted: 18 publicly-owned community recreation centers, 14 places of worship, 5 schools, 4 recreation centers, 3 hospitals, and 2 cemeteries. Children will be impacted by construction dust at home and in school.

Homes and businesses adjacent to the highway would be severely impacted. Signage, guardrails, communication towers, light poles, and new direct access ramps would be positioned closer to the adjacent residential and commercial areas. Additionally, as a result of vegetation removal, the wider interstates, added ramps, retaining walls, and noise barriers would become more visible and prominent from adjacent residential and commercial properties. Properties immediately adjacent to the improved highway may experience an increase in noise impacts as the travel lanes are moved closer to noise-sensitive land uses, which includes residences, schools, and places of worship. MDOT plans to mitigate the noise with barriers that only achieve a minimally acceptable level of noise reduction. The DEIS states that construction will likely require night work, which would increase noise at all hours.

#### 8 Taking of Parkland and Historic Properties (chapter 2: page 23; chapter 4: pages 19, 44, 54, 154, 156)

According to the DEIS, the proposed expansion would impact hundreds of acres of park and open space land, destroying 47 parks, often in areas where replacement parkland could not be easily located. Removal of trees and landscaping that buffer parks would occur as well. The DEIS identifies two specific sites in the Chesapeake and Ohio (C & O) Canal National Historic Park that would be partially or completely destroyed or be significantly diminished in all aspects of integrity by construction of the project. The proposed expansion would also destroy 21 known national register historic properties and could lead to destruction or altering the integrity of historically important characteristics of archaeological and architectural properties.

#### 9 Restrictions on State Authority over State Roads

Using a P3 means the project takes away state authority over state roads, puts a lot of restrictions on state decision-making, and limits state control over its own assets and planning. Long-term commitments can tie the hands of the State for years or decades. The loss of flexibility from private financing can prevent the State from dealing with unexpected problems with the highway, labor concerns, maintenance issues, and so many other unexpected changes that can occur over time. Furthermore, P3 deals can obligate the governmental partner to pay extra in unexpected costs if upgrades are needed.

#### 10 Induced Demand

Many studies across the United States have clearly documented that you can't build your way out of congestion. Experience shows that highway expansion increases driving demand and can actually lead to increases in traffic volume, making traffic worse. Expanding highways adds more polluting cars to our roads, including adding traffic when exiting from highways onto local roads that are already congested. In fact, the DEIS (Appendix C, page 150) shows that the fastest commute on I-270 happens when the toll lanes are not built. The plan to expand I-270 will make the traffic worse.

#### 11 Impact on Waterways and Wetlands; Stormwater Management (chapter 2: pages 23, 31, 37; chapter 4: page 154)

The DEIS acknowledges the impact of the proposed highway widening on waterways and wetlands from roadway runoff on 127 acres of 100-year floodplain and 16 acres of wetlands. Indirect impacts to surface water would result from changes in drainage patterns and imperviousness. Increased stormwater runoff would damage local waterways and increase flood risk in adjacent communities. All indirect impacts would lead to a decrease in available wetland and waterway habitat and ultimately a decrease in plant and animal species inhabiting these areas.

There is inadequate planning for stormwater management. The DEIS says the state does not plan to mitigate for stormwater runoff and flooding. As envisioned, there would be considerable runoff into local streams. Affected cities and counties would need to assume responsibility for stormwater runoff and pay for mitigation. The Storm Water Management Act of 2007 requires treatments minimizing impervious surfaces and slowing down runoff. Over 550 acres of new impervious surfaces will be added. According to the DEIS, all new impervious area and a minimum of 50% of reconstructed impervious area will require treatment.

#### 12 Air Quality and Climate Change (section 4.8.3)

According to the DEIS, the project will increase carbon monoxide, nitrous dioxide, and ozone. However, the DEIS fails to fully analyze the highway expansion's effect on air quality and increased air pollution. In fact, data from Maryland government agencies have shown that air quality is improving during the covid-19 pandemic due to a decrease in traffic. Transportation is the leading source of greenhouse gas emissions in Maryland. The Maryland Greenhouse Gas Reduction Act sets a goal of cutting globe-warming pollution by 40% by 2030. Putting more cars on the road works against that goal and will further exacerbate climate change. The DEIS does not identify any plan to mitigate greenhouse gas emissions.

The DEIS also notes that there would be an increase in the concentration of toxic dust from construction activities during the projected five years of construction. (chapter 4, page 158). Silica construction dust can be in the air up to 1 mile from the construction site. Nearby schools, parks, and homes will be affected by the dust from road widening and rebuilding. When inhaled, dust particles can penetrate deep into the lungs causing respiratory distress and illnesses such as lung cancer, asthma, and emphysema.

#### 13 Relocation of Water and Sewer Lines

Adding toll lanes to I-270 and I-495 would require relocating 70 miles of large water and sewer pipes. The Washington Suburban Sanitary Commission (WSSC) announced it would cost as much as \$2 billion to move the underground water- and sewage-related infrastructure. The financial analysis doesn't include this cost, which would be borne by WSSC ratepayers, not the contractors building the toll lanes.

#### 14 Post-Pandemic Teleworking and Telemeeting

The DEIS does not consider how covid-19 will impact the traffic patterns on the Beltway and I-270. The DEIS is flawed because it assumes traffic will resume to pre-pandemic levels and then further increase. In fact, no one knows what post-pandemic commerce, employment, and traffic patterns will look like. Specifically, The DEIS analysis does not consider that the pandemic has resulted in significant increases in teleworking, which has been shown to reduce traffic and is a promising strategy

Linda Rosendorf  
■ Azalea Drive  
Rockville MD 20850

for traffic mitigation. In fact, at a Maryland House of Delegates hearing, MDOT Secretary Greg Slater stated that teleworking has been effective and it is not yet known how that will affect future traffic.

Researchers at the Maryland Transportation Institute (MTI) have studies showing that the State can achieve significant improvements in commute time by getting a relatively small percentage of people to work from home on a long-term basis. Industries will vary in how and when workers return to the office, but the MTI analysis shows that just a 5% reduction in travel demand could reduce traffic congestion by 23%. The analysis also showed that reducing travel demand by 15% in the morning peak period would save \$918 million in annual time savings from decreased congestion.

#### 15 Bottleneck on Upper I-270 (chapter 3)

The DEIS does not include studies all the way to Frederick, which is an essential part of the plan, but rather only goes as far north on I-270 as I-370. The proposed widening of I-270 will cause immense backups on afternoon rush hour traffic heading north because of the unaddressed upper 270 bottlenecks, where traffic regularly backs up. In fact, the DEIS states that creating an eight lanes to two lane bottleneck will make congestion worse (Appendix C, page 124).

# Ariel Rosenstein

I support the "no-build" option. It's the best financial situation for Maryland and the environment.

---

**From:** Lisa Rosenthal [REDACTED]  
**Sent:** Thursday, November 5, 2020 11:23 AM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** I-495 and I-270 Road Widening Comments  
**Attachments:** Rosenthal\_DEIS\_Comments.pdf

Dear Ms. Choplin,

Please see my comments attached. I would appreciate a response.

Thank you.

--  
Lisa Rosenthal  
[REDACTED] Kenhowe Drive  
Bethesda, MD 20817  
[REDACTED]

Ms. Lisa B. Choplin, DBIA  
Director, I-495 & I-270 P3 Office  
Maryland Department of Transportation  
State Highway Administration  
707 North Calvert Street, Mail Stop P-601  
Baltimore, MD 21202

cc: Comptroller Peter Franchot: [aklase@marylandtaxes.gov](mailto:aklase@marylandtaxes.gov)  
Treasurer Nancy Kopp: [treasurer@treasurer.state.md.us](mailto:treasurer@treasurer.state.md.us)

Re: Comments on DEIS, Widening I-270 and I-495

Dear Ms. Choplin,

I am writing to express my opposition to widening I-270 and I-495 as proposed in the DEIS.

I urge you to pursue **the “no build” option.**

As currently conceived, the project would carve up local parks, increase air pollution and water runoff, worsen noise pollution and weigh heavily for years to come on the finances of local jurisdictions and taxpayers.

Negative effects on the environment:

- To increase the size of the highways, the project calls for taking broad swaths of public parks, seizing a number of private homes and uprooting an African-American cemetery of historical significance.
- This would translate into a reduction in green space for local residents—green space that as you know has become increasingly important as we all try to get through this pandemic.
- There would be a significant reduction in tree canopy and vegetation which help reduce pollution and global warming.
- As I know you are aware, paving over open ground augments the area of impervious surface, increasing storm water runoff and worsening the pollution of Maryland rivers and streams.

- The construction process itself will worsen air pollution in the area, generating dust, soot and the smoke from fossil-fuel burning excavation and road-paving equipment.
- As has been the case with the express lanes in Virginia, narrowing the roadway from six to four lanes at the end of the toll lanes will cause significant backups across all lanes, leading to increased pollution and lengthened travel times.
- Local roads will have to be dug up and rebuilt—at the expense of local taxpayers--to move water pipes, increasing the negative environmental impact.

Serious economic consequences:

- Taxpayers will be on the hook for the cost of moving local pipes and water systems to accommodate the construction. This is true despite the claims of advocates of this project that local residents will not be forced to foot the bill.
- Proponents of this project argue that the contractor who widens the highways be compensated by receiving income from tolls. But the impact of the pandemic on commuting has not been taken into account. What will happen when the tolls do not generate the expected income? Who will pay for the shortfall?
- As you are well aware, the Australian company contracted to build the Virginia toll lanes is trying to sell its stake. It seems clear that they are not earning enough in tolls to make holding onto their stake worthwhile. Why would the Maryland project be any different? It seems clear that Maryland taxpayers will be left holding the bag.
- The pandemic has altered work habits of many throughout the region, and numerous employers have indicated they will permanently expand work-from-home programs. To the extent that there is a permanent reduction in the need for work-related travel and regular commuting, traffic may be markedly reduced, which would obviate the need for this expensive, destructive project.

I urge all involved to abandon the idea of adding toll lanes and expanding the highways.

Thank you for your attention. I would appreciate a response to the points I have raised.

Sincerely,

Lisa Rosenthal

██████ Kenhowe Drive  
Bethesda, MD 20817

████████████████████

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**From:** Lisa Choplin <LChoplin@mdot.maryland.gov>  
**Sent:** Friday, October 2, 2020 4:31 PM  
**To:** MLS-NEPA-P3  
**Subject:** FW: I support the no build option

**From:** Sam Rosenthal [REDACTED]  
**Sent:** Friday, October 2, 2020 3:58 PM  
**To:** Lisa Choplin <LChoplin@mdot.maryland.gov>  
**Subject:** I support the no build option

## Bryan ROSLUND

While the DEIS acknowledges there are COVID issues, the passing of more months has only further illustrated the short-sightedness of planning a major highway expansion. We are past the point of less travel because of COVID fears. Now, entire industries are implementing significant changes to how work is done. The work world, is past thinking about changes - they are making changes. In my own office, it is not likely we will ever go back to working in person. We have found that the work can be done more efficiently with employees staying at home. And overall employee quality of life is better. I am certain my office is not the only one making these discoveries. Since the COVID changes have come over the last several months, there is no question that traffic volume on 495 and 270 does not merit any expansion.

With the changing patterns of work no longer putting heavy pressure on roads, the government needs to confront the financial problems raised by COVID. The massive expenditures to help the economy transition were necessary. But just as the DEIS talks about thinking about traffic far into the future, at this point we as a community must think about how we will manage the COVID debt that will likely be with us far into the future.

Now is not the time for this project.

1 comments.

2 MR. VAGHI: Time flies. Who do I submit it to?

3 MR. BING: We'll get one of our team members. Just go to  
4 the registration table and they'll be able to help you, okay?

5 Our next speaker will be Ben Ross. Ben, again you'll have  
6 three minutes. Please state your name, spell your name, and  
7 provide your address. And, again, I don't mean to be the hall  
8 monitor if you will, but we do need to all keep our masks over  
9 our nose and mouths, please. I know it's hard to do, but  
10 please.

11 MR. ROSS: Hello, I'm Benjamin Ross. B-E-N-J-A-M-I-N  
12 R-O-S-S, [REDACTED] Bethesda Avenue, Apartment [REDACTED], in Bethesda, and  
13 I'm representing the Maryland Transit Opportunities Coalition.

14 I'm going to get right to the point. This process is  
15 rigged to justify a toll lane contract for the favored, bitter  
16 trans-urban. Both the process and its predetermined result are  
17 fatally flawed.

18 First, it will not relieve congestion. Traffic on I-270  
19 will get worse. Traffic on the Virginia Beltway will get worse.  
20 If, as is very likely, the project never gets past Phase 1,  
21 there will be horrendous traffic jams at the 270 Beltway merge

1 at Wisconsin Avenue. Second, the tolls will be sky  
2 high. The vast majority of drivers will not be able to afford  
3 them.

4 Third, taxpayers are going to get stuck with the bill.  
5 When construction costs were estimated using SHA's cost manual,  
6 they came out to a number higher than what the tolls can pay  
7 for. So MDOT threw those cost estimates out the window and made  
8 up lower numbers.

9 In order to hide these fatal flaws from the public, MDOT  
10 is keeping the most important results of this study secret.  
11 These are the predicted travel times from the Beltway to  
12 Frederick, the rush hour tolls and the real cost estimates.

13 How could it be that there was no room for these numbers  
14 in 19,000 pages of report? The only real solution for  
15 transportation in the Washington suburbs is expanded transit  
16 starting with all-day train service on the Mark Brunswick line.

17  
18 MDOT has illegally refused to analyze this alternative.  
19 This study must start over from the beginning. It must fairly  
20 evaluate transit alternatives and the public must get to see all  
21 the facts. Thank you very much.

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**From:** James Ross [REDACTED] Sent You a Personal Message [REDACTED]  
**Sent:** Wednesday, July 29, 2020 10:12 AM  
**To:** MLS-NEPA-P3  
**Subject:** I have concerns about the Draft EIS on the I-495 and I-270 plan

Dear Lisa Choplin,

From every perspective, adding private toll lanes to the Beltway makes little sense. Even before the pandemic, I had conversations with numbers members and staff at the Silver Spring YMCA, which abuts the Beltway. Indeed, the Y used to be the Indian Spring country Club, and much of the club's land was expropriated to create the Beltway. To add two lanes, the Y's facilities will be severely affected. Most everything will be demolished and a new building would be required. And members and staff ask, does this make any sense--the whole idea of adding two lanes to the Beltway--at a time when we ought as a State and country to be taking actions to discourage automobile use? In every conversation, we drew the conclusion that such a proposal supports the fossil fuel and automobile industries at the expense of the environment and improvements in public transportation. I speak for myself, but in doing so reflect what I've heard from scores of people at the Y, members and staff: stop!

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.

The DEIS does not properly analyze many impacts from the project such as:

-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.

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.

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.

Sincerely,

James Ross  
[REDACTED] Hammonton Rd

Silver Spring, MD 20904



This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at [REDACTED] or [REDACTED].

## Jerry Ross

I believe that the project will lead to a great economical boost to the corridor as well as providing much needed relief to the traffic delays that would also have a positive environmental effect.

---

**From:** Catherine Rossi [REDACTED]  
**Sent:** Monday, October 19, 2020 10:18 AM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov  
**Subject:** Against widening I270

Good morning,

I'm a Maryland resident 45+ years, and used I270 through good times and bad. Now is not the time to increase lanes on I270. Hot lanes, which I am familiar with when I visit relatives in Virginia, are sign and lane pollution. Only the well to do can afford the use. It's travel discrimination.

What we need is increased time availability, up and down the MARC transit system. We need a Monorail from Frederick with stops in Clarksburg, Gaithersburg and Rockville where riders can switch to Metro or MARC.

Best,



Catherine A. Rossi, PhD

## Gabrielle Roth

I oppose the I-495 and I-270 projects. I am NOT in favor of managed toll lanes despite the fact that I travel on these roads nearly every day. Instead, I support the no-build option.

## Renee Lynn Roth

This region does not need expanded lanes and additional taxes paid in the form of Express Lane Tolls. Northern Virginia has moved forward on these measures and STILL has the worst traffic congestion in the region. We need more diverse methods of doing business remotely which does not require millions of people in cars on the road every day of the week. The changes due to Covid 19 have been positive on traffic congestion. Businesses that can operate fully with the current measures in place should be encouraged to continue - that's the soundest approach to managing the traffic problem faced in this region. Widening highways and introducing a tax to drive on the roads that tax payers have paid for is unacceptable.

## Trip Rothschild

Constructing a monorail is far preferable. Cheaper, no construction delays impeding traffic, and no stormwater issues. Moreover, public-private partnerships end up over the life of the project end up costing residents more than if it were a publicly financed project through bonds. Public-private partnerships have not worked out well for construction of the Purple Line and lessons should be learned. Legislation needs to be enacted at the state level to give the legislature more say over these projects and to ensure more accountability.

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**From:** [REDACTED]  
**Sent:** Tuesday, October 6, 2020 7:51 PM  
**To:** 495-270-P3  
**Subject:** Re: I-495 & I-270 Managed Lanes Study Accepting Comments on the DEIS and JPA

No tolls look at terrible mess in Virginia!!! Add 2 more lanes raise taxes and keep tolls away !!!

Sent from my iPhone

On Oct 6, 2020, at 7:42 PM, MDOT SHA P3 Program <495-270-p3@mdot.maryland.gov> wrote:



Greetings,

The Maryland Department of Transportation State Highway Administration (MDOT SHA) and Federal Highway Administration (FHWA) with the Maryland Department of the Environment (MDE) and U.S. Army Corps of Engineers (USACE) are accepting comments on the I-495 & I-270 Managed Lanes Study Draft Environmental Impact Statement (DEIS)/Draft Section 4(f) Evaluation and Joint Federal/State Application (JPA) for impacts to wetlands, waterways and floodplains.

The Managed Lanes Study considers ways to relieve congestion and improve trip reliability, mobility and connectivity for modes of travel, including transit, in the National Capital Region. The DEIS includes traffic, environmental, engineering and financial analyses of a No Build Alternative and six Build Alternatives involving high-occupancy toll (HOT) lanes or express toll lanes (ETL), sometimes in combination with existing high-occupancy vehicle (HOV) lanes on I-270.

FHWA, MDOT SHA, and MDE conducted six Joint Public Hearings for the public to provide oral testimony on the DEIS and JPA. Virtual public hearings were held on August 18, 20, 25 and September 3, 2020. The USACE participated in one virtual public hearing on August 25 to meet the Department of the Army requirements. Two in-person public hearings were held on September 1, 2020 in Prince George's County and on September 10, 2020 in Montgomery County. The public hearing transcripts and video/audio recordings are available on the Program website by visiting [Past Public Outreach](#).

**YOUR COMMENTS ARE IMPORTANT AND WE WANT TO HEAR FROM YOU.**

The Joint Public Hearings have ended but there are still multiple ways to comment on the DEIS and JPA including an online comment form, email, and letter.

Public and agency comments on the **DEIS will be accepted through November 9, 2020.**

Public and agency comments on the JPA will be accepted by the USACE, Baltimore District through November 6, 2020 and by MDE through November 9, 2020.

**LEARN WAYS TO COMMENT AND PROVIDE FEEDBACK**

MDOT SHA and FHWA will review all comments and consider and respond to all substantive comments received in the preparation of the Final Environmental Impact Statement. ALL COMMENTS received, whether through oral testimony, comment form, email, and letter will be given EQUAL CONSIDERATION.

**PLEASE SHARE THIS INFORMATION WITH YOUR AVAILABLE CONTACTS. [Click here](#) to view a flyer that can be emailed or posted. Translated versions of the flyer are also available on the Program website.**

Sincerely,

Lisa B. Choplin, DBIA  
Director, I-495 & I-270 P3 Program

MDOT SHA P3 Program | 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202

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**From:** Lauren Ruff [REDACTED]  
**Sent:** Friday, October 16, 2020 1:59 PM  
**To:** MLS-NEPA-P3  
**Subject:** I oppose the toll lane project for 270/495

To whom it may concern,

I oppose the toll lane project for 270/495 and support a no build option. I believe that this is not only a waste of tax dollars, but it will do irreparable harm to multiple communities along the way. There is no conceivable reason that we should be making traffic worse and potentially displacing businesses and families to support a private company. I have recently put down roots in Rockville, in a community that will be directly impacted. With COVID-19 our community is already struggling, and this will add more stress for no benefit for this area.

The fact that you are considering taking homes away from people who may be severely struggling in one of the most difficult times of this country, is completely unacceptable. You will also look to remove almost 1,500 acres of forest, when we are currently living with an administration that has done incredible harm to our ecosystem, and when we are living in a time when we should be looking to reduce our carbon footprint.

Beyond that, there is no reason we should be sending more money on projects. Montgomery County currently has the Purple Line, which is a complete mess, and will already likely default, costing taxpayers. In the wake of COVID-19, we should be using our tax dollars to ensure our county is taking care of its residents, providing ways for our most vulnerable citizens to have a way to live, and finding ways to invest that money to provide positive cash flow and opportunities for the people who live here. Rather than taking on more projects, you should focus on the current ones we have and completing those.

In addition, given that many companies are now opting to switch to telework in the wake of COVID-19, you should be reevaluating if this is even something the community may need.

Please note that I will be watching this closely. Anyone who supports this project and is up for re-election, I will be supporting any of your opponents (republican or democrat) with not only my vote, but with financial support as well.

Thank you,  
Lauren Ruff  
Rockville Estates

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**From:** Rob Runett [REDACTED]  
**Sent:** Sunday, November 8, 2020 10:56 PM  
**To:** MLS-NEPA-P3; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Comments on I-270 and 495 proposal

Hi, this is Rob Runett, a lifelong Montgomery County resident and longtime commuter (22 years of using our roadways to get to and from work). Thank you for providing the opportunity for citizens to comment on the expansion plans.

For 11 years, I lived on a street that ran parallel to the Beltway. Even with a barrier wall, the noise was relentless, and I worried daily about the potential for pollution to affect the health of my son, wife, and our neighbors. I urge you to think of these residents, who would lose their backyards completely (at best) or may see their homes razed if the proposed toll lanes are constructed.

We absolutely need a solution to the traffic problems we face as a county. However, a reliance on toll lanes with prices that can massively fluctuate depending on vehicle volume is not the way. I have seen how the rates move because of my commute path in Northern Virginia. I would hate for my home state to create a program that essentially equates to a caste system on the roads - the wealthy pay for faster lanes, while those of lesser means are stuck in traffic, or forced to make economic sacrifices in order to move into a toll-based lane.

I am also troubled by the potential damage caused to Rock Creek, Sligo Creek, and other parks. New lanes and the surrounding infrastructure will have severe implications for these treasured locations in our community.

The other aspect I'll call out is projected cost. As anyone who's ever done renovation at home knows, the project always takes longer and costs more than expected. I respectfully do not believe that this project will come in at the projected budget; there are too many unknowns. I also don't believe that taxpayers will be spared any cost.

Here's what I'm proposing: A result that emphasizes public transportation rather than toll lanes. Adding more lanes will not reduce congestion; it will invite more cars. We need a plan that gives people time back in their day - a way to promise ease of use and productivity, and release commuters from daily anxieties they face while stuck in traffic. I'm not an engineer, so I can't map out exactly how to route Metrorail along 270 and 495, or introduce a path for electric buses. But spending the time now to develop an environmentally friendly and compelling public transportation system will put Maryland at the vanguard, with all other states watching in awe and admiration.

Thank you,  
Rob Runett  
[REDACTED] Farmland Drive  
Rockville, MD 20852

## Michele Russ

Hello, I am a Silver Spring resident living near the beltway and I am strongly opposed to the expansion project. This massive project will change the neighborhood feel of our area while not greatly improving our traffic. Toll lanes are expensive to use and only get used during extreme traffic situations. I am also opposed because of the environmental impact on our area, including Northwest Branch that we hike on 4-5 times per week. There are more problems that will be created than solved with this current plan. Please listen to tax payers and long-time residents. Thank you.

**Name:** Jennifer Russel

**Joint Public Hearing Date:** 8/20/2020

**Type/Session:** Live / Evening

**Transcription:**

My name is Jennifer Russel, J-E-N-N-I-F-E-R R-U-S, like in Sam, S-E-L, one L, [REDACTED] Meadow, M-E-A-D-O-W Court, Rockville, Maryland, 20852. Good afternoon. I'm Jennifer Russel, Vice Chair of Suburban Maryland Transportation Alliance, also known as SMTA. I'm speaking on behalf of SMTA and its grass roots organization, Citizens for Traffic Relief. We wish to hardly support moving forward with the P3 project would seek, which seeks to improve I-495 and I-270. The DEIS is, of course, an overwhelming document and much has been said about time to respond in search of new information, the like. However, the bottom line remains the same. In the real world, as opposed to the current COVID nightmare, we will still be strangulating in traffic as data incorporated in the DEIS cites 2040 highway speeds of 15 miles per hour or less extended beyond traditional rush hour period because another 1.2 million people will be populating the region by that year. Efforts to delay the process for the PC, P3 seem to be the opposition's answer to this current non-pandemic congestion and congestion in the future. How does that make sense as an answer? More delay must not be the answer for a project that has been under study for 30 years as part of the region's long-range plan.

We must, must also not make the grievous error of thinking that recent increases in telework, which have reduced commuting trips in the short term, will rid us of congestion. Be aware that commuting only make up about 20 percent of all trips and their sectors of the economy that will never enjoy that opportunity. Several of the proposed alternatives will make significant impacts and congestion by reducing systemwide delays of up to 35 percent. This is a no brainer that we must embrace. It is vital that we recognize the unique value, the P3, as an instrument to provide the funding the State does not have the money or bonding capacity to produce. There is no other viable means to acquire the funds to underwrite such an ambitious road project. These key improvements to the American Legion Bridge has been needed in the region for years. We suggest that Alternatives 9 and 10 perform well with respect to metrics, with Alternative 9 offering the added benefits of boosting carpool and van pool usage due to the use of HOV lanes. It is also important to realistically evaluate the environmental impacts of the projects, which are less than other projects of this scale because importantly, the project only involves widening existing facilities. SMTA and Citizens for Traffic Relief say, let's be smart. Take the bull by the horns and use this opportunity to move forward with the region. Thank you for the opportunity to testify.

## John Russell

This entire study, and the assumptions underpinning the perceived need for additional traffic flow management, is flawed. It is based on the belief that, as we return to a post pandemic environment, that transit to jobs will return to pre pandemic levels.

Even if this were true, the solution is not to simply augment Kane capacity at a cost to the borne by drivers who, in many cases, cannot afford the luxury of HOT lane use.

Instead, efforts sounds be spent on two equally important fronts: Reducing commuting through increased telework, and building communities with a better blend of housing stock and employment opportunities so that Marylanders are not constantly having to use 270 and 495 to reach jobs in Virginia and DC.

From a purely dollars and cents perspective, it is cheaper overall to take the two actions listed above, leveraging the private sector, than to sink the cost to build and maintain large scale public works projects. If anything, those same dollars would be better spent on repairing transit infrastructure that is already falling apart.

Without significant changes to how Marylanders in this area work and live, the proposed changes will only encourage heavier interstate usage and unfairly benefit those who can afford the often ludacris expense of using HOT lanes.

**Name:** Ellen Ryan

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Live Testimony/Evening

**Transcription:**

My name is Ellen Ryan R-Y-A-N. I'm at [REDACTED] Azalea Drive in Rockville, Maryland, 20850. As you might guess from my address in the heart of Montgomery County. I'm just I'm along I-270 and I'm intimately familiar with the interstate, this widening issue and the many problems with expanding the interstate again. Adding toll lanes to I-270 and the Beltway is a financially disastrous plan. I can give you three brief examples here tonight. First, as you've seen in the draft Environmental Impact Statement and coverage in the media, this boondoggle that was supposed to cost [INAUDIBLE] nothing and bring in millions in revenue could cost us between 482 million and one billion dollars. That doesn't account for some two billion in relocating WSSC lines or more millions to rebuild every bridge and overpass along a I-270 just in Rockville. Here's a second financial problem to consider. Virginia's 200, 2012 contract with suburb Transurban specifies that the state compensate the company for any loss total revenue caused by future widening of I-95 just six years later, Virginia saw congestion and wanted to widen I-95 south of Occoquan, but if it did, it would have to pay this foreign company. So now it has the same congestion ahead before a 73 year contract and wider highways with sky tie tolls. Contracts favor the toll company, not the state, always. A third financial problem, studies have already shown that corporations and agencies are going to continue with telework even after the pandemic subsides. Less traffic will be on the highways at rush hour. We do not need more lane capacity. So why rush to widen our highways? The state will not recoup the costs. There is no pot of gold for the state to make here. I haven't even gotten to nine financial reasons to stop this project, of which you're well aware. We already have a pending disaster in the Purple Line. You want to be saddled with this P3 mess as well? This is why I oppose to P3 Managed Lanes plan and support the no build option and urge you to do the same. Thank you.

Myra Ryan

I strongly object to widening 495 and 270.

## Phyllis Ryder

I oppose this project and support the NOBUILD option.

Taxpayer money should support public transportation options and solutions that reduce the state's carbon footprint, rather than encouraging more driving.

## Edward Sabol

I strongly oppose the expansion of I-495 and I-270 with luxury toll lanes. Studies have shown that this will increase pollution and global warming gases. It will destroy over a thousand acres of forest and negatively impact parks in the vicinity. The construction period will negatively impact taxpayer lives for 4-5 years. All of this just so rich people can get to work faster. No thanks. Please stop this from happening.

## Philip Sagstetter

I oppose this project mainly because I am a resident in a house next to I-270 that will probably be destroyed. I used to work in northern Virginia and drive home on I-495, followed by turning north on I-270. Turning onto I-270 was a bottleneck because there were only a couple of open lanes at the turn, and one lane was a toll lane. If you just added a couple of toll-free lanes to the entrance to I-270 north, that would reduce the I-495 traffic jam a lot.

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**From:** [REDACTED]  
**Sent:** Monday, November 9, 2020 1:48 PM  
**To:** MLS-NEPA-P3  
**Cc:** [REDACTED]  
**Subject:** Opposition to Beltway widening in Maryland

Dear MDOT,

These are just some of the reasons why I strongly oppose the Beltway widening in Maryland.

- Although a negotiated public-private partnership, the purple line remains incomplete and in seeming disarray. No clear resolution to this confusion has been made public.
- There are many questions about the viability of public-private partnerships during this time of increased national economic stress.
- The expensive Beltway tolls would make a quick drive from Silver Spring to Bethesda extraordinarily expensive and would force more traffic through neighborhoods.
- There would be significant damage to the parks and the environment.
- Many residents would lose their homes to a project whose benefits and value are unproven.
- With changes in traffic patterns resulting from the prolonged slowdown from COVID, it is unclear that the previous projected transportation needs still exist.

Please add my name to the list of citizens strongly opposed to this ill-conceived, harmful, and wasteful project.

Regards,

Barbara Sahli  
[REDACTED] Indian Spring Drive  
Silver Spring, MD 20901

**Name:** Magalie Salas

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Live Testimony/Evening

**Transcription:**

Good evening, my name is Magalie Salas, M-A-G-A-L-I-E, last name is S-A-L-A-S, and my address is [REDACTED] Seminole Street and Abell Drive 20783. Thank you for the opportunity to comment on the DEIS for the Managed Lanes Study. Because the environmental justice analysis is incomplete, I must support the no build option. I am an attorney, but now in my retirement years I am more involved in the issues affecting my community and the region. The amount of information in the documents, impressive and it will take anyone a lot of time to provide sound feedback about the full document. Therefore, I commend your recent decision to extend the comment period until at least November 9. What I do want to briefly share one important factor I noticed. I delved into Chapter four, Section 21, Appendix E, and Appendix P in particular, which highlights the efforts you have made to provide meaningful involvement by low income and minority populations in project planning and development. At page 69, Appendix B states that demographic data was used to identify locations for additional engagements of EJ populations and other underrepresented populations in these locations included schools with significant participation in free meal programs, places of worship and affordable housing complexes. I saw two familiar places. The Housing Complex Victory also Saint Camillus and St. Francis International School located next to Victory Road. But I also saw one glaring omission. Saint Camillus Catholic Church, which is located within feet of the other two entities. This is the church I attend. It is one that three Coalwood received an average of 4,000 people for weekly worship services. It is a church that is small to the Latino community in the Silver Spring area. Similarly, there was no engagement with several schools in the Adelphi area that primarily serve the Latino community. This casts doubt in my mind and grassroots. No one should doubt that this community is a major force in the economy of the area. They work hard and must commute to their jobs, whether by car or public transportation. Given the circumstances, this community should have a visible seat at the participation table and more over this community should have real and meaningful access to any benefits resulting from this study. Thank you for considering these comments.

**Name:** Nichole Salinger

**Joint Public Hearing Date:** 8/20/2020

**Type/Session:** Live / Evening

**Transcription:**

Hello. My name is Nichole Salinger. What was the last bit of information, I couldn't quite hear you? [FACILITATOR SPEAKS] OK. So, my name is N-I-C-H-O-L-E. Last name is S-A-L-I-N-G-E-R. No middle name. I live at [REDACTED] Lawrence Avenue in Kensington, Maryland. And the zip code is 20895. [FACILITATOR SPEAKS] Great. I have been living in DC for approximately 10 years, five of which I have become a single homeowner. And I've become very familiar with that traffic in the 495 corridor as well as the GW Parkway. And, you know, reading over some of the DEIS materials, I was struck by the claims that were being made for time savings, you know, for the amount of money that is being spent or potentially being spent. You know, twenty-seven minutes. If you break down the budget for twenty-seven minutes, you're basically costing, you know, for each minute saved, for twenty-seven minutes, three hundred million dollars. You know, one minute costing three hundred million dollars. If you look at the budgets that have been, you know, disclosed, is, is just completely unsustainable. And in my point, in my view, the amount of money being dedicated doesn't go far enough. If you look at Europe, their traffic systems are dynamic. They change. They have digital displays. Speed limits often change on the same section of highways. They have controlled access so they limit the number of cars coming into the highway versus not coming in using traffic signals at the base of the ramps. There are lots of traffic management systems that have not even been broached before we came to this conclusion that we needed to completely repave and add lanes to 495. As the leader of the nation, you know, Montgomery County is very close to D.C., so this will have a direct impact on every single D.C. resident as well. This is just, it's, it's just a non-starter and really disadvantages minority groups as well as low-income residents. You're really putting the traffic burden on people who can't pay for Lexus lanes and the inclusion of HOT lanes, I'm sorry, HOV lanes, again, this doesn't really alleviate minority or, or low-income users as well. So you're really out-pricing, you know, the largest portion of the population that this should be moving to help. We should not be financing Lexus lanes just because, you know, the governor says traffic is a nightmare.

**Name:** Nichole Salinger

**Joint Public Hearing Date:** 8/20/2020

**Type/Session:** Live / Evening

**Transcription:**

Hello, my name is Nichole Salinger. My name is spelled N-I-C-H-O-L-E S-A-L-I-N-G-E-R. No middle name. I live at [REDACTED] Lawrence Avenue, Kensington, Maryland 20895. As you stated, I did call earlier and spoke to your operational team leader who is assisting the queue and he, she granted me an additional 3-minute testimony since no one was present. So I appreciate that offer. [FACILITATOR SPEAKS] All right. Thank you.

Elaborating a little bit on my previous comments regarding the pricing of this project. The use of value-based pricing to make up for profits for private contractors is a really, it's a, it's inherently not a government responsibility to predict profits off of a product that hasn't even been developed. And it just really embattles, you know, states against contractors. With ultimately the final ultimate effect being negative on taxpayers, you know, for the underreporting of moving utilities, water and waste utilities. It is estimated to cost, you know, almost a 300 percent rate increase for local residents. You know, there's a lot of discussion about these budgets being paid by contractors. But in the end, these budgets are being paid by local users and local users will then be further negatively impacted by the relocation of water and waste utilities, you know, well before their time is needed. As I said before, I don't believe MDOT and the State Highway Administration have adequately, you know, thought of advanced traffic mitigation systems. As I mentioned earlier, Europe is a whole host to a whole host. Europe is, uses of all these systems very closely because they realize that driving is not a right. It is a privilege. That's why every person on that highway has to have, by law, a driver's license given to it by each state. It does not entitle users to have, you know, a you know, a voyage that's traffic free. It does not entitle an elected official to dictate a whole host of budget and budgetary problems. This is really economically a terrible, terrible, terrible deal. I fully support legal action against MDOT and SHA, given that my, from my previous work employment, I have read through multiple DEISs provided by the State Highway Administration, as well as Federal Highway Administration, and they are, politely speaking, you know, a waste of time. [FACILITATOR SPEAKS] Sure. Thank you. They are wholly inefficient and based off of modeling projections that are decades old. I appreciate you allowing me to provide additional testimony. And I hope this will motivate the traffic study to be more inclusive and less costly. Thank you.

---

**From:** Michele Samuel [REDACTED]  
**Sent:** Friday, October 16, 2020 6:43 PM  
**To:** MLS-NEPA-P3  
**Subject:** I495/270 expansion comments

Hello, I hope this finds you and your family well.

I am a resident of Montgomery County, MD and have serious concerns about the I495/270 expansion project.

It seems that this is a profit seeking venture for the private entities that will ultimately fall on the taxpayers. The Purple Line is a good example. I have not seen an example of a P3 project that was budgeted accurately so that tax dollars were not needed.

Also, in order for the toll roads to be profitable, we need more traffic in the non-toll lanes, not less. This means more traffic congestion on the non-toll lanes and more traffic in the subsidiary roads. This is the exact opposite of what this plan claims to achieve.

Another concern is who can use these toll roads. If the tolls during peak times (which is the only time they would be useful) are anything like what I have experienced in Virginia, the costs are exorbitant. As a person that has been furloughed due to Covid, the idea of anything that will add expense is off the table.

Then there is the environmental impact, which I have not seen addressed. We already have major run off issues without losing more storm shed resources like Rock Creek and Sligo.

On a personal note, the expansion will come very close to my home causing homes in my community to be either right next to a highway or lost altogether. This is not good for our community or our property values.

For all of these reasons, I question a plan that does not actually address the root cause.

Thank you,

Michele Samuel  
[REDACTED]  
[REDACTED] Brewster Ave  
Silver Spring MD 20901

Mr. William Samuel  
[REDACTED]

On the proposed I-270.I-495, this article analyzes the benefits and downsides of the current proposal better than any other analysis I have seen. Please read this and pay attention to the hard facts included in it.

<https://www.marylandmatters.org/2020/08/21/opinion-the-myths-surrounding-the-i-495-i-270-highway-expansion/>

Thank you.

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**From:** Frank Sanford [REDACTED]  
**Sent:** Tuesday, July 28, 2020 1:26 PM  
**To:** MLS-NEPA-P3  
**Subject:** Widening of the Beltway

Lisa Choplin,

The environmental impact of more lanes on the beltway would only be negative to the ecosystem as a whole. It is time to look beyond fossil fuel automobiles and plan for a more mass transit future.

Frank Sanford  
[REDACTED] Elm Street  
Chevy Chase, Md. 20815

Frank Sanford  
[REDACTED]  
[REDACTED] Elm St  
Chevy Chase, Maryland 20815-6056

# Helen Santiago Fink

Dear Ms. Choplin, SHA Board and Staff:

I do not support the I-495 & I-270 Managed Lanes Public-Private Partnership (P3) Program. I support the NO-Build option.

The 495 and 270 Highway Expansion Projects are ill conceived and go contrary to the needs and trajectories of our local, state and national interests. Road infrastructure needs to be balanced with transit and other modes of mobility to alleviate traffic congestion rather than perpetuate it. As the studies demonstrate building roads attract more cars and result in more traffic as well as generate air and noise pollution, expand impervious surface area, promote land taking, and incur exorbitant and inequitable economic costs. The budget for these road projects could be better prioritized for accessible and timely transit alternatives that support the economic recovery of our state and communities. Doing so would more efficiently align with the market trends of low-carbon development, increased teleworking and the desire for a healthy quality of life.

Thank you for your re-consideration and for adopting smart sustainable solutions rather than the business as usual (BAU) path.

helen santiago fink

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**From:** Judith Sapir [REDACTED]  
**Sent:** Sunday, August 16, 2020 3:48 PM  
**To:** MLS-NEPA-P3  
**Cc:** Marc Korman; Sara Love; Councilman Andrew Friedson  
**Subject:** Beltway Expansion

Ladies and Gentlemen:

I live in a community called Congressional Country Club Estates (a/k/a Persimmon Tree) in Bethesda MD. Our community will be directly impacted by the proposed expansion of the Beltway as many houses in the community abut 495. I am very concerned about the taking of property, the removal of trees and parkland, the likely addition of local traffic, and the general negative impact to my environment, including the addition of noise and air pollution: all of which will result in negatively impacting my health and well-being in and around my home. Many of us moved to this lovely area for the trees and natural environment, including wild animals, that are now threatened by the proposed road expansion.

Further, the costs to local taxpayers that will result from this public private partnership is untenable. These costs should be calculated and taken into consideration before moving forward. Should not voters have a say as to whether they want to absorb these costs?

As you know, with the Coronavirus, many people are working from home taking traffic off 495, especially during rush hour. It is likely that this reduction in working at an office will continue even after the Coronavirus. Does it not make sense to wait to see the traffic patterns in the future before moving forward with this very costly venture to the citizens of Montgomery County.

I hope that you will reconsider the proposed expansion plans and look to a more futuristic healthier approach to getting people around our area.

Thank you for your consideration.

Sincerely,

Judith S. Sapir  
[REDACTED] Carlynn Dr.  
Bethesda MD 20817

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**From:** [REDACTED]  
**Sent:** Saturday, October 24, 2020 12:46 PM  
**To:** MLS-NEPA-P3  
**Cc:** 'SUSAN SHIPP'; [REDACTED]  
**Subject:** Comments in Support of I-495 I-270 Expansion

To whom it may concern:

I write in reference to the draft DEIS on the State of Maryland's long-overdue plan to expand I-495 and I-270 to address persistently increasing congestion on these vital transportation arteries and relieve users of our Interstate highway system of the economic waste and human burdens associated with inadequate means of transportation.

While progress always comes at a price, the price of the proposed Beltway and I-270 project, both in taxpayer resources and perceived inconvenience and annoyance during and after completion, pales in comparison to the permanent benefits of free-flowing traffic through our region. For decades, the national capital highway system has proved inadequate for a growing population and the exigencies of modern life—daily commutes, commercial transportation and delivery services, parents driving their children to school and activities, keeping medical and business appointments, and engaging in what prior to the onset of the Coronavirus was normal socializing and social gathering.

Ask any resident how many days they arrived late at work due to snarled traffic. Ask them how often traffic has prevented them from keeping medical, professional or business appointments, and how many dinners with their children and families they could not keep because they lacked transportation options to get them to their intended destinations in a timely manner. The answer is almost always far too often.

The reasons raised in opposition to this necessary project are largely pretextual and mask a short-sighted and self-absorbed "not in my neighborhood" attitude. Of course, the project will entail "construction" and "construction material storage" impacts. Every project of this type does. But those customary impacts are temporary, as is the use of federal and state parkland during the construction phase. So too "tree removal" is a temporary impact. For every tree removed, one or more replacements can be planted and in time and with proper management the resulting "tree canopy" can be improved, in the same way as less highway congestion represents an improvement over the nightmarish congestion that has for decades afflicted users of our local highways.

"Noise" and "visual impacts of the new MD 190 [River Road] off-ramp are trivial in view of the overall scope of the project which will relieve congestion from the American Legion Bridge to upper Montgomery County. If a less than totally visually pleasing off-ramp at one intersection in a 30-40-mile project is an unavoidable result, that aesthetic annoyance is offset by the tangible benefits of free-flowing traffic entering and exiting I-495.

Regarding "stormwater", the complaint isn't that the project will produce more storm water than our area currently receives or that existing storm water drainage systems will prove insufficient to handle storm water. Rather, it's that the "storm water analysis" contained in the DEIS is for some unexplained reason "inadequate to ensure that existing *and future* stormwater issues associated with the project *are* properly managed" (Italics added). That hypothetical conjectural possibility is hardly a reason to oppose the I-495 I-270 expansion.

In sum, just as justice delayed is justice denied, so too delaying the delivery of relief that is achievable for citizens through an improved transportation system has the effect of denying it to them.

With kind regards,

/ s /

Steven Sarfatti  
Cabin John MD

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**From:** Jenn Sawin [REDACTED]  
**Sent:** Monday, November 9, 2020 9:10 PM  
**To:** MLS-NEPA-P3  
**Cc:** treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov  
**Subject:** Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

Dear Ms Choplin,

I am a resident of Silver Spring, Maryland, and have the following comments on the DEIS and the proposed project to expand I-495 and I-270 using managed toll lanes.

I support the no-build option.

The DEIS is disingenuous at best, using incomplete and flawed data assumptions regarding non-work travel as well as failing to account at all for changes in work-related travel. Recent events, including but in no sense limited to the pandemic, have pointed up the flaws in this project and it is obvious that it should be dropped. The changes in work mode to increased telecommuting have demonstrated clearly that no expansion is necessary. Any good and prudent government operation must recognize the need to revisit past assumptions and data.

The analyses of this project do not, and have not from the start, been in the interest of Maryland residents and taxpayers from an environmental standpoint, from a fiscal prudence standpoint, or from a transportation standpoint. From the earliest community engagement meetings, the public - the public you are committed to serve - have been shown options that MDSHA never intended to pursue, and have been told repeatedly that all of these options were on the table. The public has been duped. At the first community meeting I attended, in Clarksburg, I questioned the inclusion of options that expanded the roads but did not impose tolls, and how the inclusions of those options contradicted a mandate that the project self-fund. Ultimately I received an answer - that those were offered because they were required to be shown but that there was no intent to pursue them - but hundreds of other Marylanders never received such candor.

Moreover, the shenanigans of the Maryland State Highway Administration have become a case study in non-transparent government and backroom deal-making. The refusal to share data, the cronyism with private companies, the complete disrespect and disregard for the rights of the public, the incivility to the State Treasurer, have all shown your work to be self-serving and a dereliction of duty.

The debacle ongoing with respect to the Purple Line has also demonstrated the need to revert to initial stages of planning for the Beltway. The Public-Private Partnership model has clearly been a failure. The taxpayers are now faced with abandoned clear cut areas in their neighborhoods, traffic disruptions of construction areas, unsafe abandoned work spaces, and no accountability. The 495 project will be worse. What will we do when the roads are torn up, bridges unusable, watershed destroyed, and the private investors pull out of the project because they see their profit projections falling off? We have been told over and over that there will be no cost to taxpayers - much as we were told no homes would be taken - and we now know these to be lies. Perhaps MDOT should fix the traffic problems already on its plate before creating new ones for those of us who live here. We deserve better.

Regards,

Jennifer Sawin

## Loren Scherbak

The proposed widening of 495 and I-270 is being pushed through without enough time to understand the impact on Rock Creek Park and its watershed. Our Rock Creek watershed, and protected parkland is what makes our community so livable and viable. The management of storm water runoff is also important in these monsoon-like springs and summers. I fear more flooding of homes, uprooting of trees and other related consequences if we pave more land for highway expansion. Please also consider the sensitive habitats that will be threatened, if not destroyed. Thank you for considering my thoughts in preparation for your decision.

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**From:** Mark Scheufler [REDACTED]  
**Sent:** Thursday, November 5, 2020 10:00 PM  
**To:** MLS-NEPA-P3  
**Subject:** I-495 & I-270 Managed Lanes Study Comments  
**Attachments:** Highway BRT station example.jpg; Montgomery Mall BRT station example.jpg; Recommended Transit Service between Virginia and Maryland.png

Please consider the following comments regarding the I-495 & I-270 Managed Lanes Project:  
Recommend scaling back the project to the segments below:

#### **I-495 between from George Washington Parkway in Virginia to I-270 Spur**

- Recommended Lane Configuration (2 Express Lanes, 4 General Purpose Lanes, and 1 Auxiliary Lane between access points in each direction, 14' Shoulders). Similar to current I-495 configuration in Fairfax County.

#### **I-270 from I-495 Spur to I-370**

- Recommended Lane Configuration (2 Express Lanes, 4 General Purpose Lanes, and 1 Auxiliary Lane between access points in each direction, 14' Shoulders). **Remove Local C/D Lanes.** Similar to Future I-66 OTB configuration in Fairfax County.
- Do not recommend Reversible lanes on I-270 in Montgomery County due to long term population growth. I-270 should be compared to the future I-66 express lanes in Virginia and not the current I-95 express lanes in Virginia.
- Construct Median Highway Bus Rapid Transit Station (Similar to I-35W & 46th Street Station in Minneapolis , MN – Attached) to add additional transit infrastructure along the corridor with
  - At Montgomery Mall
  - At/Near Wootton Pkwy or Montrose Road (Near Preserve Parkway)
  - At Planned Corridor Cities Transitway crossing of I-270/Shade Grove Rd
- Considerations should be made for future improvements to I-270 between I-370 and Frederick. (especially in the Northbound direction)
  - I-370 Spur to Clarksburg (2 Express Lanes, 3 General Purpose Lanes, and 1 Auxiliary Lane in each direction). Remove Local C/D Lanes. - 216' ROW
  - Median Highway Bus Rapid Transit Station near Metropolitan Grove MARC Station (Shift MARC Station closer to I-270)
  - Clarksburg to Frederick (2 Reversible Express Lanes; 3 GP in each direction). - 144' ROW

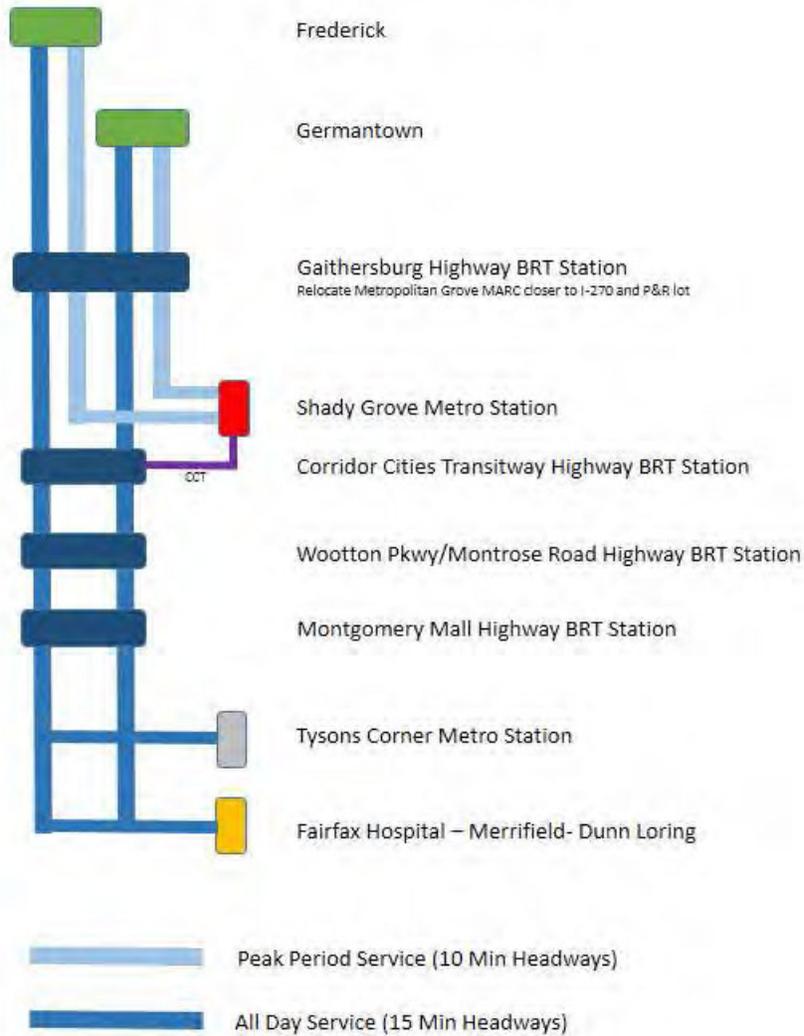
#### **Additional Comments:**

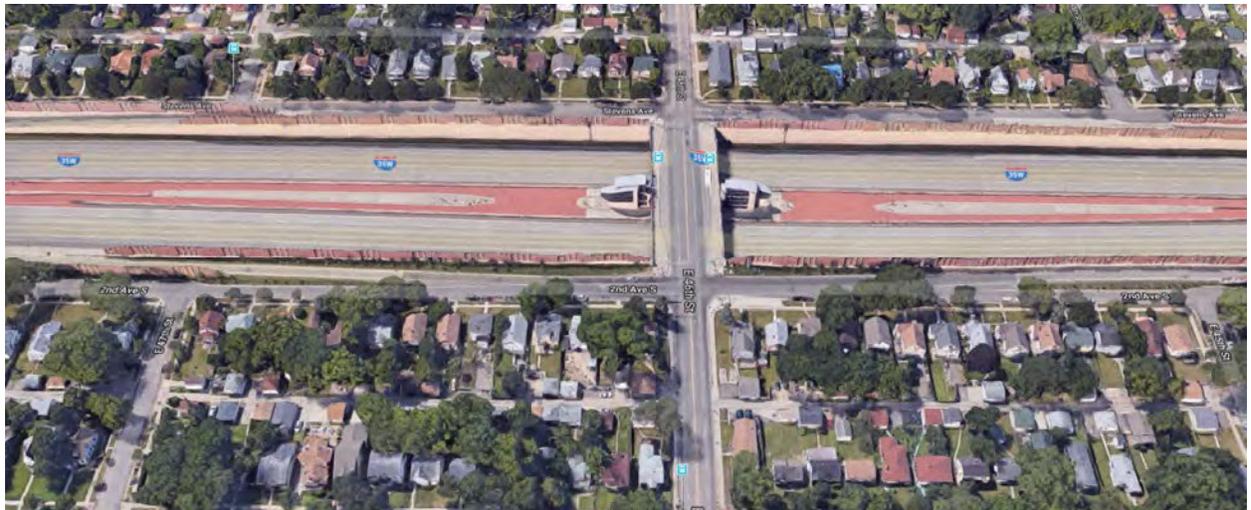
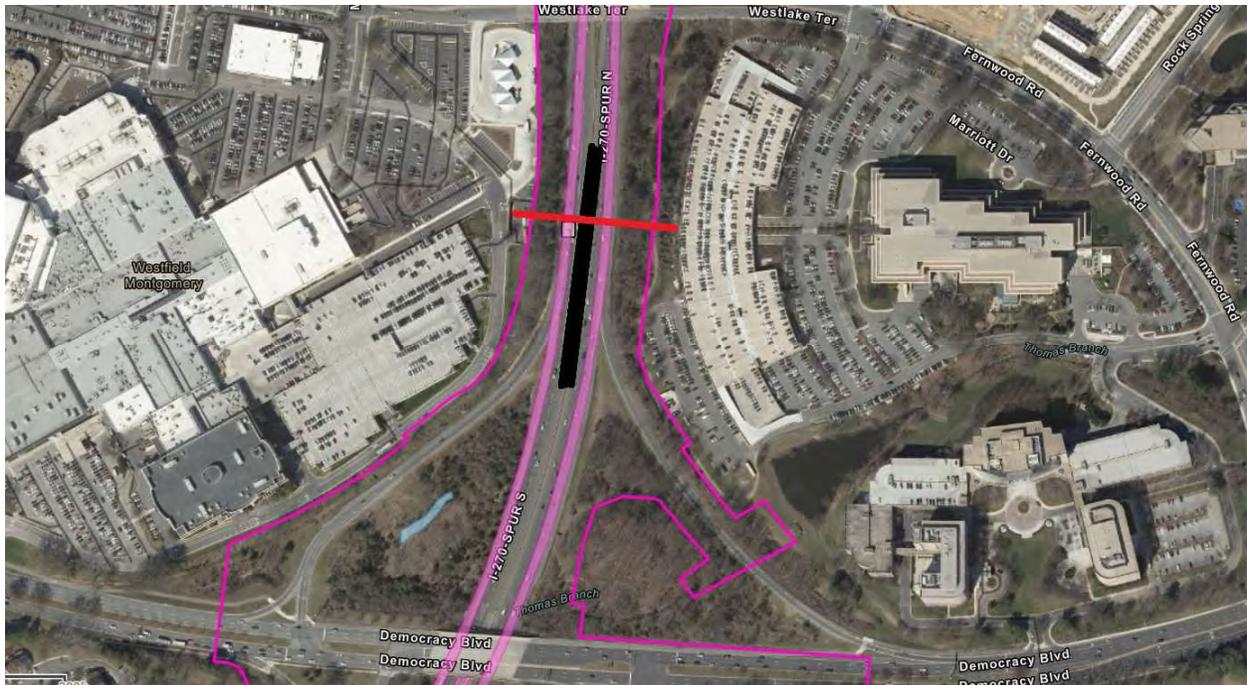
- Develop Transit Service Plan between Virginia and Maryland (Attached)
- All Manage lanes should be free to HOV users with three people.
- Additional Park and Ride Lots need to be developed/expanded along I-270 corridor
- Brunswick MARC service improvements need to be aligned with upgrades to I-270
- HOV-3 use the Intercounty Connector (ICC) for free with an E-ZPass Flex set to HOV mode.
- Develop strategies to shift traffic from I-495 between I-270 and I-95 to the ICC.
- Considerations should be made for a ped/bicycle crossing of the American Legion Bridge.

**Interactive Map of Recommendations:** [goo.gl/hdtCt4](https://goo.gl/hdtCt4)

Thanks,  
Mark Scheufler  
Virginia Resident  
[REDACTED]

# Recommended I-270/I-495 Bus Transit Service





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**From:** David Schieber [REDACTED]  
**Sent:** Monday, November 9, 2020 6:03 PM  
**To:** MLS-NEPA-P3  
**Cc:** treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov  
**Subject:** Comment: Adding toll lanes to 495 and 270

I support the no build option for the proposed expansion of the beltway and I-270.

It will cause immediate and permanent environmental damage, to an already damaged environment.

What we do not need at this time are incentives for more cars on the road.

Our parks have been established and preserved all these years for a reason, by caring leaders who were anything but money hungry. They knew the value of these waterways and places of nature to how we live and flourish in Maryland. Please do not dare touch these oases from modern polluting technologies that we know cause problems.

This expansion scheme is an irresponsible solution to the problem of congestion we used to have, that will only make worse the climate, public health, our social fabric, and could lead us right into an economic crisis.

Please note: I support the no-build option.

David Schieber  
Silver Spring, MD 20901

**Name:** Alice Schindler

**Joint Public Hearing Date:** 8/18/2020

**Type/Session:** Live Testimony/Morning

**Transcription:**

Hi, my name is Alice. I just wanted to report to you guys that your phone system is not working. Despite pressing all the buttons as indicated in the email, it's not working. I've been on hold for 20 minutes. I'm calling from work and I'm also calling in between patients. OK, can you state. My name is Alice, spelled A-L-I-C-E. Yeah, sorry, I just wanted you to know for the record that your phone system is not operating correctly. My name is Alice Schindler. It's spelled A-L-I-C-E. The last name is S-C-H-I-N-D-L-E-R. I live at [REDACTED] Bristol Avenue in Silver Spring, Maryland. My name is Alice Schindler and I live in Silver Spring, literally right next to the Beltway. I am a federal employee and scientist in neuro genetics at the National Institutes of Health in Bethesda, Maryland. I have a background in wildlife science, biology and genetic counseling. The draft DEIS on the 495 270 plan, failed to study the full range of impacts that the highway plan could have on our environment, health and communities. I do not support the project and I support a no build option. MDOT shuttle must evaluate additional alternatives for detailed study, including public transport as well as transportation demand management, telecommuting that were not considered in-depth. In a progressive state such as Maryland, we should not be solely reliant on road expansion and increasing our dependency on cars and travel. Public transport via busses, shuttles, Marc trains Metro should be increased to reduce traffic and environmental impact. MDOT SHA should be an innovator and bring light rail to Maryland, according to the American Public Transportation Association of the roughly 30 cities with light rail systems in the US, the light rail systems in Boston, Los Angeles, Philadelphia, Portland, San Diego, San Francisco achieve more than 30 million online passenger transits per year. Building a light or monorail along stretches such as Frederick to D.C. along 270 and Baltimore into D.C. 95 and 495 would be more effective at reducing traffic congestion and pollution than Beltway widening. Light rail presents a substantially different alternative that meets the purpose and the need statement, but was not adequately considered by MDOT SHA. Additionally, we have seen a huge increase in teleworking since March 2020. Throughout the entire D.C. Maryland area, an article published August 12th, 2020 and WTOP News reports toll revenues are down 90 percent. Leading private toll companies are having to ask for federal and state bailouts, costing taxpayers more money. Teleworking Tuesday, MDOT SHA should take into account this new information that would change analysis and conclusions. Failure to do so would be fiscally irresponsible. Thank you.

Joint Public Hearing— August 18, 2020—Voicemail I-495 and I-270 Managed Lanes Study  
Name: Alice Schindler  
Joint Public Hearing Date: 8/18/2020  
Type/Session: Voicemail  
Transcription:

Hello. My name is Alice Schindler. It's A-L-I-C-E. Last name is Schindler, S-C-H-I-N-D-L-E-R. I live at [REDACTED] Bristol Avenue in Silver Spring, Maryland. The draft EIS of the 495 and 270 plan failed to study the full range of impacts that the highway plan could have on environment health and communities. I do not support the project, and I support a no-build option. MDOT SHA's mitigation measures are vague insufficient or altogether missing. My life and that of my neighbors will be negatively affected by the beltway widening. My home is slated to be demolished. I will lose my home, my garden, my large, fenced yard that has allowed me to foster over a hundred and fifty dogs and puppies for OPH Rescue My neighborhood, Argyle Park next to Sligo Creek Park, was built in 1946. The neighborhood is prone to flooding. Replacing green space with non-absorbent material such as asphalt will significantly increase stormwater runoff and flooding. The DEIS has not addressed these concerns nor have they described methods to mitigate them. My neighbors and I are concerned about increased levels of air pollution, noise pollution, pollution from stormwater runoff, destruction of homes, flora, and fauna. The Sligo Creek Park is a Montgomery County public golf course, which will be destroyed. The Schweinhaut Senior Center at [REDACTED] Glen Road in Silver Spring, its tennis courts basketball courts and playgrounds will be negatively impacted. The shopping center at [REDACTED] Forest Glen Road in Silver Spring that includes a barbershop, the Forest Glen Deli, dry cleaners, and a plumbing company that has been there for 30 years will be torn down leading to loss of resources to residents and loss to local economy. The YMCA at [REDACTED] Hastings Drive in Silver Spring is also slated to be significantly impacted, with land taken up by road expansion and possible demolition of the building itself. These local resources provide area residents with community health, job training. I'm sorry, these local resources provide area residents with community... [recording ends].

# Jeffery Schloss

We oppose the I-495 & I-270 toll lane project and support a no-build option. We are nearly-30-year residents of Rockville and have worked at/commuted to several locations in the area.

This set of proposals must be defeated. There is clear documentation in chapters 2 and 4 and the appendices of the June 2020 DEIS that the construction process will:

- Damage many of our cherished parks;
- Destroy forests that are critically-needed for air quality, carbon-trapping, wildlife habitat and the general quality of our emotional and physical environment;
- Clog local roads with access traffic;
- Increase air and water pollution including global-warming gases in the midst of our communities;
- Increase utilities costs and potentially taxpayer costs for decades; and
- Inconvenience hundreds of thousands of residents in the short term without providing any real long-term solution to transportation problems.

We feel that three letters already submitted by our elected officials succinctly express our concerns and thus we endorse the details provided in these letters:

1. September 10, 2020 letter from Bridget Donnell Newton, Mayor of the City of Rockville
2. September 12, 2020 statement by Marc Elrich, County Executive for Montgomery County
3. September 23, 2020 letter from members of the Maryland General Assembly

To the extent that Governor Hogan is right that there's a problem, other policy and infrastructure solutions should be explored (beyond the alternatives considered in this study) that could have far greater, safer, more equitable potential to solve that problem than would be achieved by building these lanes. Governor Larry Hogan has claimed in other contexts that "each and every decision we make is both fact-based and science-based" (larryhogan.com news May 13,2020). Those around him need to hold him to his own statement in the context of this flawed proposal this Hogan's Folly.

If he succeeds, Hogan would set in motion damage to our communities, damage to our environment, and would place us at economic risk. He would already be out of office when most of the ill effects would hit. Most importantly, his harmful 'legacy' would fail to actually solve sustainably and in the long-term the transportation problem he professes to address.

Please, please deny these proposals

## Martin Schmidt

This plan as set up causes major damage to public park lands and should be discarded. The EIS is required to consider alternatives and this plan has failed to do that. Destroying parts of our National and regional parks is unacceptable environmental damage. Building more roads never solves the traffic problem - instead we need to invest in alternative methods of transportation. An accurate environmental impact statement should recognize this highway plan is bad for the environment and should be rejected.

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**From:** Andrew G. Schneider [REDACTED]  
**Sent:** Friday, November 6, 2020 4:34 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Testimony on DEIS for 495/270 Project

Testimony on DEIS for 495/270 Project  
Andrew Schneider, Edwin Schneider, Penelope Ganzel, and Monica Fulvio  
Indian Spring Neighborhood

We are Andrew Schneider, Edwin Schneider, Monica Fulvio, and Penelope Ganzel, a multigenerational household of working adults who live at [REDACTED] E. Indian Spring Dr, Silver Spring, MD. We live in the Indian Spring neighborhood which is immediately adjacent to the Beltway just south of it, between Colesville Road and University Blvd. There are 800 homes in our neighborhood association, and our family has lived here for 35 years.

We oppose widening 270 and 495 and support the no-build option.

Widening the beltway will have a significant, negative impact on our neighborhood; putting its character, cohesion, and livability severely at risk.

- Montgomery County and Maryland are working to limit hardscape runoff -- and pouring many resources, including rebates through the Rainscapes project -- into limiting the hardscape in the area to help benefit the Chesapeake watershed and limit polluted runoff. Improving the Chesapeake watershed is vital to the environment and the economy of our state. This project would significantly negatively impact that, and the proposed environmental offsets are much further from the Chesapeake.
- As a neighborhood, we personally struggle with hardscape runoff. Homes in the neighborhood suffer repeated flooding during heavy rains, and additional lanes would only exacerbate this.
- There is a significant green space buffer zone (including a spring source) that would be lost, impacting our water quality and wildlife diversity.
- A number of homes are currently right next to the Beltway. They will at least lose a significant portion of their backyards and could lose more.
- A park and playground in the middle of our neighborhood would be significantly reduced as well as a county recreation center which is in the middle of the park and which our community makes great use of, especially during the pandemic when outdoor green space is so important.

Furthermore:

- As we have seen repeatedly during commutes to Virginia, the managed toll lanes on that section of 495 only increase the traffic bottlenecks and side road congestion while offering exorbitant rates for toll lanes. Our feeder roads are already stressed, and cannot support additional traffic. This will not improve gridlock, nor the pollution it causes, and expensive toll lanes cannot benefit most people.
- We oppose expanding I-495 into Rock Creek, Sligo Creek, Greenbelt parks, and other environmental resources. Not only does this further stress our parks and stormwater runoff management, but it permanently removes crucial green space from our communities. The state's plan to "mitigate" these losses by buying up streams in far-away parts of Maryland is laughably callous; Beltway communities cannot benefit from such purchases, and as such this results in a net loss to our environment at a time when environmentally sound projects are more crucial than ever in the face of climate change.
- There's no such thing as a free lunch. We as taxpayers are already paying for the ongoing mismanagement of the vaunted Purple Line contract, losing streets and businesses to dormant construction sites when the private partnership became unhappy with economic realities. The current plan for managed toll lanes already involves a billion in state money and will likely boost water/sewer fees by as much as \$2 billion to move pipes out of the way.

We also have the following comments on transportation issues as discussed in Chapter 3.

- The DEIS study does not include all the way to Frederick which is an essential part of the plan. A recent drive to Frederick only underscored the impacts of that northern bottleneck.
- The DEIS mentions the Corridor Cities transitway, the Randolph Road BRT, and the North Bethesda Transit Way. However, the DEIS does not take into account whether or not these projects will or will not be completed. If these projects were completed it would significantly reduce the need for widening 270 and 495. Further, neither MDOT nor other agencies have made any commitment to these projects. In addition, MDOT should consider other transit options beyond these projects, including the use of transit on the American Legion Bridge as recommended by M-NCPCC.
- The M-NCPCC recommended that the State examine using the ICC as an alternative to widening the Beltway. The DEIS dismisses this alternative without providing any analysis. As a lightly-used extant highway built at great expense, this is unacceptable.
- The DEIS does not take into account the impact that COVID-19 has had on traffic. There have been significant reductions in traffic due to teleworking and much of these changes are likely to persist after COVID-19 ends. Studies by KPMG, and the Maryland Transportation Institute project a 5-10% long term decrease in traffic due to teleworking beyond the end of COVID-19. Further, MDOT has indicated that there has been a 17% decrease in traffic compared to last year. Our own work has moved to permanent telework, which will persist even after the pandemic's end.

Managed toll lanes on 270 and 495 does not and cannot solve the pressing need for smarter transit in the Capital Beltway area. It would exacerbate climate change through additional vehicles on the road, destroy neighborhoods and green spaces, and saddle taxpayers with yet another P3 debacle. There is a tried and true reason that infrastructure is a public good, not a route to private profit.

Again, we oppose widening 270 and 495 and support the no-build option.

Andrew Schneider  
Edwin Schneider  
Penelope Ganzel  
Monica Fulvio

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Cheers,  
Andrew:)

[Nocked! True Tales of Robin Hood](#)

# Miriam Schoenbaum

Please extend the public comment period to a minimum of 120 days. Even during normal times, 90 days wouldn't be enough time for the public to review this enormous document, and these are not normal times.

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**From:** M Schoenbaum [REDACTED]  
**Sent:** Tuesday, October 20, 2020 10:31 AM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov  
**Subject:** I oppose widening 495/270

As a 20-year MARC Brunswick Line rider and resident of the 270 corridor, I oppose widening 495 and 270. It's bad for our air quality, water quality, and climate future. It's bad for our state's budget, finances, and bond ratings. It's bad for people in the 270 corridor who want to go somewhere, whether by car, train, bus, or other mode of transportation. It's only good for companies that want to make a profit when they can and leave taxpayers holding the bag when they can't.

It's 2020, not 1960. Stop acting like we can road-build our way out of traffic congestion, and put the money into transit, including all-day, two-way, seven-day service on the MARC Brunswick Line.

Miriam Schoenbaum  
[REDACTED] Clopper Rd  
Boyds MD 20841

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**From:** Curtis Schroeder [REDACTED]  
**Sent:** Friday, September 11, 2020 4:29 PM  
**To:** MLS-NEPA-P3  
**Cc:** Curtis Schroeder  
**Subject:** Opposition to the Beltway/I-270 Expansion

I opposed all build options for the expansion of the Beltway and I-270.

For 48 years I have lived directly adjacent to the Beltway in the Woodmoor neighborhood. My community will be directly impacted by loss of property, years of construction noise and construction pollution, and years of impaired access to the beltway. In return there is no benefit. After the construction is completed, the noise pollution will increase immensely. It is unproven that the free lanes would see any reduction in commute time (look at the Virginia free lanes), so I ask what is the benefit to myself and the majority of commuters. From my personal observation, the Virginia express lanes provide a minimal improvement, at best, for those willing to pay a daily toll.

The Woodmoor community was directly impacted during the construction of the original beltway and of course all beltway 'improvements' since then. The recent major maintenance/repair of University Blvd bridge over the beltway was at least a 1 year project with unbearable nightly noise throughout. The University bridge repair represents only a tiny fraction of construction effort and time that will be required by any of the proposed build options. Will this bridge need to be rebuilt once again to accommodate the widening of the beltway?

My community is also adjacent to the North West Branch where it crosses the Beltway. The environmental devastation to the NWB that will be created by the rebuilding of the beltway bridge over the NWB is unacceptable.

I have lived most of my life in Woodmoor, please do not ruin my community and my county with any of these proposed plans that seem to be driven mostly by the 'build it for free' concept (i.e. P3 program). In the end, the community doesn't even see the revenue.

Curtis Schroeder  
[REDACTED] Cherry Tree Lane  
Silver Spring, MD

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**From:** Aileen Schulte [REDACTED]  
**Sent:** Sunday, November 8, 2020 6:51 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Comments for I-495/I-270 Expansion Project

I am writing to comment on the I-495/I-270 Expansion Project. I strongly oppose this project and support the NO- BUILD option.

I live at [REDACTED] Robin Road, Silver Spring, MD, about one mile from the Georgia Avenue exit on I-495. I will be affected by the Expansion Project in the following ways: 1) I have a history of asthma and it is likely that the expansion of I-495 will increase vehicle emissions in my neighborhood — the DEIS (Draft Environmental Impact Statement of the I-495 & I-270 Managed Lanes Study) acknowledges that the project will lead to increased carbon monoxide, nitrous dioxide, and greenhouse gas emissions in the communities surrounding the expansion; 2) the project will likely have a negative impact (e.g., loss of acreage, environmental damage to existing lands & water) on Sligo Creek Park, which I access nearly every day; further, it is my understanding that the assessment of the variety of types of damage to parklands is incomplete or, in some cases, non-existent, per DEIS; 3) I will incur an increased financial burden of increased water/sewer fees as a WSSC customer; 4) the DEIS impact assessment does not include an analysis of the impact on traffic for the arterial roads leading to I-495, and it is quite likely that the north-south traffic on Georgia Avenue would be much worse with the addition of separate toll entrances and exits, thereby increasing the traffic burden in my neighborhood; and 5) as a Maryland tax payer, my taxes may increase (DEIS estimates that \$1 billion in state subsidies may be needed to complete the project).

I support a NO-BUILD option because there are many alternatives that should be considered, but currently are not part of the discussion. All alternatives under consideration involve expansion. Other options that could be considered include increased investment in public transportation, reversible lanes on I-495/I-270, encouragement of staggered commute times or increased telework. While this expensive and destructive Expansion Project was proposed prior to the COVID-19 pandemic, we can already see that traffic congestion on these interstates has been drastically reduced as a result of the pandemic-related lockdown. It is too early to know what the long term ramifications of COVID-19 will be on commuting patterns, but it is quite possible that we may be in the early stages of a new era of increased telework, with many employers likely to maintain the telework options for employees that exist in the pandemic, thereby reducing the need for expansion. State funding would be better spent in supporting employers to encourage telework.

I also support the NO-BUILD option because all alternatives currently under consideration involve public-private partnerships that have been a waste of taxpayer money in many other communities around the country. As an example, our own Purple Line project has cost the tax payers much more than originally proposed. This is particularly concerning because the project currently under consideration is much larger than the Purple Line project. I do not have confidence that the State of Maryland would be able to manage this expansion project without considerable cost overruns, given its track record on the Purple Line. Moreover, as a Maryland tax payer, I do not support the use of my tax dollars to provide subsidies for a private company to make profits — particularly a company that is likely out-of-state and potentially international — rather than my tax dollars being used for the direct benefit of Maryland citizens, as one would expect.

It is also concerning that all of the alternatives currently under consideration involve toll lanes, because toll lanes place a greater burden on low-income residents. As Tom Hucker, Vice President of the Montgomery County Council, recently commented in his response to the DEIS, "At a time when social equity concerns have risen to the forefront, in this regard, the DEIS is particularly tone deaf. I'm dismayed at the conclusion that every person will benefit from this project. We know that, by definition, managed lanes benefit those with the ability to pay."

Finally, I support the NO-BUILD option because our state should not invest in strategies that encourage the increase in carbon emissions, given the obvious impact of climate change. At this point in time, denying the reality of climate change is simply unconscionable. We must search for more sustainable alternatives for public transportation.

Sincerely,  
Aileen Schulte  
[REDACTED] Robin Road  
Silver Spring, MD 20901

## Peter Schulz

I support the NO BUILD option. This is a giant boondoggle that will cost taxpayers, no matter what the politicians say. WE DON'T NEED THIS. We need frequent and reliable TRANSIT and people should be encouraged to Telework permanently. I for one, will never go back 5 days a week to the office now that my employer has discovered how much me and my fellow employees can do remotely.

## Nancy Schulze

I want to express my deep concern about the irresponsible plan to widen I-270. I feel there are better, more responsible, environmentally sound ways to address the traffic issues. The logical first step would be to improve the bottleneck on the upper portion of I-270 near Clarksburg. Reversible lanes would ease traffic during peak hours and Mass Transit would address the number of vehicles on the road. Extending Metro to Frederick would be a long term solution.

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**From:** Adam Schuster [REDACTED]  
**Sent:** Tuesday, October 20, 2020 10:51 AM  
**To:** MLS-NEPA-P3  
**Cc:** Adam Schuster; Mikaela Ober Schuster  
**Subject:** Beltway widening opposition

I send this in opposition to the proposed widening by adding four lanes to I-270 from the Beltway north to I-370, for the following reasons:

The State Highway Administration's interactive map clearly shows the already high noise levels in our area will increase significantly.

Construction plans for the project show substantial encroachment on adjacent property, including park land and the Julius West Middle School.

The significant recent reduction in traffic due to COVID-19 is widely assumed to continue into the future due to the number of people working from home. This project is not needed currently to address traffic volume and may not be necessary for a long time.

If traffic congestion does increase, attention should first be paid to widening I-270 north of Gaithersburg where the highway narrows from 12 lanes down to 4 lanes.

I oppose this effort.

Thank you.

Adam

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**From:** Mikaela Ober Schuster [REDACTED]  
**Sent:** Tuesday, October 20, 2020 11:56 AM  
**To:** MLS-NEPA-P3  
**Cc:** Adam Schuster  
**Subject:** Beltway widening opposition

I send this in opposition to the proposed widening by adding four lanes to I-270 from the Beltway north to I-370, for the following reasons:

The State Highway Administration's interactive map clearly shows the already high noise levels in our area will increase significantly.

Construction plans for the project show substantial encroachment on adjacent property, including park land and the Julius West Middle School.

The significant recent reduction in traffic due to COVID-19 is widely assumed to continue into the future due to the number of people working from home. This project is not needed currently to address traffic volume and may not be necessary for a long time.

If traffic congestion does increase, attention should first be paid to widening I-270 north of Gaithersburg where the highway narrows from 12 lanes down to 4 lanes.

I oppose this effort.

Thank you.

Adam

Elias Schutzman

Reject Governor Hogan's privatized highway plan

## Shaytu Schwandes

I am against managed lanes on 495 & 270 for the following reasons

Taxpayers must pay as much as \$1 billion in subsidies to the tollway contractor. (DEIS Chapter 2, pages 48 and 49.)

WSSC customers in Montgomery and Prince George's County could pay up to \$2 billion to move water and sewer lines.

([https://www.washingtonpost.com/local/trafficandcommuting/moving-pipes-to-add-toll-lanes-to-beltway-i-270-will-cost-up-to-2-billion-wssc-says/2020/03/12/0d0f89fe-6406-11ea-acca-80c22bbe96f\\_story.html](https://www.washingtonpost.com/local/trafficandcommuting/moving-pipes-to-add-toll-lanes-to-beltway-i-270-will-cost-up-to-2-billion-wssc-says/2020/03/12/0d0f89fe-6406-11ea-acca-80c22bbe96f_story.html))

The draft environmental impact statement (DEIS) shows that traffic congestion on I-270 north will be worse after lanes are added. (DEIS Appendix C, page 124.)

There will be 4-5 years of worse traffic during construction on each segment of the project. (DEIS Chapter 4, page 157)

It would harm 45 public parks and open spaces, including Greenbelt Park, Sligo Creek Park, Rock Creek Park, Woottons Mill Park, Cabin John Regional Park and Cherry Hill Road Park. (DEIS Chapter 4, 20-21)

The DEIS shows that the project will increase air pollution including increased particulate matter, carbon monoxide, ozone, nitrous dioxide and global warming emissions. (DEIS Chapter 4, pages 58 to 63 ; [https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u18365/Outline of Key Issues Draft EIS 8.13.2020.pdf](https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u18365/Outline%20of%20Key%20Issues%20Draft%20EIS%208.13.2020.pdf))

It will increase dirty stormwater runoff that will harm our creeks, streams and rivers. (DEIS Chapter 4, pages 90-91 and June 8, 2020 staff memo to Maryland-National Capital Park and Planning Commission, <http://www.mnppc.org/DocumentCenter/View/14719/5d-I-495-and-I-270-Managed-Lanes-Study----DEIS-Comments?bidId=> )

Increased stormwater runoff could increase flooding risks for communities near the highways. (See DEIS Chapter 2, pages 38-39; the plan would provide for limited on-site mitigation of runoff)

Over 50 acres of wetlands could be negatively impacted. (DEIS Executive Summary, page 17, <https://495-270-p3.com/deis/> DEIS )

The DEIS fails to examine alternatives such as transit options, traffic management or the ICC (MD Route 200) alternative proposed by Montgomery County.

Widening highways never work to reduce congestion because they draw more cars to the highway over time. (See Melo PC, Graham DJ, Canavan S., Effects of Road Investments on Economic Output and Travel Demand: Evidence for Urbanized Areas in the United States, Transportation Research Record, 2297(1), 163 (2012))

The DEIS fails to consider how increased telework could lead to long term reductions in traffic.

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## Amanda Schwartz

I have lived in the Fallsmead/Rockshire communities with my two children for the last 5.5 years and found it to be a place like no other. Our community is a special place, with children who play in safe streets and woods near our homes. But we live right beside I-270 and our community will be deeply impacted by the expansion project. Removal of any of the wildlife, homes, or businesses would disrupt our daily way of living and affect the closeness of our community by removing friends, family, and valuable resources from our community. Even if the road stays within the current boundaries, construction will cause drivers to use our community streets to bypass construction and traffic. Neighbors will also have to deal with the disruptive noise of construction during a time when many of us are not only working from home, but supporting virtual education for our children. The research is clear that highway expansion projects don't reduce traffic, they even exacerbate it. Our world is shifting dramatically due to COVID with more people working from home, and we have begun to see just how much of an impact reductions or changes in commutes have positively impacted the environment as well as our overall mental wellness. A re-examination of road patterns in response to the pandemic would be an essential piece to this project, particularly given the dramatic impact that it will have on communities like mine. I would also ask that in the re-examination, more thought be given to safe and healthy public transportation options also be considered, and more money be put into making transportation safe and accessible to all who need it most.

## Marylin Schwartz

I vehemently oppose the I495-I270 toll lane project and support a no build option.

Has nothing been learned from the public/private Purple Line project?

We need less concrete and more mass transit,i.e. light rail(Purple line),  
dedicated bus lanes,monorail etc.

Do not further destroy the environment.We need to be able to live well in  
Maryland

## Steven Schwartz

I am a physician practicing in MoCO. for the last 20 years. I DO NOT support the project and support a no- build option. Much of the land taken from this project will come from lower-income communities, with numerous people of color. The added lanes will feature tolls, too expensive for many to afford. Put simply, this proposal will knock down homes in historically marginalized and disadvantaged communities so the wealthy can speed their way faster down the road. This is unjust and deepens systemic racism, in addition to degrading the environment and our quality of life. A preferred alternative should not be chosen until the true monetary and environmental costs are known. MDOT SHA must evaluate additional alternatives for detailed study including public transit, Transportation Demand Management telecommuting, that weren't considered in depth. MDOT SHA's mitigation measures were vague, insufficient, or altogether missing. In addition it directly impacts us as we are in earshot of the beltway. Expanded lanes will increase the noise pollution, increase the air pollution in our area. In addition we already have flooding during heavy rains and have attempted to mitigate with Rainscapes projects. The beltway expansion will undo a lot of this work and potentially worse rockcreek habitat and flooding.

## Jillian Schweitzer

I believe green spaces (parks, neighborhoods, etc) should be protected and not paved for additional congestion relief. I believe other avenues should be explored before such paving and expansion and house demolition are to take place.

## Clinton Scott

I oppose this project and support the NO-Build option. The current plan will cause the following unwanted impacts:

1. Worsen rush hour on I-270 North.
2. Adversely impact over 1,500 homes and destroy 34.
3. Impose 4 to 5 years of unwanted construction misery and congestion in multiple locations.
4. Invade and disrupt the activities of dozens of parks.
5. Destroy nearly 1,500 acres of forest canopy.
6. Place taxpayers and WSSC customers at risk for 50 years.

For the above reasons, I oppose this project and firmly support the NO-BUILD option.

## David Sears

In my opinion, the draft EIS is inadequate. It does not look at the full impacts in terms of air pollution and the greenhouse gas emissions that contribute to climate change. The main inadequacy is the evaluation's failure to fully examine induced demand. In short, adding more lanes of highway will encourage more folks to drive -- thus increasing automobile emissions. Please send the draft EIS back for these corrections.

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**From:** Douglas Sedon [REDACTED] Sent You a Personal Message [REDACTED]  
**Sent:** Wednesday, July 15, 2020 12:10 PM  
**To:** 495-270-P3  
**Subject:** Extend the I-495 and I-270 comment period to at least 120 days

Dear Lisa Choplin,

This matters to me because any toll road that causes a two tiered roadway, one for the rich, the other for everyone else, that is paid for by taxpayers, is stealing from the poor to give to the rich. Besides being a complete assault on the environment.

The Virginia 495 Beltway toll roads are a complete horrendous disaster and an attack on any semblance of decency regarding public infrastructure. We cannot make the same mistakes in Maryland!

The only toll roads that are sensible and fair are ones where EVERYONE who chooses to use a particular road is required to pay the toll - all or nothing!

And, the only taxpayer funding for transportation infrastructure in today's world with the environmental challenges we face, should be for MASS TRANSIT!!! NO MORE FUNDING FOR PRIVATE MOTOR VEHICLE INFRASTRUCTURE EXPANSION!!!

Thank you,

Douglas Sedon

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.?

Sincerely,

Douglas Sedon  
[REDACTED] Fry Road  
Jefferson, MD 21755  
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lindsey Mendelson at Sierra Club at [REDACTED] or [REDACTED].

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**From:** Erin Seigel [REDACTED]  
**Sent:** Monday, November 9, 2020 10:58 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Against beltway expansion

To whom it may concern,

**I oppose this project and support the NO- BUILD option.**

My name is Erin Burgess Seigel, and I live in Silver Spring just inside the beltway in the Woodside Forest neighborhood. I grew up in Montgomery County and chose to return to raise my family here. I am considering moving out of the area in large part due to the proposed Beltway Expansion.

I am against the expansion of the beltway for the following reasons:

- \*My property value will decrease as the beltway will be moved to just outside of my backyard.
- \*My daughter has lung issues, most likely to being already so close to the beltway, and having it closer will negatively impact her development even more.
- \*My aging mother has COPD. I would like to have her live with us but am concerned we will be forced to move to do so if the beltway is moved so close to our home.
- \*Georgia Avenue is to the west of my house by a few blocks. There is significant pollution from Georgia Avenue and adding a closer beltway would be horrible for our health.

I am extremely concerned multi-modal transit has not been considered.

We use the Sligo Creek and Beach Drive paths regularly and are very concerned about the environmental impact from any expansion. It will not be the same and the capital crescent trail has already been taken from our area to use. Please don't do this again in the other two most popular outdoor areas for my community.

I continue to be concerned about the cost for taxpayers, increase in water fees, and the lack of transparency for the entire project.

We do not want to be saddled with another ill conceived project. The Purple Line is enough of a poorly conceived, way over cost project that will not fit the changing needs of the community. We do not need another one.

In addition, taxpayer subsidies for the toll way operators and/or the tolls for the new lanes are also concerning.

This boondoggle expansion is not something that will benefit the residents of Montgomery County, especially in light of changes in work patterns and locations due to the pandemic.

It feels rushed and hidden. I could go on and on. This is not what is best for Maryland taxpayers. It is despicable.

Please do not burden us with it. No Build.

**I oppose this project and support the NO- BUILD option.**

Thank you for your time and attention in this very important matter. We live here.

Kind regards,  
Erin Burgess Seigel  
Silver Spring, MD

## Noune Sekhpossian

As a resident of the Old Farm neighborhood in Montgomery County which is adjacent to I-270 I and my family very strongly oppose the I-495 and I-270 project. The traffic noise and other environmental impacts from I-270 already are at an unacceptable level and its widening will make our neighborhood almost unlivable. I support the no-build option. Noune Sekhpossian

## Sherry Selevan

I oppose the widening of I-495 and I-270 based on historical information in other jurisdictions. These include environmental quality and costs (known and hidden) to the public. In addition, projections predict that this is NOT a long term solution (but the problems and costs would be long term. It's time people started being more creative about solutions to traffic problems. It's ironic that the only solutions proposed benefit rich people . . .

# Gayl Selkin-Gutman

To whom it may concern:

I oppose the I-495 and I-270 project. I support the no-build option.

I am sharing my views as a retired community member who has been commuting between my home in Rockville, MD and my daughter's home in Vienna, VA for the past 2.5 years. As you know, the commuting volume and patterns have changed dramatically over the past 8 months and will probably be impacted for at least another year. All of my family members in Maryland, DC and Virginia have been able to change to a 100% virtual work schedule.

We have no way of knowing whether or not previous traffic and commuting patterns will return to their pre-Covid state. The things we continue to learn and experience as a result of the pandemic are likely to have an as yet unknown impact on the way we work and go about our daily lives.

It is clearly premature to make any long term decisions or start a building project whose plans were based on what are now a completely irrelevant set of data and assumptions. I strongly believe that we need to put a complete halt to the I-459 and I-270 project until the pandemic is behind us and new studies can be conducted.

I would support alternatives such as reversible lanes on I-270. I would also encourage the continuation of telecommuting after the pandemic. In Tom Vanderbilt's book "Traffic" he explains why it is the best policy to use all paved lanes to the fullest extent possible. Toll lanes that would only be used or underused by those who can afford to are not an equitable solution. They use taxpayer dollars to benefit a limited portion of the taxpaying population.

Hold your horses And your bulldozers This is not the time to build.

A new traffic study in 2022 or later is in order.

Thank you for your consideration.

Gayl Selkin-Gutman

Rockville, MD

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**From:** ANDREW SELLMAN [REDACTED] Sent You a Personal Message  
**Sent:** Wednesday, July 22, 2020 7:41 PM  
**To:** 495-270-P3  
**Subject:** Extend the I-495 and I-270 comment period to at least 120 days

Dear Lisa Choplin,

The impact of just the construction phase of this effort will take years and impact traffic during the entire development phase. No one wants to sit on a major freeway during construction.

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.?

Sincerely,

ANDREW SELLMAN  
[REDACTED] W MONTGOMERY AVE  
Rockville, MD 20850  
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lindsey Mendelson at Sierra Club at [REDACTED] or [REDACTED].

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**From:** Lisa Choplin <LChoplin@mdot.maryland.gov>  
**Sent:** Sunday, October 4, 2020 7:23 PM  
**To:** MLS-NEPA-P3  
**Subject:** FW: I-270 and 1-495

**From:** Adam Seltzer [REDACTED]  
**Sent:** Saturday, October 3, 2020 12:01 PM  
**To:** Lisa Choplin <LChoplin@mdot.maryland.gov>; pfranchot@comp.state.md.us; governor.mail@maryland.gov; Treasurer@treasurer.state.md.us; marc.elrich@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov; councilmember.jawando@montgomerycountymd.gov; councilmember.riemer@montgomerycountymd.gov  
**Subject:** I-270 and 1-495

Hello,

My name is Adam Seltzer, I'm a Maryland resident, and **I support the no-build option**. The draft environmental impact statement released recently fails to properly analyze impacts on low-income communities, understates the loss of parks and cultural sites, and neglects to account for current and future stormwater runoff.

In a time where a lack of racial and socioeconomic sensitivity is less excusable than ever, I urge you to take action accordingly and halt this plan.

Thank you,

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Adam Seltzer (He/ Him/ His)  
Human Resources Analyst | Citi  
University of Michigan 2020  
B.A. Organizational Studies, Sales Certificate  
[REDACTED] | [REDACTED] | [LinkedIn](#)

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**From:** Catherine Sen [REDACTED]  
**Sent:** Sunday, November 8, 2020 2:59 PM  
**To:** MLS-NEPA-P3  
**Subject:** NO to 495/270 Expansion

I oppose the 495/270 expansion. I support the no build option.

I am a resident of the Forest Estates neighborhood in Silver Spring. Our neighborhood will be directly impacted by the expansion of 495 in very negative ways, including more noise, more pollution and the impact of construction on our neighbors whose homes are directly next to 495. I am also concerned about the impact on Holy Cross Hospital and on our beautiful green space along Sligo Creek. I love our neighborhood and do not want to see it negatively affected. I am also concerned about the effects on homes and green space in all of the other neighborhoods affected by the project.

I am also very concerned about the environmental impact this project would have, and feel that it is not at all what is needed at this moment. Our planet is facing a climate crisis, and the last thing we should be doing is expanding freeways or building new freeways. We need excellent and widespread public transportation options. Increased public transportation would benefit people and the environment and would help us lower our state's impact on climate change. It is such a no-brainer it is astounding to me that you are even considering any other option!

The other thing that deeply concerns me is the use of tolls on 495 and 270. I am from Houston and I lived for many years in Boston. Both cities have toll roads and I can tell you from personal experience that they create nightmare traffic jams. If you are trying to reduce congestion on 270, why on earth would you put in tolls? They will increase congestion, not lessen it. In addition to that, the tolls will be too expensive for some people to afford and will increase economic inequity in Maryland. It will also increase traffic on 355 and other local roads because people who can't afford the tolls will take alternate routes.

And finally, I am concerned about the cost. If expensive tolls are necessary to pay for it, and the point of the project is to add toll lanes, that is an absurd loop. The DEIS also indicates that a huge amount of public funding may be required to pay for the project. Why on earth should our hard earned tax dollars go to pay for something we don't even want, and that will have negative impacts on our neighborhood?

Please do not widen 495 or 270. The whole idea is ludicrous, backwards thinking and needs to be scrapped. Focus on public transportation instead.

Thank you,  
Anne Catherine Sen  
[REDACTED] Dublin Drive  
Silver Spring, MD 20902

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**From:** Basav Sen [REDACTED]  
**Sent:** Monday, November 9, 2020 5:20 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Comment in support of No Build option for 495/270 expansion

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the proposal to widen I-495 and I-270 by building toll lanes. My name is Basav Sen, and I'm the Director of the Climate Policy Program at the Institute for Policy Studies. I'm also a resident of the Forest Estates neighborhood in Silver Spring, one of the areas impacted by the proposed widening of I-495. This letter is in support of the NO BUILD option.

Humanity faces an existential threat from climate change, with the global scientific community issuing [dire warnings](#) about the need for urgent action. In that context, policy proposals that threaten to increase greenhouse gas emissions are out of touch with reality. Widening I-495 and I-270 flies in the face of the kind of climate leadership we expect from Maryland.

Transportation is the [largest and fastest growing contributor](#) to U.S. greenhouse gas emissions, with transportation emissions constituting 28% of U.S. emissions in 2018, and increasing 23% between 1990 and 2018, over a period when overall U.S. emissions grew only 4%.

Transportation is also a leading source of other dangerous toxic pollutants such as nitrogen oxides (NOx) which have serious health effects, [disproportionately impacting](#) Black, Brown, and low income communities.

We cannot rely solely on improving fuel efficiency in the short term to address emissions if [ever-increasing vehicle miles traveled \(VMT\)](#) offsets fuel efficiency gains. Nor can we rely solely on the promise of electrification of all vehicles by some future date to mitigate emissions from the transportation sector. That's a formula for allowing emissions to keep increasing in the near term, making future mitigation of emissions that much harder.

We have to stop VMT growth with urgency, starting today. Building new highway lane capacity is completely counterproductive in this regard. Studies show that building new roadway capacity increases traffic, a phenomenon known as "[induced demand](#)."

Consequently, adding highway lane capacity to address congestion is self-defeating, and it undermines what should be a key goal of transportation policy in an age of climate change – reducing VMT, especially single occupancy and low occupancy VMT.

Investing public or private capital in adding lane capacity is wasteful, since it amounts to sinking capital in an asset that will inevitably become "[stranded](#)" when the severe threat of climate change forces policymakers to drastically overhaul our transportation system. While the term "stranded asset" is more commonly applied to fossil fuel infrastructure, there is good reason to start applying it to expansion of highway infrastructure, which grows what is effectively a captive market for fossil fuels.



## Cecilia Sepp

Governor Hogan plans to expand the Capital Beltway (I-495 and I-270 with four private toll lanes, but the project isn't worth the high cost to parks, streams, neighborhoods, taxpayers, and drivers. The expansion would take homes; harm hundreds of acres of parkland, wetland, waterways, and historic properties; and lead to more noise, air pollution, stormwater runoff, and greenhouse gas emissions.

What was once supposed to be a free ride for taxpayers may now cost over \$1 billion, to which will need to be added up to \$2 billion in costs to relocate sewer lines. With the expansion, water and sewer costs could go up 277% for households in Montgomery and Prince George's Counties. The project could also require tolls more than \$2 per mile to pay off the estimated \$10 billion construction costs. This massive highway expansion is just not worth the price tag and damage it will cause

THIS IS AN ANTIQUATED AND OUTDATED RESPONSE TO 21ST CENTURY LIFE. IT'S ONLY GOAL IS TO PUT MONEY INTO THE POCKETS OF DEVELOPERS FROM THE TAXPAYER AND IT'S OUTCOME WILL BE THE DESTRUCTION OF OUR QUALITY OF LIFE IN MARYLAND. MORE LANES ARE NOT THE ANSWER. MODERN APPROACHES TO MANAGING TRAFFIC -- LIKE INSTALLING RTS INSTEAD -- ARE WHAT'S NEEDED.

Take a step back MARYLAND and really think this through; there is no data that supports this type of project improving traffic congestion. The data shows completely the opposite.

And looking at the amateurish handling of the Purple Line project the State of Maryland had destroyed the confidence of our residents.

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**From:** [REDACTED]  
**Sent:** Monday, November 9, 2020 11:39 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

I drive the Beltway most days of the week from New Hampshire Ave. to the 270 split. I do not own adjoining property. I well know the congestion issues but do not believe the Tollway is the solution. This would not serve the best interest of most drivers. Private control and exorbitant rates would also be problems. Perhaps timed entrance ramps or other traffic flow alternatives would be better. The state should not spend funds on this. I am not a NIMBY and supported the construction of the Intercounty Connector.

John M Sery  
Silver Spring, MD.

Simone Seym

I, Simone Seym, oppose this project and support the NO-BUILD option  
Thank you

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**From:** Edward Shakin [REDACTED]  
**Sent:** Sunday, October 18, 2020 12:13 PM  
**To:** MLS-NEPA-P3  
**Subject:** Comments on the I-495/270 Draft Environmental Impact Statement  
**Attachments:** HighwaycommentsEdwardShakin.docx

Attached (and copied below) please find my comments on the Draft Environmental Impact Statement. I oppose the proposed toll project and support a no-build option.

Edward Shakin  
[REDACTED] Fallswood Drive  
Potomac, MD 20854

### **Comments on the I-495/270 Draft Environmental Impact Statement**

**I write to oppose the proposed I -495 and I-270 toll project and support a no-build option.** The proposal was a mistake at the time it was originally released, but more recent events have made clear that the proposal is a flawed solution that is premised on bad basic assumptions.

I live near lower I-270 in Rockville, and the **quality of life will be degraded for years during construction and permanently thereafter.** We already live with I-270 noise pollution (even with a sound barrier), but the new proposal promises to push out a highway that is already 12 lanes across and decrease the narrow gap between car and community. The road the highway would impinge on in my neighborhood is also a walking route for students attending the near-by elementary school. The closer highway means increased fumes and pollution those students will have to endure. These types of harms are virtually ignored in the proposal, which also plans to destroy 34 homes in other neighborhoods (subject to higher numbers as plans develop) as well as acres of park land. But you don't need to reject the proposal for my community interests alone, since for the five points enumerated below, the underlying premise makes no sense.

**First, the failure of the Purple Line project proves that taxpayers are at significant risk even when proposals suggest that the private partners will be footing the bill.** Indeed, we don't yet know how much the failure of the Purple Line public-private partnership will cost the state. Until those costs are known, it would be foolhardy to commit additional state tax dollars to a new project with an even more precarious revenue source. Toll projections by the DOT suggest toll levels so high as to be unsustainable because of lack of demand at that level. Taxpayers could be burdened for a generation by a mistake here. Even without the clear risk, the proposal assumes tax breaks of a billion dollars plus the unspecified costs of moving water and sewer pipes that are required but not quantified in the proposal.

**Second, the change in life style resulting from Covid 19 shutdowns has to be evaluated.** More and more businesses have recognized that work at home makes sense, not only during the pandemic, but all the time. We don't yet know what changes in traffic patterns will result, but one thing is clear. Disrupting communities and risking billions of dollars on a plan that ignores these changes is bad government policy.

**Third, even under the old assumptions the build is in the wrong place.** As I mentioned, in the impacted area where I live, I-270 is 12 lanes across. That shrinks to four lanes further north, but that narrower portion of I-270 is not part of

the plan. By focusing on the wrong part of the highway, the proposal concedes that rush hour times will likely *increase* as a result of the build! The only reason for this backward build is that the expectation is that the private partner will be more willing to build on the southern portion. That can't be a reason to do construction that makes no sense.

**Fourth, this year we have seen the accelerating impacts of global warming and this proposal will make it worse.** This proposal will destroy 1500 acres of forest canopy and push more people in cars – the exact opposite of what good government policy should be about in the current situation. Moreover, if there are significant policy changes in reaction to the global warming crisis, then we are likely to see a further move away from the traditional car commute. Again, by using old assumptions, the proposal plans to spend money in the wrong place.

**Finally, the “no-build” proposal includes room to do much and can actually solve problems at issue without creating new ones.** No-build can still allow for reversible lanes that will accommodate more rush hours traffic. No-build can also accommodate public transportation solutions that may be more in keeping with the global warming realities we are just starting to confront.

In sum, whether from a fiscal, environmental, or community prospective, the I-270/I-495 proposal is a mis-timed, flawed proposal that should be rejected.

Edward Shakin

█ Fallswood Drive

Potomac MD 20854

## Comments on the I-495/270 Draft Environmental Impact Statement

Edward Shakin

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In sum, whether from a fiscal, environmental, or community prospective, the I-270/I-495 proposal is a mis-timed, flawed proposal that should be rejected.

Edward Shakin

█ Fallswood Drive

Potomac MD 20854

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**From:** Srinivas Shandilya [REDACTED]  
**Sent:** Saturday, October 17, 2020 7:42 PM  
**To:** MLS-NEPA-P3  
**Subject:** I oppose widening of 495-270 and support NO-BUILD option

This is not the solution given the new Post COVID paradigm. The companies are realizing that remote working from home actually works and many reluctant companies have found that because they have been brought into the next chapter of industrialization kicking and screaming given the post COVID. This has led to significant drop of traffic and will impact many industries involving automobile locomotion and office building expenses.

Given that the millennial generation which is extremely digital savvy, allergic to suburbia, cars in general and being the next wave of office workers and wage earners, who are you building this road for? They (millennials) have embraced remote working like no other generation.

The boomers or on their way into retirement communities and probably going to stop driving in the coming years. Given the cohorts size, with a significant downward impact to automobile driving.

So stop this taxpayer impacting project and rethink how you can make the digital highways of the future wider, affordable to facilitate what's coming instead of being stuck in the previous era which is tied to automobiles, fossil fuels and environment affecting roads. Think of roads for the future which are smaller, pedestrian and cycle friendly to be used for occasional shopping, family visits and recreation. Your employer the taxpayer has responded positively when you shut down the underused parkways and turned it over to the citizens for exercise and recreation reasons to provide a means to get out when working from home.

Secretary of MDOT Gregory Slater and Governor Hogan seem to have forgotten the lessons of the purple line. The taxpayer is left holding the bag. This next boondoggle is going to be worse than Purple line. So STOP this waste of TAXPAYERS MONEY.

Thanks & Regards,

Srinivas Shandilya  
Resident, Citizen of Montgomery County MD USA  
[REDACTED], Tammy Court  
Bethesda MD 20817

Natasha Shangold

I disagree with the need for I-495 and I-270 Managed Lanes, but instead alternative transportation options. This would not decrease congestion and would negatively impact the surrounding environment. Please do not expand the lanes. Thank you.

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**From:** MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>  
**Sent:** Monday, October 19, 2020 1:00 PM  
**To:**  
**Subject:** FW: Widening of the I495 Beltway and I270

**From:** Gerald Share [REDACTED]  
**Sent:** Wednesday, October 14, 2020 12:32 PM  
**To:** MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>  
**Cc:** aklase@marylandtaxes.gov  
**Subject:** Widening of the I495 Beltway and I270

Traffic in the DC metropolitan area is significantly lower since the advent of the COVID-19 pandemic. Many people are now successfully telecommuting. Indications are that a significant number of these people will continue to telecommute after the end of the pandemic. This must be taken into account in the study of the widening of I495 and I270. I would think that the widening is not needed just on the basis of reduced traffic, let alone the other strong arguments against it.

Gerald Share  
[REDACTED]

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**From:** Barbara Shaw [REDACTED]  
**Sent:** Tuesday, October 27, 2020 5:32 PM  
**To:** MLS-NEPA-P3  
**Subject:** Opposition to widening of I270 and I495

Dear Department of Transportation,

As a resident in a community adjacent to I-495 and Rock Creek Park, I oppose any widening of the highway in this area and support the no-build option. The reasons for my opposition are as follows:

1. The highway in this area is one of the worst stretches of the beltway with respect to crashes. We hear sirens frequently, day and night, as vehicles fail to negotiate the winding "roller coaster" that characterizes the roadway. Almost invariably, cars and trucks try to travel at speeds above what is safe on this stretch. Adding lanes to this section will only add to the danger.
2. Harm to the environment: Rock Creek Park is one of the treasures of DC and Maryland. It provides an important green corridor for both residents and wildlife. The importance of this park has increased ten-fold during the pandemic where it offers one of the few safe areas for recreation and respite. Park usage has increased dramatically as entire families take to the bike paths and roads to get a needed break from the stay-at-home orders. The park service has recognized the importance of this resource by closing Rock Creek Parkway to vehicle traffic on Fridays, weekends, and holidays. The extra space is needed to accommodate the social distancing needs of the increased number of users, who otherwise would crowd the narrow bike path. My family has walked on this bike path daily since moving to Locust Hill Estates in 1989; the easy access to the park was one of the reasons that we purchased our home. My husband and I both participate in the Weed Warrior program, myself as a supervisor leading monthly workdays prior to the pandemic. Our passion is to reduce the number of non-native invasive species and encourage the growth of native vegetation, both by uncovering native saplings and by planting trees provided by the M-NCPPC. We are distraught at the idea that our years of hard work in the Elmhirst Parkway Conservation Area will be destroyed by the planned construction of additional lanes.
3. The stream through this area is home to a large number of wildlife, including a nesting pair of yellow-crowned night heron, who are frequently observed by residents of our neighborhood. The loss of habitat is one of the key reasons behind the diminishing numbers of birds and important pollinator species. Please do not pave over this important wildlife habitat area!!! Purchasing streams up county will not compensate for the loss of this valuable treasure, one of the few urban parks. Other cities are recognizing the value of these corridors and have been restoring them. Why are you going in the opposite direction??? Please, please, please do not destroy our critical ecosystem. You should treasure it, not destroy it.
4. The path of I-495 to the east travels adjacent to many homes and businesses, which will be lost to widening. This just exacerbates the justice gap between those who will benefit from toll lanes (widely dubbed "Lexus lanes" and those who can only afford homes adjacent to the highway. Those homes may not be the lovely estates of the Lexus owners, but they are precious to those who have been able to realize the American Dream of home ownership. To sacrifice these homes so that the wealthy drivers can travel at high speeds is a travesty. Shame on you for considering this option.
5. The pandemic has brought about many changes, and one of them is the reduction in the number of commuters. While these highways were once overloaded, they now see a greatly reduced volume of traffic. Many citizens have discovered the benefits of working remotely, and a large number do not intend to return to work at a distant office. The lessons of the pandemic have shown viable, NO COST solutions to the problem of congested highways: staggered work start and end times, teleworking, job sharing, among others. I urge you to conduct new traffic surveys in light of the changes brought about by the pandemic. Is the expenditure of billions of dollars of tax payer dollars (to be expected when the lower-than-expected revenues for the private contractors lead them to abandon the project) worth it for the minimal improvement that might be made to traffic flow at certain times of the day? Better NO BUILD solutions can be found without destroying the natural environment and uprooting families and businesses.

The residents of this area feel very passionate about these issues. While I had previously approved of Gov. Hogan's leadership, I voted against him in the recent election for the single reason that he has promoted this catastrophic plan. I am very prepared to be a one-issue voter, campaigning against any public official who supports this terrible idea. I have commented on this plan before, and I have always felt that I am shouting into the void. Perhaps you will listen this time. I sincerely hope so.

With sincere opposition to the widening plan,  
Barbara Shaw  
[REDACTED] Elmhirst Lane  
Bethesda, MD 20814

# RANDY SHAY

I support the no build option

My name is Randy Shay, and I am a mechanical engineer residing in Silver Spring a block from a portion of the beltway proposed to be expanded.

I support the no build option for many reasons:

- 1) The proposed expansion would destroy the small park that borders the beltway at the end of my street, eliminating a green space that is used daily by the neighborhood children to play in, as well as removing the sound buffer for the beltway noise that the park currently provides.
- 2) During heavy rain, my street (Lawndale Dr.) has flooding issues that were created by building of Blair highschool, which sits directly across the beltway from my street. The proximity of this highschool to the existing beltway means that all the expansion is proposed for the inside of the beltway at this point. This increased blacktop surface that will be so much closer to our road will increase water runoff and add to the flooding problems on my street.
- 3) One of the members of my household has a breathing conditions that are aggravated by particulate matter in the air. The proposed expansion will only serve to increase the pollution and worsen her health.
- 4) The COVID-19 pandemic has changed the way people work. It would be foolhardy to commit to a beltway widening project that will directly harm the environment before the dust settles after the pandemic ends and a study can be undertaken to determine if it is even needed, given how many more people are working from home.
- 5) Studies have shown that the proposed beltway expansion will serve to make traffic worse on the other lanes and certain arterial roads that go into the city, as studies have shown that the current proposal will do. This increased traffic will result in more net air pollution, with the only benefit being that a few people can go faster and a few people can make money. That is a terrible tradeoff.

As I said: I support the no-build option.

Randy Shay

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**From:** Steve Sheffield [REDACTED]  
**Sent:** Monday, November 9, 2020 9:01 PM  
**To:** MLS-NEPA-P3  
**Subject:** public comments on the I-495 and I-270 Expansion DEIS  
**Attachments:** Sheffield - DEIS comments 9 November 2020.docx

To whom it may concern:

I am attaching my public comment letter strongly opposing this proposed construction project which would expand I-495 and I-270 and the American Legion Bridge. Thank you for the opportunity to provide comments on this important matter.

Sincerely,  
Steve Sheffield, Ph.D.  
Professor of Biology  
Bowie State University  
[REDACTED] Vineyard Lane  
Crofton, MD 21114 USA  
[REDACTED]

7 November 2020

To Whom it May Concern:

I am providing public comments on the proposed expansion of I-495 and I-270 and the American Legion Bridge. I am Professor of Biology at Bowie State University, and a long time elected member of the Washington Biologists Field Club (WBFC), which owns Plummer's Island in the Potomac River, which is immediately adjacent to the American Legion Bridge. As Chair of the WBFC House and Grounds Committee, I am responsible for the historic cabin and grounds on Plummer's Island. This proposed construction project would decimate at least the entire west side of our island and possibly the cabin as well. This cabin has stood since 1901 and should be considered an historic national landmark in the United States. The WBFC has continuously met on the island for 120 years now. Some of the most famous American biologists have been members of the WBFC and have spent inordinate amounts of time at the cabin and studying the island's biodiversity. In fact, Plummer's Island is widely considered "The most thoroughly studied island in North America (and quite possibly the world)". The island, with its rocky hills and cliffs, contains a wide variety of habitats, including the globally and state rare Potomac River Bedrock Terrace Hardpan Forest and sensitive wetland bottoms. The plant and animal diversity are surprisingly rich, with many rare species (and > 10 legally protected species), and the island has been hosting a number of long-term ongoing research projects. All of this faces possible disruption at the least, and destruction of the island and the end of the WBFC on Plummer's Is. as we know it at the most. None of this is acceptable, and I would very much like to avoid this if at all possible.

As far as the DEIS, there are so many problems with it I cannot possibly list them all here. The treatment of potential risks to ecosystems and possible sensitive plant and animal species is grossly incomplete and wholly inadequate. However, the most important deficiency it has is the fact that the DEIS fails to offer up anything which would ameliorate possible impacts to Plummer's Island. This is totally unacceptable. Therefore, I strongly and emphatically support the NO BUILD OPTION.

Thank you for the opportunity to comment on this very important matter and for your consideration of my comments herein.

Sincerely,

Steve Sheffield, Ph.D.  
Professor of Biology  
Bowie State University  
Bowie, MD 20715 USA  
and  
[REDACTED] Vineyard Lane  
Crofton, MD 21114 USA  
[REDACTED]

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**From:** Sally Sherman [REDACTED]  
**Sent:** Sunday, August 2, 2020 4:45 PM  
**To:** MLS-NEPA-P3  
**Subject:** Opposition to Beltway (I-495/I-270) Managed Lanes Proposal

Lisa Choplin,

The Beltway (I-495/I-270) Managed Lanes proposal is a disaster, destroying limited parkland, creating a financial burden, accommodating motor vehicles, gridlock, and more hardscape. Why cannot the planners envision expanding networks of public transportation that would reduce reliance on private vehicles? Expanding concrete seems to be the only option planners imagine, for continuing sorry outcomes.

Sally Sherman

[REDACTED]

[REDACTED] Stonewall Rd

Berkeley, California 94705-1414

Paul Sherno

My wife and I are firmly opposed to this unnecessary and deeply unpopular P3 program. We oppose this project and support the No-Build Option

## Yuliya Shifrin

I would like to propose to postpone spending millions of dollars of us - taxpayers money to continue full force work on something that is no longer factual. Due to COVID-19 everything, including life of ordinary commuters changed for a long time. Commute and traffic on I-270 and I-495 is NO LONGER an issue. Why is this project still ongoing and not postponed until the need arises? Why government is wasting money away on irrelevant work instead of improvements to educational system to children and helping people survive mentally and physiologically and physically during this time.

I am proposing and urging to PLEASE postpone useless waste of government funding on no longer active issues

## Yuliya Shifrin

I-270 has over 5 lanes each in every direction, and also the local lanes. The noise and pollution I-270 generates is unbearable, and is not only bad during the day when traffic seems heavier, it's also really bad at night time, when motorcycles get on speeding races and it sounds like rockets are flying over your head. I would like to propose to have a tested and working sound and pollution barrier to protect living neighborhoods from never ending unbearable noise generated by 10 lanes road in our neighborhoods, and protect our children from dangerous effects of pollution.

As far as the transportation crisis - it feels that the connection with DC and VA via GW Parkway and I-495 are in far worst shape, having only 1 lane or 2 lanes, vs. I-270 having 7.

Please think of our most vulnerable population and provide workable solution for I-495 connection with VA and GW Parkway and sound and pollution protection for I-270.

Thank you

Jeffrey Shires

I oppose this project and support the NO-BUILD option.

## Ben Shoemaker

I oppose any expansion of I-270/I-495 and support the NO-BUILD option. Covid has drastically changed telework capacity. The MD Purple line public/private partnership has been a fiasco. Environmental damage and unknown WSSC costs will be very high. Please, please reconsider and avoid this mistake

From: Lisa Shofnos [REDACTED] Sent You a Personal Message

Sent: Wednesday, July 29, 2020 10:02 AM

To: MLS-NEPA-P3

Subject: FLAWED Draft EIS on the I-270 expansion plan

D

Dear Lisa Choplin,

I live near Exit 4 on 270. I used to be in favor of the widening, because the traffic was so heavy. But now, I question the need for widening. The traffic has been dramatically reduced because of telecommuting due to the COVID-19 crisis.

Some companies have already announced continued telecommuting plans, long-term.

About the study: it's huge, 18,000 pages. This is too lengthy to read in the brief time for comments. We need 120 days.

Things appear to be missing. It does not evaluate: stormwater runoff which could cause flooding; pollution from

construction and increased exhaust; impact on low-income communities.

Why isn't there a 'no-build' option?? More conversation needs to happen.

Respectfully,

Sincerely,

Lisa Shofnos

[REDACTED] Victory Ln

Potomac, MD 20854

[REDACTED]

Lawrence Shombert

I oppose this project and support the no-build option.

Thank you

LS

## Holly Shorrock

I do not support this project due to the environmental degradation that will occur to Sligo and Rock Creeks, the increased noise pollution and traffic on local roadways, and the negative emissions.

I support a do not build option.

# MICHAEL SIDELNIKOV

We live in the neighborhood that is close to 270 and we believe that this change is absolutely unnecessary and does not provide an value to the residents of the Montgomery county.

# STANISLAV SIDENKO

This is a Horrible idea to make more profit without thinking about residents in the area.

There are multiple ways to decrease traffic but the easiest one is to create a toll.

Please, exercise other options before creating more tolls in the area.

Thank you,

Stan

## Robin Siegel

In addition to everything I and others have said about why expanding the Beltway in Silver Spring, as proposed, is a bad idea (environmental, economic, the list goes on), now we see what happens when Hogan negotiates PPPartnerships - does he still think the Purple Line was handled well? The 495/270 expansion plan is a way to line his pockets and throw away our money. It's also a way for Hogan, and any other politician who supports it, to be voted out of office because in Maryland we are just not that stupid.

## Greg Siegrist

I oppose this project of widening I-270 for the following reasons.

- it is short sited and the government should be doing other things to encourage people to live closer to work and to use public transportation
- it will not solve the traffic problem and there is no widening for the roads going downtown so it just moves the traffic problem down the road a bit
- this private/public partnership is a sneaky way of a regressive tax increase. See what kind of public support you financed this with taxpayer money
- it is not environmentally friendly
- I can go on, not sure if you are listening...

## Rolando Siles

I oppose the I-495 and I-270 project. I support the no-build option.

## Marc Silverman

You guys must be nuts. Where is the money going to come from, Taxing the citizens of Maryland and then charging us to drive on 270-495. No one wants to pay more to get from here to there so we will just need to drive the local neighborhood streets and it will cost us nothing and take a little while longer to get from here to their.

**From:** [Steve Silverman](#)  
**To:** [MLS-NEPA-P3](#)  
**Subject:** Public hearings On DEIS  
**Date:** Sunday, August 16, 2020 1:45:41 PM

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Lisa please let me know if the hearings will be available afterwards on your website in case I can't watch all of them. Tnx Steve

Steven Silverman  
SSGOVRELATIONS,LLC  
P.O Box [REDACTED]  
Burtonsville,Md.20866  
[REDACTED]

Linda Silversmith

The proposed widening is definitely outdated [as well as too expensive]. Driving habits are going to continue to change after the pandemic so there will NOT be excess traffic needing more lanes.

## Kelly Simmons

Widening 495 will not help traffic. Multiple studies have shown that expanding roads only leads to more cars, not less traffic. If you truly want to lessen traffic, invest in opportunities for people to have an alternative to driving, i.e. public transportation

## Stuart Simon

A Trump Administration commission just released a report saying that climate change will cause havoc in the U.S. financial markets and that we need to address this immediately. So why is the State proposing a project that will worsen the situation by facilitating greenhouse gas emitting commuting while paving over thousands of acres of land and trees that can sequester carbon? Also, the usage projections are now totally out of date and need to be worked given that working remotely is the new permanent reality for tens of thousands. If we don't update those projections and replan accordingly we are likely to windup with thousands of acres of very high priced concrete that only the 1% can afford to drive on.

## Dennis Simpson

Please be aware that if you offer free bus usage of the managed lanes, commercial buses will also have free usage, based on current federal statute. This is why MDTA does not offer free bus service on the ICC and I-95 ETLs.

## Rachelle Singer Wachnish

I support the NO-BUILD option and oppose widening 270 and 495. I am concerned about 270 N rush hour traffic, the impact on homes, parks, the forest canopy and the added air and water pollution. NO LUXURY LANES ON 1-270/I-495.

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**From:** Aram Sinnreich [REDACTED]  
**Sent:** Monday, November 9, 2020 6:07 PM  
**To:** MLS-NEPA-P3  
**Cc:** treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov  
**Subject:** I-495/I-270 DEIS: I support the No-Build option

Hello,

I am writing as a Maryland resident, voter, and taxpayer, to express my sincere and powerful opposition to expanding the I-495/I-270, and to express my preference for the No-Build option.

Having reviewed the Draft Environmental Impact Statement (DEIS) and other relevant materials, I am convinced that this project would be costly, polluting, and unjust.

The potential costs include billions of dollars for Maryland taxpayers including the costs of moving WSSC pipes and state subsidies. Considering the dismal state of the P3 for the Purple Line, I am concerned that we may be left footing the bill to an even greater extent. Additionally, it would require the destruction of dozens of homes, a negative impact on thousands of properties, and would almost certainly diminish property value for my home and all of the other homes in my Silver Spring neighborhood.

The environmental costs are also significant. It would add a significant amount of particulate matter and toxic gases to the area where I live and work, and where my children go to school, raising our risks of cancer, heart disease, and lung disease. It would negatively impact dozens of parks and hundreds of acres of public space, and destroy thousands of acres of forest canopy. The DEIS also suggests it would increase the risk of flash flooding and otherwise negatively impact the water table and our delicate local ecosystem. Furthermore, like all highway expansion projects, it would create incentives for people to add more fossil fuel-burning vehicles to the road, which will accelerate climate change and its devastating consequences, both locally and globally. At a time when the U.S. has recently abandoned the Paris Accord and humanity is staring down the barrel at possible extinction, this strikes me as especially short-sighted and foolish.

Finally, there are well documented implications for environmental justice, because of the likely disproportionate impact of the project on low-income communities and families of color — including mine. Although the DEIS acknowledges the legal obligation to take these factors into account, it falls short of actually doing so. None of the alternatives other than the No-Build option addresses, let alone avoids or mitigates, these potentially biased outcomes, and therefore the proposals are in blatant violation of the environmental principles they are bound to uphold.

In short, the DEIS makes clear what was already abundantly evident: that the I-495/I-270 expansion plans are poorly planned, and a bad idea for Maryland residents, voters, and taxpayers.

This is a major issue for me, my family, and my neighbors. We have watched this process closely, and will continue to do so, and any efforts to move forward with these plans over our objections and in flagrant disregard for our health and well-being will be met with continuing opposition, in the courts, in the press, on the streets, and at the ballot box.

Sincerely,

Dr. Aram Sinnreich  
Silver Spring, MD

Stanley Sirotkin

I oppose this project and support the NO BUILD option

**Name:** Charles Skinner

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Live Testimony/Afternoon

**Transcription:**

Hello, my name is Charles Skinner, C-H-A-R-L-E-S, S-K-I-N-N-E-R. My address is [REDACTED] Stoneleigh Road, Towson, Maryland 21212. I have many concerns about the Draft Environmental Impact Study and the proposed projects themselves. My biggest immediate concerns on which I focus today are 1: no longer valid traffic volume projections and 2: costs and risks to taxpayers and citizens. A significant expansion of 495 and 270 prior to the outbreak of the current COVID-19 pandemic and justified based on existing congestion levels and expected traffic growth, both of which have been reduced greatly by the pandemic. The lockdowns are the immediate cause, but the consequences will be lasting because as many experts and studies are showing, remote working was already a growing trend that has been dramatically accelerated. According to the major consulting firm KPMG, "working from home and online shopping have become the new normal and that will reduce driving in the U.S. by up to 270 billion miles a year". Maryland's workforce lends itself to remote work more than most states, so the effect will be disproportionately large here. We will see a sustained drop in miles further versus the increases that these projects and the DEIS are based on. If the traffic problem is much less than projected, the benefits by definition will also be much less, if any. Secondly, the pandemic has also devastated Maryland's budget. Hard tradeoffs lie ahead. False promises that older people pay for the projects are increasingly being exposed. For example, billions of taxpayer dollars will be needed to fund water and sewer infrastructure relocations and for adequate environmental mitigation. As the DEIS shows one billion or more of additional risk faces taxpayers in the form of possible subsidies to the developer. Lastly, all citizens, and especially those in our environmental justice communities in the region will be hit with significant public health costs and suffering from increased air, greenhouse gas and stormwater pollution. Hundreds of acres of reduced green space and elevated heat islands. The DEIS should be rejected and the highway expansion project shelved due to the outdated traffic projections and the costs and risks to taxpayers and public health. Only the No Build option makes. Thank you.

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**From:** rs transcriptions [REDACTED]  
**Sent:** Monday, November 2, 2020 11:10 AM  
**To:** MLS-NEPA-P3  
**Subject:** I-270/BELTWAY EXPANSION OPPOSITION/ATTN LISA CHOPLIN

Attn: Lisa B. Choplin:

We are writing because we are strongly opposed to the proposed I-270/Beltway expansion and would like to have our opposition considered during this comment period.

My husband and I have been living in Silver Spring for nearly fifty years. During that time we have lived inside the Beltway, within walking distance to downtown Silver Spring and currently a short drive to the Silver Spring, YMCA, where we exercise nearly everyday and have for many years.

We are deeply troubled by the damage that Beltway/I-270 highway expansion could have on where we live, especially on the Silver Spring YMCA, on parklands near us and in parklands and communities in other parts of Montgomery County.

Briefly stated:

We see this as a project that will lock traffic and development patterns in for the next 50 years, impose enormous financial risks, and threaten the lives of people, wildlife, and the environment.

These issues of the proposed plan particularly disturb us:

- The expansion would impact 30.7 acres of parkland in Montgomery and Prince Georges Counties
- The DEIS provides inadequate stormwater management, of current and future impervious surfaces.
- The DEIS does not have a plan for avoidance, minimization, and mitigation requirements on park land
- The DEIS completely overlooks effects to the community such as the **Morningstar Moses/Gibson Grove African-American cemetery**, which, to me is a clear case of environmental injustice.

During the COVID-19 pandemic we have seen Beltway and I-270 traffic drop dramatically, as more and more people work from home, including us. This way of doing business is certain to have an impact on the way we work (and where) moving forward. Considering telework as a more viable alternative can make a huge difference, without hurting the economy, only strengthening it, while also protecting the environment. Boosting telework, plus considering other **transit alternatives must be included in any serious proposal.**

Respectfully,

Rosanne Skirble and Daniel Klein  
[REDACTED] Highland Drive  
Silver Spring, Maryland

# Jessica Slater

Dear MDOT,

I'm Jessica Slater and I live in Silver Spring along Sligo Creek I take transit, do not own a car, and am employed at Science magazine. I live adjacent the Purple Line construction, which has recently been stopped due to the P3 construction partner pulling out and leaving the job unfinished. I do hope that it will be completed, but I understand that negotiations are going on and that re-assigning such a big project will be very, very complicated. Given that the 270/495 project is also a P3 project, and a much, much more expensive one at that -- I am concerned.

For the record, I support the no-build alternative.

Why are we still adding lanes to highways? Why are we wanting to add more cars to the roads? Doesn't climate change say anything to us? Wild fires and floods abound, the highest temperatures globally have been reached in the past several years. This not merely an anomaly this is severe climate change and we should heed its warning.

Our focus should be on transit alternatives, not Eisenhower's 1950 Federal Highway dream. We are past that. We must live in areas accessible by transit and walking. We cannot get into our automobiles for every trip.

If this project goes forward, more lanes will attract more cars it has been proven over and over again we end up with "induced demand." More cars means more greenhouse gas emissions. These emissions help warm the planet and further hasten our trajectory toward a warmer climate. This is something we must not encourage.

Furthermore, if the \$9 - \$11 Billion dollar project is to pay for itself (else why would any P3 partnership enter into such a risky agreement?), the tolls on the managed lanes will have to be so high as to be unaffordable except for the very rich. Only if the general purpose lanes are congested, will people be willing to pay the high tolls. Ultimately, congestion is required for this project to work. I cannot in good faith support such a proposition.

Finally, all the traffic analysis and modeling was done before the COVID-19 outbreak. We have learned a lot about telework since COVID. In fact, many companies and the Federal government have stated that they intend to have much more teleworking going on after the pandemic has passed. Why? Teleworking works. Renting/owning office space is a big budget expense. Perhaps people won't work at home five days a week (as I do now), but they may work several days a week from home. All this will lighten the load on the road, and even a small drop in car volume has a big effect on congestion --- witness what happens in August when people go on vacation you can get a seat on the subway, you can ride smoothly on the Beltway. It doesn't take much to make a difference.

We need to think about how we can get more people into fewer vehicles, i.e. transit (buses and trains). The climate says we must. And let's not sign onto another P3 until we really know what went wrong with the current (Purple Line) one and have found out what happens when the state is left holding the bag.

Sincerely,

Dr. Jessica Slater

**Name:** Tina Slater

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Live Testimony/Morning

**Transcription:**

Hi, I'm Tina Slater. S-L-A-T-E-R. I live at [REDACTED] Mansfield Road in Silver Spring 20910. I'm testifying as an individual. Thank you very much for this opportunity. For the record, I do not support the I-495 270 Managed Lanes Project. I support a No Build option. Yes, the plan would improve trip reliability, but only for those who can afford the high toll. This does not promote social economic equity. We all know that the COVID-19 has impacted the study and right now we do have traffic, but we do not have congestion. Telework has taken that little bit off the top that has made all the difference. But lack of congestion is a total company's worst nightmare. Without congestion pushing people onto toll lanes where the revenue generated by the project payback, the P3 builders. Researchers at University of Maryland Maryland Transportation Institute now believe that the State can achieve significant improvements in commute times by getting a relatively small percentage of people to work from home on a long-term basis. The panel is looking at how telework, which has skyrocketed to unprecedented levels since the COVID outbreak, can be sustained to reduce fuel use, time spent in traffic, and pollution. Comparing 2019 traffic volume with this year's data, the Transportation Institute researchers conclude that just a five percent reduction in travel demand could lead to a 32 to 58 percent reduction in traffic congestion on major freeways.

Note also that during remarks at a recent transportation industry event on August 13, Secretary Slater said COVID-19 has made it difficult to plan for the future. I would say that this suggests that forging ahead with this multi-billion dollar plan is a rash gamble of huge proportions. Promoting partial telework would support Maryland's commitment to the Greenhouse Gas Reduction Act that was passed in 2009. In 2015, Governor Hogan signed an updated version of the law requiring a 40 percent reduction of emissions by 2030 to help address climate change. We can achieve congestion reduction – not by building more highway lanes, but by focusing on getting a portion of residents to telework one or two days a week. We will reduce the cars on the road during peak period and reduce congestion. I do appreciate the opportunity to register my comments. Thank you.

## Tina Slater

I'm Tina Slater and I live at [REDACTED] Mansfield Rd in Silver Spring, MD 20910. I'm a transit advocate and former Federal employee. FYI, our home is just five houses away from Wayne Avenue, where the Purple Line light rail will travel. We've been living through construction, but recently all that has stopped. We're now in "construction-limbo" because the P3 construction team has walked off the job.

For the 270/495 Managed Lanes project -- I support the no-build alternative, as I do not support the slate of alternatives MDOT has provided.

Congestion is required to make this project work:

The premise of this project is that extreme congestion is needed in the general-purpose lanes to move traffic to the high-toll lanes that will fund the project. The choice is between extremely high tolls or extreme congestion. The toll lanes only benefit the few that can afford it -- this is not equity.

COVID is a game changer:

Traffic was modeled pre-COVID-19. There's no certainty that office life will be the same post-COVID, no guarantee that pre-COVID traffic levels will return. A small percent reduction in traffic can result in acceptable congestion, and there'd be no need to build more lanes. 82% of Federal Executives Expect Telework to Continue Post Pandemic -- the overwhelming majority have reported they are more or just as productive since shifting to remote work and they expect remote work to continue into the future. Half the respondents expect to telework an average three days a week post-pandemic, while the other half expect to telework four or five days a week.

P3s can be risky ♦ witness the Purple Line:

P3s can be risky, expensive and opaque. Purple Line construction has been aborted mid-project. Let's fix our first disastrous P3 before signing up for a new one ♦ one that is 5X larger. MDOT should immediately stop everything they are doing on the 270/Beltway project and concentrate on the Purple Line. Maryland has a sterling reputation for sound fiscal management, with a AAA bond rating. But depending on how this Purple Line P3 is handled, it could financially wound us. Unfortunately, in the aftermath of P3 deals, the politicians who made them are long gone when the taxpayer bailouts come due. We will pay ♦ in tolls or in taxes, or in both.

Did we forget climate change?

Greenhouse gas emissions/GHG are increasing and warming the planet. Each year we see more drought, more forest fires, more flooding, and more hurricanes (to name them all, we've moved on to the Greek alphabet). We need solutions to reduce GHG ♦ expanding highway lanes flies in the face of this. If we add lanes, we add cars (induced demand) and we induce more sprawl ♦ people can live farther away and make longer commutes. This is a blind-to-climate-change approach. We are smarter than this.

We need to think about how we can get more people into fewer vehicles --- transit (buses and trains). We need to develop in Activity Centers where people can live, work, play, shop in close proximity to where walking, biking and transit can take them. We cannot keep building our life

around the automobile. Unfortunately, that is exactly what this 270/495 expansion project does.

Sincerely,

Tina Slater

 Mansfield Rd, Silver Spring, MD 20910-5515

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**For the 270/495 Managed Lanes project -- I support the no-build alternative**, as I do not support the slate of alternatives MDOT has provided.

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**P3s can be risky – witness the Purple Line**

P3s can be risky, expensive and opaque. Purple Line construction has been aborted mid-project. Let's fix our first disastrous P3 before signing up for a new one – one that is 5X larger. MDOT should immediately stop everything they are doing on the 270/Beltway project and concentrate on the Purple Line. Maryland has a sterling reputation for sound fiscal management, with a AAA bond rating. But depending on how this Purple Line P3 is handled, it could financially wound us. Unfortunately, in the aftermath of P3 deals, the politicians who made them are long gone when the taxpayer bailouts come due. We will pay – in tolls or in taxes, or in both.

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We need to think about how we can get more people into fewer vehicles --- transit (buses and trains). We need to develop in Activity Centers where people can live, work, play, shop in close proximity to where walking, biking and transit can take them. We cannot keep building our life around the automobile. Unfortunately, that is exactly what this 270/495 expansion project does.

Sincerely,



Tina Slater

[REDACTED] Mansfield Rd, Silver Spring, MD 20910-5515  
[REDACTED]  
[REDACTED]

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**From:** [REDACTED]  
**Sent:** Monday, November 9, 2020 11:52 PM  
**To:** MLS-NEPA-P3  
**Subject:** RE I495/I270 expansion

Dear Ms. Chopin,

My name is Iris Slattery. My husband & I have lived at [REDACTED] Dilston Road, Silver Spring, MD since 1986. I am writing regarding the I495-I270 expansion because we fear what the future holds. I do not have any advanced degree, but I have common sense and keen observation skills. Independent studies and my common sense confirm my belief that the current state of alternatives are too flawed to be considered, so I support the no-build alternative.

As is, the current proposed expansion would reek havoc on my household. I am often home as a person with health disabilities. The current studies show lines of “disturbance” that reach within feet of my home, but do not show any kind of relocation buy-out for our home – just for every other home on my block. This is obviously an error, and all data professionals know that 99% accuracy is 100% inaccuracy. If there is a small error on my one lot on the drawings, how many others exist besides those stated by the experts? If I do not formally state my opposition and the plans go forward as stated, the state will take over one of the two lots we own (the one that comprises the lion’s share of our land), with no relocation reimbursement to us. The lot the state will take has our garage on it, and is a wooded, peaceful lot that is home to many forms of birds and wildlife. I have debilitating chemical sensitivities, and don’t know where I will be able to go to escape air and noise pollution from trucks working right next to my home. We do not have the financial means to move, and my husband’s bad back prevents us from moving ourselves as we did in the past.

We also don’t want to have to move so a highway can be built that benefits nobody but an outside corporation. That is the truth of the matter. P3 is a partnership that historically seems to benefit the corporation and not the governments that use them. Expensive tolls are needed to pay for P3 expansions, and few but the wealthy are interested in paying them. Please believe those who reiterate that toll lanes are not a reasonable choice. Additionally I ask that you consider that taxpayers in Montgomery County Maryland should not (again) be asked to fund a highway that we are not allowed to use unless we pay to use it. This highway is really not for *our* benefit (like the ICC). The I495/I270 widening will really be for the benefit of those from far ends of the state who pass through our county on the way to other places in the state and beyond. Maybe toll booths BEFORE and AFTER I495 and Montgomery county highways would be a better way to collect money so upkeep and repairs can be done – and so widening of JUST the bottlenecks on I495, Rt. 650 and Rt. 29 can be made (and any similar ones). Those small changes alone would significantly help the flow of traffic without disrupting the flow and the lives of residents like the I495/I270 widening plan will. Construction alone causes tremendous traffic jams – as is happening right

**now on I495 outside my home. Also, please re-evaluate the ICC, how under-utilized it is, and consider making it a free road to remove some of the volume from I95 and I495 in MD.**

**Last, I don't believe the cost of moving CABLE was addressed in studies. I also didn't see where the move of a giant water main behind our back yard was addressed, either. Again, small mistakes make me question the validity of all of the studies' data.**

**Thank you for your consideration to these serious, possibly life-altering matters.**

**Sincerely,**

**Iris Slattery**

## Jason Sliwa

I am against the widening project. In light of the impacts of COVID-19 on commuting and working at office locations, plus emphasis on alternative forms of transportation from single occupant motor vehicles, the need for additional capacity on the roadway is not proven - far from it. It is also far from proven that widening The road actually materially improves overall commute times. The concept of induced demand further adds to evidence that this widening may in fact have an opposite effect to that intended. Given the financial cost, and the negative impact to environment and property owners, this project's negatives far, far outweigh even the most optimistic predictions about its positive impacts. From my optic it is entirely negative.

## Ann Sloane

I oppose the I-495 and I-270 project. I support the no-build option. I live close to 270. I oppose the project because, from where I stand, the negative impacts would far outweigh any potential benefit. Negative impacts, both during construction and after completion, include: increased noise and air pollution; increased congestion on local roads, increased cost to riders who use 495/270; and, perhaps most important, increased risk of motor vehicle collisions, injuries, and deaths due to the complexity of navigating the lane categories. I question whether the project would be effective in easing traffic congestion at all, or if it would simply enable more traffic to flow. It may be appropriate to rethink the strategy especially in light of the increased use of telework. Bottom line: the proposed 495 270 project would have a disproportionately negative impact on those of us living close to 270, with essentially no benefit.

## Caroline Smith DeWaal

Our family does NOT support widening the beltway. Please apply the funds to finishing the Purple line. You could also make MD 200 free. More public transportation options also could greatly relieve the Beltway traffic. Expanding the beltway will have adverse land use and air quality impacts. Please use smart development— and don't expand the beltway. We are concerned it will adversely effect our community and that roads around the Beltway like Georgia Ave and Connecticut Ave can't manage additional traffic. The Inter county Connector should be used to address Beltway congestion.

Hope H Smith

I oppose this project for numerous negative reasons and I support the NO-BUILD option.

**Name:** Kate Smith

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Live Testimony/Evening

**Transcription:**

Hi, my name is Kate Smith. Kate (K-A-T-E) Smith (S-M-I-T-H) . I live at [REDACTED] West Broad Street Falls Church, Virginia, 22046. I'd like to offer testimony on the 495 proposed expansion. I'm strongly opposed to this expansion. Two primary reasons I object to additional toll lanes being placed-those roads are for those people's livelihoods and to now place a levy on people's livelihoods. It's difficult. There are a lot of people who are living here now, including me. So I object to these tolls. I will also say that the panel might be aware the toll sometimes going from 495, 66 into D.C., for example, has been at 40 dollars, \$50 for one way, one commute. And so we... there's also been studies with this triple P3 partnerships that don't actually pan out in the end. So that's the first thing I'm opposed to the tolls because I think that we will now start to eliminate certain types of people using that road. If we've already looked at the 495 Express lane by the Australian company. Go from 395 up to Tyson. We've seen that that has not been used as heavily as projected even before COVID. Similarly with the interconnector above 270. The other reason logic to this is we need to reconsider the dynamics of driving, given that telework is now proven to be a viable option, especially here in the Beltway. We've already had mass assaults in the number of commuters and productivity that many of the businesses that serve the Beltway would still be coming. So I strongly, strongly object to the Beltway expansion, the toll on that road, and as a side note, to the environmental impact. Let me add that the 18,000 page document on this expansion is a disservice to people who actually need to really make an assessment of that. We can put together 20,000 pages and try to have that read this in three months. But I think that that's not reasonable. And one wonders if that is part and parcel of why it is nearly 20,000 pages. So we don't want anyone to pull the wool over our eyes here. I think the expansion is detrimental to the environment in that area. Oh, I got a tone here. So, again, just strongly objecting to the expansion for the tolling. I think that's a poor decision. I myself and many people refuse to live in areas where you're required to take the toll lanes, for example, in Herndon, Virginia. And I think the fact that, you know.

Ten seconds left, a final comment that I strongly opposed this tolling expansion. Thank you for listening.

Liz O'Keefe

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**From:** Mary Smith [REDACTED]  
**Sent:** Tuesday, August 18, 2020 10:54 AM  
**To:** MLS-NEPA-P3  
**Cc:** Mary Smith  
**Subject:** I-495 270 expansion

It is well studied and has been shown that increasing highway capacity actually brings more cars onto the highway. A much better solution would be to increase train and bus support between Frederick and Shady Grove, Bethesda, Rockville and DC. I live in Frederick and work in Rockville. I would really prefer not to drive there, but would prefer mass transit option that would allow me to do work during my commute and would allow me some more flexibility for arriving and departing work. There are very limited options now for bus and train from Frederick. Those options are great for the commuters that have a schedule that can fit those limited options. But the last thing I dream about is being able to drive on a wider road to work....I would really really appreciate more mass transit options: a nice bus, many more commuter trains....

I'd like to get out of the drive, frankly. There are too many cars going back and forth to Frederick already. Our roads up here ( as well as in Bethesda) are very congested and we need relief in the form of getting cars off the roads.

Please consider.

Mary e Smith

[REDACTED] Crickenberger Rd, New Market, MD 21774

## Michele Smith

I oppose the building of the private for-profit toll lanes on I-495 and I-270. I support the no-build option. I believe this will significantly worsen rush hour (and beyond) on I-270 and the construction will hamper all travel on these major highways for a very long time. It is going to impact many homes along these corridors, mine included. The road noise from I-270 in the morning and evenings is already annoying and pollutes our ability to enjoy a quiet morning or evening walk. Adding more lanes will further impinge on our right to quiet enjoyment of our homes. It will also increase air and water pollution and further contribute to global warming. This is a very destructive course for our beautiful county and I singularly protest and request that you cancel this planned destruction of land, precious resources and peaceful living.

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**From:** Walton Smith [REDACTED]  
**Sent:** Monday, November 9, 2020 6:44 PM  
**To:** MLS-NEPA-P3  
**Subject:** I support the no-build option.

Hello,

After diligent consideration, I Support the No-Build option.

The cost benefit ratio is not in the citizens favor.

The reason we are being bulldozed into having our lives turned upside down is that

Many "People" will make many \$s. Show me the money.

The state has demonstrated for us how well they manage/implement P3 projects with their Purple Line Failure.....all cost, no benefit.

I Support the No-Build option.

I appose all other options.

Sincerely,  
Walton Smith

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**From:** Sebastian Smoot [REDACTED]  
**Sent:** Wednesday, November 4, 2020 8:26 AM  
**To:** MLS-NEPA-P3  
**Subject:** support the No Build option

I urge MDOT to select the no-build option. Adding more capacity will not reduce congestion.

While I appreciate Governor Hogan's efforts to provide congestion relief to Montgomery County, all of the "build" alternatives will have long-lasting damaging impacts on communities along the Beltway and the taxpayers of Maryland.

Sebastian Smoot  
[REDACTED] Rainbow Dr, Silver Spring, MD 20905

### Growing East County

Celebrating and advocating for MoCo's fastest-growing region

[website](#) | [facebook](#) | [twitter](#): [REDACTED]

email: [REDACTED]

phone/text/WhatsApp: [REDACTED]

## Jeffrey Snyder

I favor the no build option and strongly oppose any beltway expansion between 270 and 95. I am concerned about the environmental impact to air quality for surrounding densely populated neighborhoods as well as the loss of treasured community resources, like the Ymca at colesville road.

## Debra Socha

I oppose this project and support the NO-BUILD option. NO LUXURY LANES ON I-270/I-495  
DON'T widen 270 and 495 Why are you using MY TAXPAYER DOLLARS for these private for-  
profit toll lanes? I oppose this huge boondoggle  
\$11 BILLION FOR THIS- are you SERIOUS— you think this is a good use of our hard earned tax  
dollars?

## Walter Sonneville

The expansion plan makes no sense unless you adopt the improbable hypothesis that life will return to pre-pandemic office/retail/professional work and the consequent driving volumes of 2019.

Is it reasonable to make such a highly dubious assumption and spend huge amounts on this speculative bet?

**Sarah Sorkin**

I oppose the 1-495 and 1-270 expansion plan. I support the no-build plan.

## William Spodak

I strongly oppose this project and support the NO-Build option. Like the Purple Line it will cost taxpayers more money and only encourages more car use instead of public transportation options. Its environmental impact and impact on adjacent communities is unacceptable. Please reject the project

## ABBE SPOKANE

My name is Abbe Spokane and my family and I live in the Indian Spring neighborhood of Silver Spring. Our house currently directly faces a strip of lovely wooded park land. On the other side of that park-owned land is the capital beltway, 495. If this project moves forward, all that park land will be consumed by construction and additional highway lanes. For years, my home would directly face a construction zone, likely active all night long, and then, when construction is over, it would face a sound barrier wall, highway noise, increased air pollution, and more.

I support the environmentally, financially, and logistically intelligent no-build option. Our family and neighborhood cannot sustain this project. My young children, and all the children of our neighborhood, would be impacted by additional air and noise pollution, disrupted sleep, and loss of park land. I have concerns that the health of our senior residents, including my two immediate neighbors, will not survive the project. My children play in the park land every day, a needed respite from the stressed of the pandemic. Our neighborhood would also lose the YMCA, a neighborhood resource that has been providing emergency child care, food distribution, and wellness programs for our community.

In recent months, we have seen that telecommuting can work for large portions of our workforce, drastically reducing the traffic load on our region's highways. This project would not effectively reduce traffic, even if it were to return to normal volume, it would just make driving expensive for those who can afford it, and more time consuming for those who can't.

With the failure of the DEIS to consider multi-modal transportation or adequately evaluate the impact on my family and neighborhoods like ours, I cannot accept the report as supporting anything other than the no-build option.

As someone who wants to leave my children a planet in better shape than I found it, I urge you to consider innovative options that do NOT include destroying park land or expanding highways.

Barbara Sprague

I OPPOSE this project and support the NO-BUILD option. I do not support the options you have presented.

My name is Jennifer Spreitzer. I live at [REDACTED] Tomlinson Avenue, Bethesda, Maryland, with my husband and 2 children. I am a board member of the Carderock Springs Citizens Association, which will be submitting written comments and providing additional testimony in these hearings. My colleagues will speak to the unique issues of Carderock Springs, a mid-century modern neighborhood listed on the National Register of Historic Places. Today I am speaking as a resident of Carderock Springs South, which lies directly south of the Beltway. First, let me say that since we do not know what future traffic patterns will be, we are strongly in favor of the "no build" option until the state has a much clearer idea of what the future will hold. At that time, we hope that expansion would require only one new lane in each direction, not the two called for in all of the present plans. Should the state vote to proceed with construction, the three issues of most concern to us in Carderock Springs South are the necessity of Noise Barriers and the mitigation of Traffic and Construction Impacts.

1. Noise Analysis and Barriers My house on Tomlinson Avenue is approximately 250 yards from the current Beltway in "Noise Sensitive Area 1-04", as described in the Noise Analysis Technical Report. Beltway noise now is loud enough that we rarely open our windows or socialize in our yard and expanding the number of lanes on the Beltway and increasing traffic will make it much louder. The DEIS Noise Analysis Technical Report confirms this, deeming it "reasonable and feasible" for noise barriers to be built both north and south of I-495 between Persimmon Tree and Seven Locks Road. I'm here today to ask the SHA to ensure that these noise barriers be constructed on both sides of the highway and at no cost to local residents. Construction of barriers in this location is a necessary mitigation for the adverse noise impacts that we would experience with I-495 expansion.

We believe that failure to provide noise barriers under the P3 project would violate SHA's noise policy, as indicated in the SHA Highway Noise Abatement Planning and Engineering Guidelines. The noise barrier design, which is not described in the DEIS, should be advanced in the final EIS. We need the EIS to provide information to our community about the location, height, grading, tree takings, and acoustical effectiveness of the noise barrier to be built. This information is necessary for our community to vote on prior to the P3 procurement process. Additionally, the noise study must also include "barrier optimization guidance" based on this advanced noise barrier design and input from the community to provide adequate information to the P3 contractor to design and build an acceptable noise barrier. In conjunction with an effective, "right-sized" barrier, as a neighborhood we would like to see

planning that maintains as many trees as possible since these play such an important role in the current character of the neighborhood along with mitigating noise and pollution.

2. My second area of concern today regards construction impacts for our neighborhood. The traffic analysis associated with construction and long-term impacts is inadequate and potential impacts are not addressed in the DEIS.

Regarding construction impacts, the Environmental Resource Mapping (Appendix D) appears to indicate that the existing Persimmon Tree lane bridge over I-495 will need to be replaced, as will the I-495 bridge over Seven Locks Road. The construction period information presented in the Draft EIS does not adequately describe the disruptions that residents will experience. The final EIS should provide more information regarding these construction-period roadway impacts. In light of the expected disruption, any impacts to these roadways should be mitigated through appropriate construction communication and coordination activities documented in a Construction Management Plan shared with impacted residents.

3. My final comment regards the longterm traffic impacts for our neighborhood. Regarding traffic impacts, the Traffic Analysis Technical Report (Appendix C) indicates that both River Road and the Clara Barton Parkway, the two major thoroughfares used by residents to access Washington, will both see a greater than 10% increase in delay due to the implementation of managed lanes on I-495. This increase in delay is a major adverse impact for residents of our neighborhood and adjoining communities. These impacts are not documented in the Draft EIS. The impacts to these local roads must be further discussed in the Final EIS and must be mitigated either through improvements to these roadways or policies to reduce their levels of traffic congestion.

In summary, the Final EIS needs to include:

- A demand for effective, appropriate noise barriers to be built at no cost to residents
- A description of construction impacts for our neighborhood and how these will be mitigated
- Further analysis of the traffic delays predicted for River Road and the Clara Barton Parkway, along with plan for mitigating these via improvements to the roads or policies to reduce congestion on them.

This concludes my comments. Thank you for your consideration.

# Kirsten Stade

I support the no-build option on the I-495 and I-270 proposed widening project.

The Draft EIS indicates that the project will result in barely reduced commuting times for commuters using the toll lanes, and that commuting times in the non-toll lanes will be increased or remain the same. A list of the concerns with the proposed project includes:

It fails to address the original "purpose and need" — to relieve traffic congestion

It doesn't deliver significant savings in reduced travel times — only a few minutes at most

Congestion will continue on the "free" lanes

Tolls to use the express lanes will be costly during peak rush hours

The viability of the project is questionable without public funding, which contradicts original assurances

It shifts financial risk from the private sector to the state, with taxpayer subsidies that could count against the state's debt limit

It would reduce the state's fiscal capacity for investment in rail transit and other multi-modal infrastructure

Future toll revenues are unknown

Construction costs are incomplete and likely to exceed estimates

Moving WSSC water and sewer infrastructure in the project's path would cost an additional \$1 billion to \$2 billion

There will be loss of protected parklands, and impact on 1,500 properties

"Limits of disturbance," the area to be disturbed by the construction, access to construction sites and storage of heavy equipment, will need to be expanded

There will be a significant increase in storm water runoff to rivers and streams

There is no standalone transit option; public transit alternatives were eliminated from consideration

Details of the "Capital Beltway Accord" between the governors of Maryland and Virginia are unknown; no written agreement has been made public

There is no provision for accommodating rail transportation on the new American Legion Bridge

Rush-hour traffic north on I-270 would be worse, not better; travel times to Frederick for all alternatives would be worse

Upper I-270 is included in Phase 1 of the 495-270 P3 project, but is excluded from this Draft Environmental Impact Statement

The toll lanes will impact local road networks, where there may be no excess capacity or potential for expansion, leaving fixes up to local governments

Increasing highway capacity on I-495, I-270, and connected arterial roads will increase long-term traffic demand

A state plan that maximizes driving and perpetuates automobile-dependence for the next half-century fails to respond to the climate change crisis

Most importantly, the upsurge in telecommuting during the Coronavirus crisis has resulted in significantly reduced traffic congestion on the Beltway and 270. The state should encourage employers to move to permanent telework schedules, rather than pursue a costly and environmentally damaging alternative that does not address the problem anyway.

# Kirsten Stade

There are so many reasons to abandon the I-270 lane expansion.

Just a few:

There is ample evidence that road widening does not alleviate congestion; instead it adds to it as more motorists come to the widened road.

In a time of pandemic, more people are telecommuting. We do not know when the pandemic will end or how many people will return to their workplaces when it does. Why expand the road when we don't even know if the capacity will be needed?

There are so many cost-effective ways to reduce traffic congestion: encouraging carpools and telecommuting and public transport; offering tax incentives to businesses that allow their employees staggered schedules.

This project has unacceptable impacts on open space and water issues

This project is already being projected to cost taxpayers, contrary to initial promises.

Please abandon this road widening. It benefits only the contractors and will be a burden to taxpayers and homeowners.

## Kathryn Stahl

Expanding the Beltway in Silver Spring will be detrimental to my community. Aside from the loss of homes, the project will significantly impact the YMCA, which provides services such as affordable summer camp and day care. The current plans will not reduce traffic or environmental impact; completing the Purple Line would have a greater effect. I oppose the addition of managed lanes to the Beltway.

## Barbara Stanard

Noise is currently bad. I have never had the noise topic addressed. What is the noise bill abatement for these alternatives?

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**From:** Julie Stanish [REDACTED]  
**Sent:** Tuesday, July 28, 2020 9:28 AM  
**To:** MLS-NEPA-P3  
**Subject:** Drop to Connecticut ave.

Please reconsider the plans to drop traffic onto Connecticut Avenue from the new toll lanes. I've had to commute from Virginia and the point where their toll lanes drop into the regular traffic is a crawling mess. Connecticut ave is already Busy enough. Please reconsider your plan.

Julie Stanish  
Chevy Chase

Sent from my iPhone

# Phillip Staub

I urge you to conduct further study, revise the DEIS and reconsider all options. As it stands the DEIS is inaccurate, incomplete and misleading.

The DEIS is incomplete because it fails to adequately weigh health and environmental impacts. It lacks specifics that are needed for meaningful public participation.

The DEIS is further incomplete because it fails to adequately incorporate the full costs of other needed infrastructure, such as water and sewage. The public cannot engage in cost-benefit analyses without a complete understanding of costs.

The DEIS is inaccurate since it is based on faulty premises; most significantly, it fails to account for the sea-change in travel patterns resulting from COVID. More data is required to accurately estimate what traffic will be like post COVID. Many businesses have discovered the benefits and ease of teleworking; this may be permanent or temporary. In absence of sufficient data to model this new normal the DEIS does not help estimate the need for, economics of, or ultimate usage of the proposed project. In fact, new data is needed to reconsider all options, their economic feasibility, and their environmental and health impacts.

A complete and accurate DEIS is necessary for meaningful public participation and sound decision making. I believe a DEIS based on new data, analysis, and projections will not support expanding highways.

## Pam Steele

I oppose the widening of I-495 and I-270 and strongly urge the Maryland Department of Transportation to cancel the project.

Widening those highways will destroy hundreds of acres of parkland around Sligo and Rock Creeks and will ultimately result in more carbon emissions, all during a climate emergency, which is the single greatest public health problem we have ever faced.

It is ironic that MDOT is considering adding commuter highway capacity at this time, when we're facing the coronavirus epidemic, which may permanently reduce the volume of commuters.

Maryland has been down this road before, when the state built the chronically underused Intercounty Connector. Why would MDOT want to repeat that failure?

# Mitchell Stengel

I oppose the I-495 and I-270 project.

I support the no-build option.

Environmental: Increased air and water pollution; global climate change; localized impacts for noise, air and water quality; impacts on parks; reductions of forest canopy; controlling dust and dangerous particles during construction; impacts on schools near the highways ♦ especially outdoor activities ♦ need for more sophisticated air conditioning; more pavement is always bad.

Process: The pre-ordained conclusions; the rush; the lack of transparency especially for underlying data and how traffic modelling is done; surprises keep coming for example about taxpayer subsidy and WSSC subsidy for replaced infrastructure; emphasis on providing for more cars ♦ but not enough on other solutions such as better transit and tele-commuting, Rockville the most impacted municipality was blind-sided by the state on this; the possibility that the state may seek environmental waivers (e.g., waivers on Storm Water Management facilities); how does this all get negotiated out and how are the contracts formed? ; what are the taxpayer and residential protections?; ♦

Futility of Ever-Wider Highways: Induced demand is a well-known effect of widening highways ♦ generate even more cars; these highways have been widened before ♦ improvements were short lived; how are 12 existing lanes on I-270 / I-495 not enough? ; we live, work, and play next to these highways and it's bad enough now and you want to bloat out? ; our homes and neighborhoods are right up against these highways now ♦ there is no place to expand these roads; the streets in DC have no more capacity to accept the added traffic caused by all this.

Finance: The enormous costs will require enormous tolls; the private companies make the profit ♦ the taxpayer bears (at least some of) the risk; the Purple Line P3 is in big trouble; the 50-year time frame for the P3 tolls far exceeds any conceivable period of reduced congestion (of at most 7 to 10 years); financial, cultural, population projections going out 50 years are impossible to make; pro-forma estimates going out 50 years are impossible to believe.

Disruption: At any one location, construction will take 4 ♦ 5 years; in and near Rockville all bridges over I-270 have to come down and be rebuilt (Shady Grove, Gude Drive, West Montgomery, Wootton Parkway, Montrose Road, plus the bike bridge at West Montgomery); sound walls have to come down and be rebuilt; some property will be taken or otherwise impacted; WSSC and City of Rockville water or sewer pipes that go over or under or near I-270 have to be reconstructed; any utility over, under, or near I-270 may be impacted; impacts on existing stormwater management facilities is unknown and which will have to be added.

Pandemic: The pandemic will permanently change work, commuting, and development patterns; the pandemic's long-term effects are unknown; office and retail will almost certainly stay online to a considerable extent; pause the P3 until the long-term impacts can be judged; projections based on pre-Covid traffic counts and modelling are no longer valid (if they ever were).

Disparate impacts: High variable rate tolls work only by keeping 80 or 90% of us congested; commuters from far away benefit (if they can afford it) while we bear the disruption and environmental costs; there will be impacts on Rockville and neighborhoods near these highways including more local traffic and altered traffic patterns due to new access points to the highways; poorer communities always seem to come out worse in these things.

Sprawl not: It is impossible to keep sprawling, our society needs to rethink how we organize ourselves; we need to put new residential near transit centers ♦ not in pasture or the wild; let's use the information highway (a. k. a. the Internet) more and the physical highway less for work; there is plenty of infill space that can be made environmentally better than they are today.

The Hype: The claims made for the P3 seem unbelievable ♦ cost free, really? ; the condescension from some political leaders means they are trying to bluster this through; let's see the data and the modelling methodology ♦ sorry I will not take your word for these projections.

Alternatives: I support reversible lanes on I-270; I support more telecommuting ♦ if everyone could telecommute 1 or 2 days a week there would be no problem; I support transit; I support commuter bus lanes; I support a dedicated funding source for highway and transit that does not depend on pie in the sky.

Worsen rush hour on I-270 north.

Impact 1,500 homes and destroy 34.

Increase air and water pollution, global warming gasses.

Cause 5 years of construction misery.

Invade dozens of parks.

Destroy 1,500 acres of forest canopy.

Put taxpayers and WSSC customers at risk for 50 years.

# Holly Stephens

I oppose widening and support the no-build option. I don't support the alternatives that would add lanes to both highways.

P3 tollways will likely increase, not decrease, traffic congestion on the Beltway, I-270 and surrounding roads. (Toll lanes aren't profitable without traffic jams in the "free" lanes.)

I oppose expanding I-495 into Rock Creek, Sligo Creek, and Greenbelt parks, and other environmental resources, further stressing our parks and stormwater runoff management.

These losses are not "mitigated" for me, a MoCo resident, by the state's buying up streams in far-away parts of Maryland.

My husband and presumably many others have asthma, which will be worsened by the construction and added traffic.

The project will negatively impact our property, as we live just 4 houses away from the Beltway. We would certainly have to move if construction began on the section near our house.

Despite Governor Hogan's promise taxpayers won't pay a dime, the current plan already involves a billion in state money and will likely boost water/sewer fees by as much as \$2 billion to move pipes out of the way. (P3 toll lanes have a long track record of overestimating profits and needing taxpayer bailouts -- think Purple Line).

Please STOP THIS PROJECT from going forward

Thank you,  
Holly Stephens

## Olen Stephens

I oppose the beltway expansion plans. I support the NO BUILD option.

With COVID-19, I think we will see a trend of more remote working situation that will reduce traffic and the need for more individual travel lanes. This is not the time to address traffic and money would be better spent to support work at home infrastructure.

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**From:** Eric Sterling [REDACTED]  
**Sent:** Monday, November 9, 2020 4:39 PM  
**To:** MLS-NEPA-P3  
**Subject:** Opposed to widening I-270 & I-495

Friends:

In 2020, we should no longer be expanding the automobile infrastructure. Our population is going to continue to grow. If we continue to encourage automobiles, we favor those who can afford them, and disfavor those who cannot afford them. Cars should no longer be the preferred method for moving our populations to work, to school, to shop, and for entertainment. We need to encourage bicycles and pedestrians, buses, trains, etc. Sinking a fortune into new highways takes away from that.

Eric E. Sterling  
[REDACTED] Blaine Drive  
Chevy Chase, MD 20815  
(he/him/his)

[REDACTED]  
[REDACTED]

Zachary Stern

I oppose the I-495 and I-270 project. I support the no-build option.

# Ansalan Stewart

To whom it may concern:

The COVID-19 pandemic has completely shifted the way people work and the potential funds MD government and residents will have. Therefore, the only reasonable option at this time is the no-build Alternative 1.

There are three main reasons the pandemic requires Alternative 1 to be selected. One, there has been a shift to remote work that many companies and agencies intend to maintain in some form even after the pandemic; thus, a new needs assessment to inform decisions should be performed after the pandemic when the new normal can be determined and assessed. Two, there is a major shortfall in state money predicted such that the governor and general assembly should reprioritize spending. Three, many residents are facing economic hardship so adding tolls would place an unnecessary burden on residents, particularly those who have taken jobs to deliver groceries and food.

The no-build option (Alternative 1) also is best for rockville residents in order to avoid negative environmental impacts that mostly hurt those of us who live along 270. Widening the road will destroy trees that serve as natural noise barriers and combat carbon pollution. There also will be more polluting run off. Adding any tolls or entry points on exits leading into Rockville would cause unnecessary and problematic back ups into the city streets and neighborhoods adding noise and air pollution along with traffic.

Most importantly, adding more lanes only fix the symptoms of the problem, when the source is overdevelopment along 270.

If following the pandemic a new needs assessment determines that traffic alleviation is still needed, a targeted use of funds to complete the Purple line and add a monorail along 270 would best reduce traffic. This is particularly useful given much back up along 270 and 495 is due to frequent car accidents that will not be addressed by widening lanes. Adding these light rails also will not unfairly financially burden those with jobs that require frequent travel along 270 and 495 during the day. Commuters can use the Purple line and monorail to get to and from work affordable, as compared to tolls and gas. Further, the environmental impact would be less than adding more lanes.

Thank you for your consideration

Sincerely,  
Ansalan Stewart  
(Rockville resident)

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**From:** Laura Stewart [REDACTED]  
**Sent:** Monday, November 9, 2020 8:37 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Comment on 495 and I-270 Expansion Draft Environmental Impact Statement (DEIS)

My name is Laura Stewart and I oppose this project and support the NO- BUILD option.

I live in Silver Spring and live across the street from the beltway near Georgia Avenue. Expanding the beltway will affect my community in many adverse ways. My neighbors will lose their homes, flooding issues will worsen, the increased pollution will affect air quality, and most of this middle class part of the neighborhood who lives adjacent to the beltway would not be able to afford the tolls.

Please increase transit options instead of beltway widening.

Thank you,  
Laura Stewart  
Education Advocate

Sean Stewart

I strongly oppose this project and support the NO-BUILD option.

Thank you for your time and consideration of feedback.

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**From:** Mary Stickles [REDACTED]  
**Sent:** Sunday, November 8, 2020 4:40 PM  
**To:** MLS-NEPA-P3  
**Cc:** treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov  
**Subject:** Comments on the I-495 and I-270 Expansion Draft Environmental Impact Statement (DEIS)

I am a resident of Wheaton, MD and a retired federal government employee. I have lived within two miles of 495 for more than 50 years. I support the no-build option of Governor Hogan's managed lanes proposal to widen 495 and 270.

To meet Maryland's commitments to reduce greenhouse gas emissions, we need to phase out the use of motor vehicles. Studies have repeatedly shown that expanding highways results in induced demand (See Melo PC, Graham DJ, Canavan S., Effects of Road Investments on Economic Output and Induced Travel Demand: Evidence for Urbanized Areas in the United States, Transportation Research Record, 2297(1), 163 (2012)). I have seen this for myself with the express lanes on 495 in Virginia. Signage is more confusing, but traffic density remains the same. Widening 495 and 270 would encourage more traffic, not less, and ultimately lead to increased pollution and global warming.

I am also opposed to the costs of the proposed project that would likely be passed on to residents. The Draft Environmental Impact Study highlights the need to move water and sewer pipes to make way for the project, which Washington Suburban Sanitary Commission (WSSC) estimates would cost \$2 billion. Recent experience with other large infrastructure projects, such as the Purple Line, has demonstrated the risk that the taxpayers would need to fund expensive cost overruns.

I also question the arguments for the project. The goal appears to be to move more motor vehicles. I propose a better goal would be to move more people, which could be done more cost effectively via mass transit on existing rights of way, leaving the highways for people and goods moving through our area.

Mary P. Stickles  
[REDACTED] Arvin St.  
Wheaton, MD 20902

# David Stinchcomb

This gigantic plan for luxury transportation for the wealthy at the expense of the public needs to stop. Now.

There is clearly no need or justification to impact our neighborhoods and our environment to make it easier for rich folks to commute. The pandemic has shown companies that they do not need to maintain centralized office space for their workforce. The wildfires in California have shown that we cannot continue to subsidize the fossil fuel industry while it pumps poisons into our air.

Stop this bad idea now

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**From:** 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Sent:** Monday, September 28, 2020 11:15 AM  
**To:**  
**Subject:** FW: 495/270

**From:** [REDACTED]  
**Sent:** Thursday, September 24, 2020 1:43 PM  
**To:** 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Subject:** 495/270

Dear MDOT,

I strongly oppose the plan to widen 495 and 270. This would destroy our neighborhoods, our parks, our environment. We are all noticing a big decrease in traffic since covid, and people are learning they can work from home. In fact, many social meetings (book clubs, garden clubs etc) and doctors appointments are now meeting by zoom.

I strongly oppose this plan.....and strongly support the "NO BUILD" option.

Thank you,  
Joyce L Stocker  
Silver Spring, 20901

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**From:** [REDACTED]  
**Sent:** Monday, November 9, 2020 7:02 PM  
**To:** MLS-NEPA-P3  
**Cc:** [REDACTED]  
**Subject:** Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

My family and I are strongly opposed to widening of 495/270. The damage to our environment would be enormous and irreversible. Traffic is down due to more people working from home. Many have realized that zoom provides a great alternative to getting together in person. Please don't approve this boondoggle.

Joyce Stocker and Family  
Silver Spring

**Name:** Richard Stolz

**Joint Public Hearing Date:** 8/18/2020

**Type/Session:** Live/Afternoon

**Transcription:**

Good afternoon, my name is Richard Stolz, it's common spelling of Richard and Stolz is S-T-O-L-Z. I live at ■ Lochness Court in Rockville, 20850 and I think there's a problem with your system because this is the third time I've dialed in and told I was one on the waiting queue. In any case, I'm speaking for myself as a long-term resident of Rockville Montgomery County. I oppose this project and urge you to pursue the No Build option. Fundamentally, I believe that the reported benefits and the various build alternatives will not be achieved in the promotion of the project, as described by the impact statement, has been based on misleading statements and a lack of transparency concerning the data that is used to support the asserted benefits. I also believe that while traffic congestion needs to be addressed, the overall strategy lacks creativity and vision and is fiscally irresponsible.

I will offer only three of my many specific concerns. First, the cost estimates appear to be highly unrealistic, manipulated in a manner to keep the total cost estimate within the nine billion dollar original figure given by Governor Hogan. Second, as the DEIS concedes, consumers returning home driving north on 270 in the evening will face greater commuter times, not less, due to the reduction of the total lanes if it's 8 down to 2. Third, it is not clear at all that the, what the tolls amounts will be during the peak time because the FHA has used misleading average total estimates which, don't you know, take into account or do take into account the fact that the tolls would be minimal during the off-peak times. So there is no clear indication of what the actual tolls would be, which we assume will be extremely high, and it's disappointing that the statement only provides an average figure, which is useless. Thank you for taking my views into consideration. That's all I have to say.

## Robert Stolz

The study itself acknowledges that the traffic northbound on 270 will get worse, but why was that important point buried in the appendix C page 123?

Also, it is obvious that the financial burden is being underestimated and that ultimately this will cost Maryland taxpayers like myself millions.

I strongly oppose widening 270 and I strongly oppose this reckless P3 partnership which will only make the traffic worse and force commuters to pay exorbitant tolls to some 3rd party who is just trying to make a profit off of a service that should be provided by the State of Maryland. If this is such a good opportunity for TransUrban why doesn't MD just build it? It makes no sense.

1 That concludes our prepared statements. We are going to  
2 go and take our public testimony at this time. Our first  
3 speaker will be Sally Stolls. Sally, you can come up to the  
4 microphone. It has been cleaned, and you will have three  
5 minutes. If you could just state your name, spell your name and  
6 provide your address.

7 MS. STOLLS: Thank you Mr. Bing and thank you all of you  
8 for listening to me and I would like to just ask that you not  
9 interrupt me until my time is truly gone because I've heard  
10 other people be interrupted. I appreciate that. I timed it and  
11 it is just three minutes exactly.

12 MR. BING: No problem.

13 MS. STOLLS: I will use the full three minutes.

14 MR. BING: Can you pull the microphone down a little bit.

15 MS. STOLLS: Thank you. I'm Sally Stoltz. That is  
16 spelled S-A-L-L-Y S-T-O-L-Z. My address is and has been for 32  
17 years ■ Lochness Court, Rockville, Maryland. I am a  
18 co-coordinator of dontwiden270.org and I do oppose this project  
19 and support the no-build.

20 I am a former CPA and Montgomery County Public Schools  
21 math teacher. I began researching this P3 project over two years

1 ago. I strongly oppose the project. I support the No-Build  
2 Alternative. This project has many fatal flaws. In my three  
3 minutes, I will list three. The written copy I am submitting  
4 details the sources of all my facts and quotes.

5 First, the whole DEIS should be redone to study  
6 alternative congestion relief measures. At this point,  
7 embarking on this project would be creating congestion where  
8 none exists. The pandemic has forced workers and employers to  
9 make teleworking work. Currently, traffic is only 85% of its  
10 pre-pandemic level and traffic congestion is essentially gone  
11 except for the northbound I-270 bottleneck north of I-370 which  
12 would become worse if the toll road were built. We have  
13 conquered congestion through telework and there is no going  
14 back. Teleworking works, is popular, saves workers thousands of  
15 dollars annually and can improve their quality of life and  
16 health. The DEIS never studied viable congestion relief  
17 alternatives such as teleworking or expanding transit. It began  
18 only with one goal in mind - adding a toll road. Since we know  
19 teleworking will stop congestion, the whole DEIS should be  
20 redone to study alternative congestion relief measures.

21 Second, the toll road is inequitable. The DEIS shows the

1 only reliable benefit of the toll road would be for toll road  
2 users; the wealthy people who could afford the very high tolls.  
3 Eighty-five percent to ninety percent of commuters on 270 will  
4 be in the regular lanes. The DEIS numbers show their commute  
5 will be unpredictable, unreliable, and slower than it is now.  
6 MDOT has been misleading the public. The DEIS shows  
7 insignificant and unreliable traffic reduction in the general  
8 lanes.

9 Third, most taxpayers will see no benefit from this  
10 project but bear huge costs and risks. Chapter 2 states it would  
11 cost from \$482 million to \$1 billion in taxpayer subsidies, and  
12 the DEIS doesn't even consider the \$1 to \$2 billion for  
13 relocating WSSE pipes or the huge secondary expenses for  
14 Rockville and other communities. And, what if there are  
15 problems such as the Purple Line is experiencing? Risky  
16 business. The collapse of the Purple Line has demonstrated how  
17 risky P3s are. The pandemic has drastically altered Maryland's  
18 finances. The state is already facing \$3 billion in possible  
19 transportation cuts over the next six years, MTS Administrator  
20 Kevin Quinn reported, and financing the remaining Purple Line  
21 construction would require the state to divert money from other

1 transit systems. MDOT is desperate for budget cuts. Cut here.  
2 It would be a dereliction of duty to put Maryland taxpayers at  
3 such dire financial risk for a project which is so inequitable  
4 and will do immeasurably more harm than good.

5 Thank you very much for listening.

6 MR. BING: Thank you very much. That is the only person  
7 who has signed up to provide public testimony for this 1:30 to  
8 3:00 session, or at least the only person who has actually come  
9 to provide the testimony. So, we will go into recess. We will  
10 come back from recess as soon as someone comes into the hearing  
11 room to provide testimony.

12 I will come back with an update in about thirty minutes.  
13 Maybe at about 2:20 I will come back with an update, but at this  
14 point, we will remain in recess and thank you.

15 (In Recess)

16 MR. BING: We're going to come back from recess right now.  
17 It's actually 2:00 on the button. We do have someone who has  
18 signed up to provide public testimony. We are going to take  
19 that testimony right now.

20 Gary Hodge, if you could come up to the microphone. We  
21 have cleaned that. Please state your name, spell your name and

## Andrew Stoner

In working for Montgomery County MD, over the last 20 plus years and having served in the US Navy @Bethesda Hospital, I have been traveling mostly 270 but some 495, I can not believe the amount of traffic that is seen on a reg basis on both of these hwys. What I am more amazed with is the number of accidents, that continue to slow traffic or stop it altogether which puts more traffic on other local roads. I believe having 4 lanes on each side would be a start, and perhaps consider a 2 lane HOV that can be used both North and South as needed. When you drive into upper VA you see the benefit of the dedicated HOV. This would allow potentially more movement of traffic. Better enforcement, I drive 75mph on reg basis and I am passed by a larger majority of vehicles. I know my speed is above, but if they are flying by me, what does that say. 495 has been nothing but a mess. Tractor Trailer accidents on 495 are way up since Covid, perhaps straightening out 495 and more enforcement would be a start as well. Just glad I only have another 5-8 yrs before I don't need to drive into this anymore.

# Richard Stumpf

Overestimates of traffic volumes have led to bankruptcies in numerous Public Private Partnership (PPP) Toll Roads (Indiana Toll Road, Pocahontas Bridge, Texas SH130, as examples). A recent study (Adarkwa et al. 2017) showed that bankruptcies result because actual traffic fell well short of the estimates that all had an "optimistic bias".

The Draft EIS assumes that all current and new employment over the next 25 years will have the same commuting pattern as we have seen through last year, drivers commuting every day. COVID-19 has shown many employers and workers that telework is a viable alternative to sitting in traffic. The changing role of telework, or telecommuting, is not considered in the summary or models used in the DEIS. This glaring omission completely undermines the core assumptions of the traffic model, which will overestimate traffic volumes all the way to 2045.

To go forward with this project means that MDOT will assume that nothing has changed, and that people will happily sit in traffic or pay tolls rather than telework. One day a week of telework will produce a 20% reduction in peak volume traffic, which effectively eliminates the anticipated increase in traffic volume through 2045.

The I270/I495 toll widening is far more expensive than any of the other projects that have gone into bankruptcy, which means there is a high probability that it will not be finished when the finances fail, and we taxpayers will have to bailout the project, just like we will have to on the Purple Line. This will in turn impact legitimate road projects all over the state.

Adarkwa O, Smadi O, Alhasan A. Lessons to be learned from bankruptcy filings in public-private partnership (PPP) projects in the United States. MOJ Civil Eng. 2017;2(2):66-70. DOI: 10.15406/mojce.2017.02.0003

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**From:** Anne T Sturm [REDACTED]  
**Sent:** Wednesday, October 14, 2020 2:13 PM  
**To:** MLS-NEPA-P3  
**Subject:** Oppose any widening of American Legion Bridge, 495 and 270 Build a Monorail from Shady Grove to Frederick

I am writing to oppose any more funds going to widen any of our main connecting beltways and freeways, particularly 495 and 270 to Frederick. It is long overdue for the Washington Metro Region and the State of MD to go to public Transportation all around the beltway starting with the 270 Corridor. There are many options for extending metro and bus designated lane BUT the fastest and least expensive in the long run would be a monorail from Shady Grove metro to Frederick with stops in appropriate places. The monorail is proven to be the most environmentally sound, least expensive to maintain system we could choose. And, there would be no need to buy any more land or interfere with any right of way issues.

Monorail is the way to go as proven by Japan, China and Seattle and Disney.

Thank you for your time and consideration.

Anne Sturm  
[REDACTED] Peach Tree Road  
Dickerson, MD. 20842

PO Box [REDACTED]  
Barnesville, MD 20838

## Sam Su

I oppose toll lanes on I-270. This will not help us and will only make traffic worse. We need extended rail lines all the way to Frederick, whether it is maglev, monorail, or Japanese style shinkansen, we need something that will carry more than one person per vehicle. We cannot proceed with more highways.

## Renee Sugasawara

I oppose this project and support the NO-BUILD option.

We should be widening I15 through Frederick MD instead.

## James Suh

Please do not widen I-495 and I-270. Know the concept of 'induced demand', i.e. "if you build it, [motorists] will come". Examples include the Katy Freeway widening between Houston and Katy, TX and the I-405 widening in Los Angeles, both of which worsened traffic congestion rather than alleviate it.

Plus, if the Purple Line debacle is any indication, Maryland lacks the expertise to make a Public-Private Partnership (P3) work

## Verna Suit

I support the no-build option. Do not widen I-495 or I-270. A better way to relieve traffic would be to extend the ICC to make a northern beltway.

Finish the Purple Line before even considering another hugely expensive project. The Purple Line also taught us the risks of a public-private endeavor.

## Benjamin Sullivan

I am very much in favor of options 14A and 14B. As a resident who commutes daily from 20833 to Arlington, VA there are no competitive options for driving vs light/heavy rail transit. Having more light rail options and increased/better access to heavy rail would be preferable by me.

## Eva K Sullivan

For the record, I am against expanding the lanes of I-270 and I-495. Not only is it the wrong direction for the future of our counties, it is an environmental disaster waiting to happen. I am a homeowner in a neighborhood that would be dramatically impacted by this horror. We need to spend money on public transportation instead of construction that adds more cars to the road.

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**From:** Carolyn Summerville [REDACTED]  
**Sent:** Monday, November 9, 2020 11:28 PM  
**To:** MLS-NEPA-P3; aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Cc:** [REDACTED]  
**Subject:** I oppose this project and support the NO-BUILD option

Dear Ms Choplin, Comptroller Franchot and Treasurer Kopp,

I am writing to comment on the I-495 and I-270 Expansion Draft Environmental Impact Statement (DEIS). My name is Carolyn Potter Summerville. I live at [REDACTED] MacArthur Blvd., Bethesda, MD 20817. I support the NO-BUILD option for many reasons.

Allow me to first give you some history on my ancestors and our connection to this property. My paternal grandparents bought a 35 acre farm in 1919 and started a dairy farm when MacArthur Blvd. was still named Conduit Road. They raised my father, Lloyd Potter, and his brother, past Montgomery County Executive, Neal Potter, here. During WWII my father began planting sweet corn, and sold it from farm stands and The Bethesda Farm Women's Market. My grandmother was one of the founders of the Farm Women's Market, and sold flowers from the farm and baked goods. They continued to live here on the farm until their old age. In 1961, a young bureaucrat came to the door and informed my grandparents that they needed to get out of the way, because the beltway was coming through. They were given 90 days to move. My father, heroically hired a house mover to move the 1870 farmhouse out of the way of the beltway onto the five and a half acres that would remain after the government seized the property through Eminent Domain. The disruption to my grandparents lives led to their early demise; they were both dead in under a year. This is a tragedy for our family that has never fully healed. We are still affected by the road noise and air pollution from automobile exhaust.

Now, Governor Hogan wants to widen the beltway. This will further impact our lives in a negative way. We'll have to endure years of construction noise and fumes. When it is finished, the fumes and noise from the beltway will be a lot closer to our house. It will take more of our land and destroy several farm buildings. Three members of my family have asthma, which will be made worse by the increase in air pollution. The noise will be intolerable. My grandparents and parent's remains are buried in a family cemetery on the property. What a travesty to put us through this nightmare again.

My husband works in Virginia, so he has to travel the beltway twice a day. The commute has gotten much easier since Maryland's stay-at-home order began in mid-March. The traffic may never return to the volume that it was before Covid-19, so relieving traffic congestion is currently not an issue. Because the volume of traffic has decreased so markedly, this DEIS is dead on arrival. New studies must be undertaken to produce current data on traffic levels. Widening the beltway may be an \$11 billion albatross to hang from taxpayers and commuters necks alike. If traffic levels remain this low, no one will be using the toll lanes, and the project will collapse. I can easily see the private partner in this deal abandoning it midway through construction as they realize that there will be no profit from the toll lanes. Or perhaps they will finish construction before they abandon the brand new shiny toll lanes that are bringing in insufficient revenue to operate.

This project will also tear up wetlands on our property, important habitat for many different species of wildlife. All of this destruction for nothing. Our quality of life will be at stake as we try to live with a widened beltway that will make our asthma worse and create incessant noise in our ears at all hours of the day and night. We will have no peace.

I oppose this project and support the NO-BUILD option.

Sincerely,  
Carolyn Potter Summerville

## Louise Sumner

I feel strongly that the project should not go proceed until the long-term effects of the COVID-19 pandemic on traffic patterns has been assessed and taken into consideration. It is likely that for many people remote work will be continuing for at least another six months to a year, and even after that traffic may not be the same as pre-COVID levels as remote work becomes more accepted. Moving forward with a project that will likely take away homes and/or property seems unnecessary until the long-term impacts of the pandemic are clear.

## Marian Swain

I OPPOSE the I270/I495 expansion. Here are my concerns:

- P3 partnerships are neither reliable nor in the best interests of Maryland's citizens - example - the Purple Line debacle
- Traffic volumes and congestion have declined significantly since Covid-19. Many workers may continue to work from home full or part-time. The true volume of traffic on affected roadways and reasonable options should be re-assessed in 2022, after the pandemic has passed.
- Funding should be invested in mass-transit options to lessen the need to drive. This is the best option if the state has any interest in curbing pollution, improving the livability of its communities, and maintaining control of transportation budgets - both revenues and expenses.

# Christine Swain Parsons

To Whom It Concerns,

I'm tired of being stuck in traffic, making my car emissions create more pollution, and unhappy that opposition to decent projects ends up costing me a fortune due to delayed projects.

I fully support moving ahead with Alternative 9 as soon as possible.

Build the road improvements so we can all get moving again.

Sincerely,  
Christine

## Lauren Swan

I oppose the I-495 and I-270 project. I support the no-build option. And I Certainly do not support toll lanes, mostly for socio-economic reasons. It isn't the au pair or electrician who works 12 hours a day and makes \$30,000 per year who will be able to afford toll lanes, it's the people who, honestly, don't need toll lanes because they can afford to live close to where they work. Adding toll lane specifically and exclusively benefits the upper class, and we need less of that in the world, not more. It would not have a significant impact on traffic.

I do not support this project in general, and while I know some neighbor are upset about the noise factor, for me, it is the damage to the environment. We will see increased water and air pollution, both of which have many long term negative health effects, more woodland destruction, and I imagine this will have a strong impact on schools, since the pandemic will likely be over before this project.

I love Rockville and part of what makes it so beautiful is the nature and serenity it has to offer. I absolutely support finding ways to lessen traffic particularly for those not making 6 figure salaries, however I do not believe this is the way, and I whole heartedly oppose it.

Thank you,  
Lauren Swan

Tim Swartzendruber

I strongly favor the no-build option.

## Renee Swift

While the traffic in Maryland on 495 and 270 is notoriously awful, the addition of toll lanes would take away from the unique characteristics and allure of the state. Taxes are higher in Maryland, however, part of the draw is the lack of toll roads (unlike relatively cheaper neighbor Virginia) and the ease of transportation. Toll roads divert traffic onto surface streets causing more traffic, noise and air pollution within the city limits lowering property values. I have all of my navigation aids set to avoid tolls and will drive out of my way to avoid them, despite the added inconvenience and time added to my trip; I am not alone in this. I am morally opposed to tolls as I believe tolls to be a lazy way out of proper transportation planning.

Renee J. Swift, EdD, MPA

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**From:** Holly Syrrakos [REDACTED]  
**Sent:** Sunday, November 8, 2020 9:20 AM  
**To:** MLS-NEPA-P3  
**Subject:** I oppose the expansion of 495/270

I am a longtime resident of Montgomery County and Takoma Park.

I oppose the 495/270 expansion. I support the no-build option for several reasons. Here are two:

COVID has proved the DEIS irrelevant to current conditions, but the DEIS is being pushed ahead right now, in a time of unprecedented uncertainty. What, after all, is the point of a study based on traffic models that no longer apply?

People have businesses and live near the Purple Line construction are suffering, and the 495/270 project dwarfs that one. We should be very suspicious of any P3 partnerships at this point. Have we learned nothing from the Purple Line fiasco?

I support the no build option, and ask that you re-think our transportation needs. Don't continue on this path. The environment matters. Our economy matters. Finish the Purple Line and stop the highway expansions.

Again, I oppose the 495/270 expansion and support the no-build option.

Sincerely,  
Holly Syrrakos  
[REDACTED] Trescott Ave., TP 20912

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Holly Syrrakos  
[REDACTED]  
[REDACTED]

## David Tablada

The plan does not address the issues as to why I-495/I-270 are congested. Maryland 200 was supposed to help reduce traffic on the interstates, but little impact has been felt on either interstate. The solution should include better public transportation and better incentives not to drive on either interstate.

# Brenda Tabor

I think that widening I270 and parts of the Beltway would negatively impact local communities. It would wipe out a section of townhouses in my area which abut I270 and a shopping area in Woolley Gardens which is a neighborhood Gathering placing. I therefore strongly object to the widening of I270.

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**From:** Brenda Tabor [REDACTED]  
**Sent:** Tuesday, October 6, 2020 12:40 PM  
**To:** 495-270-P3  
**Subject:** Managed lane studies

Dear Sir or Madam:

I object to the widening of I270 as it would eliminate many town houses, including in Rockshire where I live, and in Woodley Gardens. That would result in the elimination of a small local shopping center in Woodley Gardens that is a center for local gatherings.

Sincerely,

Brenda Kean Tabor

# Camille Taft

We OPPOSE widening and support the NO BUILD option

What are the assurances that the \$11 billion Beltway P3 proposal won't collapse like the Purple Line and won't cost taxpayers billions of un-budgeted dollars, plus won't force commuters to choose between bad-as-ever traffic and unaffordable \$50 tolls.

In all likelihood, the P3 tollways will likely increase, not decrease, traffic congestion on the Beltway, I-270 and surrounding roads. Toll lanes are only profitable with traffic jams in the non-toll lanes. HOV lanes were created to save the environment to encourage carpooling, not to line the pockets of opportunists

We oppose expanding I-495 into Rock Creek, Sligo Creek, and Greenbelt parks, and other environmental resources, further stressing our parks and stormwater runoff management. How does MD plan to mitigate these losses? Rock Creek park is in my backyard and while it is below the very LOUD beltway (sans a noise barrier), it is a source of a huge commuter trail utilized by either bikers or walkers. We CANNOT lose this precious piece of MD

I'm extremely concerned not only with my own personal health but also for the community's health concerns. The future effects of COVID 19, haven't even begun to rear its ugly head such as asthma, which could be inflated by the increased construction and added traffic

While COVID 19 was just introduced, lets bring our attention to the fact that many employers have opted to remain remote or offer remote work for many employees That alone alleviates a huge traffic impact while reducing commuting time, fossil fuel usage and an opportunity to increase in working efficiencies.

This project will negatively impact our home value, community spaces as well as parks, schools, churches and recreation centers. We love our home, neighborhood and especially the proximity of Rock Creek park. This is all in jeopardy now, all for some greedy dollar signs to benefit WHO? Most essential workers will not be able to afford these hefty tolls. The YMCA Silver Spring is a pillar in the community that is also at stake for WHAT?

Taxpayers are going to be burdened with this astronomical cost despite promises from Governor Hogan that taxpayers won't pay a dime, the current plan already involves a billion in state money and will likely boost water/sewer fees by as much as \$2 billion to move pipes out of the way. The sewer pipes where we live are always breaking, additional construction stress will send this project further. I fear we are making MD an undesirable place to live, tax wise, construction wise, peace wise. P3 toll lanes have a long track record of overestimating profits and needing taxpayer bailouts -- think Purple Line.

WE OPPOSE the expansion of I-495 and support a NO BUILD option

Thank-you for your support to not destroy any more park land that we all so desperately NEED now

## Robert Taft

The Maryland Department of Transportation's (MDOT) plan to widen the Beltway will have a harmful effect on Bethesda and surrounding communities. As residents of Locust Hills Estates, we oppose the plan.

Under MDOT's plan, over 300 acres of parkland will be lost, including areas of Rock Creek Park between Rockville Pike and Connecticut Avenue. The Maryland-National Capital Park and Planning Commission anticipates that parts of Rock Creek itself will be directly impacted by the proposed expansion project at the southern border of our community and that there will be a significant loss of tree canopy. Rock Creek Park is an important source of recreation and exercise for Bethesda residents and we treasure it. We cannot afford to lose parkland because MDOT has failed to consider modern solutions to traffic congestion. Not to mention the storm water runoff impact on the homes and surrounding areas affected by such expansion.

Additionally, construction of additional traffic lanes on the beltway and destruction of park land that is currently the only buffer between the beltway and Locust Hill Estates neighborhood will substantially worsen a serious NOISE-POLLUTION problem already caused by beltway traffic that we live without a sound barrier. That part of the beltway already crosses bridges that elevate that highway over Cedar Lane, while sound wall barriers have been constructed along the portions of the beltway, no such walls have been deemed warranted for all of Locust Hill Estates. Although, we requested a noise study back in 1999 and the results stated that the noise level exceeded acceptable limits but no barrier could be constructed to avert the issue due to funding. I have been trying to get this barrier built for over 20 YEARS. The result has been that the current bridges and walls act as giant sounding boards that magnify traffic noise and bounce it toward Rock Creek Park and homes in Locust Hill Estates. Even with windows shut the background noise of beltway traffic is audible at all times of the day and night. Adding additional, and possibly further-elevated, lanes of traffic and removing Rock Creek Park trees that provided the only noise mitigation currently in place promises to make the noise affecting Locust Hill Estate homes very much worse (as even the State's plans showing the excessive-noise-line effect of the proposed plans recognizes). This extra noise will ruin any remaining sense of tranquility and the park-like nature of the area for affected homeowners, depressing quality of life in the neighborhood and thus also home values.

The Montgomery County Park and Planning Commission also projects that MDOT's design will increase traffic congestion on Connecticut Avenue between Route 410 and University Boulevard. We already experience heavy congestion on Connecticut Avenue during rush hours and beyond. Moreover, with construction of the purple line and placement of a station on Connecticut Avenue just a short distance south of the beltway, Connecticut Avenue traffic is already expected to grow far worse than its currently-packed rush-hour worst. Expanding the beltway even more and placing special exits and entry points there for getting on and off toll lanes will make that traffic even worse. Toll fees will adversely affect the very essential workers that won't be able to afford these hefty costs to maintain their jobs.

Too often in circumstances like this, objections of affected residents to transportation projects are lightly dismissed as "Not-in-My-Back-Yard" sentiments of people who do not want to bear their fair share of burdens necessary to provide for regional public transportation needs. The concerns of

residents of Bethesda and Locust Hill Estates cannot fairly be dismissed in that fashion. This community is already bearing far more than its fair share of inconvenience, local traffic congestion, air pollution and noise from exiting and in-progress transportation projects, many of which were sold in significant part as ways to avoid beltway expansion.

Not every transportation project in this part of Montgomery County needs to come at evermore cost to Bethesda and the Locust Hill Estate community. All the existing and approved transportation related projects that affect our area are already unduly and increasingly burdensome to the community. Expanding the beltway will do immeasurable damage to our community's standard of life. No serious consideration has been given in the proposed plans to address that issue. If at all possible, options other than evermore highway expansion should be considered and implemented. And, in any event, real mitigation of costs to neighboring communities must be made a genuine priority.

Of course, there are broader issues to consider with this \$15 billion highway project. The tolls on the new privately-owned lanes would have to be high to generate a profit for the builder. The experience with private lanes in Virginia indicates that few will be able to afford the tolls. In addition, there has not been an environmental study done. Until we know how this project will worsen pollution and climate change, it should not move forward.

Times are changing with more employers encouraging their employees to work remotely to improve efficiencies in the work place rather than spending time in vehicles or on public transport. So, with that thought process why would we need this expansion? With the impact of the pandemic, more employers have implemented the remote working option. Many employers have now adopted a policy to work remotely permanently for their employees. That alone will have a huge impact on the traffic. I fear this expensive project will raise our taxes making MD a much less desirable place to live. That will leave this costly project on some long term residents as a horrific burden.

Lastly, I ask that you examine your conscience and if YOU would approve this proposal if it was in YOUR BACKYARD? And if you are being truly honest with yourself, the answer would be a resounding NO

I respectfully urge you to reject the expansion of I-495, it's not the answer  
Respectfully yours,

Robert Taft  
[REDACTED] West Parkhill Drive  
Bethesda, MD 20814

**Name:** Peter Tantisunthorn

**Joint Public Hearing Date:** 8/18/2020

**Type/Session:** Live Testimony/Morning

**Transcription:**

Peter Tantisunthorn, P-E-T-E-R, T as in Tom, A, N as in Nancy, T as in Tom, I, S as in Sam, U, N as in Nancy, T as in Tom, H-O-R, N as in Nancy at [REDACTED] Bonaire Court. B as in boy, O as in Nancy, A-I-R, E as in echo, Court, Silver Spring, Maryland 20910. [FACILITATOR SPEAKS] I, so, yeah, I'm a resident of Silver Spring, Montgomery County and I oppose the I-270 I-495 expansion. I think that there, while I don't oppose mitigating traffic, I certainly think that multimodal transportation should be considered when we're looking at an environmental impact study. It's kind of funny that that's even a consideration when we're building a project that is just going to make a larger impact environmentally on this region. And we are doing a disservice to ourselves and future generations because of this plan. I think that a lot, a lot more thought has to go into how we transport people along the 270 Corridor and along 495 in, in modes aside to cars, not that, thanks.

## Peter Tantisunthorn

I oppose the entire project, and I would prefer to see a transit-oriented solution to both I-270 and I-495. I am comfortable with MD and Montgomery County raising taxes on anyone who makes as much money as me or more in order to finance transit-oriented projects.

I-270 and I-495 should at least consider dedicated bus lanes as a solution.

## Lisa Tarantino

Clearly there is a need to address public transportation for residents of the DC / lower Montgomery Cty. Widening lanes is NOT the way to go. It isn't 1950, it is 2020 - we need to increase investment in mass transit. Please, don't expand the lanes, it will reduce quality of life, increase pollution, and generally contribute to the area becoming a big lane of soulless traffic.

## Ramon Tasat

I find that this project goes against common sense. We need more public transportation and less cars. We need more clean air and less pollution. I oppose this project and support the NO-BUILD option

Deborah Tatigian

I oppose the widening of 1-270/1-495 I support the NO-BUILD option.

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**From:** Caroline Taylor [REDACTED]  
**Sent:** Monday, November 9, 2020 6:50 PM  
**To:** MLS-NEPA-P3  
**Cc:** treasurer@treasurer.md.state.us; aklase@marylandtaxes.gov  
**Subject:** Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion - Support No Build Option

For the Record:

**On behalf of our 10,000 supporters and members in Montgomery County and our board members, I am registering our support for the no build option.** There is significant evidence to demonstrate that additional highway pavement will not alleviate traffic but instead will induce more traffic. Moreover, constructing additional pavement Thus inducing greater vehicular travel is counter to both state and county climate change and environmental goals. With the build plan... we are in reverse with regard to regional progress toward addressing gridlock.

Moreover, the emergence of the pandemic and its likely longstanding affect on commuting patterns should be evaluated and addressed prior to implementing any major regional transportation projects.

Respectfully,

Caroline Taylor

See Induced traffic:

<https://www.strongtowns.org/journal/2015/11/20/reducing-or-inducing-traffic>

<https://journals.sagepub.com/doi/abs/10.1177/0361198120923365?journalCode=trra&>

<https://www.hindawi.com/journals/jat/2017/5161308/>

Caroline Taylor, Executive Director  
Montgomery Countryside Alliance  
P.O. Box [REDACTED], Poolesville, Maryland 20837

[REDACTED]  
<http://mocoalliance.org/>

“Whether we and our politicians know it or not, Nature is party to all our deals and designs, and she has more votes, a larger memory, and a sterner sense of justice than we do.” ~Wendell Berry

## Christine Taylor

I write to oppose I-495 and I-270 expansion projects and support a no-build option for the following reasons: 1. MD transportation contracting staff are not capable of managing large-scale projects. The Silver Spring Transit Center debacle and the Purple Line travesty are two most recent examples. Taxpayers are already over burdened with hundreds of millions of dollars in cost over-runs. 2. We should be encouraging public transit to reduce carbon emissions that are causing climate change, not widening and expanding to accomodate more carbon emitting vehicles. 3. As witnessed by the Purple Line construction, these projects cause major long-term disruption to established communities, clearing trees, despoiling the environment.

# Jonathan Taylor

Thank you for the opportunity to comment on the I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft Section 4(f) Evaluation.

I have lived in the study area for over a decade, and I use both roads daily to reach both work and play.

My comment is actually a request: Will the lead agencies please address in a FEIS likely conflicts between the proposed action and the objectives of two other Federal plans--Baltimore/Washington Superconducting Maglev Project (<https://www.bwmaglev.info/>) and Washington D.C. to Baltimore Loop Project (<https://www.dcbaltimoreloop.com/>)--which also have significant environmental impacts on the City of Greenbelt? (40 C.F.R. 1502.16c)

Although neither of these plans are initiatives or projects outlined in Visualize 2045 and therefore are not "Aspirational Initiatives for a Better Future" for the region of which the City of Greenbelt is part, they are being actively pursued by powerful interests outside the National Capital Region.

Given how developed and widely-known the plans now are, there is no reasonable excuse for this DEIS to entirely fail to consider whether the new information they reveal provides a seriously different picture of the environmental landscape for the city of Greenbelt when that information is viewed in conjunction with the proposed action and its impacts. (10 C.F.R. 51.92a[2])

At the very least, a FEIS should consider the following possible conflicts:

1. The bridge replacement meant to carry the Baltimore-Washington Parkway over I-495 and the bridge replacement meant to carry Greenbelt Road over the Baltimore-Washington Parkway may conflict with the tunnel route under consideration in the Washington D.C. to Baltimore Loop Project (which proceeds directly underneath both), especially if reuse of the existing bridge foundations is being considered.

"Although the reuse of both bridge and building foundations may be motivated by many similar drivers, the reuse of bridge foundations may require more extensive evaluation than reuse of building foundations. Bridge foundations typically have greater exposure to adverse environmental conditions and are subjected to a wide range of loads due to hydraulic scour, wind, earthquakes, traffic loads, impacts, and so forth." (Publication No. FHWA-HIF-18-055, Infrastructure Office of Bridges and Structures, November 2018).

Loads resulting from the construction and operation of the Loop Project would only add to these, thereby threatening the structural integrity of the new bridges, yet the DEIS has entirely failed to consider this conflict.

2. The noise barrier construction in Area 17: I-495 eastside between Baltimore-Washington Parkway and MD 450 may conflict with the tunnel route under consideration in the Baltimore/Washington Superconducting Maglev Project (Alternatives J and J1 proceed directly perpendicular to Area 17 between markers 1195 and 1200), especially if only natural patterns of

differential settlement have been assumed.

Differential settlement caused by vibrations from the construction and operation of the Maglev Project would only add to these, thereby threatening the structural integrity of the new noise barriers, yet the DEIS has entirely failed to consider this conflict.

In conclusion, the purpose of the I-495 & I-270 Managed Lanes Study is to "develop a travel demand management solution that addresses congestion, improves trip reliability on I-495 and I-270, and enhances existing and planned multimodal mobility and connectivity."

I think this DEIS "provides a detailed description of the Study purpose and need, reasonable alternatives, and the existing environmental conditions."

However, I think its "analysis of the anticipated beneficial and adverse environmental effects and consequences of the alternatives, and potential mitigation" is incomplete because it does not yet fully factor-in the impact of other Federal plans acting outside the Visualize 2045 framework.

Therefore, I hope the impact of these plans on the City of Greenbelt will be addressed in the FEIS.

Thanks, again, for the opportunity to comment on the I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement/Draft Section 4(f) Evaluation.

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**From:** Karen Taylor de Caballero [REDACTED]  
**Sent:** Sunday, November 8, 2020 3:34 PM  
**To:** MLS-NEPA-P3  
**Subject:** Beltway widening project -- opposed

My name is Karen Taylor. My family and I live in the Forest Estates community of Silver Spring, approximately 0.5 miles from I-495, exit 31. I have lived in the area for over 20 years and am a parent of two young children. I have read summaries of the DEIS.

**I OPPOSE the expansion of I-495 and I-270.  
Instead, I support exploring a no-build alternative.**

The proposed expansion will negatively affect our community's health, safety, and quality of life and will only worsen the congestion on our highways and arterial streets. My main concern about this proposed project is that alternative forms of transit, such as expanded MARC rail service, increased bus service, and a robust, safe, and connected bicycle network, were not considered. Any realistic mobility plan for our region must utilize and expand our underfunded transit network. I am also dismayed for any loss of parkland or degradation of Sligo Creek and Rock Creek because these parks are critical natural resources that help maintain our community's physical and mental health. Additionally, my children's child care provider may be negatively affected because it has several locations immediately adjacent to I-495 and I-270.

My children and their peers will bear the impacts of our mobility plans for this region. I am concerned that this project will leave the next generation saddled with debt, with a depleted local environment, and a host of significant negative health effects from a mega highway in a densely populated community.

I am further concerned that Governor Hogan has not been transparent about the project's true costs, nor has he engaged in good faith discussions with our local elected representatives or even acknowledged the extreme community opposition to this project. The governor's evasive and bullying behavior throughout this project strongly indicates he is more concerned with his own financial wellbeing once he leaves office rather than the wellbeing of all Marylanders.

I ask that the governor and other decision makers respect the overwhelming consensus of the local communities in the I-495/I-270 corridor and scrap this project. Instead, please negotiate in good faith with our local elected officials to find a more cost effective and environmentally appropriate solution to our long-term mobility needs.

Sincerely,  
Karen Taylor

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**From:** Susan Taylor [REDACTED]  
**Sent:** Monday, November 9, 2020 9:42 PM  
**To:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us; MLS-NEPA-P3  
**Subject:** Draft Environmental Impact Statement for I-495/I-270 Tollway Expansion

Dear caretakers of Maryland's land, people, and money,

It is clear that the plan for a tollway expansion for I-495/I-270 is harmful to the environment of Maryland, both in terms of the impact of construction on habitat and in continuing to create highways for fossil fuels during vehicles.

If harmful to the environment, it will be harmful to the people of Maryland, with increased pollution leading to climate change.

Lastly, the money of the people of Maryland is better spent on eradicating poverty, feeding our children, funding our schools, building mass transit, and NOT lining the pockets of wealthy and well-connected developers.

Thank you,  
Susan A Taylor

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**From:** Bill Temmink [REDACTED]  
**Sent:** Sunday, October 18, 2020 11:44 AM  
**To:** MLS-NEPA-P3  
**Subject:** 270 Toll lanes

Sirs:

Creating a special highway for the rich is a mistake. I have never seen a lot of traffic on 270, even when the rates were reasonable.

Please put in public option instead if something is needed to handle projected growth in the use of this route.

Bill Temmink  
20185

## Jeff Tessin

I support the no-build option, and oppose all of the alternative building proposals.

This process has not considered alternative transportation options with smaller environmental impacts on carbon dioxide and other vehicle emissions, noise, sprawl development of open space, and degraded water quality from impervious surface runoff. Alternative options should have included rail or bus transit, such as expanded MARC commuter trains, light rail, Metro subway rail, or improved bus rapid transit.

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From: Dinne, John J CIV USARMY CENAB (USA) <JOHN.J.DINNE@usace.army.mil>  
Sent: Tuesday, August 18, 2020 9:09 AM  
To: MLSJPAComments <mlsjpacomments@rkk.com>  
Cc: [REDACTED]  
Subject: FW: [Non-DoD Source] NAB- 2018-02152 and MDE Tracking Numbers 20-NT-0114 / 202060649:

-----Original Message-----

From: Amy Thaler [REDACTED]  
Sent: Sunday, August 16, 2020 2:18 PM  
To: Dinne, John J CIV USARMY CENAB (USA) <JOHN.J.DINNE@usace.army.mil>; MDE.SHAprojects@maryland.gov  
Subject: [Non-DoD Source] NAB- 2018-02152 and MDE Tracking Numbers 20-NT-0114 / 202060649:

I live at [REDACTED] Bellevue Dr, Bethesda, MD 20814. My house backs up to the Beltway and the published map of the project shows the LOD within about 10 feet of my deck from what I can tell. I have a large "dog" yard, a significant reason why a bought the property as I raise guide dogs for the visually impaired. Volunteer work I have been doing for over 20 years. Despite my house being significantly impacted with the majority of my back yard being utilized for the project, it is not designated as being one identified for Eminent Domain.

Therefore, it leaves me to conclude, in part, that:

1. My property will be completely devalued if this project moves forward if it hasn't already just but the map being published;
2. I will literally be living on the edge of a construction zone for years;
3. Published reports state there will be no sound wall during construction, and it is unclear if it will be replaced after thus presenting serious health and safety consequences; and
4. The current stormwater issues that exist on the Montgomery County portions of my property will become exponentially more problematic.

I am opposed to the current solutions, approach, and timing of this project.

With respect, I thought Maryland wanted to be known as a state of innovation and leadership in technology. So, why is it we are looking at 20th-century solutions to transportation challenges of the future? We should be showing our ability to lead, innovate, and collaborate not just within our state but with experts and innovators from around the country and our global community. We are better than this and we can do better than this.

We shouldn't just be Maryland Strong. We should be Maryland Smart.

Thank you,

Amy S. Thaler

██████ Bellevue Dr.

Bethesda, MD 20814

████████████████████

1 Just so everyone knows, we do clean the podium, the  
2 microphone, and we have a different cover for the microphone  
3 between each speaker.

4 Our first speaker will be Amy Thaler. Amy, you can go up  
5 to the microphone. You will have three minutes. Please state  
6 your name, spell your name and provide your address.

7 MS. THALER: With mask?

8 MR. BING: Yes, you can take your mask off to provide  
9 testimony.

10 MS. THALER: Thank you. My name is Amy Thaler. A-M-Y  
11 T-H-A-L-E-R.

12 MR. BING: Amy, hold on for one second. We're going to  
13 raise your microphone up just so we can capture. Start over,  
14 okay?

15 MS. THALER: My name is Amy Thaler. A-M-Y T-H-A-L-E-R. I  
16 live at [REDACTED] Bellevue, B-E-L-L-E-V-U-E, Drive, in Bethesda.

17 I bought my house in 2014 from the heirs of the original  
18 owner who had recently passed. I'm considered a newbie in our  
19 neighborhood as most have lived there 20, 30, 40 years. I  
20 bought it because it had good bones and because of the large  
21 backyard, or as I call it, dog yard, because I raise guide dogs

1 for the blind and visually impaired; volunteer work I've been  
2 doing for over 20 years.

3 For our purposes today, my house backs to the Beltway and  
4 is located in Area 7, NSA2-07. If you look at Map 64 of the  
5 DEIS study, which shows the majority of the alternatives, you  
6 will see that the LOD comes within about 10 feet of my house and  
7 takes about a third of my property. The plan calls for the  
8 sound barrier to be reconstructed and extended, and apparently  
9 one wall is not sufficient, so the plan is to build two.

10 The study states that no NSAS will experience a  
11 substantial increase and where noise abatement was warranted for  
12 consideration, additional criteria were examined to determine if  
13 abatement is feasible and reasonable, which means it is  
14 physically possible to build an abatement measure that achieves  
15 a minimally, acceptable level of noise reduction considering  
16 three primary factors--acoustics, safety and access, and site  
17 constraints.

18 Nowhere in the impact analysis does it address or even  
19 elude to the human impact. The impact to the home owner, the  
20 taxpayer or the occupant of the home that will have to endure  
21 the noise and disruption of not only the construction or this

1     questionable project, but also the ongoing noise of the Beltway  
2     now being literally in the backyard.

3     My house is significantly impacted by the majority of the  
4     alternatives, yet it is not one of the homes that has been  
5     reported as being taken under eminent domain for the project.  
6     No amount of equitable relief will compensate for this kind of  
7     impact.

8     Therefore, it leaves me to conclude, in part, that my  
9     property will be completely devalued if this project moves  
10    forward if it hasn't already just by the map being published. I  
11    will literally be living on the edge of a construction zone for  
12    years. Published reports state there will be no sound wall  
13    during construction, thus presenting serious health and safety  
14    consequences and the current storm water issues that exist on  
15    Montgomery County portions of my property, potentially State  
16    property, will become exponentially more problematic.

17    With respect, I thought Maryland wanted to be known as a  
18    state of innovation and leadership in technology. The recent  
19    pandemic has demonstrated that our workplaces are changing.  
20    Facebook, Twitter and Apple have all indicated that the remote  
21    policies will extend into the future. Pinterest just paid

1 nearly \$90 million to terminate their lease on 490,000 square  
2 feet of office space. The art of the possible with respect to  
3 how and where we work and, by extension, how we get there is  
4 shifting.

5 So, why is it we are looking at 20th Century solutions to  
6 21st Century and beyond issues. We should be showing our  
7 ability to lead, innovate and collaborate not just within our  
8 state but with experts, innovators from around the country and  
9 our global community. We are better than this and we can  
10 do better than this. We shouldn't just be Maryland strong, we  
11 should be Maryland smart. Thank you.

12 MR. BING: Thank you very much for your comments. We're  
13 going to go to our next person which is Linda Herman. Linda,  
14 hold on for one second. We're going to clean that area, get a  
15 new cover for the microphone and then we'll have you go on up.  
16 And you can lower your mask to make your comments.

17 Again, if you could state your name, spell your name and  
18 provide your address, and then you'll have three minutes.

19 MS. HERMAN: My name is Linda Herman. H-E-R-M-A-N, [REDACTED]  
20 Bellevue Drive, Bethesda, Maryland.

21 Most residents in our neighborhood have owned our homes

Elizabeth Thede

This should not be widened to add additional lanes. There is too much pollution and noise already

## Mary Theisen

I'm writing to express my opposition to widening or creating toll lanes on I270 or the MD portion of 495. Like many of the densely populated places in the US, MD suffers from bad problems with traffic and long commutes, but Gov. Hogan's solution, to create toll lanes that will enrich a few and only provide a solution for those who can afford to buy their way out of traffic and will reduce green space that is already shrinking far too fast, is a bad solution that only solves the problem for a few and, even then, is a short term solution at best. Even worse, it requires the confiscation and destruction of personal residences and small businesses near the DC Beltway and on either side of I270. This will only aggravate the climate crisis and guarantee more cars on our highways, more congestion on secondary roads, and more air pollution. As a MD resident, taxpayer and property owner, I am expressing my opposition to this move. Thank you

## Dorothy Jeanne Thiele

I am writing to support the no-build option. Adding luxury toll lanes to 270 and 495 will further pollute our air, destroy homes and parkland, destroy small businesses located along the highway, and severely impact the quality of life for residents living closest to the highways. This ill-conceived proposal fails to address changes to traffic during COVID. The proposal also fails to address the greatest bottleneck north of Gaithersburg on 270, potentially creating worse traffic. Significant costs of the highway project will fall to taxpayers, most of whom cannot afford to take advantage of expensive toll lanes.

Please do not move forward with this 20th century approach when other more forward thinking solutions can be found. Public transportation, reversible lanes, and the use of technology to manage traffic are not addressed satisfactorily.

Jeanne Thiele  
█ Crocus Drive  
Rockville, MD 20850

1 purpose? All so that people are not impacted by these events  
2 can save 30 minutes a day in their daily commute. You're going  
3 to do that to homeowners. Is that the value the State places on  
4 property owners' lives and the benefits of our park system  
5 providing?

6 The State needs to ask themselves who it is they're trying  
7 to help and whether a possible 30-minute change per day in  
8 commuting time really helps anyone's life versus the lives that  
9 it is hurting. The State was unable to confirm what the  
10 current noise level is in my backyard. How can they state that  
11 the new wall with an additional two to four lanes of traffic  
12 will result in lower level of noise? The State study appears to  
13 imply the new walls being built will stop the noise level.  
14 However, my property has the highest noise level in the entire  
15 area being studied.

16 Thank you for the opportunity to provide comments on this  
17 matter.

18 MR. BING: Why don't you stay up there for a second,  
19 Linda. Our next person is Lydia Thorndyke. But Lydia has  
20 provided a Power of Attorney to Linda Herman to make comments  
21 for her. Linda, if you could spell your name and then spell

1 Lydia's name and then provide the address as well just for the  
2 record, and then you can make comments on behalf of Lydia.

3 MS. HERMAN: My name is Linda Herman, H-E-R-M-A-N. I'm  
4 speaking on behalf of Lydia Thorndyke, T-H-O-R-N-D-Y-K-E, who  
5 lives at [REDACTED] Bellevue Drive at Bethesda, Maryland.

6 MR. BING: Go ahead. You have three minutes.

7 MS. HERMAN: Lydia asked me to let you know that Linda  
8 Herman is her Power of Attorney. She's 94 years old and cannot  
9 attend this session in person although she would have loved to  
10 look at everybody in the face and ask what are you doing to my  
11 life and my property?

12 She has lived in her home for 44 years and to find out now  
13 after 40 plus years of living there that part of her property is  
14 being taken, her health is being compromised, both in air  
15 quality as well as the noise level, her yard is being turned  
16 into a freeway, is enough to send her to her grave. All of this  
17 for what? For someone to save thirty minutes a day in their  
18 commute.

19 To respond to the studies that were completed well before  
20 the COVID-19 virus and prior to most businesses teleworking  
21 their employees were not part of the study that was conducted.

1 The single event of COVID-19 has changed so many people's lives.

2

3 Since the virus began, studies have shown that companies  
4 are not renewing leases for their office space, retail  
5 establishments have filed for bankruptcies and are closing their  
6 stores and 20-somethings that were renting apartments are now  
7 moving back home to live with their parents. None of these now  
8 known events are documented by the studies conducted by the  
9 state to expand the Beltway.

10 The report reflects that the State did not consider the  
11 impact of these events on their proposal to widen the Beltway.  
12 In addition, the COVID-19 virus has resulted in the state  
13 revenues being severely impacted. Where was this factored into  
14 the study? How can the State support such a project and still  
15 pay their other expenses? Where has this been factored into the  
16 studies?

17 I and my fellow Locust Hill residents cannot support the  
18 project because of the potential instability of the public  
19 private partnership P3 funding mechanism which has become very  
20 evident with the problems with the Purple Line noted weekly on  
21 the news and in the press. These are substantiated facts that

1 the State must address before any decision is made about the  
2 expansion of the Beltway.

3 As stated earlier, the State needs to study the changes in  
4 traffic patterns due to teleworking before it can say that the  
5 expansion of the Beltway is still needed. This has not been  
6 done, but absolutely must be done before any decision is made.

7 As the saying goes, the cart has been put before the horse  
8 in this matter. Thank you.

9 MR. BING: Thank you very much. We are going to go to our  
10 next speaker. We're going to clean the podium and microphone.

11 Our next speaker will be Justin Gallardo. Justin as you  
12 come up, you can remove your mask and you will have three  
13 minutes. If you could just state your name, spell your name and  
14 provide your address.

15 MR. GALLARDO: Good evening. I hope you all can hear me.  
16 I am Justin Gallardo. J-U-S-T-I-N. Last name G-A-L-L-A-R-D-O.  
17 I live at [REDACTED] East Joppa, J-O-P-P-A, Road, Parkville,  
18 Maryland 21234.

19 You're probably already asking why I came so far to speak.  
20 I speak because I greatly oppose the expansion of I-270 and  
21 I-495 and support a no-belt option.

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**From:** Darran Tilghman [REDACTED]  
**Sent:** Monday, November 2, 2020 12:31 PM  
**To:** MLS-NEPA-P3  
**Subject:** Bad time for Beltway expansion

Lisa Choplin,

Dear Ms. Choplin,

I write in distress that in this moment of climate threat and great upheaval in patterns of commuting, MDOT would be moving forward with an expansion of the Beltway. Maryland's transportation needs have forever changed during this pandemic, and we don't yet know how. Investing in transit options and climate solutions makes sense; expanding a beltway to add capacity we may never need to the detriment of our communities and ecosystems is senseless.

Darran Tilghman

[REDACTED]  
[REDACTED] N. Queen St.  
Chestertown, Maryland 21620

# Catherine Timmerman Frezza

Dear County and Federal Official Decision Makers,

I am writing today to object strongly to expansion of I-495 & I-270 as discussed in the Managed Lanes Study DEIS/ Draft Section 4(f) Evaluation.

We are in 2020 and are well aware of the risks we face with climate change. Expanding our current roadways is not a smart way to address our transportation issues.

While I understand the desire to find a relatively simple, and traditional, resolution to the traffic issues plaguing the beltway and I-270, our taxpayer funds would be far better spent on innovative solutions that reduce pollutants and road-related emissions which we know contribute to ruining our environment and exacerbating climate change.

Additionally, I sympathize with the amount of study (time) and money invested in this draft plan. However, your investment to date should not be a reason to move forward, as it often is when many have dedicated their energies to a project of the size and scope of this one.

Rather, I ask that you seriously reconsider that you (and we) are stewards of our future. Our climate, environment, and quality of life in the longer term demands that our State and Federal officials use our transportation dollars to find innovative, more efficient, more environmentally friendly ways for our citizens to travel from one place to another.

Finally, I wish specifically to address our Maryland State Officials and our Maryland Transportation Experts. Maryland is a progressive state. Due to COVID, residents who might otherwise take the time to submit comments may not be doing so at this time. As a group, you know that the citizens of Maryland value smart government, and that we have supported many measures to contribute to a cleaner, greener way to live. Please do not disappoint us by taking this roadway expansion option to solve traffic issues. Invest our transportation dollars in future modes of transport. A billion dollars is a lot of money to spend on the solutions of the past and could go a long way in finding and implementing alternate solutions.

Many thanks for considering these comments.

Sincerely,  
Cate Timmerman Frezza

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**From:** Matthew Tippet [REDACTED] Sent You a Personal Message  
**Sent:** Wednesday, July 15, 2020 11:30 AM  
**To:** 495-270-P3  
**Subject:** Extend the I-495 and I-270 comment period to at least 120 days

Dear Lisa Choplin,

Having traveled in Northern Virginia enough to not want to have to any more than necessary, the impact of toll lanes is negative. They alleviate traffic for a portion of the travelling public that has the ability to absorb a fee that is to build a private enterprise.

In this case, the area is ripe for additional investment in public transportation that will leave the open space and forest cover intact to a greater extent. Extending the impact of polluting vehicles, destroying natural areas and failing to support the necessary and desirable expansion of public transportation is a failing proposition. Doing so for the direct profit of those that will hold the fee in hand after the construction is a break to developers of these roads, not an expansion of the access to the public.

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.?

Sincerely,

Matthew Tippet  
[REDACTED] Riverside Road  
Edgewater, MD 21037  
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lindsey Mendelson at Sierra Club at [REDACTED] or [REDACTED].

**Name:** James Titus

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Live Testimony/Morning

**Transcription:**

Yeah, it just unmuted, sorry. Ok, great. James G Titus, James G. Titus, [REDACTED] Glenn Dale Road in Glen Dale, Maryland 20769. I'm sorry. James Titus, that's spelled T-I-T-U-S.

The Draft EIS misstates. Ok. The Draft EIS misstates the impact of widening the Beltway on Henson Creek and the Henson Creek Trail, and the 4(f) Evaluation doesn't try to limit those impacts, building the Beltway, burying Henson Creek and floodplain in a culvert. In the 1990s, Park and Planning built a trail along the Creek from Broad Creek to Temple Hills Road planning to extend it across the Beltway to the Branch Avenue Metro Station. They did design work and asked SHA for permission to run the trail through the culvert, but MDOT said the risk of a flash flood made that too dangerous. Yet on January 14, 2009, MDOT Secretary John Porcari wrote Park Director Ronnie Gathers, "If the culverts at Henson Creek are replaced by a bridge, we could certainly reinitiate discussions regarding a trail crossing during the project planning process." Ashley Halsey had just published a long article in The Post explaining that the Beltway roadbed needed to be rebuilt, which would be the time to replace the culvert with the bridge.

Here we are talking about rebuilding the Beltway. The draft says that the environmental impact of the build scenarios is simply the extension of the existing culvert. But that is only true if we assume that under the No Build scenario, the existing culvert will remain. If we believe the letter from the MDOT Secretary, then the actual environmental impact is that instead of Henson Creek running under a bridge with a trail, it will run through a culvert with no trail. Correctly specified, the No Build scenario for the Creek is not what we see today, but rather what it will look like with the improvements that are expected. The draft build alternative simply extends the culverts so the net impact is that we get a culvert with no trail instead of a bridge and a trail. So the draft is wrong to say that the impact is simply a longer culvert. Granted, there is some uncertainty about the bridge replacing the culvert, but that is not a justification for ignoring it in the EIS. The EIS is supposed to handle uncertainty. The No Build analysis doesn't ignore unproved future development or increases in traffic, and it should not ignore uncertain future stream remediation. If replacing the culvert with a bridge was not a realistic expectation, MDOT [INAUDIBLE] in a letter documenting a decision. The 4(f) Evaluation has the same problem. It doesn't consider the potential for replacing this culvert with a bridge to limit the impact of widening the footprint over Henson Creek. Even if MDOT had not previously said the culvert could be replaced with a bridge, doing so is clearly a way to limit the impact on this Creek and mitigate the impact of widening the development elsewhere. Title VI. In Montgomery, in Montgomery, major creeks with nice trails cross under Beltway bridges. Sligo Creek in Rock Creek. In Prince George's all creeks are confined to culverts. This project gives Montgomery a pedestrian bridge over the Potomac River. At the very least, Prince George's should get restored creeks that would make trails possible across the Beltway. I had more time. If I had more time, other creeks in my county have the same problem.

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**From:** jtitus [REDACTED]  
**Sent:** Monday, November 9, 2020 9:42 PM  
**To:** MLS-NEPA-P3  
**Subject:** Comments on Managed Lanes Study  
**Attachments:** Titus\_comments\_Managed\_Lanes\_Study.pdf

See attached

██████ Glenn Dale Rd.  
Glenn Dale, Md 20769  
November 9, 2020

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, MD 21201

Maryland Department of the Environment  
Wetlands and Waterways Program  
Attn: Mr. Steve Hurt  
1800 Washington Blvd., Suite 4300  
Baltimore, MD 21230-1708

Dear Ms. Chopin and Mr. Hurt:

I am writing primarily to provide a few additional thoughts about how the EIS and Section 4(f) evaluations handle the matter of stream and bike-ped crossings of the Capital Beltway, especially in Prince George's County. I previously provided oral testimony focused on Henson Creek, and for completeness I am attaching comments previously provided by the Maryland Bicycle and Pedestrian Advisory Committee, the January 2009 letter from then-Secretary John Porcari to MNCPPC concerning a trail crossing along Henson Creek, and blog post I wrote for GreaterGreaterWashington.

The fundamental problem that those comments raise with the DEIS is the way it treats the existing problems (e.g. lack of trail crossings because streams are confined to culverts) that the original construction of the beltway caused. Of course, it would be unreasonable to expect the DEIS to treat those pre-existing problems as if they are impacts entirely caused by the Managed Lanes project. But it is also unreasonable for the EIS to ignore them as if they are inherently part of the no-action alternative and not even partly impacts caused by the Managed Lanes project, because some of these problems will eventually be fixed under the no-action alternative but be precluded by a build alternative.

The Section 4(f) evaluation's failure to address problems caused by the original construction of the beltway is even more unreasonable. The statute requires avoiding, minimizing, and mitigating problems. The effects of widening the beltway are essentially of the same type as the effects of the original construction, so to the extent that more floodplains are filled in some locations and the footprint for future bike-ped crossings made longer, the most direct way to minimize the net impact of the widening is daylight floodplains—either where the footprint is widened or at another location along the beltway where the benefit are as great or greater.

There are several possible ways to address that critique that would fit within the framework of the EIS and Section 4(f) evaluations. But most likely, the best way to address these comments is probably to evaluate several locations where stream crossings might be daylighted and trails facilitated, evaluate those options, and then pick however many of those crossings would have to be picked so that the Section 4(f) evaluations could accurately state that the project had a net benefit to park resources.

Clearly, the Henson Creek Trail is one of the crossings that should be evaluated for daylighting, given the value of the trail crossing, the difficulty of a crossing without daylighting, and the previous letter from MDOT raising this prospect. While the Section 4(f) evaluation found a way to avoid lengthening the culvert there, it did not completely eliminate the impact of the Managed Lanes project on that crossing because widening the beltway without facilitating the trail still reduces the long-run park resource by making the eventual daylighting less likely. But even if that was not the case, the fact remains that this would be a good site for mitigating the overall impact of the Managed Lanes project.

As the attached blog post points out, the problem of streams crossing the Beltway in culverts applies mainly to Prince George's County. Because there were already roads along the major creeks in Montgomery County when the Beltway was built, the beltway always had bridges over those creeks—and today there are trails as well. So today, Prince George's County has a trail along the Woodrow Wilson Bridge over the Potomac but no stream valley trails under the beltway, while Montgomery has stream valley trails under the Beltway but not trail along the American Legion Bridge. Given the proposal to add a trail to the new American Legion Bridge, it seems only fair to ensure that Prince George's get a few stream valley crossings under the Beltway.

Yours truly,

A handwritten signature in black ink that reads "James G Titus". The signature is written in a cursive style with a horizontal line above the first name.

James G Titus





consideration—and these improvements are likely to continue. Depending on design, the Managed Lanes Project could either thwart or accelerate ongoing and planned improvements to bike-ped transportation across I-270 and I-495.

We believe that the DEIS and the Section 4(f) evaluation each need a section to explicitly address how and where this project may affect bicycle and pedestrian transportation. Widening an interstate roadbed will generally increase the cost of, and possibly preclude, planned trail crossings; but alternative designs could facilitate crossings. For example, in 2008, the Maryland National Capital Parks and Planning Commission (M-NCPPC) completed 30% design plans to extend the Henson Creek Trail across the Capital Beltway to the Branch Avenue Metrorail Station. M-NCPPC asked MDOT for permission to run the trail through one of the culverts the creek follows under the Beltway. Secretary John Porcari denied the request for safety reasons but added:

“If the culverts at Henson Creek are replaced by a bridge, we could certainly reinitiate discussions regarding a trail crossing during the project planning process.”

Widening the roadbed and lengthening the culvert would tend to preclude the eventual crossing envisioned by Secretary Porcari’s letter, which is an environmental impact that the DEIS should consider. The Section (4)(f) evaluation could also consider the bridge alternative, to mitigate the impact on park amenities of widening the highway over a longer culvert. (A bridge can also have a smaller environmental impact on nearby wetlands and floodplains than a culvert.)

The DEIS and Section 4(f) evaluation should consider the potentially significant impacts of the Managed Lanes Project on several other planned and potential bicycle and pedestrian crossings, as well as ways to mitigate such impacts. For each crossing, a key question for the DEIS is whether the Managed Lanes Project facilitates the needed crossing or decreases its feasibility. Where the Capital Beltway crosses a park stream valley, a key question for the Section 4(f) evaluation would be whether replacing a culvert with a bridge, lengthening an existing bridge to create more room for a shared-use path, or building a bike-ped tunnel would mitigate the impact on park resources.

Although a complete list of such impacts is beyond our capacity, MBPAC members have identified the following crossings based on published plans and consultation with local planners:

- Trails crossing under the Capital Beltway along Little Paint Branch and Henson Creek, originally proposed to MDOT during the 2000’s (EIS and 4f implications);
- A trail crossing the Capital Beltway at Southwest Branch (EIS and 4f implications);
- A planned pedestrian bridge over the Capital Beltway connecting Whitfield Chapel Park to the New Carrollton Station (EIS and 4f implications);

M A R Y L A N D  
Bicycle and Pedestrian Advisory Committee



- Possible pedestrian bridges as part of the Central Avenue Trail north of Central Avenue, between Woodmore Town center and the former Landover Mall site, and east of MD 201;
- The planned extension of the WB&A Trail over the Capital Beltway along the MD 704 bridge;
- Sidepaths at the Capital Beltway interchanges with MD 210, MD 4, MD 202, MD 193, MD 201, and US 1;
- Sidepaths along Cherry Hill Rd and Arena Drive Temple Hill Road over the Capital Beltway;
- Sidepaths along Rhode Island Avenue, MD 193, MD 450, Richie Marlboro Road, and Suitland Parkway under the Capital Beltway;
- Widening sidewalks over the Capital Beltway along Fernwood and Greentree roads;
- Adding sidewalks to one or both sides of bridges where Bradley Boulevard, Rockville Pike, and Persimmon Tree Road cross over the Capital Beltway;

The EIS should also consider the MNCPPC list of Master-Planned Bicycle-Pedestrian Accommodations and the Capital Trails Network.

Finally, the committee is concerned that the DEIS fails to answer a number of key questions concerning the potential impacts on bike-ped safety. What measures (if any) will be taken at the highway ramps to mitigate potential hazards from the anticipated increase in motor vehicle traffic? What will be the impact of the new ramps that lead directly to the toll lanes? Will the absence of toll-road ramps at some interchanges increase the traffic on roads parallel to the managed lanes, and thereby create additional hazards to bicycles and pedestrians, or will the project take measures to avoid such hazards?

We appreciate the opportunity to provide our comments on the draft Managed Lanes Project and look forward to seeing the next version of this important analysis.

Yours truly,



Jonathan B. Morrison, Chairperson



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

January 14, 2009

Ronnie Gathers, Director  
Department of Parks and Recreation  
Maryland-National Capital Park and  
Planning Commission  
6600 Kenilworth Avenue  
Riverdale MD 20737

Dear Mr. Gathers:

Thank you for your letter regarding the planned north extension of the Henson Creek Trail to Branch Avenue. Your continued efforts to provide alternative transportation choices in Prince George's County are appreciated.

Both the Maryland Department of Transportation and the State Highway Administration (SHA) regret that, despite the collaborative efforts of all involved to find a viable Beltway crossing, including consideration of a pedestrian bridge, a tunnel beneath I-495 or the Henson Creek culvert, the challenges of safely extending the Henson Creek Trail beyond I-495 prohibit the project from moving forward at this time. We look forward to working with you on future trail projects in Prince George's County. If the culverts at Henson Creek are replaced by a bridge, we could certainly reinitiate discussions regarding a trail crossing during the project planning process.

Thank you again for your letter. If we may be of further assistance, please do not hesitate to contact Mr. Douglas H. Simmons, Deputy Administrator for Planning, Engineering, Real Estate and Environment, SHA, at 410-545-0411, toll-free 866-697-0559, or via email at dsimmons@sha.state.md.us.

Sincerely,

John D. Porcari  
Secretary

Prince George's County Parks and Recreation  
Office of the Director

Rec'd 1/21/09 To: L. Quarrick  
Action AA-FYI

CC: Rick Hopkins

cc: Mr. Neil J. Pedersen, Administrator, SHA  
Mr. Douglas H. Simmons, Deputy Administrator/Chief Engineer for Planning,  
Engineering, Real Estate and Environment, SHA



# The Beltway blocks bike and pedestrian connectivity. Widening it could make the problem worse.

**ROADS** By [Jim Titus](#) (Contributor) November 6, 2020 12



*The Beltway at New Carrollton by the author.*

The original construction of the Capital Beltway disrupted the communities and waterways where it was built and created problems for bicycle and pedestrian transportation that have only worsened during the last few decades. Now the State of Maryland is seriously considering a project to widen the Beltway (as well as I-270) and is asking for [comments](#) on a draft [Environmental Impact Statement](#) (EIS). Regrettably, the EIS does not

DEIS C-1916

propose to fix those problems; if anything, widening the beltway could make them worse.

## **The Beltway buried creeks, divided neighborhoods, and created bike-ped hazards**

The beltway is a semi-permeable barrier that blocks the movement of people, wildlife, and water from one side to the other. The beltway divided a few neighborhoods when it was built during the late 1950s and early 1960s. Today it separates many neighborhoods from rail stations, shopping, and employment centers that are only a short walk away—if only you could. And in the few places where you can (e.g. New Carrollton), drivers exiting the beltway at high speeds are still a danger.

Building the beltway also buried creeks and floodplains, especially in then-agricultural portions of Prince George’s County, confining the flow of water to concrete sewer pipes known as “box culverts”. One of those creeks is Paint Branch, which provides a rare suburban spawning ground for brown trout several miles upstream.

During the last few decades, several efforts have been undertaken to improve bike-ped connectivity across the beltway, at least in Montgomery County. The beltway crosses over Rock Creek, Sligo Creek, and Northwest Branch rather than confining them to culverts, and trails run along these creeks under the beltway. The Bethesda Trolley Trail crosses on a pedestrian bridge. Although neither trails nor pedestrian bridges cross the beltway in Prince George’s County, [approved plans assume that they eventually will](#). But when?

If the beltway is widened as proposed, that would be the time to do it. The cost of mitigating these problems later will be even greater than today if the beltway is widened without fixing them.



*Culverts where Henson Creek crosses under the Beltway. Image by Jim Hudnall, Oxon Hill Bicycle and Trail Club. Used with permission.*

## **The Beltway prevents a trail along Henson Creek from reaching Metrorail**

Consider Henson Creek, which runs from Forestville to Broad Creek, a few miles north of Fort Washington. In the 1990s, the Maryland National Capital Park and Planning Commission (M-NCPPC) built a trail along Henson Creek from Broad Creek to Temple Hill Road, [planning to extend it across the beltway](#) to the Branch Avenue Metro Station.

In 2008, M-NCPPC completed a 30% design for [this trail connection](#) and asked the Maryland Department of Transportation (MDOT) for permission to run the trail through the culvert under the beltway. (See photo). [MDOT replied](#) that the risk of a flash flood made that too dangerous. But a pedestrian bridge over the beltway would have to be over 1200 feet long to climb the 60 feet. [In a follow-up letter](#), MDOT Secretary John Porcari wrote to county parks director Ronnie Gathers:

*“If the culverts at Henson Creek are replaced by a bridge, we could certainly reinitiate discussions regarding a trail crossing during the project planning process.”*

Replacing the culverts with a bridge was clearly not imminent. But it was a reasonable long-term expectation. By 2009, the environmental harm from culverts was better recognized than when the beltway was planned in the 1950s. The Intercounty Connector had just been built with bridges across Paint Branch, Little Paint Branch, Rock Creek, and other creeks to reduce the highway’s environmental impact.

An [eventual beltway rebuild has long been expected](#), as the beltway roadbed nears the end of its 50 year design life. Clearly, that would be the time to replace the culvert with a bridge. For practical purposes, the roadbed of the beltway is a dam across the floodplain. Excavating that dam to build a bridge would be costly and disruptive. Yet if the entire highway is being rebuilt and widened, removing that dam from the floodplain and building a bridge is not such a tall order.

But the draft EIS envisions that MDOT will simply fill more of the floodplain with a wider roadbed and longer culverts. That would end any chance of the culverts being replaced with a bridge for many decades. The draft EIS claims that the environmental impact of the project is simply the wider footprint of the roadway, but the true impact is that instead of having a bridge and a trail, the creek will have a longer culvert and no trail.

### **The Draft EIS’s failure to consider bicycle and pedestrian crossings matter now**

People disagree on whether Maryland should widen the beltway. But most people would agree that, *if* the widening occurs, it should be designed to enhance rather than harm the communities through which it runs.

While it will be a while before the beltway-widening project is authorized or rejected, the question of what the project would look like is under consideration right now.

## Challenges with the EIS

The Draft EIS has two problems which, if not corrected, could make the project a lot more problematic than it has to be. First, the EIS completely misses the impact of the project on future bicycle and pedestrian crossing of the beltway. The project would foreclose for decades the possibility of enabling trails to cross the beltway along Little Paint Branch, Southwest Branch, Indian Creek, and other creeks. Widening the beltway would increase the cost of planned pedestrian bridges and new trails along roads that cross the beltway. By ignoring these impacts, the EIS fails to comply with the [requirements of the National Environmental Policy Act](#) to take a [“hard look”](#) at all the impacts of the project.

Second, the major creeks that cross the beltway are mostly on M-NCPPC owned land. Section (4)(f) of the Transportation Act of 1968 requires impacts on parks to be minimized. The required [Section \(4\)\(f\) evaluation](#), proposes to reduce some impacts on wetlands, by including new bridges rather than culverts where new ramps cross Paint Branch, and narrowing the roadway in a few places to avoid burying more wetlands. But it also concludes that the project cannot avoid putting most creeks in larger culverts or larger shadows from wider bridges. It does not examine how to offset that impact by [“daylighting”](#) other creeks such as Henson Creek. Nor does it try to ensure that widening the beltway does not impede extension of park trails across the beltway.

In designing the Intercounty Connector, MDOT showed that it knows how to minimize the impact of a highway on adjacent parks and communities. But in this case, it has not done so.

The beltway cannot be widened without M-NCPPC’s concurrence. Given the impact of the current plan on park resources, M-NCPPC would have a fiduciary duty to withhold such concurrence on the project as presented in the draft EIS. [Recently, M-NCPPC has announced](#) that it will not concur with the Managed Lanes Project for at least 14 reasons, including the need to [“mak\[e\] parks whole again”](#) and properly address mitigation and water management. While M-NCPPC has indicated that it would be open to reconsidering the matter if its concerns are addressed, it should not concur

with any beltway expansion proposal that fails to significantly fix problems caused by its original construction.

There is still an opportunity to weigh in on the plans, as the public commentary period continues until November 9, 2020.

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Tagged: [maryland](#), [montgomery county](#), [prince george's county](#), [roads](#), [sustainability](#)

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*Jim Titus lived aboard a 75-foot coast guard cutter at Buzzards Point boatyard in southwest Washington until he was 2. Since then he has lived in Prince George's County, going to school in Ft. Washington, Accokeek, and College Park before moving to Glenn Dale. He represents Prince George's on the state of Maryland's Bicycle and Pedestrian Advisory Committee, and is on the emeritus board of directors of the Washington Area Bicyclist Association. Professionally, he works for a federal agency, which asks not to be identified.*

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## 12 COMMENTS

THREADED    NEWEST AT BOTTOM    NEWEST AT TOP

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*John* on November 6, 2020 at 11:44 am

Thanks for bringing this up, it's an important aspect of the widening proposal. A potential trail along Indian Creek would also provide access to the Greenbelt metro station, which would be an added benefit.

REPLY   LINK   REPORT

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*Roach* on November 6, 2020 at 1:06 pm

I'm sure other neighborhoods have it just as bad, but the bit around the NW Branch is very frustrating. You've got a box bounded by University and New Hampshire on two sides and Colesville and Piney Branch on the others. In the middle you've got 495 and the NW Branch. You can get under 495 if you're on the east side of the river, but on the west side you're out of luck. And there are

no river crossings between Colesville and Piney Branch, almost 2.5 miles apart as the crow flies.

[REPLY](#) [LINK](#) [REPORT](#)

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*John on November 9, 2020 at 10:50 am*

Yes, and due to the nature of the trail and terrain you can't bike along the river either.

[REPLY](#) [LINK](#) [REPORT](#)

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*charlie on November 6, 2020 at 1:44 pm*

Great article, very much enjoyed it. My only critique is why are culverts bad — could use more color there. First time I've read that.

Also a good case study on how NEPA has been leveraged to make infrastructure construction more expensive.

[REPLY](#) [LINK](#) [REPORT](#)

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*John on November 9, 2020 at 10:49 am*

Culverts prevent streams from flowing naturally, which can cause debris (trash as well as natural items like logs) to get caught on the culvert and further block the flow of water. They can also cause erosion, especially downstream of the culvert. Many culverts have a drop of a few inches or even several feet, which prevents many aquatic creatures from moving upstream.

[REPLY](#) [LINK](#) [REPORT](#)

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*David C on November 6, 2020 at 2:52 pm*

Great article.

The best option is to not widen the Beltway and instead invest in non-automotive transportation while dealing with congestion through pricing. You're correct that the Beltway will need replacement and so we should use that as an opportunity to correct the barrier issues you bring up and to undo some of the environmental damage we caused.

Worst option is to widen it and make all the same mistakes again.

[REPLY](#) [LINK](#) [REPORT](#)

*Brett Young on November 6, 2020 at 5:12 pm*

I've gone hiking at Turkey Run up to the American Legion Bridge and I really want a pedestrian walkway to get to the C&O canal on the MD side.

[REPLY](#) [LINK](#) [REPORT](#)

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*John on November 9, 2020 at 10:47 am*

Hopefully that will happen when/if the American Legion bridge is replaced!

[REPLY](#) [LINK](#) [REPORT](#)

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*Falls Church on November 6, 2020 at 9:36 pm*

Yes, save the Capital Crescent Trail and the Hays Spring amphipod spawning grounds! Oops, wrong article?

[REPLY](#) [LINK](#) [REPORT](#)

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*drumz on November 6, 2020 at 10:44 pm*

The key differences being:

A: the capital crescent trail is being improved and extended.

B: the shrimp in question never actually lived in the area. Confirmed by the biologist hired by FOCCT.

Making sure projects don't needlessly harm the environment is good. Claiming up is down just to spread FUD is bad.

[REPLY](#) [LINK](#) [REPORT](#)

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*Chester B. on November 7, 2020 at 10:24 am*

*Professionally, he works for a federal agency, which asks not to be identified.*

I hope when the new administration comes in you will be able to write freely!

[REPLY](#) [LINK](#) [REPORT](#)

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*Flizary on November 7, 2020 at 11:27 pm*

Those sidewalk crossings over on and off ramps are totally insane. I can't believe anybody thought that was a solution.

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[REPLY](#) [LINK](#) [REPORT](#)

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**From:** George Tobin [REDACTED]  
**Sent:** Thursday, September 24, 2020 3:33 PM  
**To:** MLS-NEPA-P3  
**Attachments:** G Tobin MOCO I 270 and 495 JEIS and JPA Comments 9 24 2020.docx

To:  
Lisa B. Choplin, DBIA  
Director, I-495 & I-270 P3 Office  
Maryland Department of Transportation State Highway Administration  
I-495 & I-270 P3 Office

Dear Ms Choplin,

I've attached my formal comments and thoughts about this subject, and look forward to some modicum of success with whatever it is that your office is hoping to achieve. If you have any questions about my comments/testimony, please feel free to contact me via cell: [REDACTED], or by email back to me; 'm more than happy to provide additional details.

**George Tobin**

## Comments on I-495 & I-270 Managed Lanes Study DEIS/ Draft Section 4(f) Evaluation

From: George Tobin, Montgomery Village, MD 20886

These observations come from my observations as a graduate of WPI's Urban Planning program, but also my 15+ years living in Montgomery County, after having lived in suburban New Jersey and before that, growing up in a medium sized town in western Massachusetts.

So, here goes.

According to one popular website I visited these numbers spell out one reason why residents of MOCO has been grappling with road congestion seemingly for the last 20 years, and probably well before that.

There have been nearly 60,000 new homes built since 2000. Here's what I read as far as the breakdown:

|                                    |        |
|------------------------------------|--------|
| <b>Built between 2000 and 2009</b> | 41,356 |
| <b>Built in 2010 or Later</b>      | 16,827 |

More to the point, here are the latest commuter statistics (obviously "pre COVID-19") as far as how people commute to work in order to earn the money folks obviously making in MOCO.

### Means of Transport to Work in Montgomery County

|                       |         |
|-----------------------|---------|
| <b>Car</b>            | 415,835 |
| <b>Bus or Trolley</b> | 28,967  |
| <b>Railroad</b>       | 3,907   |
| <b>Ferryboat</b>      | 39      |
| <b>Bicycle</b>        | 3,337   |
| <b>Motorcycle</b>     | 534     |
| <b>TaxiCab</b>        | 825     |
| <b>Walk</b>           | 11,685  |

Source: <https://www.point2homes.com/US/Neighborhood/MD/Montgomery-County-Demographics.html> (retrieved 9/24/2020)

Basically, MOCO, the state, and its elected officials have allowed growth to continue WITHOUT building out the infrastructure to carry it. It's a perfect storm, if you ask me. In MOCO I've seen the population "explosion" in Urbana and Clarksburg, as well as major residential AND retail development in Bethesda, Gaithersburg and Rockville in the years I've lived here. Meanwhile, it took YEARS to get the ICC and the I-270 Watkins Mill interchange approved and built, and yet other projects like the M-83 Mid County Highway completion and expansions of tertiary roads languish.

I realize there are a plethora of “tree huggers” and nature enthusiasts in MOCO, and that’s fine...except when they’re blocking some much needed infrastructure improvements like M-83 (mid county highway’s) completion or the expansion / widening of I-270/I-495. When it’s all said and done, 95% of MOCO residents STILL use a car/SUV to get to work. This is not Europe (trust me, I’ve been on a variety of commuter trains in Europe and they are very crowded 90% of the time). Gas cost half as much as it does in most of Europe, and American’s, for the most part, still value the freedom a car provides. I’m not knocking trains, I used to take one several days a week to m office in DC, and before that, Rockville. But, getting back to my original point, growth without roadway expansion and management will reduce the quality of life in MOCO, and in fact, the one comment friends who come to visit make is, “My goodness, there’s a lot of traffic!” THAT, I surmise, is not what MOCO officials and residents want people to think of when they think of MOCO.

Of course, MOCO processes and officials are not all to blame. We, as residents, share the blame. I would NEVER tell someone they couldn’t drive if they were legally allowed to. Nor would I say protecting the environment is a bad thing. But....the waste of productive time, the wear and tear on our vehicles, and the extra costs and pollution coming from congested roadways needs to be balanced against the broader picture of maintaining and enhancing life for MOCO residents.

Thank you for allowing us to comment, and I look forward to, in some small way, helping to be a part of MOCO’s forward looking life enhancement programs.

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**From:** Margaret Tolbert [REDACTED]  
**Sent:** Sunday, November 8, 2020 12:42 PM  
**To:** MLS-NEPA-P3  
**Subject:** No build option for 270

Dear MDOT,

My husband and I are lifelong residents of Rockville and were living in the area when 270 was last expanded, an effort that failed to solve our traffic problems. We support the **no-build option** for the P3 proposal.

You have heard from the City of Rockville government which provided you with objections to expanding 270 through Rockville, we agree with the sentiments expressed in their letter to you. We support 21st century solutions to our traffic problems including a serious consideration of public transportation and reversible lanes.

We live in the beautiful walkable neighborhood of Woodley Gardens, a multi-generational neighborhood that supports small businesses within the neighborhood, businesses that would be severely impacted by the proposed toll lanes. We believe MDOT has failed to sufficiently consider the negative impacts on our environment and quality of life. Emissions from the highway currently pollute our air and lungs, the environmental study fails to convince us that added toll lanes will not increase particulates damaging to our health.

The toll lanes proposed are not affordable for most Rockville families that must commute on a regular basis. Rockville does not need Lexus Lanes, we need forward thinking solutions.

Sincerely,

Margaret and Richard Tolbert  
[REDACTED] Hawthorn Court  
Rockville, MD 20850



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## Frances Toler

I am strongly opposed to this project. The environmental study is incomplete, and yet contains many disturbing detrimental environmental Impacts. As someone who loves the waterways, plants and animals of our area, this project is misguided from the start, and contains inadequate protection for storm water, wetlands, sensitive areas, and threatened plants and animals. It is also wildly expensive, and utterly unsustainable without the toll funds. We cannot afford this expansion project, and it will hurt our precious resources.

It is imperative that the current project be scrapped, and a realistic plan That won't hurt the environment be considered in its place. This project cannot be saved.

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**From:** carole tomayko [REDACTED]  
**Sent:** Friday, August 28, 2020 7:52 PM  
**To:** MLS-NEPA-P3  
**Subject:** DEIS

For environmental and practical reasons, I am altogether opposed to the widening of 495. Instead of spending money which might marginally decrease time spent commuting by car, the state needs to devote its time and tax dollars to improving public transit.

Carole Tomayko  
[REDACTED] Belvedere Blvd  
Silver Spring, MD. 20802

[REDACTED]

## Carole Tomayko

I have lived five blocks from the 495/ Georgia Avenue intersection for 45 years, so I am intimately aware of the problems and benefits of being close to the Beltway and the Forest Glen Metro Station. Traffic on the Beltway is noisy and air polluting while traveling on the Metro is fast, cool, and comfortable. Widening the Beltway would bring even more traffic and pollution to the homes and businesses surrounding the Beltway and create little relief from gridlock in the long run. Tax money needs to be directed to alternate modes of transit, especially now that more and more people will be working from home rather than driving to work.

## Carole Tomayko

Now that the new Colesville Road bus transit system is about to open, I am more convinced than ever that the county and state should NOT go forward with the expansion of 495. Let's give it a few years to see how much the rapid bus system helps congestion and give people time to discover their new transit options.

What we DON'T need is more time, pollution, and money poured into car traffic through the neighborhoods impacted along 495.

And while we are at it, let's fund finishing the purple line to connect east and west of the same area the wasteful 495 roadway is supposed to unclog.

Finish what we have started, and give the new transit options time to prove their value.

**Name:** Vicky Torrance

**Joint Public Hearing Date:** 9/10/20

**Type:** Voicemail

**Transcription:**

Hello, my name is Vicky Torrance. I'm a resident of Prince George's County. I live in Upper Marlboro, Maryland. I'm also a commuter - um - and use, ah- use the Beltway on a regular basis. I worked in Virginia - in Herndon, Virginia to be exact - um, for six years and - um - in doing so I've had to do commuting back and forth, often times utilizing the, um - the, um toll lanes to get here from Upper Marlboro to Herndon. And though there tolls were set up to - I guess - help with the traffic flow, traffic is still heavy. Getting on those lanes may save time, but it can also cost a lot of money. Um, our area does have a lot of traffic - and um, if anything, I think it's a hardship - hardship - on the - on the - um - commuters. Um - I don't think that - um - if this is the way that the Planned Options are - um - set up for these anticipated - um - toll lanes for 495 to 270 and which the um - the tolls that would be it would be instituted would be - um - go up in - cost due to traffic - or the amount of traffic. Um - I just - there's got to be a better way, to me. I think that I would rather see something introduced with HOV lanes um - to um - add those if that's what you want on the greater part of 495 versus those that I think oh right now are showing up on 270. Um, ah - also being a resident of Prince George's County, um - I'm also not for - um - the fact that so many of us from the county leave the county and have to commute whether it's around the Beltway - um - one way or the other. Um - As I said, I commute back and forth to work - um - from here to work from Herndon, Virginia. I'm mainly a remote employee because the hardship really - um - was ahh - was - it was making an impact whether I would keep my job due to the tolls that were taking place - or that do take place - in between um-um Virginia's 495 and - and 95 and - and then I-66 - um and so I'm grateful to be able to work remotely. Um - I still do a lot of work that takes me outside my home -um for my - my job as well as just within my community - um - with volunteerism and - ah - with church activities and activities for my - um - family and... [recording ends].

## Vicky Torrance

Hello, I'm not sure if my comment went through or not. So, I'll just repeat it one more time. My name is [name removed]. I'm a resident in Prince George's County, um- Maryland. Um - I'm in Upper Marlboro. I just want to say for the record that I am not pleased with the idea that they would be toll roads on 495 - um - and I-270. I just feel like that's an extreme, um - especially since we've never even done HOV on this section of 495.

Um - Pennsylvania Avenue is the area where um - I get off most often um - to do - to go to work when I've had to work um - um outside of my home as well as for any of the community and church activities that I do. Um - and um - so I'm not in favor of tolls. Um - For the record, I do - my main office for my job is in Herndon, Virginia and I've been working for federal government for six - six years. Um - During that time, I was commuting back and forth and um - between two rush hours of Maryland and Virginia and then getting on I-66 um - and um - often times took the toll because the traffic was so heavy even with the tolls - um and trying to leave accordingly either super early in the morning or super late at night didn't always work. And so, I - it just became a hardship to work - um and was looking to leave my job because of um - either being to work late or having to pay tolls to get to and from work and so my job has allowed me to work remotely now and um - but as I said - my - when I think about 495 and 270 and tolls, I just feel like there's got to be a better way. I wasn't pleased with the fact that - you know the kind of tolls - that we are considering would be tolls that would actually cost more as traffic goes up. We have um ah - traffic delays here. There's lots of - um ah - there's accidents -there's a lot of things that happen around the Beltway of 495 that impact um - our traffic - and so the idea that we would um - have to pay more just to do - to get to and from work and activities just seems ah - a bit harsh to me. Um - we're not even doing toll roads at this end of 495 - I'm on the end of 4- um of um- Pennsylvania Avenue. So HOV hasn't been tried - nothing like that. So I feel like um - to go to a toll system that would actually penalize workers - especially Prince George's County residents with most of us leaving the county to go to work whether it be in DC, further up in Maryland... [recording ends].

## Vicky Torrance

My name is [name removed]. I'm from Prince George's County Maryland. Um - I'm not sure if the messages are gone through so I pardon -pardon me. Um - if you've seen this message again, I will say please accept this message the third time because it's probably the most concise um - that I'll be - if it had gone through. Um - I am not for or 495/I-90 - 270 tolls. I feel like most of us in Prince George's County leave the county to go to work, do our activities, um and - it was - ah - very punitive in the way that these tolls are anticipated take place. Um - and especially with the fact that we do have heavy traffic - there can be accidents - and um-um - at this point the heavier the traffic and tolls being used, the higher the cost. And at a time of pandemic when so many of us have been affected by our work -um and um - and the ability to get to work in terms of our incomes - um-um - I just think that that is the wrong thing to do and Prince George's County residents would be unfairly um-ah-ah treated in this manner and bear the brunt of taxes - of tolls just to get to and from um - the activities and work and-and-an church that we - that we do. We haven't even tried HOV lane at this level - or this portion of the Beltway. And so, I feel like before we would go to tolls that should at least be something that is tried as we - um - have on Route 50 and even on other areas of - um - Montgomery County - um-uh 270. Um - and so, I'm not a fan. I did work in - I do work in Herndon, Virginia. My job is - allowed me to be remote right now. I still leave my job - my home - to- um to go to work on - um - other activities, but I don't have to have that commute back and forth to Herndon. And so, for four years, I was doing that - two rush hours in Maryland and Virginia and paying tolls -um on - um I-66 to get to Herndon, Virginia. Um - traffic was bad - and still bad whether you have the tolls or not - um - and since the - ah- increase in traffic cause toll prices to be higher and going super early or staying super late wasn't always um - an option, um - not a good idea to me. So that's not my vote that we go for tolls on 495 - 270. I feel like if we want to reduce traffic, let's try HOV lanes first. And if we're going to do tolls - not do something that penalizes most Prince George's County residents and um - having to pay high tolls just to get to and from, especially during a time when we have - um - our economy affected, our jobs affected, and now we're going to have... [recording ends].

## Vicky Torrance

I'm not for 270 and 495 tolls. Um - it is cost prohibitive to most - um - Prince George's County residents. We - most of us leave the area - um - to work whether it be going to - um - DC - um - Virginia or around the Beltway on 495. Um - We have tried toll lines - um, excuse me - we haven't tried HOV lanes at the southern part of - uh - 495. Um - I'm off of Upper Marl... um - Pennsylvania Avenue, Upper Marlboro, Maryland, and before something as - um as drastic as tolls would take place, I think that we should see if HOV would be - um - another option. Um - also during this pandemic, many folks have lost jobs - um - have had to - um - or if they haven't then members of their family have - and so we're impacted financially and a toll system that would be punitive due to traffic -um - and more people possibly using lanes because of traffic - I think is, again, the wrong message that Prince George's County would say that they care for their - um - um that Maryland would be saying in terms of the care for their residents. So, I'm not for that system. I did work in Herndon Virginia - um for - ah - four years and of that time frame, - uh - I more often than not pay - paid - um - I paid a lot of - um ah -tolls because the - uh - cost of get - getting from Upper Marlboro to - um - Herndon, taking I-66 and tolls - um - was very - could be very high. Um - And um - going to work earlier - getting off work later was not always the option - um and um - regardless of the tolls, there are a lot of people being negatively impacted - um - on the 495 stretch around the Beltway um-um and the toll system that's set up - and just the traffic. So, I'm not sure that toll sets - settled anything. So, I'm not in favor of that. I'd like to see something done - um - differently that does not impact, again, our citizens of Prince George's County - um - exceptespecially when most of us leave our county to go to work elsewhere...elsewhere - otherwise during rush hour times as well as any of the work in times that we would need to travel back and forth. Um - So, thank you.

**Name:** John Townsend

**Date/Hearing:** 8/25/20

**Type/Session:** Live/Afternoon

**Transcription:**

Thank you. Good afternoon. I'm John B. Townsend II (T-O-W-N-S-E-N-D), the Manager of Public and Government Affairs at AAA. My address is [REDACTED] Vista Verde Drive, Mitchellville, Maryland. We speak out again today in support of the project. Especially, the Build Phase of it. We think that the DEIS quantifies the different scenarios and why it is feasible, and it makes all the sense in the world. And it matters in terms of dollars and cents to go ahead and build a project now. Now, I've listened to what the critics have said today and I understand some of their concerns, but the status quo cannot continue to exist. We suffer from the second worst congestion in the country in terms of our freeway system, our Interstate system. Studies have documented this time and time again, no matter the agency, whether it is the Maryland Department of Transportation, the Texas A&M Transportation Institute, INRIX, the Maryland Transportation Institute, or the Metropolitan Washington Council of Governments, or TRIP. In fact, the recent study by TRIP shows that 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 about 2000, 2018, vehicle travel at Maryland's interstates has increased at a rate of five - I'm sorry - nine times faster than the rate at which new lane capacity has been added and then it quantified the worst spots in the state of Maryland. And 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 and I-495. Now there are some who say this is not the time to build. Well, it's true, that there has been a precipitous drop in traffic volume in the Washington Metro Area and the National Capital Area. But even now, traffic volume has returned to 80-85 percent of the pre-pandemic level. So, all of this data before us, as well as that is quantified in the DEIS only reinforce the compelling need to move forward with improvements to the American Legion Bridge and to I-270 now, while interest rates are at historic low. Let's not stall this forever with bogus arguments. Let's move ahead. Thank you so very much.

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**From:** Yusuke Toyoda [REDACTED] Sent You a Personal Message [REDACTED]  
**Sent:** Wednesday, July 15, 2020 9:40 AM  
**To:** 495-270-P3  
**Subject:** Extend the I-495 and I-270 comment period to at least 120 days

Dear Lisa Choplin,

I live in a neighborhood that'll be affected by the widening on both I-495/I-270. Now, anyone who knows anything about road expansions knows that they don't ease traffic in a meaningful way. In fact, they increase traffic on both the expanded highways and the secondary roads, and my neighborhood will see more cars, leading to more traffic incidents and more delays (not to mention unsafe conditions for pedestrians and bicyclists.

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 North Bethesda 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.?

Sincerely,

Yusuke Toyoda  
[REDACTED] Cushing Dr  
Kensington, MD 20895  
[REDACTED]

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lindsey Mendelson at Sierra Club at [REDACTED] or [REDACTED].

## Ashley Traut

Any investments in transit should be focused on mass transit, not more room for more cars. Numerous widely accepted climate models show that we have 10 years to dramatically step away from fossil fuels if we want to avoid the worst case climate scenarios. Looking at just climate impact alone, this project should not go forward.

# Herbert Traxler

I write today to strongly oppose the Northeast Maglev project. I consider it an expensive, disruptive and environmentally damaging project. It would duplicate the existing AMTRAK railway infrastructure and syphon funds from the much needed and overdue investment to improve the railbed of the northeast corridor. Europe has done so years ago in much of the continent (e.g. the TGV. "tres grand vitesse" system in France). as did Japan and China (speak "bullet train"). This could contribute to put us on the path to economic recovery.

The Northeast Maglev project would serve a very limited number of passengers to go from DC to Baltimore and later from DC to NYC in an hour (as if another hour on a speedy train on a much improved railbed is not acceptable ). This project competes with existing networks, and hinders the revitalization of the aging Northeast Corridor.

Several thriving cities and communities, such as Greenbelt, will be negatively affected on a permanent basis.

The claimed benefits are highly hypothetical and suspect (reminiscent of the Maryland Purple Line, where delays and cost overruns ultimately led to costly litigation and a work stoppage on a partially completed project, leaving disruptive scars in 2 Maryland counties).

Please oppose this disruptive, costly and unnecessary duplicative project. Redirect the proposed funds to improving the existing rail infrastructure, which needs these funds, as you make your infrastructure decisions. This would serve a great many more passengers than the costly MAGLEV pipe dream.

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**From:** Beyhan Cagri Trock [REDACTED]  
**Sent:** Monday, November 9, 2020 2:53 PM  
**To:** MLS-NEPA-P3  
**Subject:** Expansion

Hello,

I recently moved to Silver Spring and am very close to the YMCA in Silver Spring. Obviously I have become more aware and more concerned about plans to expand 495, concerns that exceed issues of noise and air pollution.

It seems to me that COVID has changed much of if, how, and how much County residents commute to work. And I think the changes are here to stay.

Many of us who have been required to work from home are actually finding unexpected benefits. Our families and are more cohesive, our neighborhood is more cohesive. Some of us are more productive, not less. Why would we put so much money into expanding the beltway now, when the transportation ramifications of COVI 19 are still unclear? Wouldn't M.r Hogan be lauded for taking the bold step of waiting to get the facts before moving ahead on an idea that may already be obsolete?

I could have said the obvious; that I'm concerned about the environment and want fewer cars on the road because the air is cleaner. I could have said fewer cars has really reduced the noise level. But that's not really the point of this letter. The point is, as a nation we have different priorities that we did just 6 months ago. We should take a step back, examine the pros-and cons in our new reality, and figure out the smartest, forward-thinking way to use our infrastructure resources.

Sincerely,

**Beyhan Cagri Trock**  
- ARCHITECT LEED AP

TrockWorks Architectural Services

[REDACTED] Normandy Drive  
Silver Spring, MD 20901

[REDACTED]

Mobile  
[www.trockworks.com](http://www.trockworks.com)

## Margaret Truman

I am strongly opposed to special lanes for those financially able to afford special treatment. Improve and subsidize public transportation and change zoning to incorporate jobs and housing.

## Penny Trusty

I do not think that any extra lanes, especially toll lanes, should be built on 270 between Clarksburg and 495. The build-up on 270 occurs during the morning rush hour because the beltway causes a bottleneck for south-bound traffic, and it occurs during the evening rush hour because the lanes constrict at Clarksburg and create a bottleneck for all of the north-bound traffic. I think traffic would be eased if one extra lane were added going north and going south between Clarksburg and Frederick. Additional lanes on the beltway may have unintended consequences, like safety concerns for drivers negotiating such a large amount of lanes in the area south of where 270 intersects with the beltway. MDOT should think "outside the box" and look for other solutions to the traffic problems. MDOT just keeps adding lanes as a solution to traffic problems. The road has changed from a beautiful four-lane road with a lovely median to a 12-lane ugly scar on the landscape in Rockville - and no amount of lanes will ever be enough. Drivers living to the north should not be given so much preference over the citizens who live in the Gaithersburg, Rockville and Bethesda areas that they are able to greatly reduce our quality of life in this area of the state.

## Max Tsai

I oppose the I-495 and I-270 project. I support the no-build option. We should seek for more affordable public transportation routes, instead of this lexus lanes for the rich. Furthermore, the more lanes means more air and noise pollution, not even mentioning the thousands of trees will be needed to come down to make room for the expansion. I am already being impacted for the current traffic noise, I can't image the noise that being increased by widening the highway. Please stop this project to help the environment. Thanks.

# Marinos Tsigas

Dear Maryland Dept. of Transportation,  
I hope you are all well.

I am writing to let you know that I oppose this project and I support the no-build option.  
I believe we should not damage several parks and should not destroy hundreds of forest acres for  
this project.

Thank you for giving me the opportunity to make my voice heard.

Kind regards,

Marinos

## Richard Tucker

I am against the widening project . My basic point is that it will only dramatically increase traffic in the area and will allow more people to live farther out and continue to drive into the city. It will also significantly increase local traffic congestion We need to develop more mass transit (metro, bus, etc)and none auto travel.This will result in an overall improvement in the environment.

**Name:** Melvin Tull

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Live Testimony/Afternoon

**Transcription:**

Good afternoon. This is Melvin Tull, M-E-L-V-I-N, T-U-L-L. I live at [REDACTED] North Pike Creek Place in Montgomery Village and I'm calling as just a simple commuter, commuting on I-270 into Silver Spring after day for the last 30 years and now doing some commuting into Frederick as well. My message is build it, it's time, it's needed. After listening to some of the other callers sounding like progressives against progress, I really have to say we need this thing. Build it. Bus and transit hasn't been working during this, well, the shut down and in Silver Spring, we can see that the metro gets shut down even without a pandemic. We need this flexibility of being able to drive a car, and as much as we need to look at the future, we're going to see electric vehicles and solar power driving those vehicles, powering those vehicles that will give flexibility for people to get where they want to go. As you know, Montgomery County wants to add tens of thousands of households over the next dozen years or so because we need workers and people are going to want to move around to go shopping to get to their jobs. Not everybody is going to be able to stay home and work on a computer in their private office. We need to build it. Get it done, guys. It's time to build this thing. Thank you. I still have some time left. But. Thank you.

James L. Tully

I oppose the I-495 and I-270 project, I support the no build option. The project will not achieve its stated objective.

## Amelia Turner

I oppose the I-495 and I-270 project. I support the no-build option. I grew up in Takoma Park Maryland. Everyday I am great full for Angela Rooney and former Takoma Park Mayor Sammie Abbot for stoping the I-95 expansion that would have split my city in half. I used to live in a city that was divided by a highway, Worcester Massachusetts. It was awful. You should look at Worcester as an example of what not to do. As a person that does not drive, I could not get from one half of the city to the other. I was completely cut off. To non drivers highways are boundaries. You cant really pass them without help. This is not the first time that I-270 has been expanded. Clearly, as evident from all other expansions, highway expansion is a quick fix and does not provide a long term solution. Why are we displacing homes and business on something that has historically been shown to not work. If highway expansion worked, then why are we expanding the highway now? Maryland needs a solution to this problem. Expanding the highway over and over again hoping that this time it will work just sounds wasteful.

I oppose the I-495 and I-270 project. I support the no-build option. I live in the Woodley Gardens neighborhood of Rockville and my house is just a few houses away from the I-270 sound wall. I am therefore vehemently opposed to this project. I believe that the widening of 270 will have a direct impact on the value of my home. My friends and neighbors will lose their homes. It is hard to fathom that this project is even being considered. I believe that the real problem is the bottleneck that is created further north where the lanes go from 6 lanes down to 2. No solution will ever work until these north lanes are widened. Widening of these lanes should occur first or this is just a massive waste of money. The cost of this project is astronomical, and I feel like this will put huge burden on taxpayers----now and for many, many years to come. Due to these huge costs, the proposed toll lanes will be far too expensive for the average driver to use. I have seen and experienced toll lanes in Virginia and they seem to be very under-utilized and I don't believe they have had the impact to traffic as promised. I don't believe that Maryland should ever try to emulate what Virginia has done in terms of their roads and highways---Virginia is a complete disaster when it comes to traffic.

Maryland should learn from Virginia's mistakes---unless one of the real motivations is to help a company rake in large sums of money for years to come by charging outrageous toll amounts to drivers trying to get to their jobs. Further, being so close to 270, I do not want to live through the construction for the next 4-5 years. Not to mention the environmental impact of this project due to increased air and water pollution as well as the impact on parks and on trees. I believe that there are other options that are not nearly as expensive or disruptive that could help with the traffic congestion---such as reversible lanes. Please kill this project as proposed and go back to the drawing board to explore less costly and more environmentally friendly options.

Thank you.

Shannan Turner-Cole

█ Hawthorn Court  
Rockville, MD 20850  
█

## Stephanie Turpin

I support the no build option because of the devastating effect expansion would have on my neighborhood. I live on Forest Glen Rd and the beltway noise already poses a serious problem to our neighborhood. With the pandemic, more and more people are finding that their work can be done all or partially remotely. Let's support investments in the kind of future city we want to see, not in just pushing as many cars along the highway as possible. For the sake of supporting our existing flourishing communities and limiting the environmental impact of enabling more vehicles to get on the road, I support the no build option.

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**From:** Christy Turtzo [REDACTED]  
**Sent:** Monday, October 19, 2020 5:49 PM  
**To:** MLS-NEPA-P3  
**Subject:** Citizen Comment on 495-270-P3 Project

To Whom It May Concern,

I strongly OPPOSE the I-495-I-270-P3 project. I support the NO BUILD option.

After careful review of the project's draft environmental impact statement, I am even more convinced that this project should NOT proceed. This project would only worsen rush hour, and increase air and water pollution, as well as drastically worsening congestion and noise pollution in the area from 4 to 5 years in each location as construction proceeds. In addition the toll lanes would benefit only the richest among us, not those who are losing their jobs in the midst of the COVID-19 pandemic, and worsen congestion in the non-toll lanes. Plus, many parks and lots of forest canopy would be destroyed.

Again, I strongly OPPOSE The I-495-I-270-P3 project, and I support the NO BUILD option.

Thank you for your consideration of my input.

Sincerely yours,

Lisa Christine Turtzo  
[REDACTED] Blossom Drive  
Rockville, MD 20850

P.S. I attempted to file this comment via your web-based comment form, but my browser could not make an SSL connection to your server to submit the form.

P.P.S. Once more my refrain....I OPPOSE this project. I support the NO BUILD option.

---

**From:** Diane [REDACTED]  
**Sent:** Saturday, November 7, 2020 9:52 AM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** I support the no build option

Dear Elected Officials,

I oppose the 495/270 expansion and support the no build option!!!

This project will create more destruction than good for the people, businesses and the environment. The very people you have been elected to serve.

In these changed and uncertain times pushing forward on such a costly project, not wanted by the majority, seems irresponsible.

Let's finish the Purple Line first. So many lives and livelihoods are already disrupted.

The money for the expansion would be better spent in the long run with better managed and increased social services.

Imagine starting from the bottom up and creating a system that serves those most in need :)

Again, I support the no build option.

Respectfully,

Diane Tyburski  
Silver Spring, 20901

1 quality of life. Let's ensure that MDOT SHA leads the way on  
2 the values that all Marylander's hold dear. Make the fiscally,  
3 environmentally, and socially responsible decision. The No Belt  
4 Alternative is the only truthful and defensible alternative in  
5 compliance with the National Environmental Policy Act. Thank  
6 you for your time.

7 MR. BING: Thank you very much, Mayor Newton. Before we  
8 go to our next person, I'm going to have the microphone cleaned,  
9 and also just a reminder to everyone in the room to please have  
10 your mask pulled up over your nose and your mouth unless you're  
11 at the microphone speaking, please.

12 Our next speaker will be Nino Vaghi, and I'm sorry if I  
13 mispronounced that. Nino when you get up, please state your  
14 name, spell your name and provide your address, and after that,  
15 you will have three minutes.

16 MR. VAGHI: My first name is Nino. That's N-I-N-O. Last  
17 name is Vaghi. V as in Victor, A-G-H-I. My home is at [REDACTED]  
18 Dresden Street, Kensington, Maryland, and I represent the Nino  
19 R. Vaghi Foundation.

20 MR. BING: Go ahead.

21 MR. VAGHI: As a resident of Maryland for 68 years and

1 living two blocks from Connecticut Avenue in Kensington,  
2 Maryland, I am certain adding two lanes to the Maryland Beltway  
3 will never work.

4 More than 50 years ago, I attended St. Johns College High  
5 School in Washington, D.C. To get to my school, I commuted down  
6 Connecticut Avenue and took a left onto Military Road, which is  
7 about one-half mile inside Washington.

8 There was bumper-to-bumper traffic back then and there is  
9 bumper-to-bumper traffic today. Nothing has changed in the last  
10 50 years. There are only so many cars we can put on Connecticut  
11 Avenue at rush hour. There's absolutely no room left today for  
12 more cars and trucks.

13 Some of the busiest exits off of Maryland Beltway include  
14 Wisconsin, Connecticut, Georgia, Route 29, New Hampshire, and a  
15 few others. Does anybody actually believe there is excess  
16 capacity on these roads to handle the onslaught of cars that are  
17 going to be added to these roadways when they add two lanes to  
18 the Beltway?

19 Let's look at the secondary roads. These roads in the new  
20 City of Washington, D.C. were designed 229 years ago by Pierre  
21 L'Enfant.

1 The roads listed above that I just mentioned were built  
2 three lanes wide in 1791 as they went from Maryland into  
3 Washington D.C. Today, 229 years later, they are still three  
4 lanes wide and guess what? 500 years from today, they will all  
5 be three lanes wide. These roads will never be widened  
6 because sidewalks, buildings and homes were built right up to  
7 these roadways. Jamming more cars and trucks on these roads  
8 should never be attempted. Bumper-to-bumper traffic brings  
9 increased air pollution and other health hazards. These roads  
10 were never built to handle this increased traffic.

11 The proponents of adding two lanes to the I-495 Beltway in  
12 Maryland has always been to provide more capacity for cars and  
13 increase the speed on the Beltway at rush hour.

14 Currently, let's just assume that the speed on the Beltway  
15 at rush hour in the morning is about 10 miles per hour. The  
16 proponents are saying that when you add two lanes we will fix  
17 the traffic congestion and traffic will begin to move at a much  
18 faster pace.

19 Let's assume they are correct and we go from 10 miles an  
20 hour to 40 miles an hour. This is a 4X additional speed. When  
21 rush hour is moving four times faster, you would think that the

1 number of cars are going to be exiting of the Beltway at about  
2 two to four times faster.

3 In the \_\_\_\_ City of the Traffic Analyst Technical Report,  
4 it shows about 6,500 cars exiting onto Connecticut Avenue at  
5 rush hour between 6 and 10 a.m. prior to the construction of  
6 additional lanes.

7 After construction, the report shows essentially the same  
8 number of cars. How is this possible?

9 Table 3-12 of the Report actually details --

10 MR. BING: You're going to wrap up here in the next few  
11 seconds, okay?

12 MR. VAGHI: Oh.

13 MR. BING: And, again, you can submit your comments in  
14 writing. They will be given equal consideration, but we do need  
15 you to wrap up in the next few seconds.

16 MR. VAGHI: Anyway, I'll submit the balance of my document,  
17 please?

18 MR. BING: Absolutely. Again, it's all given equal  
19 consideration.

20 MR. VAGHI: Got it. It was a page full. I'm sorry.

21 MR. BING: No apologies. Thank you very much for your

1 comments.

2 MR. VAGHI: Time flies. Who do I submit it to?

3 MR. BING: We'll get one of our team members. Just go to  
4 the registration table and they'll be able to help you, okay?

5 Our next speaker will be Ben Ross. Ben, again you'll have  
6 three minutes. Please state your name, spell your name, and  
7 provide your address. And, again, I don't mean to be the hall  
8 monitor if you will, but we do need to all keep our masks over  
9 our nose and mouths, please. I know it's hard to do, but  
10 please.

11 MR. ROSS: Hello, I'm Benjamin Ross. B-E-N-J-A-M-I-N  
12 R-O-S-S, [REDACTED] Bethesda Avenue, Apartment 819, in Bethesda, and  
13 I'm representing the Maryland Transit Opportunities Coalition.

14 I'm going to get right to the point. This process is  
15 rigged to justify a toll lane contract for the favored, bitter  
16 trans-urban. Both the process and its predetermined result are  
17 fatally flawed.

18 First, it will not relieve congestion. Traffic on I-270  
19 will get worse. Traffic on the Virginia Beltway will get worse.  
20 If, as is very likely, the project never gets past Phase 1,  
21 there will be horrendous traffic jams at the 270 Beltway merge

1 parts of West Virginia.

2 I have given a three-minute summary of my  
3 detailed comments. I will submit detailed  
4 comments before the new deadline. Thank you for  
5 taking my comments.

6 MR. VAGHI: Yes, my first name is Nino,  
7 N-I-N-O. The last name is Vaghi, V as in  
8 Virginia, A-G-H-I, [REDACTED] Dresden Street,  
9 Kensington, Maryland. Thank you very much for  
10 inviting me here. I just gave my testimony  
11 earlier today, and my testimony essentially was  
12 that I'm against the two additional lanes,  
13 actually four lanes. We're talking two on each  
14 side of the Beltway.

15 I live off of Connecticut Avenue and  
16 Connecticut Avenue is a nightmare. I went down  
17 Connecticut Avenue 50 years ago when I was a  
18 student at St. John's College High School. So I  
19 went down to St. John's and the traffic was  
20 terrible. It was terrible.

21 Today it's terrible and now we're talking

1 about adding two additional lanes to the Beltway  
2 and when you increase the speed of cars, let's say  
3 you go from, let's say right now it's 10 miles an  
4 hour. When the construction is finished, let's  
5 say we get to 40 miles an hour. So we go from 10  
6 to 40 and when you increase the speed, you would  
7 increase the number of cars that are going to exit  
8 off these roads. And I use Connecticut Avenue as  
9 an example.

10 So you're going to get an increase in the  
11 number of cars. The report if I read it right,  
12 said it's not going to increase. And I'm confused  
13 on why they believe that way.

14 But when you increase the traffic, I  
15 don't know what's going to go. There's no more  
16 room. So what happens, the traffic is going to  
17 back up onto the Beltway again. They never really  
18 fixed the initial problem with fixing the traffic  
19 problem.

20 That's true with all of Georgia, New  
21 Hampshire Avenue, Route 29. If the traffic goes

1 up to 40 miles an hour, the number of cars driving  
2 by it have been increased twofold or threefold and  
3 there's no place for the cars to go.

4 As I mentioned in my prepared testimony  
5 this morning, the lanes that go from inside the  
6 City were all designed over 229 years ago by  
7 Pierre Lafont. Those roads were all three-lane  
8 highways. That was 229 years ago. So all these  
9 roads heading downtown from the Beltway, they're  
10 all three lanes. Today there are three lanes.  
11 Five hundred (500) years from now it will still be  
12 three lanes.

13 So you can't widen those roads because a  
14 lot of the buildings and homes are built right up  
15 to the roadside, so it's impossible to expand  
16 those roads. Pierre Lafont, he had visions that,  
17 you know, I'll do three lanes. That will be good  
18 for the mix, whatever, 200 years.

19 But in a nutshell, I'm against that. I'm  
20 against this expansion because it's not going to  
21 fix anything. It's just going to put more roads,

1 more cars on the roads. It's not going to fix  
2 anything. We'll be smelling more Co2 and more  
3 pollution. What do we do another 30 years from  
4 now? Do we add another two lanes? Nobody is  
5 fixing the problem.

6 The consultants and the engineers, they  
7 ought to be ashamed of themselves for not thinking  
8 something different, and the different is taking  
9 cars off the road. We're all green, we all want  
10 cars off the road. I drive a Tesla. I haven't  
11 been to a gas station in years. I love it.

12 Now, that was my prepared testimony this  
13 morning. So how do we fix it? Well, I have a  
14 solution. It's called Park & Rail. It is a  
15 unique solution that will take the cars off the  
16 Beltway, not only in Washington, D.C., but in 200  
17 other cities around the world.

18 It works with a subway system and there's  
19 only 200 cities in the world that have subway  
20 systems. In the United States we have 15 systems;  
21 in China there's 42, I believe. And in the United

1 States, there's only, the oldest is New York and  
2 the youngest is L.A. So for this to work you need  
3 to have to work with the Subway.

4 If you look at Route 270 which is right  
5 near us where we're talking today, cars come down  
6 270 from Frederick. There's no place for those  
7 cars to exit off of 270 and to get onto a Subway.  
8 There's only one stop. That's Shady Grove Road  
9 filled by 6 o'clock in the morning. It's two and  
10 a half miles, so you can't get off 270 for two and  
11 a half miles, find out it's full and then you go  
12 back two and a half miles and you're going to be  
13 late for work.

14 So I picked five Interstates that come  
15 down into the Beltway area. None of these have  
16 exits to a Subway stop. Zero. These cars are  
17 stuck on the Beltway or heading downtown. They  
18 are stuck. There's no way you can do it. The  
19 same way with 66. There's no parking off 66 to  
20 hop on a Subway and head downtown, none at all.

21 95 over in Virginia, heading down from

1 the south up until the D.C. area there's no place  
2 for commuters and there's probably 200,000  
3 commuters a day that drive this parking lot or  
4 road heading toward D.C. Again, there's no Subway  
5 for these people to hop off.

6 Over into Maryland, Route 50 is the same  
7 way. You come up from Annapolis, there's no place  
8 to get off. New Carrollton is the only one that's  
9 full, are I'm proposing to build one of these five  
10 garages on New Carrollton, Route 50, and the last  
11 one will be Interstate 95 from Baltimore heading  
12 south.

13 So the idea is to build five large  
14 parking garages on these five highways. Now  
15 people say well, how are you going to fit 40,000  
16 cars and that's my goal is to get 40,000 cars into  
17 each of the garages.

18 How do you get 40,000 cars going 55 miles  
19 an hour, coming from Frederick heading downtown,  
20 how do you get them into a garage that sits on top  
21 of 270. It would be built on top of 270 and Sam

1 Eig Highway. That section, I beg everybody to go  
2 there and take a look at that intersection. It is  
3 absolutely perfect. It was designed for this.

4 So it would be a huge garage to park  
5 40,000 cars. The Subway will be built into that  
6 facility. All you do is you extend the Shady  
7 Grove Road exit and Metro, you extend it over into  
8 the parking facility on top of 270.

9 So we have the garage. We have the  
10 Subway at each of these stops, there are five of  
11 them. And now how do people park their cars  
12 quickly and get into a Subway car and get downtown  
13 with no headaches. It is absolutely as easy as  
14 could be and the way the parking garage works is  
15 it's a large structure, oval shape. From  
16 Frederick as you're driving toward D.C. off in the  
17 distance you'll see an exit and that exit will be  
18 a four or five-lane car highway that rises on the  
19 outside of this parking garage and goes up at the  
20 same time.

21 So as you're rising up your car has

1 different options. Exit 1, Exit 2, Exit 3, Exit  
2 4. The top could be the last exit.

3 So I'm not using internal ramps. Internal  
4 ramps are dangerous and time consuming and people  
5 won't go up ramps. They want to get out of their  
6 car and on a Subway and get to work. So this is  
7 one ramp, very wide, on the exterior of this oval  
8 shape parking garage and as you come down the  
9 opposite side in the afternoon, the commuters exit  
10 off the other side and head back into the  
11 Frederick area. All right. So that's what  
12 happens. That's how this works. As you go up,  
13 you exit whatever level you want to exit into. As  
14 you come down in the afternoon, head back to  
15 Frederick. All right.

16 Forty thousand (40,000) cars, the Subway  
17 is on the main concourse. People make their way  
18 down to the main concourse and there's different  
19 nice facilities for them. When they arrive, they  
20 can belong to a club like you'd have a beer line,  
21 the American Airlines Club at the airport. You

1 can belong to a club. We would have an area that  
2 should work. You can have a coffee shop.

3 There could be banks there. It could be  
4 all the airlines could be located there. The  
5 departure times and relevant times for all the  
6 airlines in the D.C. area will be there. Amtrak  
7 time will be there, everybody will be represented  
8 in this concourse area.

9 So it's a gathering place. It's a place  
10 to park your car, a place to stop burning fuel.  
11 Every day each car is probably going to save a  
12 gallon and a half. You can do the math. It's  
13 huge. It's a green solution. And we're finally  
14 taking cars off the road. We need to take the  
15 cars off the road. Talk about making two more  
16 lanes on the Beltway. What are we going to do in  
17 40 years? Add two more lanes. No. You have to  
18 take the cars off the roads.

19 So that's pretty much what this is. It's  
20 a parking facility. It's called Park & Rail, Park  
21 & Rail, and the way of getting commuters off the

1 road into a parking space on the concourse area,  
2 hopping a train right away and head downtown. You  
3 can get yourself a cup of coffee, whatever you  
4 want to do before that.

5 Now the nice thing is, and saving the  
6 best for last is that if you are a Marylander and  
7 I am, of 50 -- 68 years, we've been talking about  
8 how to build a bridge, one from Maryland over into  
9 Virginia. They've been talking about it. I just  
10 talked to the mayor of Rockville and I figured  
11 that also. She said what are you going to do, what  
12 are you going to do. And when I told her it was  
13 this, it was real simple. I'm having the subway  
14 come from Shady Grove to this large oval-shaped  
15 parking garage that can park 40,000 cars.

16 When it's time and the local governments  
17 find money, they can extend that Red Line over,  
18 down under the Potomac River on into Virginia and  
19 right down to Dulles Airport. So now I just  
20 solved another problem here and again this is a  
21 commuter facility and we've got people into

1 Virginia. We don't need (inaudible) and a bridge.  
2 We'll never get permission to build a bridge  
3 anyway. Too many people are against it.

4 So the next best thing is just to extend  
5 this out under the Potomac River. And pretty much  
6 that's what the idea is. It's the idea that it's  
7 going to save. It's a green solution. I'm taking  
8 tons of Co2 out of the air. There's 200 subway  
9 systems around the world. We now become green  
10 again. Maryland is very pro-green. Taking the  
11 Co2 out of the air, it's huge, the numbers are  
12 huge. Each day we're going to save 250 gallons of  
13 gas just in D.C. alone; 250 gallons. You know,  
14 there's no reason to -- close to 200,000 cars is  
15 because the cars on the Beltway can now start  
16 traveling at normal speeds. So I'm not just  
17 saving 250,000 gallons of fuel in each of these  
18 garages, but I'm going to save huge number of  
19 gallons because the people on the Beltway, now the  
20 traffic is flowing again. The traffic is flowing  
21 again.

1     Going down D.C. and Interstate 95, the traffic is  
2     beginning to flow again.

3             And most important is right now people  
4     get off these roads and they hop on these back  
5     roads where families live, where they have homes.  
6     For many homes they bypass the Connecticut Avenue  
7     and they go to these back roads, and that will  
8     only get worse with the expansion they're  
9     proposing for the Beltway.

10            I hope I didn't talk too long. That's  
11     all I have, and again it's a green solution and  
12     one final thought, I'd like to add one more thing.  
13     Corona Virus, it's been pretty bad, but I think it  
14     gave us a blessing in a way in that soon  
15     afterwards nobody was driving, airplanes were not  
16     flying. And I'd go outside. It was cool and it  
17     was crystal clean outside and it was cooler. If  
18     somebody can look up the average temperature  
19     during those early months I guarantee it was  
20     cooler. And we took all that Co2 out of the air.  
21            Nobody's driving, nobody's flying. It

1 was a cool spring. And I think that's going to  
2 tell us that hey, maybe there is something here.  
3 Maybe there is something here.

4 When you take all this stuff and all this  
5 fuel, I'm going to leave you the one other  
6 thought. The thought that I borrowed from Elon  
7 Musk and I want to read it to you.

8 It says finally I would like to quote Elon Musk  
9 who's worked on many projects in the traffic  
10 solution space.

11 He was recently quoted as saying either  
12 we try something new or we will all be stuck in  
13 traffic [REDACTED] for the rest of our lives. Thank you  
14 very much for listening to me.

15 My name is Nino Vaghi. I live on Dresden  
16 Street, in Kensington, Maryland. I'd like to  
17 continue my testimony for a minute or two.

18 The best of my idea of Park & Rail which  
19 will park 40,000 cars off the highway times five,  
20 that's 200,000 cars, maybe 250,000 cars in the  
21 D.C. area, is the cost. Right now Maryland is

1 proposing to spend \$11 billion to build two  
2 additional lanes and that will be a construction  
3 site about 15 miles long. That will be about  
4 five, 6 years in the making.

5 So they budgeted \$11 million. Park &  
6 Rail doesn't cost you anything. It's free. And  
7 my concern is one half mile long. So you have one  
8 half mile construction site versus Maryland  
9 building two lanes on the Beltway which is  
10 approximately 15 miles long.

11 And when I see it's free it's because the  
12 parking garage itself which would be large enough  
13 to park 40,000 cars and have shops. We build at a  
14 cost of around \$2 billion. The costs were paid  
15 for by the taxes and municipal bonds for the State  
16 of Maryland and the costs of extending the Subway  
17 from New Carrollton to the parking garage, the  
18 Park & Rail Garage at 270 and Sam Eig Highway.  
19 That's about a billion dollars.

20 Buy new cars. There's a lot of costs of  
21 doing that. But there's no cost to the taxpayer.

1 They issue tax-exempt municipal bonds for the  
2 building and for the cars, the Metro cars, and the  
3 consumers pay for it. So as they go into the  
4 parking garage and pay another \$6 to \$7 a day and  
5 they take the Subway down there. They pay for the  
6 Subway.

7 So the costs will be paid for by the  
8 folks who use the system every day and it's used  
9 260 days a year and I've seen on weekends also,  
10 but there's plenty of money to pay for this thing  
11 vs. \$11 billion, they talk about building two  
12 additional lanes on the Beltway, a construction  
13 site 15 miles long built over 5 years. It's a  
14 disaster, disaster, and it would cost \$11 billion.  
15 I think that that \$11 billion can be used to help  
16 Maryland pay for some of the Corona Virus costs  
17 that we've incurred over the last 6, 7 months, and  
18 I think the money could be better served by making  
19 up those deficits that we need to pay for, and  
20 every state in the country is having a tough time  
21 paying for these costs.

1           So Park & Rail, there will be five of  
2 these around the D.C. area that pay for  
3 themselves, and it's green. Green, green, green.  
4 Green. With very little Co2 in the air. We're  
5 taking a lot of the Co2 out of the air and I  
6 honestly believe this can be used at the 200  
7 subway systems around the world. That's how many  
8 there are.

9           There's only 15 in the United States that  
10 pay for themselves so we're fixing the problem if  
11 it pays for itself in 200 of the major cities.  
12 And that's all there is, only 200 subways around  
13 the world. There's only 15 in the United States.  
14 New York City is the oldest. L.A. is the  
15 youngest.

16           The other thing that I want to bring up  
17 and the last thought I had was with this working  
18 you now have additional states, additional cities  
19 that now can afford building a subway system  
20 because now they have guaranteed users. And I  
21 think we only have 200 now. I think you could get

1 another hundred over the next 10, 15 to 20 years.

2 If this works, there will be states  
3 saying hey, you know what, the numbers work. Let's  
4 build a subway. Let's use the Park & Rail and  
5 let's get the cars off the road. We got to get  
6 the cars off the road. I own a Tesla. I haven't  
7 been to a gas station in three years. I love it.  
8 I used to drive a lot when I was working and I  
9 filled the car with gas and I'm tired of that.  
10 We're just burning too much fuel, too much fuel.

11 That's it. That's all I have. Thank you  
12 very much for listening to me today. Thank you.

13 MS. HERMAN: My name is Linda Herman,  
14 H-E-R-M-A-N. I reside at [REDACTED] Bellevue Drive,  
15 Bethesda, Maryland in the Locust Hills  
16 subdivision. I'm here to speak against the  
17 widening of the 495 Capitol Beltway. I think that  
18 the studies that have been conducted need to be  
19 revised. The studies were done prior to the  
20 COVID-19 virus and therefore do not reflect the  
21 new attitude of employers in the Tri-state area in

1 Washington, D.C., the State of Maryland and  
2 Virginia.

3 Montgomery County, one of the largest  
4 employers with 10,000 employees, is now requiring  
5 employees to telework and to telework for the  
6 foreseeable future. Factors like this have not  
7 been incorporated into the study done by Maryland.

8 Since the virus began, studies have shown  
9 that companies are not renewing leases for office  
10 space, retail establishments have filed for  
11 bankruptcies, and are closing their stores, and  
12 20-somethings that were renting apartments, are  
13 now moving back in with their parents to work from  
14 home and save money.

15 The Federal Government has reported  
16 numerous times in their studies that consolidation  
17 of their office presence in and around Washington  
18 D.C., the State of Maryland and Virginia as they  
19 move more individuals to working remotely from  
20 home.

21 These known facts were not studied as

1 part of the widening of the Beltway Project. The  
2 State of Maryland taxpayers have spent \$140  
3 million on a study that now needs to be  
4 re-studied. This ongoing study needs to be  
5 revised and needs to be redone and it needs to  
6 incorporate the new world into it. Thank you.

7 (Proceedings adjourned.)

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Nino R. Vaghi  
Testimony September 10, 2020  
Managed Lanes Study, Joint Public Hearing  
Hilton Hotel, Rockville MD

As a resident of Maryland for 68 years and living two blocks from Connecticut Ave, in Kensington MD, I am certain that adding two lanes to the Maryland Beltway will never work.

More than 50 years ago I attended St. John's College High School in Washington DC. To get to my school, I commuted down Connecticut Ave and took a left onto Military Road which is about 1/2 mile inside Washington. There was bumper to bumper traffic back then and there is bumper to bumper traffic today. Nothing has changed in the last 50 years. There are only so many cars you can put on Connecticut Ave. at rush hour...there is absolutely no room left today for more cars and trucks.

Some of the busiest exits off the Maryland Beltway include Wisconsin, Connecticut, Georgia; Route 29 and New Hampshire Ave and a few others.

Does anybody actually believe there is excess capacity on these roads to handle the onslaught of cars that are going to be added to these secondary roads if we add two additional lanes to our beltway.

## LETS LOOK AT THE HISTORY OF THESE SECONDARY ROADS

Roads in the new City of Washington DC were designed 229 years ago by Pierre L'Enfant. The roads listed above (and others) were built 3 lanes wide back in 1791 as they went from Maryland into Washington DC. Today, 229 years later, they are still 3 lanes wide and 500 years from now they will all be 3 lanes wide.

These roads will never be widened because sidewalks, buildings and homes were built right up to the roadways.

Jamming more cars and trucks onto these roads should never be attempted. Bumper to bumper traffic brings increase air pollution and other health hazards. These roads were never built to handle this increased traffic.

The proponents of adding two lanes to the I-495 Beltway in Maryland has always been to provide more capacity for cars and increase the speed on the Beltway at rush hour.

Currently, let's assume the speed on the Beltway at rush hour, is approximately 10 MPH. The proponents are saying that when you add 2 lanes, we will fix the traffic congestion and traffic will begin to moving at a much faster pace. Let's assume they are correct and we go from 10 MPH to 40MPH. This is a 4 X additional speed.

When rush hour traffic is moving 4 times faster, you would think that the number of cars are going to exit off the beltway at about 2-4 times faster at all exits.

In Appendix C of the Traffic Analysis Technical Report, It shows 6500 cars exit onto Connecticut Ave at rush hour between 6 and 10 AM prior to the construction of additional lanes. After construction the report shows essentially the same number of cars exiting the beltway. Is this possible ?

Table 3-12 of this report, actually details that there would be an improvement in local traffic under all alternatives. I understand this reasoning with afternoon rush hours where you are pushing cars onto a interstate with reduced beltway traffic. This is logical.

However, it is different with morning traffic where you are pushing massive number of cars off a total of 12 lanes of Beltway traffic into traffic restricted roadways with mostly 3 lane highways such as Connecticut Ave. leading to Washington DC.

It is without a doubt that these secondary roads cannot handle this increased traffic in the morning. We have just transferred gridlock from the Beltway to these secondary roads exiting off the Beltway.

This report clearly states that there will not be any measurable difference in traffic exiting off Connecticut Ave. In Appendix C there are 16 pages of numbers which total 896 traffic counts on

Connecticut Ave alone, telling us the number of cars that will be exiting on 4 separate rush hours for each build Alternative.  
Where did these numbers come from??

This report is telling us that everything is great. Would you ever expect to receive a report that tells us that it won't work.  
Millions of dollars were spent putting this document together and defending it.

Thank you for allowing me to speak today.

Nino Vaghi



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# Nino Vaghi

Please add this information to our documents that has already been submitted in a binder.

Park-n-Rail option will not require moving or upgrading any fiber, water, oil, electricity and other items under the Maryland Beltway and I-270. As first reported in Maryland Matters, moving these items could cost approximately 1 Billion Dollars. Undoubtedly these cost will be pass through to Maryland taxpayers.

In addition to the 1 Billion Dollars, certain commuters will be required to pay tolls forever. Toll booths will never get removed...

Additionally, as indicated in our binder submission last week, Park-n-Rail will not require to have any homes, churches and grave sites moved.

The advantages of Park-n-Rail are numerous, please carefully consider this option.



# The Solution to the Washington DC Area's Traffic Nightmare!

*And the Entire World...*

Prepared By Nino R Vaghi



October 2020



***Park-n-Rail™ Will Reduce Global Warming...***



**The Solution to the Washington DC  
Area's Traffic Nightmare!**

*And the Entire World...*



***Park-n-Rail™ Will Reduce Global Warming...***

COMPARISON BETWEEN Park-n-Rail™ AND ADDING NEW LANES TO THE MARYLAND BELTWAY & I-270

**\*\* FIRST Park-n-Rail™ STATION LOCATED AT I-270 & SAM EIG HIGHWAY, MARYLAND**

|                                                               | <u>Park-n-Rail™</u> | <u>ADDING LANES</u>  |
|---------------------------------------------------------------|---------------------|----------------------|
| 1. Adding Additional Highway Lanes                            | No                  | Yes                  |
| 2. Cost to Implement                                          | Approx. \$4 Billion | Approx. \$10 Billion |
| 3. Adding Air Pollution                                       | No                  | Yes                  |
| 4. Adding Noise Pollution                                     | No                  | Yes                  |
| 5. Length of Construction Site                                | 1 Mile              | Approx. 12 Miles     |
| 6. Number of Gallons of Fuel Saved Each Day                   | 80,000              | None                 |
| 7. Number of Gallons of Fuel Saved Each Year                  | 20,800,000          | None                 |
| 8. How Many Tanker Loads of Fuel Saved Each Year, See Page 15 | 2,080               | None                 |
| 9. Upgradable for Additional Capacity                         | Yes                 | No                   |
| 10. Number of Cars Removed from Beltway & I-270               | 40,000              | None                 |
| 11. Number of Cars Added to the Beltway & I-270               | None                | Approx. 40,000       |
| 12. Toll Lanes                                                | No                  | Yes                  |
| 13. Reduced CO <sub>2</sub> & Global Warming                  | Yes                 | No                   |
| 14. Additional Permanent Jobs & Tax Revenue                   | Yes                 | No                   |
| <b>15. Relocation of Homes, Churches and Grave Sites</b>      | <b>Never</b>        | <b>Possible</b>      |
| 16. Restore Traffic to Normal Speed                           | Yes                 | No                   |
| 17. Repay Construction Costs, See bottom of Page 25           | 100% Free           | Tolls Forever        |

**\*\* THE FIRST Park-n-Rail™ STATION WILL BE BUILT AT I-270 & SAM EIG HIGHWAY. FOUR ADDITIONAL STATIONS ARE PROPOSED TO BE BUILT AT LOCATIONS AS OUTLINED ON PAGE 34 OF THE Park-n-Rail™ PROPOSAL. TOTAL FUEL SAVINGS FOR ALL FIVE GARAGES WILL BE APPROXIMATELY 400,000 GALLONS PER DAY OR 104 MILLION GALLONS PER YEAR.**

NO TOLLS WILL BE REQUIRED TO IMPLEMENT Park-n-Rail™. AS WE ALL KNOW, ONCE YOU INSTALL TOLLS, THEY WILL NEVER BE REMOVED. THEY WILL BE COLLECTING MONEY FOREVER.

IMPLEMENTING Park-n-Rail™ WORLDWIDE WILL RESULT IN FUEL SAVINGS OF AT LEAST 20 BILLION GALLONS OF FUEL ANNUALLY. SEE PAGE 14 OF THE Park-n-Rail™ PROPOSAL FOR DETAILS.

MOVING INTO THE FUTURE WE NEED TO START REMOVING CARS FROM OUR HIGHWAYS AND NOT ADDING LANES AND MORE CARS.

**Park-n-Rail™ WILL REDUCE CO<sub>2</sub> EMISSIONS AND GLOBAL WARMING**

## OVERVIEW: THE PROBLEM

Five of the largest highways heading toward Washington DC are:

1. Interstate 270 MD
2. Interstate 95 MD
3. Route 50 MD
4. Interstate 95 VA
5. Interstate 66 VA

Collectively, these interstates have approximately 500,000 automobiles that travel on these roads each workday in the morning and the same number in the afternoon/early evening.

There are no Metro stations next to these highways which permit commuters to exit directly into a Metro parking garage. Commuters are now forced to stay on these five highways and exit onto our Beltway or continue on to Washington DC.

***Park-n-Rail™ traffic solution will remove at least 200,000 cars from these highways and transport them via Metro to their final destination. Yes, we will be able to take at least 40% of these cars off these highways with Park-n-Rail™ very quickly.***

***The core PROBLEM which has never been solved by architects and engineers is how do you remove and park at least (200,000 cars / 5 interstates) 40,000 cars from an interstate and complete this process at rush hour over a 5 hour period of time. Using our traditional parking garage with internal ramps will take well over 15 hours to complete and will be extremely dangerous to pedestrians walking to and from elevators. This is why there are no large garages that can park at least 40,000 automobiles.***

***Park-n-Rail has solved this PROBLEM.***

Park-n-Rail™ will not only remove at least 200,000 cars in the morning rush hour but 200,000 cars in the afternoon/early evening totaling 400,000 cars off our roads throughout the day.

It is time we start taking cars off our highway. If we do not, we just keep increasing the size of our highways. How many more lanes will we add to the Washington DC Beltway moving forward???



**BELTWAY LANES IN MARYLAND**

|                                           |                |
|-------------------------------------------|----------------|
| <i>TODAY</i>                              | <i>4 LANES</i> |
| <i>CURRENT PROPOSED INCREASE</i>          | <i>2 LANES</i> |
| <i>NEXT PROJECTED INCREASE + 30 years</i> | <i>2 LANES</i> |
| <i>NEXT PROJECTED INCREASE + 30 years</i> | <i>2 LANES</i> |

***BY 2080 WE COULD EASILY SEE A TOTAL OF 10 LANES ON OUR BELTWAY IN EACH DIRECTION OR A TOTAL OF 20 LANES. DO WE JUST KEEP BUILDING MORE AND MORE LANES INTO THE FUTURE??***



## OVERVIEW: THE SOLUTION

### An alternative to adding additional lanes to the Maryland I-495 Beltway and I-270

Soon, Governor Hogan and others will be voting on adding lanes to the Maryland I-495 Beltway and I-270.

However, there is another option to fix this problem.

**Park-n-Rail™** will achieve the following:

1. Reduce traffic on the I-495 Beltway and I-270 without building new lanes
2. Reduce traffic throughout the Washington DC area
3. Reduce commuter traffic in our neighborhoods
4. Reduce gas consumption by at least 400,000 gallons per working day or 104 million gallons per year with five **Park-n-Rail™** stations
5. Reduce gasoline deliveries to our local gas stations by approximately 10,400 tanker loads each year. **See typical size gasoline tanker on Page 15.**
6. Dramatically reduce CO-2 emissions in the DC area and reduce global warming
7. **If implemented worldwide in the largest 200 cities with subways, Park-n-Rail™ will reduce fuel consumption by at least 80 million gallons per working day or 20.8 billion gallons per year**
8. Huge reduction in CO-2 emissions worldwide and a huge beginning on lowering global warming
9. Will create well over 2,000 new permanent jobs in the State of Maryland
10. Increase Maryland sales and property tax revenue to well over 50 million dollars per year
11. No taxpayer cost to implementing **Park-n-Rail™**; it is self-funding
12. No toll lanes on the Maryland Beltway and I-270, every commuter is treated equally

I would like to quote Elon Musk who is working on many projects in the traffic solution space. He was recently quoted as saying, "Either we try something new or we will be stuck in traffic for the rest of our lives."

Please take the time to review the entire proposal.

I am pleased to present to you **Park-n-Rail™** → → → → → → → →



# INDEX

**Section 1 – Introduction to Park-n-Rail™ & Fuel Saved By the Numbers**

**Section 2 – So How Does Park-n-Rail™ Work**

**Section 3 - Park-n-Rail™ Commuter Mall**

**Section 4 – Cost to Build the First Park-n-Rail™ Station at the Intersection of I-270 and Sam Eig Highway, Compared to Maryland’s Proposed Highway “Toll Plan” With Additional Lanes**

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**Section 15 – Conclusion & Summary Comparison Between Park-n-Rail™ and Adding New Lanes to the Washington, DC Beltway and I-270**





## SECTION 1

# Introduction of Park-n-Rail™ to the Washington DC Area and The World...



***Park-n-Rail™ is a newly designed parking garage that is capable of parking a large number of cars over a short period of time and quickly transporting commuters to their final destination using the Washington DC METRO System.***

In the Washington DC area, the five Park-n-Rail™ parking facilities have the capacity to park at least 200,000 cars from our roadways at rush hour and reduce consumption of fuel by at least 400,000 gallons per day. It is estimated that 104 million gallons of fuel can be saved each year or 10,400 tanker deliveries to our local gas stations. *See typical size gasoline tanker on Page 15.*

Worldwide, it is estimated that 20.8 billion gallons of fuel can be saved each year or 80 million gallons per workday.

Reducing the burning of fuel will result in a massive reduction of CO-2 emissions around the world.

CO-2 is a light gas that takes many years to dissipate and it is widely accepted that CO-2 causes global warming. It is a heat trapping gas and is created in large part through the burning of fossil fuels.

***It's time we take cars off our roads and work toward using other methods to commute to work each day. We are spending too much time and money in bumper to bumper traffic burning fuel and traveling at extremely low speeds.***

First, let's discuss our options in reducing bumper to bumper traffic on our roadways here in the Washington DC area during rush hour.

We have three options:

- I. Reduce or eliminate building of all new commercial and residential developments.
- II. Build additional primary and secondary roads throughout the Washington DC area.
- III. Remove cars from our roadways by encouraging commuters to "not take their cars to work each morning."

The third option is the best and only way to remove cars from our roadways...***It's time we commute to work without our cars!!!***

***We will tell our grandkids one day, that people were permitted to drive their 4,000-pound automobile to work, spending large amounts of money on fuel, repairs, tires, insurance, parking etc. I believe that one day large inner cities will not permit automobiles on their streets. There will be other options to get around large cities such as electric trams, bicycles, subways, electric taxis, electric scooters, walking etc. The goal is to not have CO-2 and other pollutants emitted from these cities.***

***Yes, we now have the solution to removing cars from our highways in the Washington DC area and many major cities in the USA and around the world.***



We cannot keep adding new lanes to the Washington DC Beltway and I-270. Certain options outlined in “**The I-495 & I-270 MANAGED LANES STUDY**” (Tab 13) have parts of these roads increasing by up to 2 lanes. What do we do in 30 years? Do we widen our roads again ... and what happens in 60 years? Do we keep building more and more lanes....and burning more and more fuel and releasing a tremendous amount of CO-2 emissions into our air each day. These issues should have been discussed in the I-495 & I-270 study.

***It's time we stop widening our roadways which end up being bigger and bigger parking lots with more air pollutants that neighbors close by will breathe 24/7. Pollutants along with higher levels of noise will affect thousands of Marylanders and lower their home values. Who wants to raise a family with young children near a major interstate with increased noise and air pollution 24/7/365? Our elected officials need to protect all Marylanders against these pollutants, including elevated noise levels, which is also a form of pollution.***

The I-495 & I-270 MANAGED LANES STUDY does not present reasonable options for removing cars from our roadways. All the solutions add lanes and are either HOT or ETL lanes which are reserved toll lanes for the *well to do*. Who can afford to pay huge tolls to use these lanes every day? These tolls are just another tax. We need to reduce taxes, not increase them.

To be fair, our planners and consultants who formulated this study were unaware of a new way of reducing traffic from our roadways. It has never been done before. Four U.S. Patents were recently issued to us on how this new method of removing cars from our roadways works.

***Adding 2 new lanes to the Maryland Beltway will do nothing to solve our traffic problem. The Maryland Beltway will remain gridlocked. The additional capacity will be immediately filled with: new commuters; commuters that are currently using back roads to get to and from work and non-commuters who ignored using the Beltway at rush hour. We are 100% convinced this expansion and other proposed changes will not work. It will be a total waste of 10 billion dollars, which is the projected cost to build these additional lanes. As will be discussed in Tab 4, Park-n-Rail™ does not require state or federal funding. This is the best part of Park-n-Rail™.***

***This is mad to even think about adding new lanes to the Washington DC Beltway. If these lanes are built, we will experience more cars exiting the Beltway, onto other secondary highways such as Georgia, Connecticut, Wisconsin, and New Hampshire Avenues.***

***These secondary roads heading toward Washington DC are all 3 lanes wide. They were designed 229 years ago by Pierre L'Enfant. The roads listed above (and others) were built 3 lanes wide back in 1791 as they went from Maryland into Washington DC. Today, 229 years later, they are still 3 lanes wide and 500 years from now they will be 3 lanes wide.***

***These roads will never be widened because sidewalks, buildings and homes were built right up to these roadways.***



**So, how many more cars and trucks will exit the Beltway when the speed increases from approximately 10 MPH pre-construction to approximately 40 MPH post construction? With the increased speed, the number of cars travelling on the Beltway could quadruple over a four-hour period.**

**The next question is how many more cars will be able to exit the Beltway onto these secondary avenues with an increased traffic flow. Most people think the number of vehicles to exit the Beltway will go up because the speed of traffic on the Beltway has increased.**

**Surprisingly, in Appendix C of the Traffic Analysis Technical Report, the numbers are about the same. Connecticut Ave was listed as having approximately 6500 autos exiting pre construction and about the same number post construction on ramp 7, between 6 AM and 10 AM.**

**It is understood that there could be physical limitations on exit ramps that reduce the traffic flow and speed. Safe flow limitations include the curvature of ramps, number of lanes, slow down time from the Beltway to secondary roads, etc. Surprisingly, these limitations result in the number of cars exiting the Beltway to be approximately the same number if the two new lanes were added or not added.**

**If the number of cars exiting onto Connecticut Ave are the same up to 2040 due to the limitations discussed above, why are we adding two new lanes to the MD Beltway.**

**If there is 3X the number of cars seeking to exit the Beltway onto Connecticut Ave westbound after the completion of two additional lanes, and only 1X the number of cars can exit onto Connecticut Ave due to limitations, 2X the number of cars (13,000 cars) will be backed up on the Beltway. Why are we building two additional lanes? These traffic flow limitations will seem to result in major backups on our new expanded Beltway. This logic will be the same for every exit on the Beltway if the traffic limitations are the same.**

**In summary, if traffic flow limitations are about the same on all MD exits, then the totality of cars exiting onto the secondary roads will not increase substantially. All these roads are more than 250 years old and are "mature" in terms of the additional traffic each exit can handle.**

**Another major secondary roadway is Wisconsin Avenue. In Bethesda, there are 5 massive new office buildings currently under construction, including the new Marriott International Headquarters, (plus 5 more in the planning stages). Wisconsin Ave is almost gridlocked now. With the opening of these 5 new office buildings, it is almost guaranteed that Wisconsin Ave will be a bumper to bumper nightmare during rush hour and possibly all day long. Remember, one lane is used for parking during non-rush hour. Wisconsin Ave only has 2 lanes to drive on during non-rush hour.**

**When these secondary roads heading onto the Beltway and towards downtown become gridlocked, commuters will begin driving the backroads to bypass these huge traffic nightmares. There will be increased traffic through residential neighborhoods. With this comes more pollution and a higher risk of accidents to our children, pets, and other automobiles.**



*The I-495 & I-270 MANAGED LANES STUDY proposes building up to 2 additional lanes on I-270 each way. These lanes will be a HOT or ETL managed lane which allows for having tolls. Commuters who can afford paying tolls will enjoy a quick ride to work; everybody else will wait in traffic and take longer to arrive at their final destination.*

*There will be up to a total of 16 lanes located on I-270 paralleling the entire length of Rockville, MD. The residence living in this area will be subjected to a substantial amount of pollution including elevated noise levels. Park-n-Rail will keep the same number of lanes as they are today. There will be no reason the widen I-270 from Germantown to the Washington DC Beltway. Park-n-Rail will reduce traffic on I-270 by at least 40,000 cars in the morning and the same number in the afternoon. Pollution will be dramatically reduced in this area with Park-n-Rail.*

*As reported in a recent edition of Bethesda Magazine, a recent forecast of traffic congestion by the Metropolitan Washington Council of Governments (COG) is positively dire. According to COG, even if plans are approved to widen and add toll lanes to the Beltway and I-270, and to build at least six bus rapid transit lines in the county, weekday traffic congestion—as measured by delays in trips by car—will increase by an average of 25% throughout the DC, Maryland, Virginia region by 2045. Absent these initiatives the projected increase in congestion would top 68 percent according to COG.*

*This forecast incorrectly concludes that we need to dramatically increase road capacity. One would believe there is no other solution to our traffic problems. However, there is with Park-n-Rail™ which gives commuters better access to public transportation. We are 100% sure this will solve our traffic problems with a massive reduction of CO-2 gases.*

*We believe Park-n-Rail™ will go down in history as the single best idea in removing cars from our roadways, especially at rush hour. It is time we begin using our roadways for the volume of vehicles they were originally designed to handle. There is little doubt that most major cities around the world have traffic problems, especially during rush hour. This problem is getting worse every day and there has been no solution in reversing this trend. The mindset and “quick fix” always seems to be to just keep building additional lanes and new roadways.*



## **What is Park-n-Rail™**

**Park-n-Rail™** is a **very large parking garage and METRO station combined** that would be built on top of five interstate highways which lead into Washington DC.

The combined five **Park-n-Rail™** stations we are proposing, will park between 200,000 and 290,000 cars from our roadways in the DC area **every workday at rush hour**. To put this into perspective, if you have been to a Washington Football Team's home game, there are about 20,000 cars that are parked at FedEx Field and other parking lots on game day. Traffic is bumper to bumper. We now can remove at least 10 times that number of cars by implementing a **Park-n-Rail™** solution.

**Park-n-Rail™** will save at least **400,000 gallons of fuel used each workday** in the DC area or **104 million gallons of fuel annually**. This number includes fuel savings due to traffic flowing on our highways which will now be running at their normal speeds.

The 400,000 gallons of saved fuel is based on the estimated minimum number of cars that will be using **Park-n-Rail™** each day. If we use the maximum number of cars as discussed in Tab 8, we will see approximately 290,000 cars using **Park-n-Rail™** per day with additional gas savings.

The amount of pollution generated by burning fossil fuel is also huge. We finally have a way of reducing these pollutants, especially CO-2.

The extremely large roof on a **Park-n-Rail™** garage is flat and we are proposing the installation of solar panels. These solar panels should generate enough electricity to power most if not all the internal lighting and other requirements in each garage.

**Park-n-Rail™ is not a green solution it is a "VERY DARK GREEN" solution. Nothing even close to this has ever been proposed anywhere in the world.**

The world is looking for ways of reducing large amounts of CO-2 emissions. There are ongoing debates about whether we are in a warming trend throughout the world. Some say yes and some say no. Regardless who is right or wrong, most people would agree that we need to drastically curtail the burning of fossil fuels by substantially reducing to use of our automobiles. Nobody enjoys sitting in traffic when commuting to work each day. This is unproductive time for all of us. We could be spending more time at home enjoying more time with our children and spouses or possibly working a second job.

According to the USEPA, "the combustion of **fossil fuels** such as **gasoline** and **diesel** to transport people and goods was the largest source of CO-2 **emissions** in 2017, accounting for about 34 percent of total U.S. CO-2 emissions and 27 percent of total U.S. greenhouse fuel emissions. This category includes transportation sources such as highway vehicles, air travel, marine transportation, and rail."



Maryland lawmakers recently approved two ambitious bills aimed at reducing greenhouse fuel emissions and addressing the impact of climate change. These bills are The Clean Energy Jobs Act and the Regional Transportation and Climate Protection Act. These Acts are designed to help curb carbon emissions. Maryland needs to follow these two legislative acts by embracing the Park-n-Rail™ solution to our traffic nightmare.

If the expansion of new lanes to the Washington DC Beltway and I-270 is allowed to proceed, CO-2 levels will increase dramatically. This decision will conflict with these two new bills recently passed by Maryland legislators to reduce greenhouse fuel emissions.

**Park-n-Rail™ will significantly help in reducing CO-2 emissions not only in Maryland but in other cities around the United States and the world. This fuel byproduct is responsible for adding heat to our atmosphere which is widely believed to cause global warming.**

With the recent shutdown of our economy due to COVID-19; the removal of cars from our roadways; and the suspension of all commercial flights, cities around the world experienced beautiful clear blue skies. In the Washington DC area, the springtime temperatures were notably cooler. Studies need to be made to determine if the cooler weather was a direct effect of the elimination of exhaust from our cars, trucks, and airplanes. If this is true, then we could receive immediate positive effects from lower exhaust from our automobiles.

The next step would be to remove gasoline powered automobiles and replace them with electric cars. The push is on around the world to replace fossil fuel with clean electric power automobiles.

Park-n-Rail™ is designed to work with subway systems.

According to Wikipedia, there are currently 209 subway systems that are built or being built around the world.

Surprisingly, there are only 15 American cities that have subway systems. You ask yourself the question, why so few? The answer is cost. It is extremely expensive to build and maintain a subway system. Most cities today cannot afford to build such an expensive transportation system.

The oldest subway in America is in New York, built in 1904 and the newest subway system is in Los Angeles built in 1993.

**Park-n-Rail™ will now give cities that have subways an opportunity to substantially increase ridership and begin the process of removing cars off highways at rush hour. Cities that do not have subways will now realize that the economics of building a subway system just got easier.** This is huge to think that we might be able to add additional subway systems around the world in years to come.



With **Park-n-Rail™** we could easily double the number of subway systems around the world. Many of these can be similar to the Dallas Fort Worth Airport people movers. Cost to build these above ground transportation systems will be less than half the cost of a traditional subway. As outlined in Tab 4, it will not cost any money to build these **Park-n-Rail™** stations.

We need to transport commuters from the suburbs to cities without the use of a car. Cars weigh an average of 4,000 pounds in 2019. We need to stop transporting thousands of pounds of steel, rubber, and fuel into work each day.



## Park-n-Rail™ Fuel Saved...By the Numbers, Worksheet

### Washington DC Area

- At least 40,000 cars per day removed from our roadways at each **Park-n-Rail™** garage
- 5 **Park-n-Rail™** garages in the Washington, DC area
- 200,000 cars removed from our roadways in Washington, DC each day (1 car = 1.6 gallons saved)
- 320,000 gallons of fuel saved each day in Washington, DC area
- 260 working days
- 83.2 million gallons of fuel saved each year in Washington, DC area
- Reduction of 80,000 gallons of fuel due to traffic flowing at normal speeds...no more backups
- Reduction of approximately 10,000 tanker deliveries to our local gas stations each year in the DC area  
**See typical size gasoline tanker on Page 15**

### Worldwide

- 200 cities with subway systems x 400,000 gallons of fuel saved each day = 80 million gallons saved around the world daily.
- 80 million gallons saved per day x 260 working days = 20.8 billion gallons saved each year, worldwide.
- Approximately 1,000 **Park-n-Rail™** garages build worldwide
- Reduction of over 1 million tanker deliveries to our local gas stations each year
- **20.8 billion gallons saved each year could easily grow to 40 or 60 billion gallons saved if additional cities around the world without public transportation systems were to build a Park-n-Rail™ Transportation System. The potential for reducing the use of fuel is HUGE!**





## ***Typical 10,000 Gallon Gasoline Tanker***

Referenced on Pages 4, 7 and 14





## SECTION 2

# So How Does Park-n-Rail™ Work?



**Park-n-Rail™** is a large parking garage capable of parking between 40,000 and 60,000 cars. The garage is built directly above a major interstate highway which is heading into a major city. Intersecting this structure will be a new subway station which ties into an existing subway system.

Commuters simply exit a major interstate highway into a **Park-n-Rail™** garage. A 50,000-car garage equates to approximately 65,000 passengers, including passengers from cars, buses, taxis, etc.

Many ask, why is this so unique? The problem that architects and engineers have had in building such a large parking structure is how do you park between 40 and 60 thousand cars at rush hour which is about 5 hours long, from 5 AM to 10 AM.

**Park-n-Rail™** will easily get the job done. Please read on...

**Our current METRO inventory of garages.**

**Tab 12** is a complete list of parking structures that are part of the Washington DC METRO system and located at or outside the beltway. There are about **39,953 spaces**.

With **Park-n-Rail™** we will now be able to park up to **290,000 additional automobiles**; this is a 725% increase over current levels.

Located outside the Beltway, none of the Interstates listed in **Tab 12** with the exception of the following, currently have an exit that would allow commuters to exit nearby and into a parking garage with **limited parking** at a METRO Station. Many of these stations are not close to a major highway. For example, Shady Grove METRO Station is 2.5 miles from I-270 and only has 5,745 parking spaces.

With little doubt, all the following garages are full by early rush hour. Only a few of our commuters traveling on our local Interstates will ever get a parking space. This is extremely poor planning for commuters using our interstates.

|                                                           |              |
|-----------------------------------------------------------|--------------|
| • Vienna/ Fairfax Station in Virginia                     | 5,169        |
| • Forest Glen Station in Maryland                         | 596          |
| • Wheaton Station in Maryland                             | 977          |
| • Glenmont Station in Maryland                            | 2,998        |
| • White Flint in Maryland                                 | 1,270        |
| • Grosvenor-Strathmore Station in Maryland                | 1,894        |
| • Twinbrook in Maryland                                   | 1,097        |
| • Rockville in Maryland                                   | 524          |
| • Shady Grove                                             | <u>5,745</u> |
| Total parking spaces available at or outside the Beltway: | 20,270       |



**This is an unbelievable fact! Most commuters have no option to park their cars and must continue their daily commute toward Washington DC on our interstate highways.**

The total number of parking spaces from all METRO garages is 61,721, up from 50,000 spaces in 2004. The total number of commuters in the Washington DC area is approximately 3,000,000. Thus, METRO is only providing 2% of all commuters with a parking space.

If the 5 new **Park-n-Rail™** garages are built in the Washington, DC area to the maximum capacity, the total parking spaces available increases to approximately 401,721 or 469%. **This is a HUGE increase.**  
(See Tab 8)

### *Park-n-Rail™ is Commuter Friendly...*

***Park-n-Rail™ is designed to park large number of cars quickly.***

**Park-n-Rail™** allows for multiple lanes of traffic to exit off a major highway onto a **“horseshoe design ramp”** that rises from ground level to the top level of a garage. This ramp is built on the **outside of the garage**. The ramp could be 4,5 or even 6 lanes wide. As the ramp rises, cars can exit directly into the parking level of their choice...**no internal ramps are used**. Internal ramps are extremely slow and dangerous to pedestrians.

When commuters return home in late afternoon and evening, they exit on the opposite side of the horseshoe ramp and descend to the Interstate that travels in the opposite direction in which they arrived earlier in the day. See Tab 8 for illustrations of this design.

Let's talk about where the first of five **Park-n-Rail™** stations would be built in the Washington DC area.

The first garage would be built at the intersection of I-270 at I-370 and the new Intercounty Connector (ICC) MD-200, in Gaithersburg MD. There is a huge piece of land at this intersection. It is a perfect location. Cost to buy this land is \$0.00 The taxpayers already own the land.

Many of you are wondering, “Where is the subway?” Well that is the best part. The last stop on the red line is at Shady Grove. The red line would be extended above ground on I-370 directly to I-270. The total distance is about 2.5 miles.

So now we have a large piece of land above I-270 that taxpayers own, a large parking garage and a large METRO subway station. This is all we need to make **Park-n-Rail™** work.

***In addition to approximately 260,000 total daily users on I-270 (traveling both ways) who else could use this garage? As discussed earlier, the new I-370 and the ICC is used by many commuters currently using I-95, Route 1, Georgia Ave, and Route 29. These commuters will find that getting off the ICC and directly exiting into the I-270 Park-n-Rail™ station and quickly boarding our METRO system is a welcome relief.***



All Park-n-Rail™ garages will be designed in such a way where it will be possible to increase capacity at a later date. We need to look into the future and be sure we can handle increased traffic as cities continue to grow. The first Park-n-Rail™ station on I-270 will be designed to handle up to 60,000 cars each day and many more thousands of passengers. This station will be the busiest, as it will accommodate I-270 and the Maryland Intercounty Connector MD-200 traffic.

For the last 50 years, Maryland and Virginia have been talking about an additional crossing into Virginia. Park-n-Rail™ now will provide this crossing without disrupting residential neighborhoods. At this point it is strictly an option to be considered at a later date. As indicated in Tab 10 the I-270 Park-n-Rail™ station will also be used as the major transportation access into Northern Virginia. Subways will cross the Potomac River and finally end at the Silver Line at Dulles Airport.





# SECTION 3

## Park-n-Rail™ Commuter Mall



## Park-n-Rail™ Commuter Mall

Inside each **Park-n-Rail™** station, there will be various retail stores that cater to commuters. We believe the success of **Park-n-Rail™** will be in large part due to offering various conveniences to commuters. These are businesses that are used by commuters going to and from work each day. We plan on having many of the following businesses located on the main concourse. This area would be named ***"The Commuter Mall at Park-n-Rail™"***. *By having many of these businesses available at our **Park-n-Rail™** garages, they will eliminate one or more stops on the way to work or home each day.*

1. USPS Substation
2. UPS and FEDEX Stores
3. Dunkin Donuts
4. Cleaners
5. 7/11
6. Private Club, similar to airline clubs in airports
7. Carpeted Lounge Areas with comfortable Chairs
8. Fastest High-Speed Internet
9. Starbucks
10. Airline Arrival and Departure display for all three airports in the DC area
11. AMTRAK Arrival and Departure display
12. Up to 10 ATM Machines from different Banks
13. Ticket Machines for all Airlines
14. Police Substation
15. First Aid Station
16. Flower Shop
17. Private Board Rooms
18. Shuttle Service to Area Hotels
19. Exercise Area with Lockers and Showers
20. Full-service Bank
21. Restaurant
22. Information Booth, similar to the world-famous booth in Grand Central Station
23. Car Washing and Detailing Services
24. Long Term Car Storage Area
25. Hair Styling Services
26. Day Care Facility
27. Drone Package receiving and pickup delivery area
28. Valet Parking
29. Charging Stations for phones and laptops
30. Pickup deliveries at Amazon lockers
31. Electric car charging stations



32. Daily Entertainment...A grand piano will be permanently placed in the center of the concourse area for volunteers to play. Having soothing and relaxing music will add to the overall experience commuters enjoy each day. Tips will be appreciated.



***We need to redefine how commuters will get to work in the next 50 years, we must think long term. Park-n-Rail™ is a start, a wonderful start – We must stop the growing anxiety in commuting to work each day. It is not good for our health to constantly increase our anxiety with more and more traffic challenges each day. It's time to relax prior to us arriving at our jobs each day.***





## SECTION 4

# Cost to Build the First Park-n-Rail™ Station at the Intersection of I-270 and Sam Eig Highway, Compared to Maryland's Proposed Highway "Toll Plan" with Additional Lanes



The Recommended Alternatives Retained For Detailed Study (ARDS) in The I-495 & I-270 Managed Lane Study includes only “Alternatives” with HOT or ETL lanes. The decision was made early on that no public funds will be spent to build these expanded roadways. Maryland is proposing a Private Public Partnership to fund this project.

Soon after the decision is made on which “Alternative” road design is selected, (see tab 13) a request for proposal (RFP) will be issued to private contractors to not only provide costs to build these roadways but finance them as well. The contractor will be paid back over time by charging a toll to commuters using the HOT or ETL lanes on the Washington beltway and I-270.

These toll lanes are simply charging a tax to commuters who can afford paying this fee. In return they will get to their destination faster than those who are using the other lanes.

What is disturbing about this process is that commuters traveling the beltway and I-270 have been fighting traffic for the last 30 or more years and will soon be dealing with massive delays on these roadways during construction over the next 5-7 year period. After completion they will continue dealing with traffic unless they are fortunately enough to have additional income to pay these tolls.

These toll lanes will never go away and will more than likely increase over time. I cannot think of one toll road that is discontinued tolls after so many years; it will be around forever.

**In comparison Park-n-Rail offers a far better solution. The beltway and I-270 will have no tolls. Everybody is treated equally.**

**As discussed earlier, Park-n-Rail will remove at least 200,000 cars from our roadways each day which will free up our existing roads to begin traveling at higher speeds during rush hour.**

**The cost to build Park-n-Rail stations are essentially the same for all locations, they will be funded as follows:**

#### **I. COST OF LAND TO BUILD THE I-270 Park-n-Rail™ GARAGE**

As discussed in this report, the cost for land is zero dollars. It will be zero in almost all locations around the world, because a **Park-n-Rail™** garage will be built above interstate highways where land is already owned by local, state, or federal governments.

**NO COST TO TAXPAYERS**



## **II. COST TO BUILD A 50,000 CAR Park-n-Rail™ GARAGE**

The cost to build a 50,000 car, **Park-n-Rail™** garage is approximately \$1.4 Billion Dollars or \$28,000 per garage space. Local governments could easily issue tax exempt municipal bonds in the amount of \$1.4 Billion Dollars. The revenue received from daily parking fees and leasing of retail space will pay back bondholders over time. See Tab 5 for suggested parking rates.

Retail/Commercial leasing revenue will be approximately \$15,000,000 per year.

These revenues will easily pay off bond holders over a 30-year period.

**100% PAID FOR BY USERS, NOT TAXPAYERS**

## **III. COST TO IMPROVE AND EXTEND METRO**

The cost to extend the METRO from Shady Grove to I-270, plus upgrades along the entire red line and acquiring additional METRO cars is estimated to be about \$1.5 billion dollars. The entire amount for the METRO extension and upgrades will also be paid for by users. It is estimated that 60,000 new users will ride on the red line toward Washington DC each day. Assuming the average cost of each rider is \$7.00 round trip, the total revenues per workday is approximately \$420,000 or \$109,200,000 each year. This is more than enough to pay off a second tax exempt municipal bond issued by METRO.

**100% PAID FOR BY USERS, NOT TAXPAYERS**

### **Conclusion**

In summary, with Park-n-Rail™ there are no direct costs to the State of Maryland, Federal Government or Maryland taxpayers...As outlined above, commuters will pay a standard parking fee to park their automobile in a Park-n-Rail™ garage. In addition, they will pay a fee to ride the METRO to their final destination. **These fees will be returned to the commuters by not using fuel to drive their cars to work each day. Additional savings will be realized on all other costs associated with owning an automobile, including parking fees at their final destination.**



We are simply taking money from fuel and other costs to pay for the Park-n-Rail™ option. Everybody wins...

- No Tolls
- No Backups on our Interstates
- No Backups during Construction on Beltway and I-270
- Reduced CO-2
- Reduced Global Warming
- Additional Jobs in the State of Maryland
- Additional Tax Revenue to the State of Maryland
- Commuters are reimbursed for parking and METRO fees with fuel and other savings

**Bottom Line...There is NO COST to the Park-n-Rail™ option!!!**





# SECTION 5

## Cost to Use Park-n-Rail™



Before **Park-n-Rail™** opens, the public will be given a chance to select their individual parking spaces on a first come, first serve, basis. There will be three categories of spaces: *Gold, Silver and Bronze*. Obviously, the Gold would be the best location and the Bronze would be the least desirable.

Commuters can log onto the **Park-n-Rail™**'s website and choose their individual parking spaces. They have the option to buy or lease parking spaces. Early commuters will get the best spaces which will make it easy to find their space at the end of the day. If the space is purchased, the individual can keep the space forever in their family. They would be responsible for paying standard Maryland property taxes and a small operations & maintenance fee. They can use this space 24/7/365. They will also be able to rent it to a third party. This option is similar to owning a condominium. Depending on the market and location, these spaces can go up or down in value.

All commuters will be encouraged to buy or lease parking spaces. Being familiar with a specific space will make it easier to find your car at the end of the day.

**Park-n-Rail™ sample fares:**

M-F \$7.00 per day, flat rate;

Sat \$2.00 per day, flat rate;

Sun \$2.00 per day, flat rate;

Monthly Rate, Unlimited In & Out \$120 (assigned parking)

Purchase a parking space. Range of price \$35,000 to \$45,000. Unlimited in and out parking 24/7/365

All parking options listed above will be paid for on the internet web site of **Park-n-Rail™**.

95% of the parking spaces are NO CASH PARKING...when riders arrive at the entrance to **Park-n-Rail™**, they simply use their "**Park-n-Rail™ Universal Parking Pass**" and enter the level of their choice. When they leave for home, they flash their pass again, and parking fees are deducted. Cash will be accepted at only one level and at 120% of the normal parking fees. The goal is to have 98% of the parking spaces paid for by digital means. Cash is a thing of the past at **Park-n-Rail™**.

Commuters using the "**Park-n-Rail™ Universal Parking Pass**" will be able to use the same pass at any **Park-n-Rail™** garage around the country.

**Park-n-Rail™** will also have dedicated parking levels for cars with two passengers where the total parking fee will be discounted by 30 percent. If there are 3 passengers, there would be a 50% discount. If there are four or more passengers in the car, parking will be FREE for the day.

**We need to reward passengers for sharing their cars with others.**





## SECTION 6

# The Ease of Parking your Car & Various Options to Access Your Park-n-Rail™ Parking Space



Commuters who have an “open parking pass” will see an indicator light as you approach each level at a **Park-n-Rail™** garage, that will display the percent full. For example, if level 8 is half full, the indicator light will display 50%. This process will give commuters a choice as to what level they wish to park.

Commuters who have “purchased” or “leased” their parking space simply go to the same level and space each day. These options are highly recommended to minimize getting lost when returning home at the end of the day.

We will be working with Tesla and other automobile manufactures to install our **Park-n-Rail™ APP** on their car’s interior computers where all parking levels of **Park-n-Rail™** will be neatly displayed and the percentage of each level that is occupied. This is useful information, especially if the **Park-n-Rail™** station is near full.

This information will be available 24/7/365 days and will be available for all **Park-n-Rail™** stations in the USA for no charge.

**Park-n-Rail™** will use a *dedicated radio station channel* to broadcast live the *Percent Full* information for each parking level.

**Park-n-Rail™** will be a central commuter hub for all local buses.

**Park-n-Rail™** will have an area for all taxis, Uber, and Lyft automobiles.

**Park-n-Rail™** will provide special bike and walking pathways into the garage. These entrances will allow non-motorized bikers to secure their bikes in a special area inside the garage. There will be a \$10 charge per month or \$100 per year for the use of this bike parking service which include compress air and a bike cleaning area. Lockers will be available at an additional cost. Reservations will be required in advance.

The **Park-n-Rail™** app will also have a feature on your cell phone where your parking space will appear along with the level you parked on each day. This feature will minimize the concern of getting lost in the garage areas each day.





# SECTION 7

## Skip-a-Stop



**Park-n-Rail™** will propose a *new innovative idea* to arrive quicker at METRO stations along the Red Line. To handle the extremely large number of passengers, METRO will approximately double the frequency of subways departing I-270 **Park-n-Rail™** station during rush hour. Total passenger count could easily surpass 65,000 passengers during rush hour on the Red Line.

METRO will implement **Skip-a-Stop** on all subways leaving I-270 METRO Station up to 9:00AM. Since METRO will be doubling the frequency of trains, they will skip smaller stations on every other train. This would exclude the Grosvenor Strathmore, Medical Center, and Bethesda stations. The commuters using these smaller stations will not feel the impact due to the number of subway trains doubling in number. Thus, the wait time will be the same.

***For example, trains leaving the Park-n-Rail™ I-270 Station will select an “A” train or a “B” train.***

**“A” trains will stop at:**

- \*\*Shady Grove
- \*\*Twinbrook
- \*\*Grosvenor Strathmore
- \*\*Medical Center
- \*\*Bethesda
- \*\*Tenleytown
- \*\*Cleveland Park
- \*\*Dupont Circle
- \*\*All City Stations

**“B” trains will stop at:**

- \*\*Rockville
- \*\*White Flint
- \*\*Grosvenor Strathmore
- \*\*Medical Center
- \*\*Bethesda
- \*\*Friendship Heights
- \*\*Cleveland Park
- \*\*Dupont Circle
- \*\*All City Stations

Thus, utilizing **Skip-a-Stop** will get commuters to their destination much faster than they are currently experiencing. Travel time to DC will be reduced by approximately 10% over the current travel time.

The first three trains out of I-270 Metro Station will not be A or B trains. They will be early express trains to Washington DC with only three stops at Grosvenor, Medical Center and Bethesda.





## SECTION 8

# Locations of Park-n-Rail™ Stations in the Washington DC Area with Auto and Passenger Count



There will be a total of 5 **Park-n-Rail™** stations in the Washington DC area. The locations are as follows:

- A. Interstate 270 in Maryland at Interstate 370
- B. Interstate 95 in Maryland at MD 200
- C. Route 50 in Maryland at Route 301
- D. Interstate 95 in Virginia at Rt. 289 Franconia Springfield Parkway
- E. Interstate 66 in Virginia at Route 50

These new **Park-n-Rail™** stations do not need to be built at the same time. Planners will study traffic flows after the I-270 station is opened and then determine what station should be built next.

|                  | <u>Auto Count</u> |               | <b>** <u>Estimated Passenger Count</u></b> |               |
|------------------|-------------------|---------------|--------------------------------------------|---------------|
|                  | <u>Min</u>        | <u>Max</u>    | <u>Min</u>                                 | <u>Max</u>    |
| A.               | 40,000            | 60,000        | 44,000                                     | 66,000        |
| B.               | 40,000            | 60,000        | 44,000                                     | 66,000        |
| C.               | 40,000            | 50,000        | 44,000                                     | 55,000        |
| D.               | 40,000            | 60,000        | 44,000                                     | 66,000        |
| E.               | <u>40,000</u>     | <u>60,000</u> | <u>44,000</u>                              | <u>66,000</u> |
|                  | 200,000           | 290,000       | 220,000                                    | 363,000       |
| Existing         | <u>61,721</u>     | <u>61,721</u> |                                            |               |
| Total            | 261,721           | 351,721       |                                            |               |
| Percent Increase | 324%              | 469%          |                                            |               |

**\*\*Includes only passengers from automobiles. Does not include passengers from buses, taxis, bicycles, and walk-ins.**





# SECTION 9

## Park-n-Rail™ Illustrations





# The Solution to the Washington DC Area's Traffic Nightmare!

*And the Entire World...*

Prepared By Nino R Vaghi

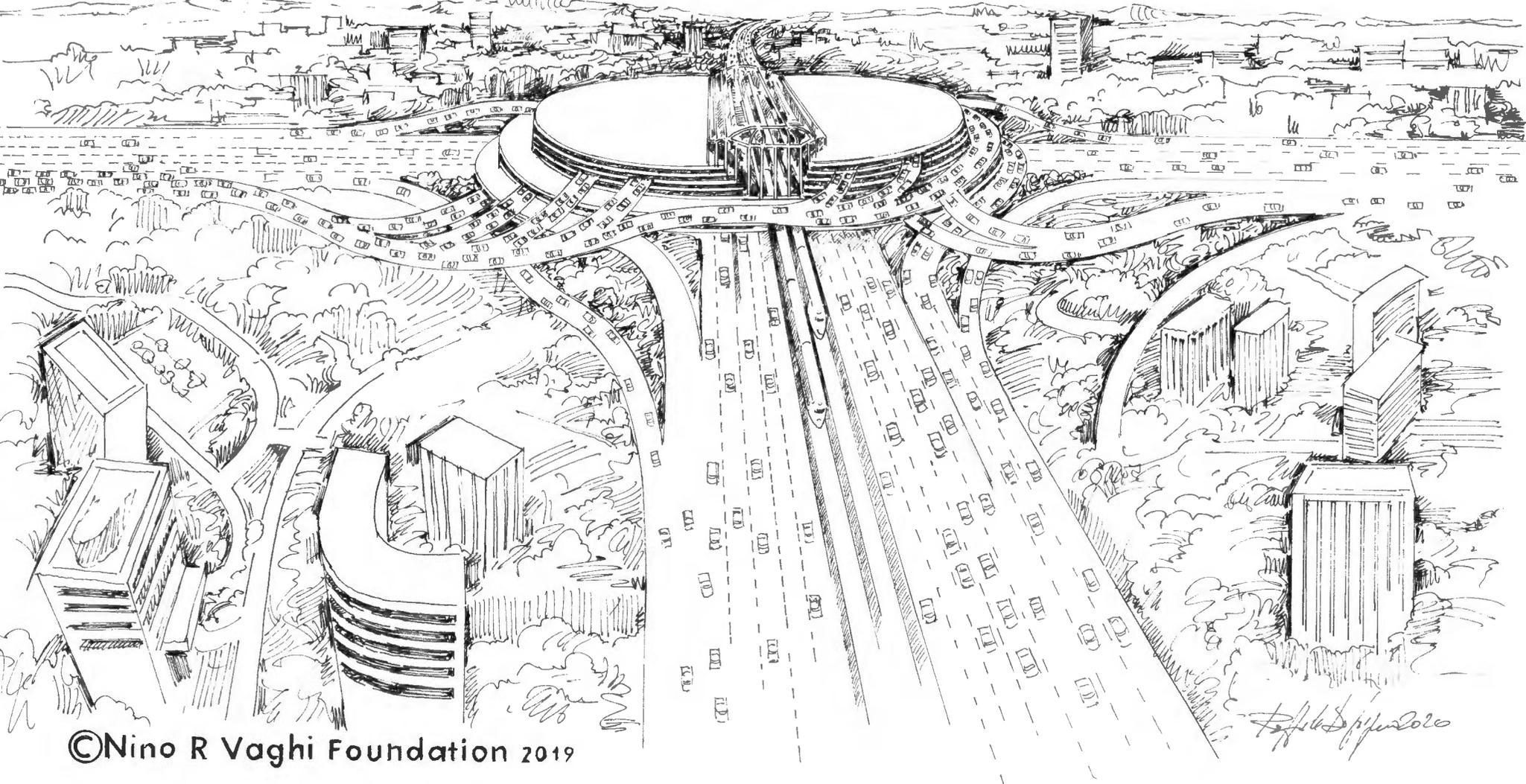


October 2020



***Park-n-Rail™ Will Reduce Global Warming...***

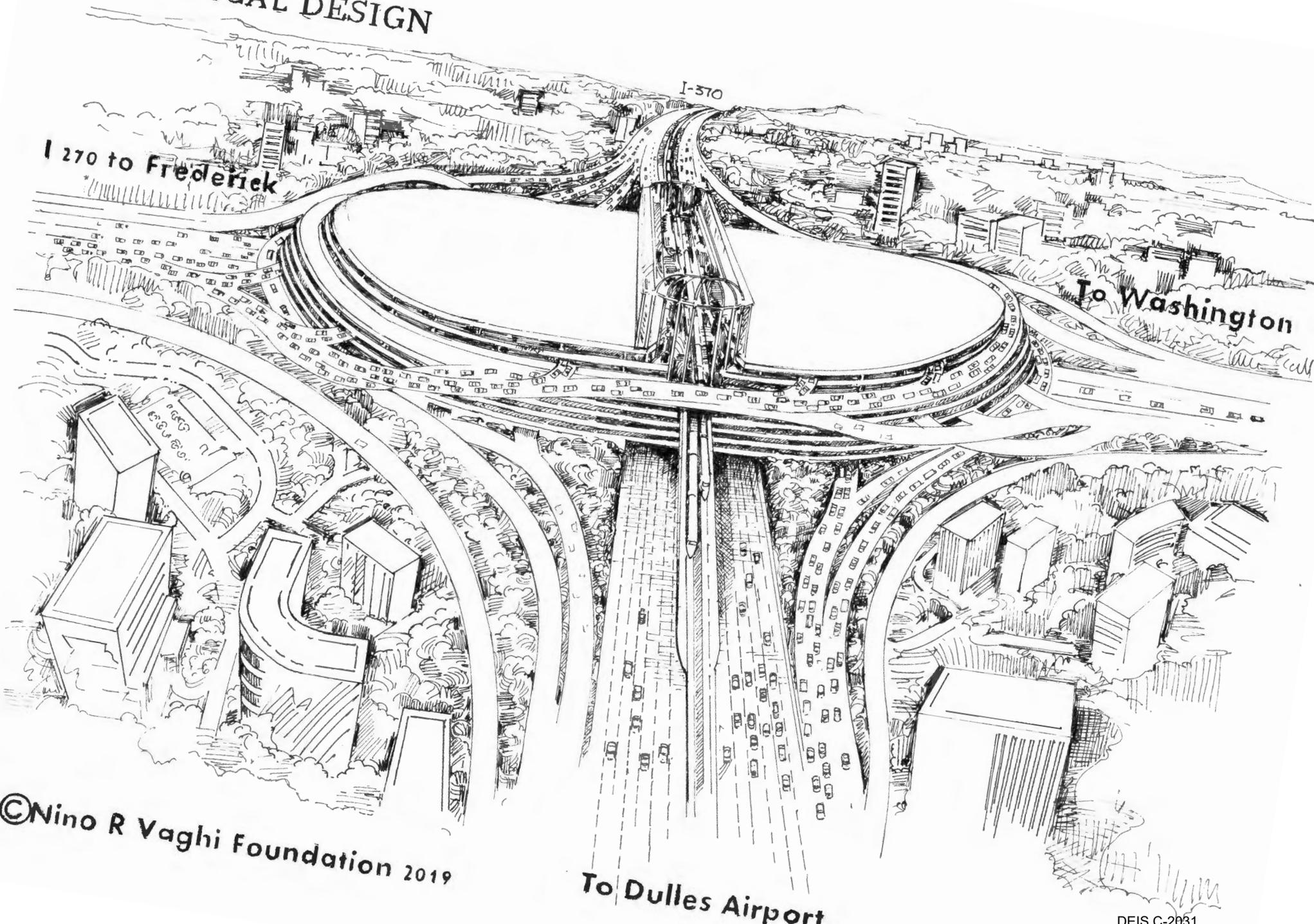
# BASIC DESIGN



©Nino R Vaghi Foundation 2019

*F. Vaghi*

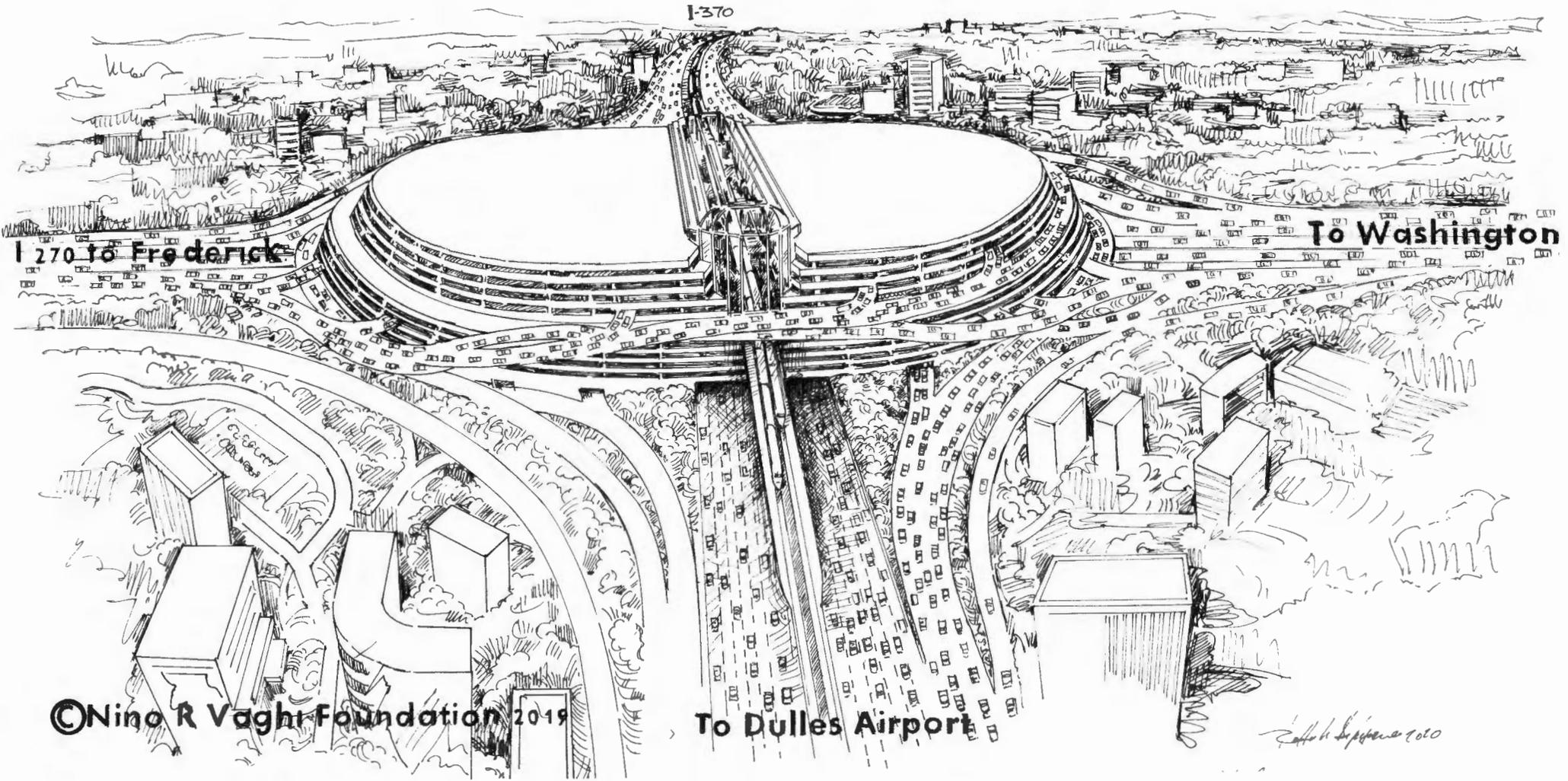
# TYPICAL DESIGN



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To Dulles Airport

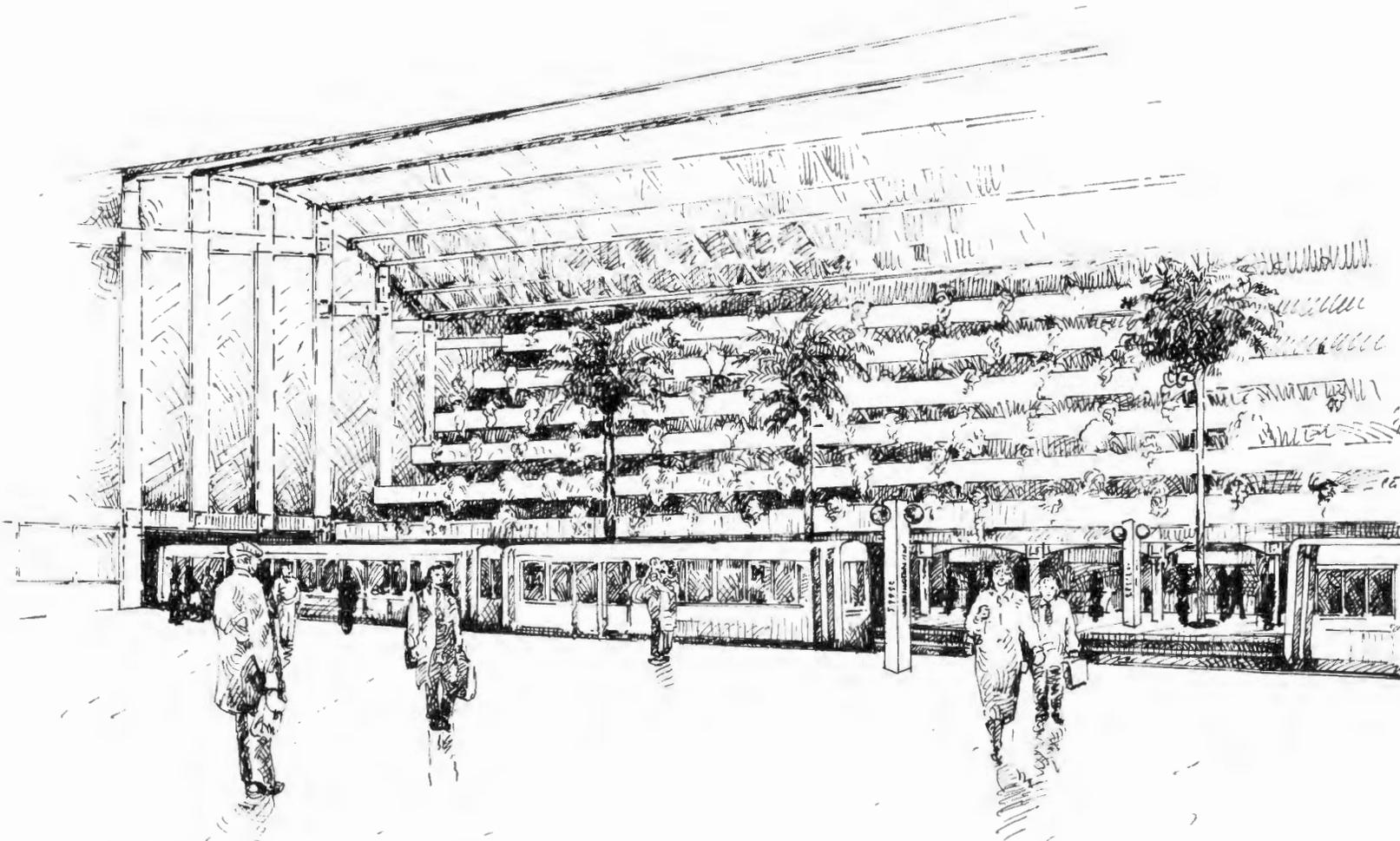
# LARGE DESIGN



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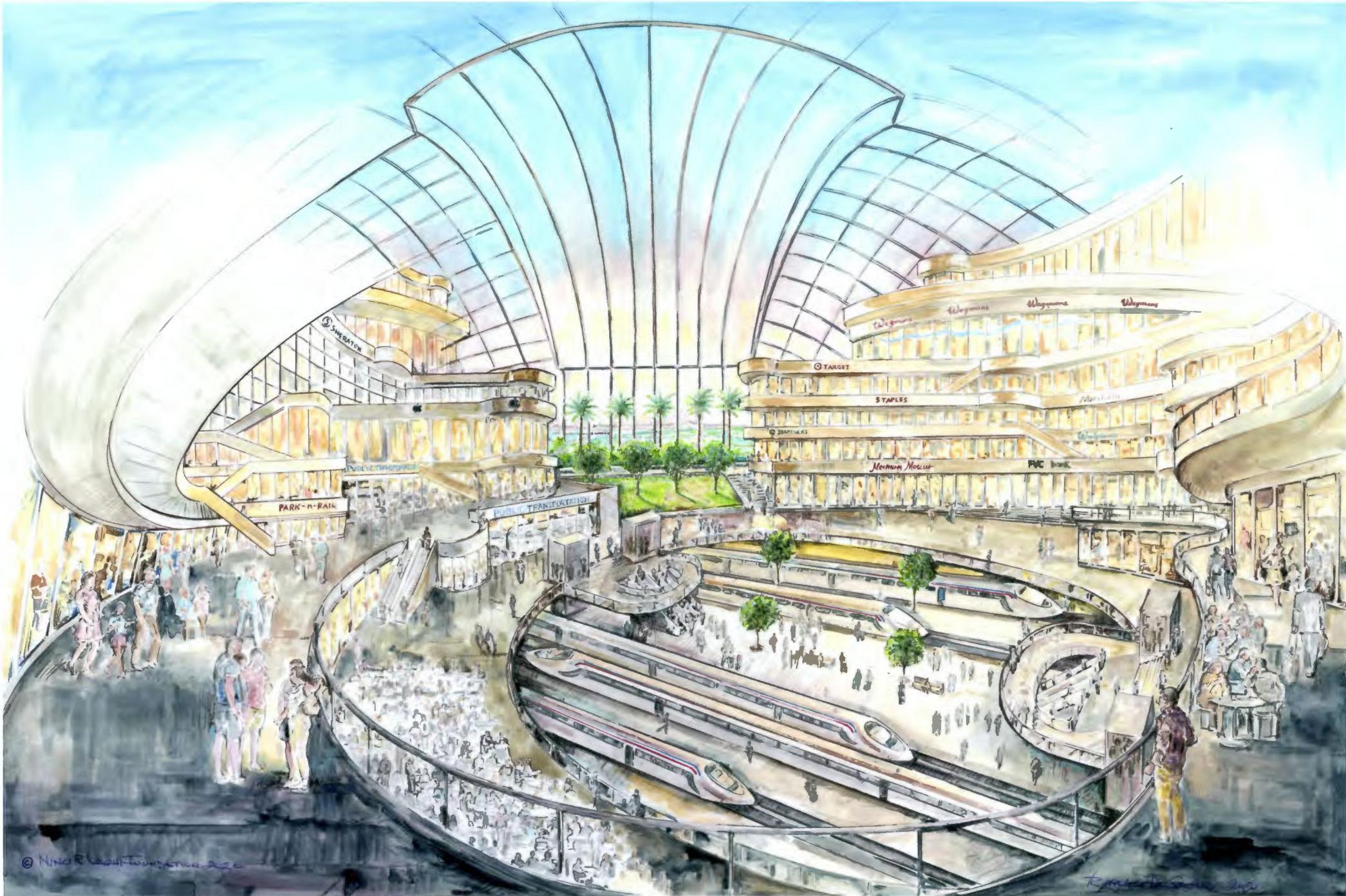
To Dulles Airport

*Nino R Vaghi 2010*

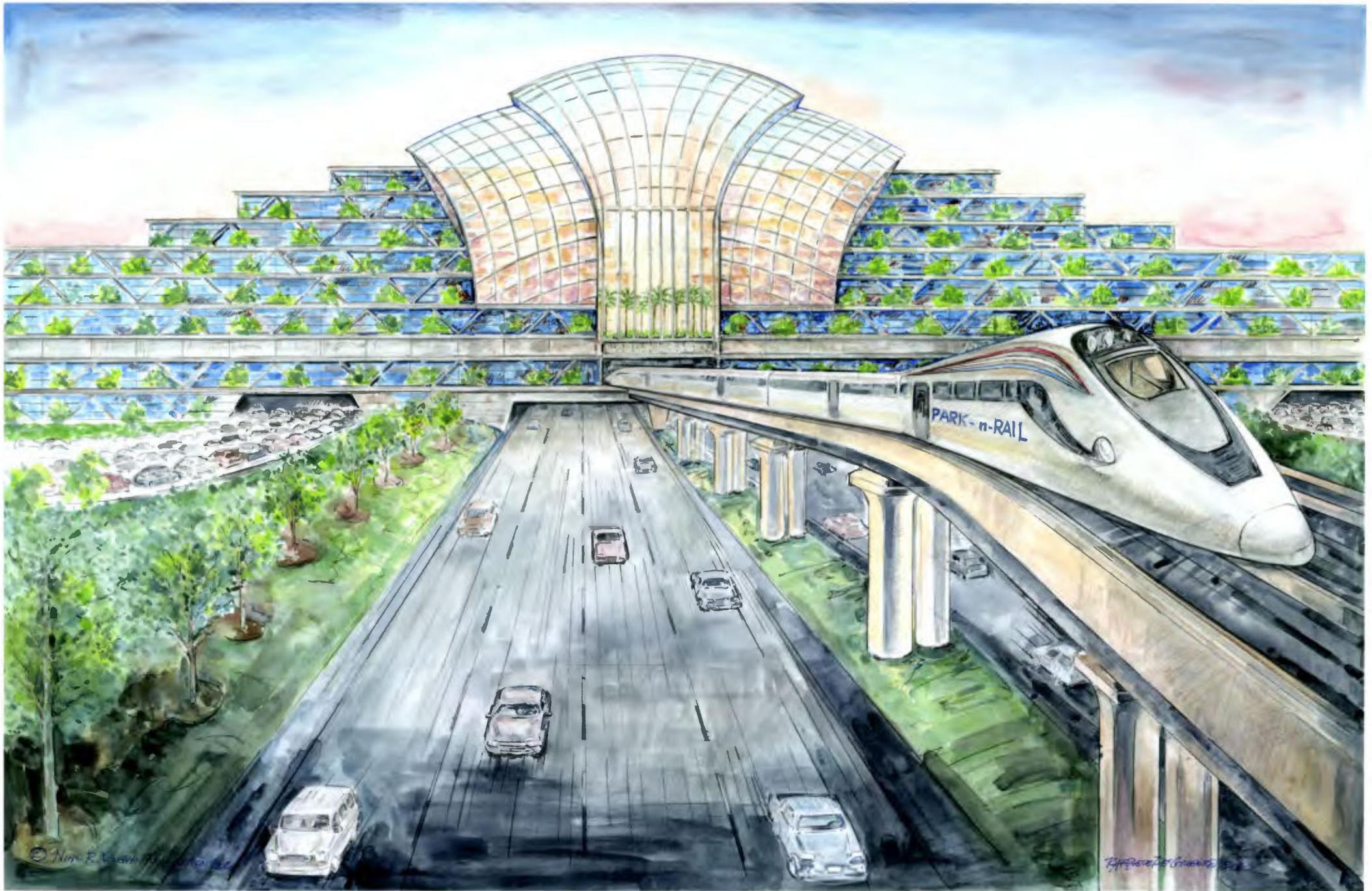


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*M. Vaghi* 5.16.02



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# SECTION 10

## Bonus, Bonus, Bonus



I am pleased to announce a huge **BONUS** for the people who are living on the Maryland or Virginia side of the Potomac river. **Park-n-Rail™** is designed so the Red Line subway can continue from I-270, underneath the Potomac river with multiple stops in Virginia and onto Dulles Airport.

As we all know we have been discussing crossing options for the last 50 or more years on where we build another bridge into Virginia. Nobody wants a new road and a bridge in their back yard. **Park-n-Rail™** could now be the answer.

The **Park-n-Rail™** garage will also have parking for travelers using Dulles Airport. Mobile airline ticket machines will be set up inside all **Park-n-Rail™** garages.

It will be as simple as parking your car, checking departure time, get your boarding ticket and taking the Red Line to Dulles Airport.

**Park-n-Rail™** at I-270 will provide a long-term parking solution for passengers departing for Dulles International and Ronald Reagan Airports.





## SECTION 11

# The Future of Park-n-Rail™ ... A Marriage With Hyperloop Transportation Technologies



As we are now in a new decade, there are many companies that are working on extremely fast transportation solutions to move people from point A to point B. The leader in this space is Hyperloop Transportation Technologies. The Hyperloop concept was envisioned by Elon Musk in 2013.

Commuters will now have the option to commute between cities that were once too far away. For example – the travel time between Washington DC and New York City was once three hours and is now only one hour. They are proposing building stations between many major cities around the world. This is certainly the future. However, one thing is missing. These Hyperloop stations will be built far apart from each other, due to the high speed of these trains which will reach up to 800 miles per hour.

With few Hyperloop stations, there will be a requirement to build larger garages to handle upwards of 70,000 passengers' cars to quickly park and get to a Hyperloop platform. Passengers will not only be commuting to work but also traveling to an overnight or multi night destination, such as Los Angeles to Las Vegas or from Los Angeles to San Francisco. With overnight passengers, there will be a need for substantially more parking.

For example, if a family of two or four decides to visit Las Vegas for the weekend from Los Angeles, the first thing that comes to mind is how will they get to the Hyperloop Station. Since most passengers will be carrying luggage, the easiest way to get to the station is by car. The citizens of Los Angeles are wed to their automobiles as most people are in the United States. For this reason, if Hyperloop were to be successful, there needs to be ample parking. Hyperloop is synonymous with speed and convenience. **Park-n-Rail™** will provide these conveniences to the Hyperloop passengers.

**Park-n-Rail™** will be a perfect solution to round out what Hyperloop is building. For Hyperloop to work, there needs to be a central large parking garage where passengers can quickly park their automobiles and get to the Hyperloop departure platforms. These garages/stations need to be big because the distance between stops could be 30 or more miles apart.

When Hyperloop passengers arrive at their destinations, they will be able to quickly hop onto the local subway systems, such METRO in Washington DC, and they finish their travel to any METRO Station in the Washington DC area. Another option is to get their car in a **Park-n-Rail™** station and drive home.

These super **Park-n-Rail™** stations will not only house METRO but Hyperloop as well.

This is the future of **Park-n-Rail™** and Hyperloop. Both companies can work together and provide a complete, fast transportation solution.

We look forward to working with Hyperloop Transportation Technologies and developing leading edge solutions to provide our traveling public with a quick and safe way to travel.





## SECTION 12

# METRO Stations / Parking



The following is a complete list of highways that go from outside the Washington DC Beltway to inside the Beltway. As noted, there are only 39,953 available parking spaces.

The 39,953 spaces in these METRO garages, are just a handful of spaces available to commuters and are ***filled*** near the start of rush hour each day. Most, if not all, are used by commuters in the surrounding neighborhoods of each garage.

METRO never planned for the 800 thousand plus cars that commute daily on the five proposed highways where we are proposing to build **Park-n-Rail™ Stations**. All these commuters are left with no other option but to stay on these highways and commute inside the Washington DC Beltway or travel on the Beltway to other parts of the Washington DC area.

**This is extremely poor planning years ago. But fortunately, there are subway stations near each of our five proposed Park-n-Rail™ Stations and can be extended with little difficulty.**

**METRO will now be part of our five Park-n-Rail™ Stations.**

**We are extremely confident that we will be able to remove up to 290 thousand cars from these highways each day.**

## Virginia

|                               | <u>METRO Status</u>                                                                                                 | <u>All Day Parking</u> |
|-------------------------------|---------------------------------------------------------------------------------------------------------------------|------------------------|
| 1. George Washington Highway  | No METRO                                                                                                            | 0                      |
| 2. Georgetown Pike            | No METRO                                                                                                            | 0                      |
| 3. Dulles Access Road         | METRO Wiehle-Reston                                                                                                 | 2300                   |
| 4. Route 123                  | Tyson's Corner, Greensboro, Spring Hill                                                                             | 0                      |
| 5. Leesburg Pike              | No METRO                                                                                                            | 0                      |
| 6. Route 66 Vienna/ Fairfax   |  METRO: Vienna/Fairfax Station   | 5169                   |
|                               |  Dunn Loring/ Merrifield Station | 1963                   |
| 7. Route 50                   | No METRO                                                                                                            | 0                      |
| 8. Gallows Road               | No METRO                                                                                                            | 0                      |
| 9. Little River Turnpike      | No METRO                                                                                                            | 0                      |
| 10. Braddock Road             | No METRO                                                                                                            | 0                      |
| 11. Interstate 95             | METRO: Franconia/ Springfield Station                                                                               | 5069                   |
| 12. Van Doran Road            |  METRO: Van Doran Station        | 361                    |
| 13. Route 1                   |  No METRO                        | 0                      |
| 14. George Washington Parkway | No METRO                                                                                                            | 0                      |



**Maryland**

|                                   |                                                                                                                         |               |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------|---------------|
| 1. Route 295                      | No METRO                                                                                                                | 0             |
| 2. Route 210                      | No METRO                                                                                                                | 0             |
| 3. St. Barnabas Road              | No METRO                                                                                                                | 0             |
| 4. Branch Ave                     |  METRO: Branch Avenue                  | 3072          |
| 5. Suitland Parkway               | No METRO                                                                                                                | 0             |
| 6. Pennsylvania Avenue            | No METRO                                                                                                                | 0             |
| 7. Central Avenue                 | No METRO                                                                                                                | 0             |
| 8. Landover Addison Rd            | No METRO                                                                                                                | 0             |
| 9. Beltway Route 50               |  METRO: New Carrollton Station         | 3519          |
| 10. Annapolis Road (Route 450)    | No METRO                                                                                                                | 0             |
| 11. Baltimore- Washington Hwy     | No METRO                                                                                                                | 0             |
| 12. Kenilworth Avenue             | No METRO                                                                                                                | 0             |
| 13. Beltway                       |  METRO: Greenbelt Station              | 3399          |
| 14. Route 1                       | No METRO                                                                                                                | 0             |
| 15. Interstate 95                 | No METRO                                                                                                                | 0             |
| 16. New Hampshire Ave             | No METRO                                                                                                                | 0             |
| 17. University Boulevard          | No METRO                                                                                                                | 0             |
| 18. Route 29                      | No METRO                                                                                                                | 0             |
| 19. Georgia Avenue                |  METRO: Forest Glen Station           | 596           |
|                                   |  METRO: Wheaton Station              | 977           |
|                                   |  METRO: Glenmont Station             | 2998          |
| 20. Connecticut Avenue            | No METRO                                                                                                                | 0             |
| 21. Wisconsin Ave/ Rockville Pike |  METRO: Grosvenor-Strathmore Station | 1894          |
|                                   |  METRO: White Flint Station          | 1270          |
|                                   |  METRO: Twinbrook Station            | 1097          |
|                                   |  METRO: Rockville Station            | 524           |
|                                   |  METRO: Shady Grove Station          | 5745          |
| 22. Old Georgetown Road           | No METRO                                                                                                                | 0             |
| 23. I-270                         | No METRO                                                                                                                | 0             |
| 24. River Road                    | No METRO                                                                                                                | 0             |
| 25. Canal Road                    | No METRO                                                                                                                | 0             |
|                                   | <b>Total</b>                                                                                                            | <b>39,953</b> |



Located outside the Beltway, none of the Interstates listed above, with the exception of the following, currently have an exit that would allow commuters to exit to a parking garage with limited parking at a METRO Station. These few METRO stations are full by early AM each day. **This is an unbelievable fact!** Commuters have no choice but to stay on these highways and continue their daily commute.

| <u>METRO Station</u>                       | <u>Parking Capacity</u> |
|--------------------------------------------|-------------------------|
| • Vienna/ Fairfax Station in Virginia      | 5,169                   |
| • Forest Glen Station in Maryland          | 596                     |
| • Wheaton Station in Maryland              | 977                     |
| • Glenmont Station in Maryland             | 2,998                   |
| • White Flint in Maryland                  | 1,270                   |
| • Grosvenor-Strathmore Station in Maryland | 1,894                   |
| • Twinbrook in Maryland                    | 1,097                   |
| • Rockville in Maryland                    | 524                     |
| • Shady Grove                              | <u>5,745</u>            |
| <b>Total</b>                               | <b>20,270</b>           |





# SECTION 13

## The I-495 & I-270 Managed Lanes Study





MANAGED LANES STUDY

495

270

# JOINT PUBLIC HEARINGS FOR THE DEIS AND JPA

## Introduction

The National Capital Region is one of the most congested in the nation, and Marylanders face the second-highest commuting times in the country. With projected population growth in the National Capital Region, Marylanders will continue to see those numbers increase. Multiple studies show that a comprehensive transportation network, including improvements to I-495 and I-270 coupled with investment in transit, is necessary to address congestion and move people, goods and services throughout the region.

To address these challenges today and for the future, the Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are completing the I-495 & I-270 Managed Lanes Study in compliance with the National Environmental Policy Act (NEPA). The study seeks to identify a solution that addresses congestion, improves trip reliability, and enhances existing and planned mobility and connectivity for other modes of travel, including transit and ridesharing, along portions of I-495 and I-270.

Extensive public outreach has been completed for the Managed Lanes Study, including four Scoping Open Houses in April 2018, four Public Workshops presenting the Preliminary Range of Alternatives in July 2018, eight Public Workshops presenting the Alternatives Retained for Detailed Study in April and May 2019, and more than 180 meetings and events with communities, property owners, stakeholder groups and elected officials.



## Purpose of Joint Public Hearings

FHWA and MDOT SHA have completed the Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the Managed Lanes Study, with the Notice of Availability published in the Federal Register on July 10, 2020. The DEIS includes traffic, environmental, engineering, and financial analyses of the Build Alternatives and the No Build Alternative. This DEIS is the first step of the procedural process prescribed in NEPA and provides an opportunity for the public, interest groups and other agencies to review and provide comment on the proposed federal action and the adverse and beneficial environmental impacts and proposed mitigation for unavoidable impacts.

With the DEIS milestone, we are seeking public and agency comment between July 10, 2020 and October 8, 2020. **The public comment period may be extended 30 days. Please visit the Program website, [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS), for updates.**

FHWA, MDOT SHA, and the Maryland Department of the Environment (MDE) will conduct six Joint Public Hearings. The U.S. Army Corps of Engineers (USACE) will participate in one hearing on August 25 to meet the Department of the Army requirements. Comments will also be accepted on the Joint Federal/State Application (JPA) for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland. USACE is responsible for reviewing the JPA per the Clean Water Act, Section 404(b)(1) and MDE is responsible for reviewing the Application per Environment Article §5-503 and §5-906, Annotated Code of Maryland.

The comment period and Joint Public Hearings enables FHWA, MDOT SHA, MDE, and USACE to receive written and oral comments to consider in the further evaluation of the impacts of the proposed Study. In addition to the hearings, comments will also be accepted via an online comment form, email and letters using traditional mail.



DEIS C-2019

# COVID-19 Considerations

MDOT's number one priority is the health and safety of Marylanders. MDOT SHA recognizes the substantial impact of the COVID-19 stay-at-home order on current transportation patterns throughout the region and our day-to-day lives including the reduced traffic on interstates such as I-495 and I-270. We are continuing with our efforts to ensure transportation improvements are being developed to meet the needs of Marylanders for today and for the future.

## Purpose and Need

Purpose: To develop a travel demand management solution(s) that addresses congestion, improves trip reliability on I-495 and I-270 within the study limits and enhances existing and planned multimodal mobility.

Needs:

- Accommodate existing traffic and long-term traffic growth
- Enhance trip reliability
- Provide additional roadway travel choices
- Accommodate homeland security
- Movement of goods and services

Goals:

- Financial viability
- Environmental responsibility

## Travel Benefits

Delays can be caused by slow travel due to congestion on the highway. If one of the Build Alternatives is implemented, commuters on I-495 and I-270 would expect to see reduced travel times. The

| Average Annual Hours of Savings per Commuter in 2040 |    |
|------------------------------------------------------|----|
| Alternative 1<br>No Build                            | 0  |
| Alternative 8                                        | 59 |
| Alternative 9                                        | 73 |
| Alternative 9M                                       | 58 |
| Alternative 10                                       | 72 |
| Alternative 13B                                      | 65 |
| Alternative 13C                                      | 64 |

table below summarizes the number of hours per year of travel time savings an average commuter on I-495 and I-270 would experience in 2040, assuming two commute trips per working day (to and from home) and 260 working days per year.

Road users would benefit from implementing a Build Alternative, including those travelers

in the managed lanes, travelers using the general purpose lanes, trucks (freight), transit buses, and even those using the local road network. Travel time savings would be the greatest for people using the managed lanes, including carpoolers and bus riders (as managed lanes would provide the opportunity for a toll-free, reliable trip for buses). Users of the general purpose lanes, who would continue to travel for free, would also have reduced travel times.

| % Decrease in Delay Compared to No Build in 2040 | I-270 and I-495 | Local Road Network |
|--------------------------------------------------|-----------------|--------------------|
| Alternative 8                                    | 29%             | 6.6%               |
| Alternative 9                                    | 34%             | 7.0%               |
| Alternative 9M                                   | 30%             | 5.9%               |
| Alternative 10                                   | 35%             | 6.5%               |
| Alternative 13B                                  | 24%             | 6.8%               |
| Alternative 13C                                  | 31%             | 6.4%               |

Delays on the local roads would be reduced because some travelers who use the local network due to highway congestion would be able to use the additional capacity on the highway. The projected percent decrease in delay on highways and local roads in 2040 is summarized for each alternative. Travelers on I-495 and I-270 would experience the most benefit, with a reduction in delay between 29% and 35%, respectively compared to the No Build. Travelers on surrounding local roadways would also have a 6% to 7% reduction in delay.

In addition to the travel time savings, the Build Alternatives would each provide a reliable trip when needed. Tolling would ensure speeds of 45 mph or faster are maintained in the managed lanes. Similar projects have shown real-world benefits, including managed lanes on the Northwest Corridor in Atlanta, GA; I-95 in Miami, FL; I-95 north of Baltimore, MD; and throughout northern Virginia. In these locations, speeds have increased, delays due to congestion have decreased, and bus ridership and carpools along the managed lane corridors have increased.

## What Could the Toll Rates Be?

The planning study and the DEIS do not provide recommendations as to the proposed toll rate ranges for the managed lanes. However, potential toll rates were estimated to meet the goals of the Public-Private Partnership (P3) Program (manage traffic demand/congestion) and to determine if the Build Alternatives would be financially viable. Therefore, **for planning purposes only**, the 2025 average weekday toll rates per mile (in 2020 \$) for all time periods for passenger cars using an E-ZPass transponder were estimated to be:

- \$0.70/mile for Alternative 8
- \$0.68/mile for Alternative 10
- \$0.69/mile for Alternative 9
- \$0.73/mile for Alternative 13B
- \$0.77/mile for Alternative 9M
- \$0.71/mile for Alternative 13C

The actual toll rate ranges will be set by the Maryland Transportation Authority (MDTA) Board in a process prescribed by the Code of Maryland Regulations (COMAR) 11.07.05 – *Public Notice of Toll Schedule Revisions*, and will include public hearings in each county affected by the toll rates and a public comment period of at least 60 days. An analysis of data indicates that currently, the average trip in the study area is 8 miles, and that 37% of trips are 5 miles or less.

## Pedestrian/Bicycle Access

Existing sidewalks, shared-use paths, bikeable shoulders, and bikeways impacted by the proposed improvements will be replaced and upgraded. Additionally, new pedestrian and bicycle facilities are being evaluated in collaboration with local stakeholders to enhance connectivity, including a new pedestrian and bicycle facility on the new American Legion Bridge.



# Proposed Access Locations

| PROPOSED ACCESS LOCATION                                                  | PROVIDES DIRECT ACCESS TO MANAGED LANES | PROVIDE ACCESS LOCATIONS (Transit Stations) |
|---------------------------------------------------------------------------|-----------------------------------------|---------------------------------------------|
| I-270 at I-370 (access to Shady Grove Metro)                              | ✓                                       | ✓                                           |
| I-270 at Gude Drive                                                       | ✓                                       |                                             |
| I-270 at Wootton Parkway (access to Twinbrook Metro)                      | ✓                                       | ✓                                           |
| I-270 at Westlake Terrace (access to Montgomery Mall Transit Center)      | ✓                                       | ✓                                           |
| I-270 east of MD 187                                                      | ✓                                       |                                             |
| I-495 at George Washington Parkway                                        | ✓                                       |                                             |
| I-495 north of Clara Barton Parkway                                       | ✓                                       |                                             |
| I-495 at MD 190/Cabin John Parkway                                        | ✓                                       |                                             |
| I-495 at I-270 West Spur                                                  | ✓                                       |                                             |
| I-495 west of MD 187                                                      | ✓                                       |                                             |
| I-495 at MD 187 (access to Medical Center Metro)                          | ✓                                       | ✓                                           |
| I-495 at I-270 East Spur                                                  | ✓                                       |                                             |
| I-495 at MD 185 (access to Medical Center Metro & Kensington MARC)        | ✓                                       | ✓                                           |
| I-495 at US 29 (access to Silver Spring Metro/MARC)                       | ✓                                       | ✓                                           |
| I-495 at MD 650                                                           | ✓                                       |                                             |
| I-495 at I-95                                                             | ✓                                       |                                             |
| I-95/I-495 at US 1                                                        | ✓                                       |                                             |
| I-95/I-495 at Cherrywood Lane (access to Greenbelt Metro/MARC)            | ✓                                       | ✓                                           |
| I-95/I-495 at Baltimore-Washington Parkway                                | ✓                                       |                                             |
| I-95/I-495 south of Baltimore-Washington Parkway                          | ✓                                       |                                             |
| I-95/I-495 at US 50 (direct access to New Carrollton Metro/MARC/AMTRAK)   | ✓                                       | ✓                                           |
| I-95/I-495 at MD 202 (north leg only) (access to Largo Town Center Metro) | ✓                                       | ✓                                           |
| I-95/I-495 at MD 214 (south leg only) (access to Largo Town Center Metro) | ✓                                       | ✓                                           |
| I-95/I-495 north of Ritchie Marlboro Road                                 | ✓                                       |                                             |
| I-95/I-495 at Ritchie Marlboro Road                                       | ✓                                       |                                             |
| I-95/I-495 at MD 4                                                        | ✓                                       |                                             |
| I-95/I-495 at MD 5 (access to Branch Avenue Metro)                        | ✓                                       | ✓                                           |

## What is Congestion Pricing?

- Per FHWA\*, congestion pricing is a way of harnessing the power of the market to reduce the waste associated with traffic congestion.
- Congestion pricing enables the system to flow much more efficiently, allowing more vehicles and people to move through the same physical space.
- Toll rates vary based on time of day or dynamically measured congestion to ensure a specified travel speed.

\* <https://ops.fhwa.dot.gov/congestionpricing/>

## How Does Dynamic Pricing Work?

Toll Rates are adjusted in response to real-time conditions, such as: travel speeds, traffic density, or traffic volumes.

# Alternatives Currently Under Consideration in the DEIS

## ALT 1: No Build (Existing)

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



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

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



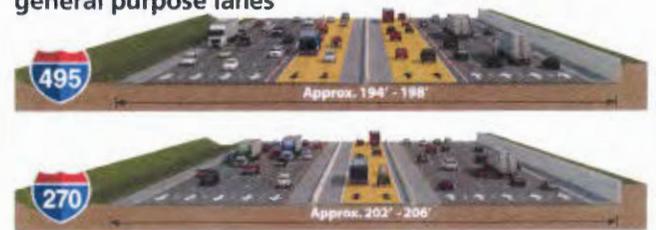
## ALT 10: 2 ETL Managed Lanes and 1 HOV Managed Lane on I-270

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



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

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



### What are Managed Lanes?

- Highway facilities that use strategies, such as lane use restrictions or congestion pricing, to optimize the number of vehicles that can travel the highway to maintain free-flow speeds and person-throughput.
- Managed lanes may include high-occupancy vehicle (HOV) lanes, high-occupancy toll (HOT) lanes, express toll lanes (ETLs), and bus-only lanes.

### What are High-Occupancy Vehicle (HOV) Lanes?

- Separate and dedicated lanes for carpool vehicles.
- Lanes are not tolled.

### What are High-Occupancy Toll (HOT) Lanes?

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

### What are Express Toll Lanes (ETL)?

Dedicated managed lanes within highway rights-of-way that any motorist, regardless of vehicle occupancy, may use by paying a variably priced toll, depending on time of day and level of congestion.

### ALT 9: 2 HOT Managed Lanes

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



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

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



### ALT 9M: 2 HOT Managed Lanes on West side and East side of I-495 and I-270; 1 HOT Managed Lane on Top side of I-495

Add two HOT managed lanes in each direction on I-495 between the study limits south of the George Washington Memorial Parkway and the I-270 West Spur, including the American Legion Bridge and on I-495 between I-95 and the study limits west of MD 5. Add one HOT managed lane in each direction on I-495 between the I-270 West Spur and I-95. On I-270, convert one existing HOV lane to HOT managed lane and add one HOT managed lane in each direction.

#### I-495 from south of the ALB and I-270 west spur and I-495 from I-95 to west of MD 5



#### I-495 from I-270 west spur to I-95



#### I-270



## What Transit Components are Included in the Build Alternatives?

Opportunities to accommodate existing and planned multimodal mobility and connectivity are included with each Build Alternative, including:

- Free bus usage in the managed lanes to provide an increase in travel speed, assurance of a reliable trip, and connection to bus transit on arterials that directly connect to activity and economic centers.
- Access (direct and/or indirect) to existing transit stations and planned Transit-Oriented Developments at the Shady Grove Metro (I-370), Twinbrook Metro (Wootton Parkway), Montgomery Mall Transit Center (Westlake Terrace), Medical Center Metro (MD 187 and MD 185), Kensington MARC (MD 185), Silver Spring Metro and MARC (US 29), Greenbelt Metro and MARC (Cherrywood Lane), New Carrollton Metro, MARC, and Amtrak (US 50), Largo Town Center Metro (MD 202 and MD 214) and Branch Avenue Metro (MD 5).

A Transit Work Group, with representatives from transit providers from Montgomery, Prince George's, Frederick, Anne Arundel, Charles, and Howard counties and representatives from MDOT SHA, MDOT Maryland Transit Administration, FHWA, Federal Transit Administration, Metropolitan Washington Council of Governments, and Washington Metropolitan Area Transit Authority, worked together to collaboratively identify opportunities to enhance transit services on the proposed managed lanes and create an interconnected transit/highway system in the National Capital Region. The Transit Work Group report was made available to the public in June 2020 on the P3 Program website.

# Comparison of the No Build and Build Alternatives

|               | Resource                                                                                              | Alternative 1<br>No Build | Alternative 5 | Alternative 8 | Alternative 9 | Alternative 9M | Alternative 10 | Alternative 13B | Alternative 13C |
|---------------|-------------------------------------------------------------------------------------------------------|---------------------------|---------------|---------------|---------------|----------------|----------------|-----------------|-----------------|
| ENVIRONMENTAL | Total Potential Impacts to Section 4(f) Properties including park and historic properties (acres)     | 0                         | 141.7         | 146.8         | 146.8         | 144.7          | 149.0          | 145.5           | 146.7           |
|               | Number of Historic Properties with Adverse Effect [Adverse effect cannot be determined <sup>2</sup> ] | 0                         | 13 [7]        | 13 [7]        | 13 [7]        | 13 [7]         | 13 [7]         | 13 [7]          | 13 [7]          |
|               | 100-Year Floodplain (acres)                                                                           | 0                         | 114.3         | 119.5         | 119.5         | 116.5          | 120.0          | 119.5           | 119.9           |
|               | Unique and Sensitive Areas (acres)                                                                    | 0                         | 395.3         | 408.2         | 408.2         | 401.8          | 410.8          | 406.7           | 408.6           |
|               | Forest canopy (acres)                                                                                 | 0                         | 1,433.8       | 1,497.4       | 1,497.4       | 1,477.2        | 1,514.5        | 1,488.8         | 1,503.2         |
|               | Wetlands of Special State Concern                                                                     | 0                         | 0             | 0             | 0             | 0              | 0              | 0               | 0               |
|               | Wetlands Field-Reviewed (acres)                                                                       | 0                         | 15.4          | 16.3          | 16.3          | 16.1           | 16.5           | 16.3            | 16.5            |
|               | Wetland 25-foot buffer (acres)                                                                        | 0                         | 51.2          | 53.1          | 53.1          | 52.7           | 53.6           | 53.1            | 53.5            |
|               | Waters of the US (linear feet)                                                                        | 0                         | 153,702       | 155,922       | 155,922       | 155,229        | 156,984        | 155,822         | 156,632         |
|               | Tier II Catchments (acres)                                                                            | 0                         | 55.2          | 55.3          | 55.3          | 55.3           | 55.3           | 55.3            | 55.3            |
|               | Noise Receptors Impacted                                                                              | 0                         | 3,661         | 4,470         | 4,470         | 4,249          | 4,581          | 4,411           | 4,461           |
| TRAFFIC       | System-wide Delay Savings vs. No Build (AM/PM)                                                        | 0                         | 20%/22%       | 23%/33%       | 34%/33%       | 30%/30%        | 35%/34%        | 27%/22%         | 26%/34%         |
| ENGINEERING   | Total Right-of-way Required (acres)                                                                   | 0                         | 284.9         | 323.5         | 323.5         | 313.4          | 337.3          | 318.9           | 329.3           |
|               | Number of Properties Directly Affected                                                                | 0                         | 1,240         | 1,475         | 1,475         | 1,392          | 1,518          | 1,447           | 1,479           |
|               | Number of Residential Relocations                                                                     | 0                         | 25            | 34            | 34            | 25             | 34             | 34              | 34              |
|               | Number of Business Relocations                                                                        | 0                         | 4             | 4             | 4             | 4              | 4              | 4               | 4               |
|               | Width of Pavement on I-495 (feet)                                                                     | 138–146                   | 170–174       | 194–198       | 194–198       | 170–198        | 194–198        | 194–198         | 194–198         |
|               | Width of Pavement on I-270 (feet)                                                                     | 228–256                   | 194–198       | 218–222       | 218–222       | 218–222        | 242–248        | 202–206         | 226–230         |
|               | Capital Cost Range [Construction & ROW] (billions)                                                    | N/A                       | \$7.8–\$8.5   | \$8.7–\$9.6   | \$8.7–\$9.6   | \$8.5–\$9.4    | \$9.0–\$10.0   | \$8.7–\$9.6     | \$8.8–\$9.7     |

**NOTES:** <sup>1</sup> MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative because it does not meet the Study's Purpose and Need, but it is included in the DEIS for comparison purposes only.

<sup>2</sup> Based on current design information, effects cannot be fully determined on these seven historic properties. MDOT SHA will evaluate these properties further as design advances.

- Preliminary impacts represented above assume total impacts; permanent and temporary impacts will be distinguished in the FEIS.
- The right-of-way is based on State records research and filled in with county right-of-way, as necessary. With the Section 4(f) properties, some boundaries vary based on the presence of easements and differences in the size and location of historic and park boundaries.
- Noise receptors are noise-sensitive land uses which include residences, schools, places of worship, and parks, among other uses. Note that these numbers include receptors that do not have an existing noise wall as well as receptors that have an existing noise wall which is expected to be replaced.



# Avoidance and Minimization Efforts

To the greatest extent practicable, efforts have been made to avoid and minimize impacts to parklands, wetlands, wetland buffers, waterways, forests, and FEMA 100-year floodplains. These included elimination of the collector-distributor system on I-270, utilization of closed drainage systems, use of underground stormwater management instead of above-ground, use of reinforced steep slopes and/or retaining walls, minimization of interchange footprints, and roadway alignment shifts in key locations. Further avoidance and minimization efforts will continue as design develops.

## Property Needs

A variety of elements contribute to the need for additional property rights outside of MDOT SHA's property, including roadway construction, grading, landscaping, stormwater management, and noise barriers. Adjacent property rights would be needed where MDOT SHA right-of-way is limited.

MDOT SHA complies with State and Federal laws to determine "just" compensation for impacts to your property. Just compensation is based on the fair market value of the property and includes all elements that may be appropriate in determining value.

For full details on the acquisition process, please refer to the MDOT SHA Your Land and Your Highways: Your Rights and Benefits Guide.  
<https://www.roads.maryland.gov/mdotsha/pages/index.aspx?pageid=411>

## Section 4(f)

Section 4(f) of the US Department of Transportation (USDOT) Act of 1966 as amended (49 U.S.C. 303(c)) is a Federal law that protects significant publicly-owned parks, recreation areas, wildlife and/or waterfowl refuges, or any significant public or private historic sites. Section 4(f) applies to all transportation projects that require funding or other approvals by the USDOT.

- 111 Section 4(f) properties were inventoried consisting of national parks, county and local parks, parkways, stream valley units of larger park facilities, local neighborhood parks, and historic sites that are listed in or eligible for listing in, the National Register of Historic Places.
- 43 properties would be avoided and 68 would experience an impact as a result of the Build Alternatives.
- 22 properties would experience a use that warrants an Individual Section 4(f) Evaluation.
- FHWA intends to apply *de minimis* impact findings at 36 properties because many of the anticipated uses of Section 4(f) properties consist of minor impacts along the edge of the properties in question adjacent to the existing transportation facility.
- The impacts to the 10 Section 4(f) properties meet the criteria of exceptions to a Section 4(f) use.

## What Are the Results of the Air Quality Analysis?

The Managed Lanes Study area is in attainment for carbon monoxide and particulate matter, meaning, the monitored air quality does not exceed the National Ambient Air Quality Standard for those pollutants. The study area is in non-attainment for ozone which means the monitored air quality exceeds the National Ambient Air Quality Standard for that pollutant; however, this Study is part of a transportation improvement program for which the total emissions from on-road travel are consistent with goals for air quality found in the State Implementation Plan.

Quantitative analyses were completed for carbon monoxide, mobile source air toxics (called M-SATs), and greenhouse gases, also known as G-H-G, per Federal Highway Administration and Environmental Protection Agency guidance. Worst-case carbon monoxide concentrations were reported to be below the National Ambient Air Quality Standards. M-SAT emissions are expected to remain the same or decrease for the Build Alternatives compared to the No Build Alternative. G-H-G emissions may increase slightly for the Build Alternatives compared to the No Build Alternative, but decrease compared to existing conditions.

## Preliminary Noise Barrier Mitigation

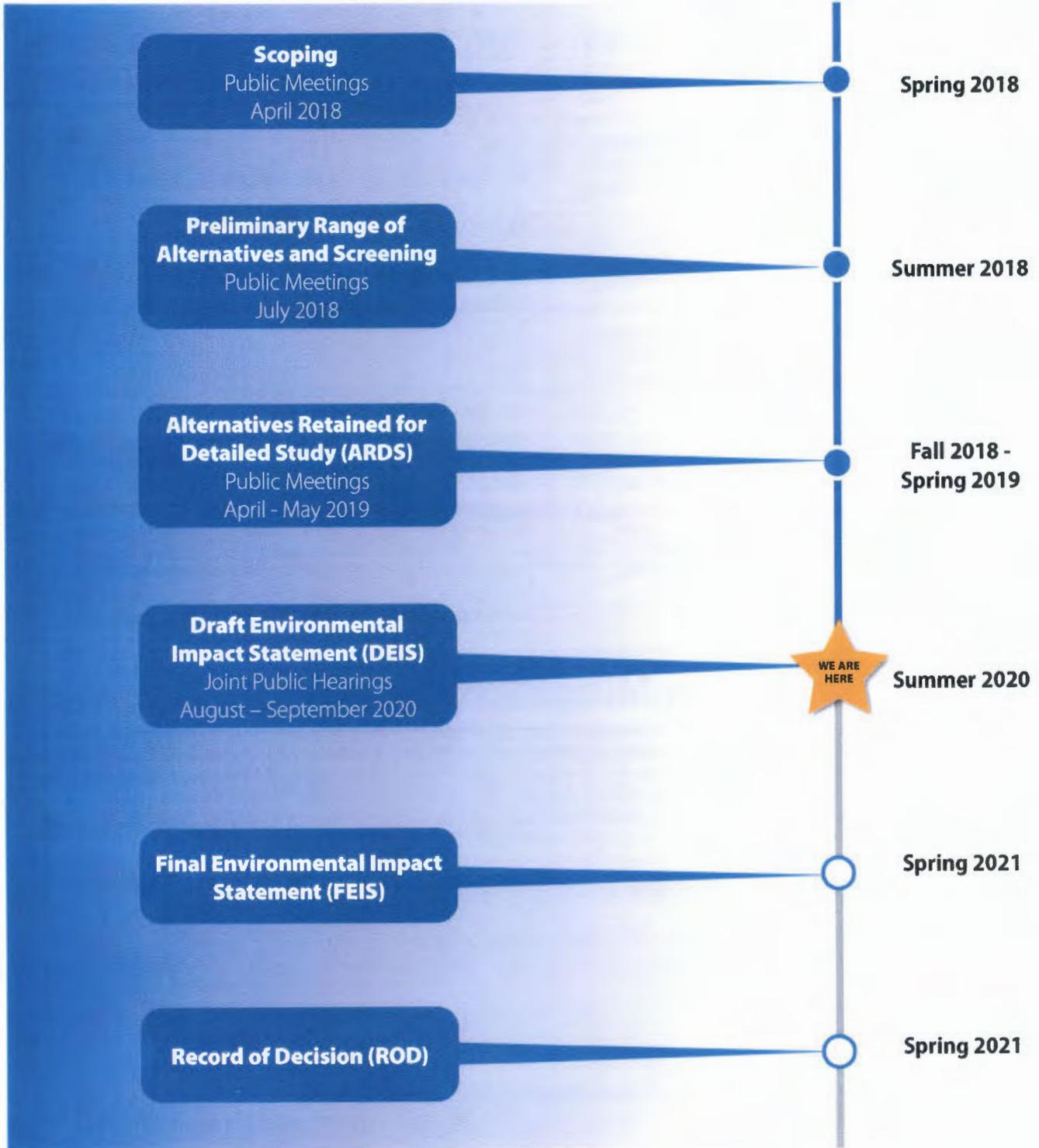
The assessment of noise abatement feasibility, in general, focuses on whether it is physically possible to build an abatement measure (i.e., noise barrier) that achieves a minimally acceptable level of noise reduction. Barrier feasibility considers three primary factors: acoustics, safety and access, and site constraints. The assessment of noise abatement reasonableness, in general, focuses on whether it is practical to build an abatement measure. Barrier reasonableness considers three primary factors: viewpoints, design goal, and cost effectiveness. These findings are based on preliminary design information and will be re-evaluated as part of final design phase. Engineering changes reflected in final design could alter these conclusions which could change MDOT SHA's recommendations. The views and opinions of all benefited property owners and residents will be solicited through public involvement activities during final design.

| Noise Barrier System Mitigation                                             | Count of Mitigation Type |
|-----------------------------------------------------------------------------|--------------------------|
| Existing Noise Barriers that would remain in place as currently constructed | 7                        |
| Existing Noise Barriers that would be relocated                             | 42                       |
| Existing Noise Barriers that would be reconstructed and extended            | 20                       |
| New Noise Barriers constructed                                              | 23                       |
| Noise Barriers not proposed for construction                                | 19*                      |

\* An additional 19 barriers were evaluated but are not proposed for construction because they do not meet MDOT SHA's feasibility and/or reasonableness criteria. Abatement for the portion of the study area within Virginia is being evaluated in coordination with VDOT and in compliance with the VDOT Highway Traffic Noise Impact Analysis Guidance Manual. The results of this evaluation will be included in the FEIS

# Next Steps and NEPA Schedule

- Evaluate and assess public, stakeholder, and agency comments received during the Joint Public Hearings and DEIS public comment period.
- Identify Preferred Alternative and prepare Final Environmental Impact Statement (FEIS).
- Address comments formally in the FEIS.
- Prepare Record of Decision (ROD).



# DEIS and JPA Document Availability

The DEIS and JPA with supporting information are available online at [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS). Hard copies are now available at the following locations:

## MARYLAND STATE OFFICES: Viewing hours include Monday to Friday 11 AM to 7 PM, Saturday and Sunday 12 to 5 PM

**Montgomery County:** MDOT SHA Gaithersburg Shop, 502 Quince Orchard Road, Gaithersburg, MD 20878 | MDTA MD 200 West Operations, 16902 Crabbs Branch Way, Rockville, MD 20855 | MDOT SHA Fairland Shop, 12020 Plum Orchard Road, Silver Spring, MD 20904 | MDOT SHA Silver Spring Study Office, 8537 Georgia Avenue, Silver Spring, MD 20910

**Prince George's County:** MDOT SHA District 3 Office, 9300 Kenilworth Avenue, Greenbelt, MD 20770

## VIRGINIA STATE OFFICE: Viewing hours include Monday to Friday 9 AM to 4 PM

**Fairfax County:** VDOT Northern Virginia District Office, 4975 Alliance Drive, Fairfax, VA 22030

**MARYLAND LIBRARIES:** Hard copies are available in trailers in the library parking lots. **Viewing hours include Tuesday and Thursday 11 AM to 7 PM, and Sunday 12 to 5 PM.** Once libraries are open to the public, the hard copies will be available for review in the libraries during normal branch hours.

**Montgomery County:** Chevy Chase Library | Davis (North Bethesda) Library | Kensington Park Library | Potomac Library

**Prince George's County:** Glenarden Branch Library | Largo-Kettering Branch Library | New Carrollton Branch Library | Spauldings Branch Library

**WASHINGTON DC LIBRARY:** Viewing hours include Monday through Friday from 11 AM to 2 PM and 3 to 7 PM. Should library hours change, the document will be available during normal branch hours.

**Washington DC:** Shepherd Park Neighborhood Library

## US POST OFFICES: Viewing hours include Monday to Friday 9 AM to 5 PM, Saturday 9 AM to Varies (see below)

**Montgomery County:** West Lake PO (Saturday closes at 1 PM), 10421 Motor City Drive, Bethesda, MD 20817 | Rockville PO (Saturday closes at 4 PM), 500 N Washington Street, Rockville, MD 20850

**Prince George's County:** Kenilworth PO (Saturday closes at 12 PM), 6270 Kenilworth Ave, Riverdale, MD 20737 | Hampton Park PO (Saturday closes at 4 PM), 9201 Edgeworth Drive, Capitol Heights, MD 20790 | Largo PO (Saturday closes at 3 PM), 9801 Apollo Drive, Upper Marlboro, MD 20774 | Temple Hills PO, 4806 Saint Barnabas Rd, Temple Hills, MD 20748

# Joint Public Hearings for the DEIS and JPA

The DEIS and JPA with supporting information is available on the Program website. Hearing materials, including a presentation, informational displays, and brochure can be viewed starting July 31 at the document availability locations or on the Program website. At both the virtual and in-person hearings, members of the public will have 3 minutes each to provide testimony.

## Virtual/Online Hearings

Four virtual hearings are planned from 9 AM – 8 PM:

- TUESDAY, AUGUST 18, 2020
- THURSDAY, AUGUST 20, 2020
- TUESDAY, AUGUST 25, 2020 (Official USACE Hearing)
- THURSDAY, SEPTEMBER 3, 2020

## In-Person Hearings

Two in-person hearings are planned from 12 – 9 PM:

- TUESDAY, SEPTEMBER 1, 2020 – Prince George's County – Homewood Suites by Hilton, 9103 Basil Court, Largo, MD 20774
- THURSDAY, SEPTEMBER 10, 2020 – Montgomery County – Hilton Executive Meeting Center, 1750 Rockville Pike, Rockville, MD 20852

Note: MDOT SHA will make the hearing transcript available on the Program website at a later date after the hearings have been concluded; hearings could be postponed if COVID-19 conditions change.

### REQUEST FOR ASSISTANCE:

The Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the Program toll-free number at 833-858-5960 by August 3, 2020.

#### Chinese:

如需<中文版>的简报, 请发电子邮件到 [m1s-nepa-p3@mdot.maryland.gov](mailto:m1s-nepa-p3@mdot.maryland.gov)。请在电子邮件主题栏标出

#### Amharic:

ይህንን ጋዜጣ በ-አማርኛ ለማግኘት፣ አብዛኛ በግብርና ለውጭ ሀገራት ለሚኖሩ ይህንን ኢ-ሜይል ይላኩ፡- [m1s-nepa-p3@mdot.maryland.gov](mailto:m1s-nepa-p3@mdot.maryland.gov)። እብዛኛ በሌሎች ርዕስ ላይ ለውጭ ያመልክቱ።

#### Vietnamese:

Để nhận được bản tin này bằng <tiếng Việt>, xin vui lòng gửi email đến: [m1s-nepa-p3@mdot.maryland.gov](mailto:m1s-nepa-p3@mdot.maryland.gov). Xin vui lòng biểu thị trong dòng tiêu đề email.

#### Spanish:

Para recibir este boletín en, por favor envíe un correo electrónico a: [m1s-nepa-p3@mdot.maryland.gov](mailto:m1s-nepa-p3@mdot.maryland.gov). Por favor indique en el asunto del correo electrónico.

# Ways to Comment on the DEIS and JPA at the Hearings

- “ Oral testimony to panelists at in-person or virtual hearing
- “ Oral testimony to court reporter at in-person hearing
- ☎ Oral testimony via voicemail (855-432-1483) during in-person or virtual hearing times
- 💬 Written comments in comment box at in-person hearing

## Other Ways to Comment on the DEIS

- @ Comment Form on [495-270-P3.com/DEIS/](http://495-270-P3.com/DEIS/)
- ✉ Email at [MLS-NEPA-P3@mdot.maryland.gov](mailto:MLS-NEPA-P3@mdot.maryland.gov)
- ✉ Send a written letter about DEIS:

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

**ALL COMMENTS received, whether at the hearing through oral testimony OR through other methods (comment form, email, and letter), will be given EQUAL CONSIDERATION.**

**Comments must be received by 11:59 PM on October 8, 2020.\***

\*The public comment period may be extended 30 days. Please visit the Program website, [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS), for updates.

## Other Ways to Comment on the JPA

The USACE and MDE are soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the USACE to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, essential fish habitat, historic properties, tribal resources, modification of civil works projects, water quality, general environmental effects, and coastal zone management programs. Comments are used in the preparation of an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments provided will become part of the public record for this action and are subject to release to the public through the Freedom of Information Act. Comments are also used to determine the overall public interest of the proposed activity.

For MDE, only those issues subject to regulation by the MDE Nontidal Wetlands and Waterway Construction Divisions (impacts to nontidal wetlands, wetland buffer, and waterways, including the 100-year nontidal floodplain) will be considered in rendering a decision to grant or deny the MDE Permit. Future public notices on the application will be included on the MDE website ([mde.maryland.gov/programs/Water/WetlandsandWaterways/Pages/MLS\\_I-495\\_I-270.aspx](http://mde.maryland.gov/programs/Water/WetlandsandWaterways/Pages/MLS_I-495_I-270.aspx)) and sent via certified mail to any newly identified adjacent property owners and sent via regular mail to the Interested Persons List. Please refer to Subsection 5-907 of the Annotated Code of Maryland or the Code of Maryland Regulations 26.23.02 for information regarding the application process.

Written comments concerning the work described above related to the factors listed above or other pertinent factors must be received by the Corps, Baltimore District and MDE within the comment period specified above through postal mail at the addresses below or electronic submission to the project manager email address below. Comments should reference the USACE Application Number (NAB-2018-02152) and the MDE Tracking Numbers 20-NT-0114 / 202060649.

**USACE**  
Baltimore District  
Attn: Mr. Jack Dinne  
2 Hopkins Plaza  
Baltimore, Maryland 21201  
410-962-6005  
[john.j.dinne@usace.army.mil](mailto:john.j.dinne@usace.army.mil)

**Maryland Department of the Environment**  
Wetlands and Waterways Program  
Attn: Mr. Steve Hurt  
1800 Washington Blvd., Suite 430  
Baltimore, Maryland 21230-1708  
443-856-4760  
[MDE.SHAprojects@maryland.gov](mailto:MDE.SHAprojects@maryland.gov)

It is requested that you communicate this information concerning the proposed work to any persons known by you to be interested, who did not receive a copy of this notice.

General information regarding the Corps' permitting process can be found on the following website: [nab.usace.army.mil/Missions/Regulatory.aspx](http://nab.usace.army.mil/Missions/Regulatory.aspx). General information regarding the MDE Nontidal Wetlands and Waterways permitting process can be found online at the following web address: [mde.maryland.gov/programs/Water/WetlandsandWaterways/Pages/index.aspx](http://mde.maryland.gov/programs/Water/WetlandsandWaterways/Pages/index.aspx). If you have any questions concerning this specific project, please contact the individuals listed above.





## SECTION 14

# Discussion Concerning a Park-n-Rail™ System in Comparison to a Monorail System



Recently, there have been discussions about using a “monorail system” to fix the traffic problems on I-270.

Here are some brief comments based on the limited information available.

A monorail system will not work for many reasons. Let’s compare the two systems.

First, the monorail system would need to park between 40,000 and 60,000 cars to be comparable with **Park-n-Rail™**. This means that there would have to be four or five garages built on I-270 from Frederick MD. Vast amounts of land would need to be purchased to build these garages and stations. These stations could not be built on I-270. There would not be enough land and the distance left to right of I-270 is too narrow.

In comparison, **Park-n-Rail™** stations get the land free because the taxpayers already own the land to build up to a 60,000-car garage and METRO station. The area where the first **Park-n-Rail™ I-270 Station** is proposed on I-270 is huge. It is like it was destined to be built at this location, absolutely 100% perfect. **It is essential that our legislative members in Maryland and Governor Hogan visit this site. Again, 100% perfect...**

Remember, our goal is to take between 40,000 to 60,000 cars off our roads at the **Park-n-Rail™ I-270 Station**. **Removing cars from our roadways is essential for future transportation planning and the reduction of massive amounts of CO-2.**

Current METRO cars will not work on a Monorail system and Monorail cars will not work on our METRO system. It will be required to have two different support systems; separate management teams; computer systems; snow removal; security; engineers; large storage yards; repair facilities, etc.

*If a Monorail system is approved, there will be two commuter platforms compared to one platform on a **Park-n-Rail™** system. How long a walk will it be between these two platforms?*

**If a Monorail system is approved, we remove the option to have commuters on I-95 use the Inter-County Connector to park at the Park-n-Rail™ Station. This would be a huge loss. Interstate 95 would continue to be gridlocked.**

When a full METRO train arrives at Shady Grove, will the passengers be able to fit into a Monorail train or will some passengers need to wait for the next Monorail to arrive?

**In reference to building a Monorail system, this is a terrible idea to have two totally different transportation systems. I am confused why this would ever be done...**

With regard to the Monorail system, the Bethesda magazine recently reported that, “The Cambridge Systematics study puts daily ridership as high as 32,800 in 2025, and as high as 47,600 by 2045. According to estimates provided to Eisinger by Cambridge Systematics, nearly one-third of the 2045 ridership—about 14,000—represents vehicles that would be removed from the contested I-270 corridor.”



In comparison, Park-n-Rail™ will be removing at least 40,000 cars in 2025 and approximately 60,000 cars by 2045. As indicated above, the Monorail option will only be removing 14,000 cars by 2045. Park-n-Rail™ will be removing 4.2 times the number of cars as the Monorail system. *This is a huge difference. Again, our goal is to remove cars from our roadways.*





## SECTION 15

# Conclusion & Summary Comparison Between Park-n-Rail™ and Adding New Lanes to the Washington, DC Beltway and I-270



## SUMMARY COMPARISON

### *Park-n-Rail™ Station, I-270 & Sam Eg Highway*

|                                                             |                                    |
|-------------------------------------------------------------|------------------------------------|
| Cost to Implement                                           | Approximately \$4,000,000,000      |
| Funding, Tax Exempt Municipal Bonds<br>Paid Off in 30 Years |                                    |
| Source of Funds to Pay off Bonds                            | Parking Fees and Metro Fares       |
| Adding Lanes to Beltway & I-270                             | No                                 |
| Adding More Cars to the Beltway & I-270                     | No                                 |
| Number of Gallons of Fuel Saved Each Day                    | 80,000                             |
| Number of Gallons of Fuel Saved Each Year                   | 20,800,000                         |
| Removing Cars from Beltway & I-270                          | Yes, Approximately 40,000 Cars/Day |
| Adding Pollution                                            | No, Reducing Pollution             |
| Adding Noise Pollution                                      | No                                 |
| Help Reduce Global Warming                                  | Yes                                |
| Length of Construction Site                                 | 1 Mile                             |
| Additional Backup During Construction                       | Minor, Only on I-270 @ I-350       |
| Upgradable for Additional Capacity                          | Yes, Expand Existing Garage        |



## SUMMARY COMPARISON

### Proposed Plan To Add Lanes To Beltway & I-270

|                                           |                                    |
|-------------------------------------------|------------------------------------|
| Cost to Implement Approximately           | \$10,000,000,000                   |
| Funding, Public-Private Partnership       |                                    |
| Paid Off, NEVER, Tolls Forever            |                                    |
| Source of Funds to Pay off PPP            | Tolls                              |
| Adding Lanes to Beltway & I-270           | Yes                                |
| Adding More Cars to the Beltway & I-270   | Yes                                |
| Number of Gallons of Fuel Saved Each Day  | None                               |
| Number of Gallons of Fuel Saved Each Year | None                               |
| Removing Cars from Beltway & I-270        | No, Adding Approx. 40,000 Cars/Day |
| Adding Pollution                          | Yes, Adding Pollution              |
| Adding Noise Pollution                    | Yes                                |
| Help Reduce Global Warming                | No                                 |
| Length of Construction Site               | Approximately 12 Miles Long        |
| Additional Backup During Construction     | Major, Major on Beltway & I-270    |
| Expandable for Additional Capacity        | Yes, Must Add Additional Lanes     |



If Maryland proceeds with the widening of the I-495 Beltway and I-270, it will cause the worst backup in the history of backups. **This would be a super, super, traffic nightmare.** These roads are gridlocked now at rush hour and will get far worse over a 5 to 6-year period during construction. Individuals might change jobs due to this major traffic nightmare. This would be very sad indeed...

We simply waited too long to fix and expand these roadways. The window to expanding these roadways has closed shut.

**With more than 200 subways in operation, it is expected that the world could reduce the number of gallons of fuel by at least 80 million gallons per day or approximately 20.8 billion gallons a year.** This number will ultimately be much larger. Remember, when you take a large number of cars off our roadways, the traffic returns to its normal speed with fewer backups, thus saving additional gallons of fuel.

***We now have a way to reduce CO-2 emissions each and every day around the world by huge numbers.***

Finally, it will take about 3-4 years to construct the first **Park-n-Rail™** garage at I-270 with moderate traffic problems. In comparison, it could take up to 5 to 6 years or longer to widen the Washington DC Beltway in Maryland with MAJOR, MAJOR, traffic problems. The Washington, DC Beltway is one of the busiest roads in the nation. We cannot subject our commuters to a nightmare waiting to happen.

***Park-n-Rail™ is the only way to remove massive number of cars from our highways...We do not believe there is another option. The future must be fewer cars, not more.***

It is curious that ***the I-495 & I-270 Managed Lanes Study*** never discussed key issues such as:

1. Length of the construction period. Each alternative should have come with an estimated time of construction.
2. Expected delays during construction, in terms of speed and travel time.
3. Expected speed improvements before and after construction.
4. Expected speed levels over a 10, 20, and 30-year period.

These are major issues that were eliminated from the Public Workshop document. To the best of my knowledge this information was not distributed to the public.

Let us begin down this journey for a fresh look of how we will be using 10% of our time going to and from work.

This is a preliminary **Park-n-Rail™** proposal! All costs and other information referenced in this proposal are estimates. (I believe the costs in the I-495 & I-270 MANAGED LANES STUDY are also estimates.) There will be



changes from time to time to reflect new updated costs and enhancements to the **Park-n-Rail™** transportation system.

**It's not time to keep building more roads, we need to begin removing cars from our highways...America needs to be the leader in the CLEAN GREEN REVOLUTION. And the State of Maryland can be the leader in this movement.**

Finally, I would like to quote Elon Musk who is working on many projects in the traffic solution space. He was recently quoted as saying, "Either we try something new or we will be stuck in traffic [REDACTED] for the rest of our lives."

Time to relax and enjoy your commute with little stress.

## ***All Aboard!!!***

Prepared By Nino R Vaghi

[REDACTED]

October 2020



***Park-n-Rail™ Will Reduce Global Warming...***

October 2020

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DEIS C-2068



NINO R. VAGHI  
FOUNDATION

November 5, 2020

Ms. Lisa B Chaplin, DBIA  
Director, I-495 & I-270 P3 Office  
Maryland Department of Transportation  
State Highway Administration  
707 North Calvert Street  
Mail Stop P-601  
Baltimore, MD 21202

Dear Ms. Chaplin,

**Re: Adding Lanes to the Maryland Beltway & I-270 Will Not Work, Alternative Solution Enclosed**

I am pleased to have participated in providing comments on DEIS and JPA. I gave oral comments on September 10, 2020 in Rockville, MD and I have attached my revised presentation.

Before I begin, I would like to start with a quote from Elon Musk who is working on many projects in the traffic solution space. He was recently quoted as saying, "Either we try something new or we will be stuck in traffic [REDACTED] for the rest of our lives."

#### **AN ALTERNATIVE SOLUTION TO WIDENING THE MARYLAND BELTWAY AND I-270**

It gives me a great deal of pleasure to present to you, "The Solution to Washington's DC's Traffic Nightmare."

Attached is a detailed solution on how we can decrease the number of cars off our roadways in the Washington, DC area by at least 200,000 automobiles each working day at each rush hour (AM & PM) or a total of 400,000 automobiles.

During 2019 I received 4 US Patents on a ***unique parking garage design*** that has never been built before and will benefit commuters in numerous ways, especially removing the traffic nightmare we all experience every day.

***My design is simple...Park-n-Rail™ was designed to quickly remove automobiles off our interstates and park them quickly. These garages will be built above our major interstates heading toward our major cities. METRO stations will be part of these Park-n-Rail™ garages. Commuters quickly park their cars and then hop on METRO to take them to their final destination.***

***The uniqueness of Park-n-Rail™ is it does not use internal ramps. There is only one multi lane exit off an Interstate. This exit/roadway rises around an oval shaped garage. As it rises, cars exit into the level of their choice. Park-n-Rail™ can easily park 40,000 cars at rush hour over a 5-hour time period. Traditional garages with internal ramps would take 15 or more hours to park these number of cars.***

***Returning home in the afternoon, commuters simply exit on the opposite side of the garage and exit on the same roadway that heads in the direction they came from in the morning. See illustrations at Tab 9.***

***It is this simple design that will solve traffic congestion around the world, by removing cars off our roadways. There is a 100% certainty this will work.***

Park-n-Rail™ will achieve the following:

1. Reduce traffic by over 200,000 cars at rush hour in the DC area and save over 104 million gallons of fuel each year.
2. Reduce traffic in over 200 major cities around the world and save over 20.8 billion gallons of fuel each year.
3. Reduce CO-2 gases by huge amounts around the world and help substantially reduce global warming.
4. Will not require the spending at least 10 billion dollars to expand the Washington DC Beltway & I-270.
5. Restore traffic to its normal speed at rush hour in the morning and afternoon.
6. No cost to the State of Maryland and commuters to implement Park-n-Rail™. 100% FREE...See final paragraph on page 25.
7. Will create well over 2,000 new permanent jobs in the State of Maryland.
8. Increase Maryland sales and property tax revenues to well over 50 million dollars each year.
9. **Will not require moving any homes, churches, or grave sites.**
10. No tolls will be required to implement Park-n-Rail™. As we all know, once you install tolls, they will NEVER be removed. They will be collecting money forever. No need for a Public Private Partnership.

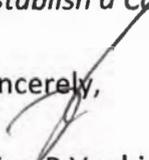
I look forward to meeting you and discussing these issues as outlined in this letter and the Attachment on Park-n-Rail™...**The Solution to the Washington DC Area's Traffic Nightmare.**

Without a doubt, this will be the best idea that you have considered thus far and could be the first location in the world to build what will be a starting point in **reducing huge amounts of CO-2 gases and reversing global warming. These moments rarely come by but once in a lifetime.**

I will close by quoting The **National Environmental Policy Act (NEPA)** preamble which reads:

*"To declare national policy which will encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; to enrich the understanding of the ecological systems and natural resources important to the Nation; and to establish a Council on Environmental Quality."*

Sincerely,

  
Nino R Vaghi  
Chairman  
The Nino R Vaghi Foundation

CC: The Honorable Larry Hogan  
The Honorable Jamie B Raskin  
State Treasurer, Nancy Kopp  
Comptroller, Peter Franchot  
County Executive, Marc Elrich  
Mayor, Bridget Donnell Newton

Enclosures: The Solution to Washington DC's Traffic Nightmare  
Comments Made by Nino R Vaghi at a Joint Public Hearing on 9.10.20



NINO R. VAGHI  
FOUNDATION

**Comments made by Nino R Vaghi at the I-495 & I-270 Managed Lanes Study Joint Public Hearing on September 10, 2020. (Revised)**

As a resident of Maryland for 68 years and living two blocks from Connecticut Ave, in Kensington MD, I am certain that adding two lanes to the Maryland Beltway will never work.

More than 50 years ago I attended St. John's College High School in Washington DC. To get to my school, I commuted down Connecticut Ave and took a left onto Military Road which is about 1/2 mile inside Washington. There was bumper to bumper traffic back then and there is bumper to bumper traffic today. Nothing has changed in the last 50 years. There are only so many cars you can put on Connecticut Ave. at rush hour...there is no room left.

Some of the busiest exits off the Maryland Beltway include Wisconsin, Connecticut, Georgia; Route 29 and New Hampshire Ave and a few others.

Does anybody actually believe there is **excess capacity** on these roads to handle the onslaught of cars that are going to be added to these jammed packed roads if we add two additional lanes to our beltway.

**LET'S LOOK AT THE HISTORY OF THESE SECONDARY ROADS**

*Roads in the new City of Washington DC were designed 229 years ago by Pierre L'Enfant. The roads listed above (and others) were built 3 lanes wide back in 1791 as they went from Maryland into Washington DC. Today, 229 years later, they are still 3 lanes wide and 500 years from now they will all be 3 lanes wide.*

These roads will never be widened because sidewalks, buildings and homes were built right up to the roadways.

Jamming more cars and trucks onto these roads should never be attempted. Bumper to bumper traffic brings increase air pollution and other health hazards. These roads were never built to handle this increased traffic.

The proponents of adding two lanes to the I-495 Beltway in Maryland has always been to provide more capacity for cars and increase the speed on the Beltway at rush hour.

Currently, let's assume the speed, at rush hour, is approximately 10 MPH. The proponents are saying that when you add 2 lanes, we will fix the traffic congestion and traffic will begin moving at a much

faster pace on the Beltway. Let's assume they are correct, and we go from 10 MPH to 40MPH. This is a 4 X additional speed.

**When rush hour traffic is moving 4 times faster, this means that the number of cars are going to exit off the beltway at 4 times faster at all exits.**

In Appendix C of the Traffic Analysis Technical Report, I believe there are some glaring observations. It shows 6495 cars exit onto Connecticut Ave at rush hour between 6 and 10 AM prior to the construction of additional lanes. After construction, the report shows essentially the same number of cars exiting the beltway over the same time period. This is caused by limitations when cars are exiting off the beltway such as the design of the exits and gridlock that already exists on Connecticut Ave. There are only so many cars that can exit onto these secondary highways at rush hour.

**It is without a doubt that these secondary roads cannot handle this increase in the volume of cars exiting off the newly widen Beltway. They are all FULL. What happens now is the traffic exiting off the beltway will back up, causing gridlock at each exit back onto the Beltway.**

***This is a huge failure of the I-495 & I-270 Managed Lanes Study, in that it was never discussed if these secondary roads can handle the increase traffic flow at rush hour.***

**There is potentially a huge health risk with thousands of residents living within feet of these roads. Smelling increased exhaust from thousands of cars and trucks is certainly not desirable especially with children.**

**I call on the State of Maryland to immediately suspend their decision on widening the Maryland Beltway and I-270 until it completes a study on the impact of these secondary roadways if we continue adding more traffic. There needs to be a limit on what these roads can handle.**

**I have prepared an alternative solution to building more lanes on the Washington DC Beltway and I-270. My document is titled "The Solution to the Washington DC Area's Traffic Nightmare."**

A copy will be submitted to Ms. Lisa B Chaplin, DBIA prior to the deadline of November 9, 2020.

Thank You,

Nino R Vaghi  
Nino R Vaghi Foundation

## Anneke Vandenbroek

I am writing to express opposition to the planned beltway expansion. First, and foremost, it is economically irresponsible. P3 plans have been repeatedly shown to cost the public more than projects directly owned and operated by the government. As we are already seeing with the Purple Line and with the Virginia tollway, taxpayers are left holding the bag for incomplete projects, cost overruns, and inflated costs for using the projects once completed.

Secondly, decades of research have proven that building additional roadway capacity provides only short-term relief to traffic congestion. Inevitably, the roads fill again to capacity as a result of increased population density in urban centers, increased sprawl, and increased trips as a result of the expansion. Expanding the beltway does not offer a long-term solution to congestion and traffic issues. In fact, the long term solution must involve getting people to commute without cars - public transit, housing that is closer in (increased density in urban work centers), and improved bike infrastructure. By supporting these types of interventions the demand on the existing roadway can be reduced, negating the need for roadway expansion. Currently, travelers around DC in the area covered by the Beltway have no options aside from driving - as much as I would like to make my way around the area without a car, there is simply no other option. Offering alternatives would allow those who want to use them access, while reducing roadway demand, and creating a more drivable situation for those who still require use of a car.

The pandemic has also shown that the workforce in the DC area is capable of being largely remote, further reducing the need for expanded traffic capacity. It is unlikely following the return to in-person work that the office will ever look as it last did in February 2020. Speaking as the director of my own workplace, I do not expect more than about 50% of my workforce to return to in person work following the pandemic. Further, I do not expect that any additional personnel that I add in future years will work in any capacity other than remote work from home.

There are health concerns with expanding traffic capacity - more pollution, worsening air quality, additional traffic noise. My neighborhood is adjacent to the beltway and, although I am many blocks away, I can hear the beltway 24 hours per day. The expansion will directly impact my neighborhood, necessitating the destruction of houses belonging to my community, taking land from the businesses, parks, and schools near my home, and disrupting traffic for many years of construction. Meanwhile, no viable alternative means of transportation are being offered.

The environmental impacts of the construction, and the costs of construction, have not be adequately studied. The cost of changes to utilities has not be calculated in the total bill, and will likely be forced onto the back of consumers, for a project that they also ultimately will pay for, and ultimately will not benefit from. P3 projects have a long history of overestimating profits and underestimating costs, leaving the taxpayer ultimately responsible for bailouts.

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**From:** Andrea van Wyk [REDACTED]  
**Sent:** Friday, July 31, 2020 10:45 AM  
**To:** MLS-NEPA-P3  
**Subject:** Consider Impacts Beyond Just Economic

Lisa Choplin,

This plan will negatively impact communities of color, important wildlife habitat, and resident access to nature. Please seek alternatives that better serve needs beyond just economic development. Suburban sprawl is already a concern for MoCo and PG County. This plan, if passed, will further the problem.

Andrea van Wyk

[REDACTED]

[REDACTED] E Pratt

Baltimore, Maryland 21202-3574

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**From:** Andrea van Wyk [REDACTED]  
**Sent:** Tuesday, October 27, 2020 5:59 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us;  
managed.lanes@montgomerycountymd.gov  
**Subject:** Public Comment on the I-495/I-270 Expansion DEIS  
**Attachments:** Public Comment for the I-495 I-270 Expansion Draft DEIS.docx

Hello,

Thank you for your attention.

Best,

Andrea van Wyk

Hello,

My name is Andrea van Wyk and I live in Baltimore County, Maryland. I am a Conservation Project Manager and Environmental Educator at a local conservation nonprofit in Baltimore City.

I support the NO-BUILD Alternative. This does not mean that I do not support any alternative.

But rather, I do not support the current slate of alternatives the Federal Highway Administration and Maryland Department of Transportation have provided.

As a concerned citizen, I have taken my personal time to research the I-495 and I-270 Expansion Project. And I have decided to submit a public comment because of how inadequate the DEIS has been in sharing the adverse impact the Beltway Expansion Project will have on the environment.

1. The DEIS does not truly represent how construction will disrupt wildlife habitat, causing segmentation of wildlife communities due to the lack of crossing opportunities
2. Right now, actions to stop climate change are so imperative. This project will do the opposite of that, and instead will increase our greenhouse gas emissions at an alarming rate, further tipping the climate change scale.
3. Construction of the project will impact a **minimum** of 1,434 acres of forest canopy (and this is not including wetland trees)
4. In turn, this project will create 550 acres of impervious surfaces. Contributing to urban heat island effect and making summer especially unbearable for Environmental Justice communities in Prince George's County
5. Along those same lines, the addition of this project will attract more drivers. Which will lead to an increase of air and noise pollution for these Environmental Justice communities in Prince George's County. Only aggravating the health and economic wellbeing of these residents.

I urge the Federal Highway Administration and the Maryland Department of Transportation to reevaluate their DEIS to better represent the true impact of this project. And, propose alternative options that will lessen the adverse impact of this project.

Thank you for your attention.

**Name:** Ole Varmer

**Joint Public Hearing Date:** 8/18/2020

**Type/Session:** Live Testimony/Morning

**Transcription:**

Hello, my name is Ole Varmer, spelled O-L-E, first name, last name V as in victory, A-R, M as in Mary, E-R. I live in the [REDACTED] Lawndale Drive, Silver Spring, which is part of the Indian Spring Country Club estate that's been determined eligible for historic preservation, as I understand from reading your document. The Beltway construction started in 1957. It was open for traffic in August of 64. And I remember my father loading up the family in our Corvair and driving the entire circumference of this grand, new six-lane Beltway. And it was very exciting. Of course, all of this was before the enactment of the 1969 National Environmental Protection Act and the 1966 National Historic Preservation Act. Public concern about the destruction of historic properties from construction, like the Beltway, was a primary catalyst for the enactment of the National Historic Preservation Act. So we don't have a lot of information about what history or financial environment was destroyed as the adverse effects were just not considered, much less, given the hard look now required under NEPA, that I fear is not taking place. I do know that this community, they had to relocate the golf course, and the last time that WSSC tried to deal with the water storm management problem, it resulted in constant flooding in my basement.

And I had to spend several thousand dollars to create a drainage field so that we were not constantly underwater at every rain. But most important, the DEIS that was compiled before the pandemic, still can't discuss the increase in telework, the reduction in traffic or other strategies and alternatives that should be considered before exacerbating the harm that was already done to the environment and historic properties. Please, finally look at how public-private partnerships is blowing up in our face on the Purple Line. It's hurting students and parents going to the University of Maryland. At NOAA where I used to work, they used public-private partnerships, that had nautical charts to be printed out at local marinas. Well, that worked until it didn't. We realized that a competition clause precluded NOAA from sharing its charts with the United Kingdom, which is the world's largest provider of nautical charts. This resulted in foreign flagged vessels plying U.S. waters with charts not up to date. Please press pause and take a look. And know, I oppose this project and support the No Build, please. Thank you.

ole varmer

I oppose the expansion of the Beltway. and associate with the comments of the Sierra Club, I request a harder look at alternatives in light of the failure of the Purple line 3 P project, and the reduction in the need for more lanes in light of the pandemic

## Samantha Varmer

I oppose the expansion of the Beltway and associate with the comments of the Sierra Club. My generation is more interested in addressing climate change through public transportation. Please fix the Purple Line first.

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**From:** Evan Vaughan [REDACTED]  
**Sent:** Monday, November 9, 2020 7:22 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Halt I-495/I-270 expansion: Bad for communities, bad for climate

Good evening MDOT officials, Comptroller Franchot and State Treasurer Kopp,

As a resident of Montgomery County who lives near the Beltway and as a citizen concerned about the increasingly irreversible impacts of climate change, **I respectfully request that you halt plans to expand the Beltway and seek alternatives that do not lock Maryland into expensive and polluting highway infrastructure.**

Expanding the Beltway with luxury lanes when we're already on a disastrous trajectory to unconstrained global warming, especially at a time of great traffic pattern uncertainty during the pandemic, is nothing short of irresponsible. Though zero-emissions vehicles are on the rise, we should not be encouraging inefficient consumption through the subsidization of highways and the private cars that drive on them. Instead, we should be funding zero-emissions public transportation options that redirect congestion away from the Beltway entirely. The draft EIS you produced does not address climate change in any way and countless studies demonstrate that adding lanes to a highway only results in additional congestion over time.

Thank you for hearing my concerns and halting I-495/I-270 expansion, which clearly warrants much deeper analysis.

Best regards,  
Evan Vaughan  
[REDACTED] Lorain Ave, Silver Spring, Maryland, 20901

Francisco Vazquez

Dear MDOT representative,

I oppose the expansion of the 270/495 highways. Thank you very much for your consideration

Francisco V.

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**From:** kamal vedula [REDACTED]  
**Sent:** Tuesday, October 20, 2020 6:05 PM  
**To:** MLS-NEPA-P3  
**Subject:** I oppose the I-495 and I-270 project. I support the no-build option.

**I oppose the I-495 and I-270 project. I support the no-build option.**

**Thanks  
kamal**

## Rachel Ventura

Please reject this highway expansion because it will negatively impact Maryland parks. "America's national parkways were created to provide motorists with peaceful access to our country's natural and historic sites--not to serve simply as land banks for future development."

## Anthony Vernon

Hello, I am opposed to ANY AND ALL build programs on I-495 and I-270. Numerous studies have shown that increasing lanes on major highways simply results in congestion being kicked down the road by a few years. Further, the gain is unevenly distributed - many County residences cannot afford to regularly pay tolls, so this would disproportionately benefit the affluent. The County and state of Maryland should instead focus on getting the Purple Line on better footing for cross - PG to MtG county traffic, and better mass transit options for the I-270 corridor. While it is true that during COVID mass transit is taking a hit, construction as envisioned wouldn't be complete until well after covid is a thing of the past. It is senseless to negatively impact the environment and neighborhoods with the construction that would only mitigate the problem for a fairly short period of time. I appreciate you taking my opinion into consideration.

Best regards,  
Tony Vernon

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**From:** Jose Villalobos [REDACTED]  
**Sent:** Monday, November 9, 2020 11:51 PM  
**To:** MLS-NEPA-P3  
**Subject:** I-495 and I-270 Expansion Draft Environmental Impact Statement (DEIS)

My name is Jose Villalobos and I am writing to express my strong opposition to the proposed expansion of the I-495 and I-270. I am in support of the **No-Build** Option. I live at [REDACTED] Park View Road, Chevy Chase and my property directly abuts the I-495. Based on the preliminary drawings of the proposed expansion, I will lose a substantial part of my property. The proposed expansion will result in a significantly greater amount of noise and air pollution that will have a severe adverse impact on my and my family's quality of life, pose increased health risks, result in higher water/sewer fees, and will result in a material adverse impact on the value of my property both in the short and long term. Is the State going to fully reimburse property owners for present and future loss of property value, increased health risks from the increased air and noise pollution, etc?

From the start, the DEIS review process has been deeply flawed. It is obvious that in the rush to move to implementation that not all factors, consequences, and alternatives have been fully vetted or reviewed. More roads does not result in better/improved transportation solutions. Alternatives to reduce vehicle trips should be fully reviewed before rushing to judgment that more is better. The Purple Line disaster should be more than ample warning of what can go wrong when things are not fully reviewed and properly planned. In addition, because of COVID-19, the need for greater highway capacity has been greatly reduced as companies move to allow their employees to work remotely. This is not a short term phenomena! This is the way of the future!

In closing, I am totally opposed to the proposed expansion of the I-495 and I-270. The only viable option is the No-Build Option.

Jose Villalobos

# Christopher Villator

I oppose this project and support the no-build option. Please re-direct funding for economic development in Maryland to reduce suburban highway traffic into DC.

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**From:** Robin Vink [REDACTED]  
**Sent:** Sunday, November 8, 2020 9:38 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us.gov  
**Subject:** Comment on DEIS for Proposed I-495/270 Expansion

We are Ms. Robin Vink and Mr. Kim Wallace, residents at [REDACTED] Evergreen Street, Silver Spring MD, 20901, in the Indian Spring neighborhood, for 31 years. Our home is one and half blocks from the I-495 University Boulevard ramp of the Beltway. We strongly oppose the proposed I-495 expansion and support the no-build option.

We have been active members of our neighborhood community over the past 31 years and have raised our children here, who have attended neighborhood schools, church, the Indian Spring recreation center, and our beloved YMCA, both of which would likely be eliminated or reduced in scope under the proposed I-495 expansion.

We have lived with the noise, congestion, storm water runoff and pollution of the Beltway for the past 31 years. But our wonderful, cohesive, family-oriented neighborhood has been worth the sacrifice. We have enjoyed our local public schools, our neighborhood church, Sligo Creek, rec center and YMCA. The viability of all of these nearby institutions would be threatened under the I-495 expansion proposals. We are extremely concerned about the increased pollution, storm water runoff, increased WSSC costs, noise, and elimination of neighborhood homes that would inevitably result.

Our neighborhood has lived with the disruption of the Purple Line construction for the past several years, another proposed and failed P3 project that has been a disaster for our community and local businesses. We don't need more of the same with the proposed I-495 expansion. We support the no-build option.

We have seen how toll roads in Virginia have resulted in high cost toll lanes for those who can afford it, without greatly reducing congestion on the "free" lanes. We have seen how teleworking has vastly reduced congestion on our portion of the Beltway during the pandemic and wonder why our state and local governments and businesses can't replicate that phenomenon to avoid an \$11 billion boondoggle with no guarantee of success and will likely leave taxpayers holding the bag, as with the Purple Line.

We're also extremely concerned about the environmental impact on our families, children, streams, parks and neighborhood local roads of the proposed I-495 expansion. We are concerned about the loss in property value for our home and our neighborhood, as well as the disruption to our daily lives. We are unconvinced that toll lanes will reduce congestion for the majority of drivers. We are concerned that state officials have not given enough consideration to mass transit and other alternative methods of dealing with traffic. For these reasons and the others mentioned above, we strongly oppose the proposals to expand I-495 and support the no-build option.

Sincerely,

Ms. Robin Vink  
Mr. Kim Wallace  
[REDACTED] Evergreen St.  
Silver Spring, MD 20901

# Uzi Vishkin

Thanks for the opportunity to comment.

The width of I-270 is already at capacity from I-495 to Exit 11. Anything which involves adding more lanes will further downgrade the quality of life of people living in its vicinity.

Having witnessed how I-270 increased from 6 lanes to monstrous 14-lane highway close to where I live, I have seen it advance from useful to a growing environmental nuisance.

Enough is enough

We have gone through many rounds of road extension and there should be a limit to how much we can be inconvenienced. I also saw the major inconvenience that our neighbors in North Virginia have gone through during the years of work on I-495 across the American Legion bridge and until finding out about your plans felt blessed that we are being spared from a similar hassle.

If the state and the County wants to provide additional access to the open areas off Road 97 north of Olney what is needed is a major North South highway between I-95 and I-270, rather than further overloading I-270. Due to many years of development around the I-270 corridor, development opportunities are further and further away while Olney which already enjoys from the East-West I-200 remains hard to access from I-495. In summary, please do not do it.

Joseph Vivens

I oppose this project and support the NO-BUILD option.

Yefim Vladimirsky

I oppose the project and support NO-BUILT option.

Yulia Vladimirsy

I oppose this project and support the NO-BUILD option.

Marta Vogel

I oppose this project and support the no-build option. The government will lose money if people don't use it. And 50 years is way too long. Please do NOT build this.

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**From:** MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>  
**Sent:** Tuesday, November 17, 2020 11:37 AM  
**To:**  
**Subject:** FW: Comments DEIS I-495 and I-270 Managed Lanes Study

**From:** Avorce [REDACTED]  
**Sent:** Monday, November 9, 2020 1:54 PM  
**To:** MLS-NEPA-P3 <MLS-NEPA-P3@mdot.maryland.gov>  
**Cc:** [REDACTED] treasurer@treasurer.state.md.us; aklase@marylandtaxes.gov  
**Subject:** Comments DEIS I-495 and I-270 Managed Lanes Study

Dear FHWA and MDOT SHA:

Below are my comments on the DEIS for the I-495 and I-270 Managed Lanes Study.

Thank you for your consideration.

Anne Vorce  
Silver Spring Md 20910

Submission Text

November 9, 2020

Dear FHWA and MDOT SHA:

I am writing to comment on the DEIS for the I-495 and I-270 Managed Lanes Study.

I strongly support the views submitted by the Friends of Sligo Creek, the Neighbors of the Northwest Branch, the Stormwater Partners Network, the Audubon Naturalist Society, Potomac Conservancy and Sierra Club.

***In essence, I oppose the Beltway widening on environmental and neighborhood policy grounds.***

***Mass transit alternatives to Beltway widening need to be evaluated as part of this exercise. The DEIS is fundamentally flawed. As conceived, the DEIS design is skewed toward Governor Hogan's Beltway widening proposal. The DEIS does not consider true mass transit management alternatives.***

***The DEIS should be revised so that the relevant range of alternatives to managing traffic congestion on I-495 and I-270 can be analytically compared.*** I have every confidence that this analytical work will illustrate why they are far preferable than what Governor Hogan has proposed – but this work should be done.

Moreover, the No Build alternative is not treated with analytical rigor.

In the end, the DEIS is a political and not a true technical document, although it may give the appearance of being technical and therefore sufficient. As a professional economist, I find this approach objectionable.

Widening the Beltway and thus increasing cars and trucks on the road is precisely the wrong policy to address Climate Change. Adding to carbon emissions by widening highways for motor vehicles when we are already facing a dramatic rise in extreme weather conditions and temperature from elevated carbon emissions is precisely what we shouldn't do. Surprisingly, it is a solution from a playbook of an earlier generation.

The increase in carbon emissions will not only come from the likely increase in motor vehicles using the wider highways. The loss of carbon-capturing trees and vegetation to the new impervious surfaces of highway lanes would also increase carbon emissions on net.

***Any revised rigorous DEIS should include rigorous expert calculation of the net carbon effects of these projects from the factors mentioned above, compare true alternatives (including mass transit options) and highlight this analysis to the public.***

The act of building the expanded Beltway will also cause the surrounding air to deteriorate from harmful, small particulate air pollution. This is the type of pollution that kills people through respiratory effects. ***The health and construction aspects should be an important part of any revised DEIS assessment.***

***Storm Water. The negative impact on storm water should be included in a revised DEIS that considers mass transit alternatives without expanding the highway.*** Increasing impervious, asphalt surfaces from the addition of highway lanes would head in the wrong direction from a clean water perspective. We are already struggling to reduce impervious surfaces to improve the quality and reduce the volume and velocity of storm water on surfaces in our sub-watersheds and our Chesapeake Bay Watershed. Water entering our streams will be hotter, with more asphalt lanes and cars. Higher temperatures are already hurting our water ways. Sedimentation of our water is already a huge challenge, and will only worsen from construction and then use of an expanded Beltway. Any environmental assessment should evaluate effects on our creeks, river and the Chesapeake Bay from the various alternatives – including mass transit alternatives.

***The Human Impact.*** The DEIS minimizes the human cost from displacing people from their homes to accommodate the need for more land to expand the Beltway and the knock on effect from more land needed for off-ramps as well. The negative impact on (and possible displacement of) many people and neighborhoods is not in the public interest. As a public policy matter, we are trying to sustain livable neighborhoods, not reduce them.

***The DEIS should be revised to include more analytical rigor and compare mass transit alternatives in this area, as well.***

Also advisable is a provision that would require support from a majority of the residents of a county that any highway widening would pass through. I believe at least one bill (HB 102) contains a provision along these lines, which should be applied to any plans for 495 as well as I-270.

***Finally, current Purple Line experience is showing that P3's are not viable financing vehicles. Risks to the taxpayer are grossly understated in the DEIS and should be revised.***

Thank you for your consideration.

Sincerely,

Anne Vorce  
Silver Spring, Md 20910

cc: Comptroller Peter Franchot  
Treasurer Nancy Kopp

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**From:** Yegor Voronin [REDACTED]  
**Sent:** Thursday, November 5, 2020 7:29 PM  
**To:** MLS-NEPA-P3  
**Subject:** I-495 & I-270 P3 Program

Hello,

I live at [REDACTED] Old Gate Pl, Rockville, MD 20852 and I oppose the proposed expansion of I-270 with four additional lanes. I support the no-build option.

I believe the environmental analysis needs to seriously address the changes due to COVID-19. Many people, including me, my wife, and over a dozen of my friends in the area have been working remotely and expect that remote work will continue even after the epidemic is controlled. Traffic studies prior to COVID-19 should be re-done to test the real needs going forward.

Thank you,  
Yegor Voronin

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**From:** Lisa Choplin <LChoplin@mdot.maryland.gov>  
**Sent:** Monday, October 5, 2020 12:03 PM  
**To:** MLS-NEPA-P3  
**Subject:** FW: I Support the No-Build Option

**From:** Ananda Vrindavan [REDACTED]  
**Sent:** Monday, October 5, 2020 11:58 AM  
**To:** Lisa Choplin <LChoplin@mdot.maryland.gov>; pfranchot@comp.state.md.us; governor.mail@maryland.gov; Treasurer@treasurer.state.md.us; marc.elrich@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov; councilmember.jawando@montgomerycountymd.gov; councilmember.riemer@montgomerycountymd.gov  
**Subject:** I Support the No-Build Option

I hereby express opposition to the I-495/I-270 Luxury Lanes. I support the no-build option.

With kind regards,

Ananda Vrindavan



**Ananda Vrindavan**  
Temple President  
ISKCON of DC



## Mo Wade

I do not agree with any widening of I495 or 270 or managed lanes.

This is disasterous for the environment (more carbon), noise, etc. studies have shown cars just take up any room they are given. We should invest that money into multimodel transportation such as green buses or trains. They take people further without traffic and use less space to do so. We are Montgomery county, we should lead the way to a more user friendly clean and safe environment, not encourage people from the outer rims of maryland to drive to DC. INVEST in THE MARC not subsidize their traffic.

---

**From:** ann w [REDACTED]  
**Sent:** Monday, November 9, 2020 9:17 AM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Comments to DEIS, 495/270 Widening Project

Dear MDOT,

My name is Ann Wagner, residing at [REDACTED] Sligo Creek Parkway, Silver Spring, MD, three quarters of a mile from the 495 Beltway. I retired as a mechanical engineer from NASA, a job in which I was required to justify facility expenditures with factual data and accepted models. I have seen neither credible factual data nor acceptable modelling results from the present proposal to add toll lanes to the beltway.

*I oppose the 495/270 expansion. I support the no build option.*

The P3 process:

The collapse of the existing P3 project to construct the Purple Line, under the management of MDOT, reveals possible scenarios for the beltway project: delays from unanticipated design requirements (utilities?), concentration on minimizing costs (selection of low bidder with less weight to technical factors) that set the project up for conflicts, future expenditures of state funds after “promises” that no taxpayer funds would be necessary, delays from lawsuits, and apparently insufficient negotiating skills on the part of MDOT.

Construction delays:

In addition to destroying parkland and sections of long-established neighborhoods, the construction of four more lanes on the beltway will prove a years-long nightmare to those commuters relying on it. Presently even the removal of two lanes for repairs results in unacceptable backups and delays.

These are only a few of the reasons why I do not support the 495/270 widening. Certainly the traffic flow before the pandemic was a constraint on local business and the economy. However, there exist numerous alternate techniques for improving traffic flow, which have proved effective in other jurisdictions.

Sincerely,

Ann Wagner

Silver Spring, 20901

**Name:** Hannah Wald

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Live Testimony/Evening

**Transcription:**

Hi there, my name's Hannah Wald, that's H-A-N-N-A-H, W-A-L-D and I live at [REDACTED] Azalea Drive. That's A-Z-A-L-E-A Drive in Rockville, Maryland, zip code 20850. And I want to clarify that I don't support increasing I-270's footprint at all. And I support the no build option. I earlier wrote a letter to Comptroller Franchot about my concerns with the proposed widening recently, and he sent me back a form letter where he incidentally misspelled my name. And I'm going to summarize the concerns that I had in that letter for my comments tonight. So I live close to 270. The sound barrier is a stone's throw from my back door. So I'm one of those people who's concerned about how my property would be affected by widening and since they can't widen the other side of the highway here because of a shopping center on the other side, they probably have to take my house. But that's not the only reason that I think this project is a bad idea. A lot of these P3 style highway widening projects elsewhere in the country kind of end up as a big boondoggle. So, like, after my house is taken and I have to move, I'm probably going to be on the hook along with all other Maryland taxpayers, when toll revenues don't meet projections and the company, the contractor demands its money and we all have to pay up. And that outcome seems even more likely now than it did in the past because we're almost certainly going to have a long term rise in telework unless commuting post COVID that, that work from home tendency is going to stick around. And also all of us in Maryland are going to have to fork up some money on the front end of this anyway. I mean, the Governor Hogan and MDOT have claimed that, oh, no, that this isn't going to cost any taxpayer money. But the draft EIS for the project says differently. It says we could end up paying, you know, up to a billion dollars of taxpayer money for this on top of whatever penalty, we end up paying the company, whatever contractor later. And there's also that two billion dollars that WSSC says will be needed for storm water and sewer infrastructure as part of the highway project. Somehow, when MDOT made their initial estimate of the costs for the project, that was overlooked. That's a pretty significant oversight. It makes me really concerned about the quality of MDOT's estimates and projected impacts because, you know, how you miss that? And, you know, people in Moco and Prince George's counties are going to be paying that off for decades and our water bills. So that's on top of you know the- the taxes that cover everything else. And last but not least, we have the cautionary tale of the Purple Line. Also, a P3 project. That's a big mess right now to the state. And the private partner are arguing over who's supposed to pay for cost overruns. And a state government with any sense would not be jumping eagerly into another project of this kind. After what's going on with the Purple Line, and the final tally could be even higher than estimates suggest, like it was with the Purple Line. And I really hope our state government is going to grow some sense soon and see what a bad idea this is and how it could all go wrong. Anyway, thank you. I yield the rest of my time.

## Robert Wald

I oppose the widening of I-495 and I-270 and strongly urge the Maryland Department of Transportation to cancel the project.

Widening those highways will destroy hundreds of acres of parkland around Sligo and Rock Creeks and will ultimately result in more carbon emissions, all during a climate emergency, which is the single greatest public health problem we have ever faced.

It is ironic that MDOT is considering adding commuter highway capacity at this time, when we're facing the coronavirus epidemic, which may permanently reduce the volume of commuters.

Maryland has been down this road before, when the state built the chronically underused Intercounty Connector. Why would MDOT want to repeat that failure?

## Elisa Walker

As a Rockville native who grew up less than a mile from I-270, I strongly OPPOSE the I-495 and I-270 Managed Lane Project. I SUPPORT THE NO-BUILD OPTION.

Some of the many objections I have to this project include:

- UNDEMOCRATIC PROCESS: The process utilized in formulating the goals and parameters of this project has been fundamentally undemocratic, flawed and inadequate, dating back to the initial Scoping Phase. This has rendered the entire project illegitimate. Community outreach was in name only, with a grand total of four (4) informational meetings, all in Montgomery County, held in the Scoping Phase. NO outreach was done on metro, buses, radio, TV, etc. NO mailings were made to neighborhood associations, other community groups, etc. The vast majority of residents were never informed of this project, and therefore denied any voice. As proof, note that only 620 comments were received in the Scoping Phase from an affected tri-county population of approximately 2.5 million people

- PROJECT GOALS: I disagree with the stated goal of ACCOMMODATING TRAFFIC GROWTH. As GLOBAL WARMING is already starting to destroy our planet, our goals instead should be: 1. Reduce traffic on roads, 2. Reduce carbon, and 3. Support clean, efficient transportation for all, utilizing greatly expanded public transit. Did you know that one 7-car train carries more people than a 3-lane highway in an hour? Even your own project impact statement shows that congestion will be worse on 270 North after the addition of the new lanes.

- TOLLS EXACERBATE INEQUITY: Studies have shown that the 270 tolls could reach as high as \$50 one-way – an exorbitant, price-gouging amount. More broadly, any amount of toll is inequitable and unacceptable. Tolls disproportionately harm lower income people, people of color, women & seniors, thus leaving only affluent younger white males, who disproportionately benefit. This is an unsupportable policy goal in a democratic society

- PUBLIC/PRIVATE PARTNERSHIP: P3s are giveaways to corporations, offering private profit and public risk. Instead we should raise corporate taxes and invest directly in our communities.

# Kristen Walker

I OPPOSE the I-495 and I-270 Managed Lane Project. I SUPPORT THE NO-BUILD OPTION.

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- PROJECT GOALS: I disagree with the stated goal of ACCOMMODATING TRAFFIC GROWTH. As GLOBAL WARMING is destroying our planet, our goals instead should be: 1. Reduction of traffic on roads, 2. Reduction of carbon and 3. Clean, efficient transportation for all, utilizing greatly expanded public transit.

- TOLLS EXACERBATE INE QUALITY: Tolls disproportionately harm lower income people, people of color, women & seniors, thus leaving only affluent younger white males, who disproportionately benefit. This is an unsupportable policy goal in a democratic society

- PUBLIC/PRIVATE PARTNERSHIP: P3s are giveaways to corporations, offering private profit and public risk. Instead we should raise corporate taxes and invest directly in our communities.

## M. Walker

I OPPOSE the I-495 and I-270 Managed Lane Project. I SUPPORT THE NO-BUILD OPTION.

Some of the many objections I have to this project include:

- UNDEMOCRATIC PROCESS: The process utilized in formulating the goals and parameters of this project has been fundamentally undemocratic, flawed and inadequate, dating back to the initial Scoping Phase. This has rendered the entire project illegitimate. Community outreach was in name only, with a grand total of four (4) informational meetings, all in Montgomery County, held in the Scoping Phase. NO outreach was done on metro, buses, radio, TV, etc. NO mailings were made to neighborhood associations, other community groups, etc. The vast majority of residents were never informed of this project, and therefore denied any voice. As proof, note that only 620 comments were received in the Scoping Phase from an affected tri-county population of approximately 2.5 million people

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- PUBLIC/PRIVATE PARTNERSHIP: P3s are giveaways to corporations, offering private profit and public risk. Instead we should raise corporate taxes and invest directly in our communities.

**Name:** Katherine Wall

**Date/Hearing:** 8/25/20

**Type/Session:** Live/Morning

**Transcription:**

Hi, my name is Katherine Wall - that's (K-A-T-H-E-R-I-N-E-W-A-L-L). I live in Mount Rainier, Maryland at 32nd Street. I wanted to testify today in opposition to the proposed widening and enlarging of 495/270. I work. I had worked for some time in the environmental community and while traffic congestion is a problem, an even bigger problem facing our whole world at this point, is a loss of biodiversity. We are in the midst of a sixth, sixth mass extinction event and an increasingly warm climate. Now, in 2019 the intergovernmental [INAUDIBLE] policy platform for biodiversity [INAUDIBLE] systems.

[FACILITATOR SPEAKS]

KATHERINE WALL: [OVERLAPPING SPEECH] As many as a million species are at risk of different activities for habitat [INAUDIBLE]

[FACILITATOR SPEAKS]

KATHERINE WALL: Sure. In 2019, the Intergovernmental Science-Policy Platform for Biodiversity and Ecosystem Services - or IPBES - released a study showing that as many as a million species are at risk of extinction as a result of human activities and the second most powerful driver of extinction is actually habitat destruction. Also, we're in the midst of a coronavirus pandemic which has been caused by a zoonotic spillover event. That is a virus that has jumped from wild animals into human beings and one of the top drivers of zoonotic spillover events happens to be habitat destruction. So I think that at this time in our history, we should be looking at solutions to our collective problems that do not involve reducing our green space further. That can only have detrimental effects. Not only does that run the risk of putting more cars on the road, but it also runs the risk of placing us at greater risk for losing important species that we rely on for ecosystem services and putting us at greater risk for zoonotic spillover events in our own country. So that is really the testimony that I wanted to provide today and ask this panel to consider when looking at expanding the non-green space, reducing our green space, because I think these are really important factors that sometimes get lost in the discussion.

Hunter Walterman

I oppose this project and support the No-Build option.

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**From:** jan walters [REDACTED]  
**Sent:** Monday, November 9, 2020 2:36 PM  
**To:** MLS-NEPA-P3  
**Subject:** My comments on the I-495/I-270 DEIS

My name is Janette Walters and I live in the Four Corners neighborhood of Silver Spring. I can see a beltway on-ramp from my house, and hear the noise from the beltway all day every day. I support the no-build alternative and believe it is the only appropriate option.

The Four Corners neighborhood has a lot of both fast-moving traffic and traffic congestion. Fortunately, Sligo Creek Park provides a welcome respite from the stress caused by all the traffic. My concerns about the beltway expansion project are that: 1) the on/off ramps for new lanes will cause additional traffic congestion on the local streets; and 2) Sligo Creek Park will no longer provide the calming relief it now does because construction of new lanes will reduce the size, tree canopy, and tranquility (due to noise pollution) of the park.

I believe that the discussion of induced demand in the DEIS analysis does not fully address the likely possibility that adding lanes to the highway could cause an increase in traffic on auxiliary roads. In addition, the DEIS does not accurately recognize the enormous emotional and cultural value of Sligo Creek Park and the substantial negative effects that would result from construction of additional beltway lanes.

The residents of Four Corners are already burdened by the mental health impacts of heavy traffic. The proposed expansion would increase those problems while reducing the effectiveness of local parkland to counteract them. I believe a new analysis of the MD 200 Diversion Alternative is warranted in light of recent traffic patterns caused by the COVID pandemic which could very well invalidate earlier predictions of long-term traffic loads.

Sincerely,  
Janette Walters

KAREN WALTERS

I support the NO Build option...adds to more development which adds to a no win traffic situation

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**From:** James Wang [REDACTED]  
**Sent:** Wednesday, October 14, 2020 2:18 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov  
**Subject:** My comments on proposed addition of toll lanes to Beltway and I-270

To Whom It May Concern:

I am a Ph.D. climate scientist, a resident of Montgomery County, Maryland for the past ten years, and a user of the state's roads, public transit, bikeways, and walkways. I would like to contribute the following comments as part of the public comment process for the toll lanes plan.

I oppose the widening of the Beltway and I-270. The threat of dangerous and irreversible climate change and the degradation and disappearance of natural ecosystems and species demand that we significantly rethink the way we deal with traffic congestion. Widening the Beltway and I-270 would cause irreversible changes, including the loss of natural habitat, the release to the atmosphere of climate-warming carbon currently stored in trees and other vegetation, and damage to streams and the regional watershed. People's homes and businesses may have to be demolished too.

The toll lanes plan would also fail to control traffic congestion in the long term, and result in a greater number of vehicles on the roads, thus potentially increasing emissions of climate-warming gases and other pollutants. We need to instead devote resources to expanding cleaner alternatives like public transit and bikeways. One specific idea is all-day, two-way, frequent MARC train service between Frederick and Union Station, with stops including Germantown, Gaithersburg, Rockville, Kensington, and Silver Spring. This is the most cost-effective way to increase mobility in the 270 corridor, in addition to being better for the environment. The state must consider this or other all-transit alternatives.

Finally, the plan would be financially very costly. In order to make a profit, the private toll lane operators would have to set high tolls, which most drivers would be unwilling to pay. And much of the cost associated with the plan would likely have to be borne by taxpayers rather than the toll operators.

Thanks for taking my comments.

Sincerely,  
James S. Wang  
[REDACTED] Woodland Ave  
Takoma Park, MD 20912

John Wang

I oppose this project and support the NO-BUILD option.

**Name:** William Ward

**Date/Hearing:** 8/25/20

**Type/Session:** Live/Afternoon

**Transcription:**

Good afternoon. My name is William Ward (W-A-R-D). My address is [REDACTED] Burnt Woods Drive in Germantown, Maryland. My house is about three-quarters of a mile from I-270. The reason I'm talking today is because I believe the proposal to widen the lanes does not resolve the true cause of the traffic build-up on I-270 and the Beltway. Therefore, it should not be completed and the Army Corps of Engineer review is not necessary. I support the No Build option. I have commuted from, commuted daily from Father Hurley Boulevard to Montrose Road. I've lived in my house for 23 years. I was raised in Fairfax County so I'm very familiar with the roads and the traffic and how it has changed over the decades. I believe that the construction that is proposed would unfairly burden Montgomery County residents. Proposed, proposed changes will change the shape of the back of I-270, but it will not relieve the traffic congestion. The problem is the lack of direct road access to downtown Washington, DC. Washington, DC is the only major city without major roads to the City center. Cars circle the Beltway looking for the best way into the City.

The proposed road changes will negatively affect Montgomery County residents for eternity. I paid to choose to live in Montgomery County to be close to my work. I paid higher prices for my house and got smaller lots, and have other issues to deal with, with more urban living than perhaps living in Frederick or beyond. I've seen a dramatic increase in the distance commuters passing through Montgomery County. Through Montgomery County on their way to DC and Virginia. This construction may benefit them, but will harm Montgomery County residents because we will always have to pay tolls for even local trips. This puts most of the cost burden on the locals while benefiting residents of West Virginia, Pennsylvania, and Maryland counties farther out. I've seen the metering lights already being installed on the local entrance ramps in Montgomery County as a sign of what's to come. I do not agree with this. I believe that transit should be emphasized for the commuters coming into DC. I would prefer to see tolls placed on I-270 farther out to discourage long-distance commuters and to help pay for this transit. I believe the financial burdens will be placed on Montgomery County residents inproportionately. More importantly, I believe better access to Washington DC would be a better solution. Having grown up in Fairfax County, I see the Beltway changes there to be a total disaster, which have failed to make significant improvements in the traffic. Thank you for your time.

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**From:** Jonathan Warner [REDACTED]  
**Sent:** Wednesday, October 14, 2020 12:32 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov  
**Subject:** widening I270 and the beltway

To whom it may concern:

It is critical that Maryland continue its leadership in regional transportation improvements. Virginia has moved ahead of Maryland recently in the Washington region with a strong network of roads and toll lanes to provide motorists and businesses options to move efficiently and effectively in our business and residential corridors. I am firmly behind the plans to expand I270 and the beltway as an important piece of the transportation puzzle in the Washington metro area. The announcement that the American Legion bridge would be expanded by cooperating with Virginia is an important piece to solving regional transportation problems. Toll lanes provide much needed funding for highway transportation improvements that have gone for decades without tangible upgrades. To continue to wait for federal funds as the answer to our transportation needs is short sighted. As a business owner and life long resident involved in locating growing companies in our state, transportation is a critical component. Our current system is beyond their design capacity creating unacceptable gridlock that serves as an impediment to business growth.

These highway transportation improvements must be done together with upgrades to regional mass transportation alternatives. The incorporation of BRT into the I270 improvements is logical and helps alleviate the growth that will continue in this region of Maryland and the greater Washington area. BRT must have free and unrestricted access to the new proposed toll lanes. MARC improvements between Union Station and Frederick are critical. MDOT and MTA have continually avoided dealing with the CSX platform issue at Point of Rocks that prohibits trains going to Frederick from loading and off loading passenger at Point of Rocks. So long as the Frederick service stay handicapped by not being part of the Point of Rocks hub, the MARC service will continue to fail to meet its full potential.

I ask you to move forward as quickly as possible with these highway improvements project while finding new leadership at MDOT and MTA who can address regional mass transportation issues outside of their Baltimore centric blinders.

Thank you for your time and consideration.

Best regards,

Jonathan Moore Warner

Resident, Business Owner and Voter



**Jonathan Moore Warner**

*Redefining the Commercial Real Estate Experience*



# Steve Warner

I believe 495 should be cantilevered between Coleville Road and Rockville Pike as 2 levels one level each direction to minimize damage to parkland as also the National Park Seminary...as for 270 the northern section needs to be built first...all of it contingent on a new bridge into Fairfax County replacing the tired old span with a flatter grade as the current bridge should be torn down

## Steve Warner

I write as a taxpayer that the American Legion Bridge should be rebuilt at a new location with a flatter grade to include bicycle lanes as the current bridge should be removed as the Wilson Bridge was

I270 is a disgusting engineering concept as current as any solution should involve the northern section widened first as the Rockville and Gaithersburg segment should be last to mitigate a nasty bottleneck

As for 495 near where I live the road should be cantilevered to avoid parklands and the National Park Seminary property as also at Northwest Branch where the bridge be widened a trail bridge below should be added

## Steve Warner

I write as a taxpayer a new bridge crossing the Potomac is needed with a flatter grade and terms bicycle lanes as the current span should be removed as the Wilson bridge was downstream as I believe the northern section of I270 s Frederick to Clarksburg should be widened first as proceeding with the southern section without remediation on the northern section is not acceptable as the communities on the southern section are in decline due to unmanageable traffic

Now the 495 widening should be cantilevered between Rockville Pike and Colesville Road to avoid parkland as the National Park seminary as well be avoided

Finally with the bridge over Northwest Branch between University and New Hampshire widening should accommodate a trail bridge on Northwest Branch trail at the beltway bridge as certainly boulders will no doubt have to go on the footprint and reused on the beltway

## Steve Warner

I believe the American Legion Bridge should be rebuilt slightly up or downstream with a flatter grade to allow bicycle lanes

On 270 the southern portion would be a mistake as should be the last built as favor the northern section beyond Clarksburg to be widened first with a rail line to remove a despised bottleneck as the communities along 270 have become undesirable due to excessive traffic

495 should be cantilevered east of Connecticut Avenue to 29 to minimize impact on parks and historic district of the National Park Seminary

MARC service should be extended to Cumberland for getaway excursions

**From:** [REDACTED] on behalf of [Joseph Warren](#)  
**To:** [495-270-P3](#)  
**Subject:** The economic solution is the answer  
**Date:** Friday, November 6, 2020 3:57:18 PM

---

Dear Secretary of Transportation Greg Slater,

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.

I have followed closely arguments against and for the HOT lanes in MD. NO public transit option, such as better bus service or BRT lanes will alleviate congestion appreciably. The economic solution to congestion is to build additional capacity and allow drivers the choice of paying for a faster trip. This should be decided on the basis of sound economics, not politics.

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.

Sincerely,  
Joseph Warren  
Arlington, VA 22204  
[REDACTED]

## John Watson

I am not in favor of the public-private partnership. It is a way to transfer money from the state to the contractor and to transfer risk from the contractor to the state.

I'd rather see no-build than a P3.

---

**From:** auntsharon4 [REDACTED]  
**Sent:** Monday, November 9, 2020 5:16 PM  
**To:** MLS-NEPA-P3  
**Cc:** [REDACTED]  
**Subject:** Beltway expansion

I have lived in 'Berwyn' all of my life. Our hour was built before the beltway was even thought of. I have seen the amount of traffic that has multiplied over the years. It is no fun driving on it anymore. If anything is to be expanded, why not Route 95? The college is swallowing every thing on Route 1 and you are now trying to take away more of people's land. That expansion would be dangerously close to many children. I don't think that it is in our best interest. You want to expand the beltway, take away people's land, and keep taxing us so we cannot afford to live here. Eventually there will be no community left.

Sincerely,  
Sharon Watson  
Sent from my iPhone



Ms. Rebecca Way  
Wishbone Ter  
Cabin John, MD 20818-1706

CAPITAL DISTRICT  
30 OCT 2020 PM 2 L



POST OFFICE MURALS / FOREVER / USA

Lisa Choplin  
DBIA, I-495 + I-270 P3  
Program Director MDOT Hwy Admin.  
P3 Office  
707 North Calvert St. Mail Stop P-601  
Baltimore MD 21202

21202-360107



Lisa Choplin, DBIA  
I-495 + I-270 P3  
Program Director, MDOT  
State Highway Administration

Oct. 30, 2020

Dear Ms. Choplin,

I have been a resident of Cabin John, M.D. for 37 years.

The Cabin John Citizens Assoc. hired VHB Metro DC, a transportation, design, engineering and consulting firm in mid-September to provide guidance.

I am adamantly against the states massive plan to expand I-495 and I-270 using variable pricing toll lanes. This will have a negative impact on our community especially MacArthur Blvd and Seven Locks Rd. It will become impossible to get into or out of our street with out massive traffic back ups.

I am enclosing a copy of all of the important points made with the consulting firm, of which I agree whole heartily to each one. They are all extremely important.

Please, Please, Please,  
Don't allow this to happen to our peaceful community, others such as our neighbors in Glen Echo & Carderock Springs as well.

Thank you kindly,

Rebecca Way

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**From:** David Weinberg [REDACTED]  
**Sent:** Monday, November 9, 2020 10:17 AM  
**To:** MLS-NEPA-P3; aklase@marylandtaxes.gov; kumar.barve@house.state.md.us;  
Cheryl.Kagan@senate.state.md.us  
**Subject:** Opposed to widening 270

To whom it may concern:

I am writing to convey my request to please do everything in your power to oppose the widening of highway 270.

As a taxpayer, voter, and engaged citizen activist who cares deeply about this community and lives extremely close to this highway, I am concerned about the impact that it could have on the homes and businesses of my close neighbors on my block, as well as to the local watershed and even the quality of the air that my young children breathe.

Please encourage the pursuit instead of other solutions to traffic such as support for public transportation, carpooling, and telework. Thank you for considering my perspective.

Sincerely,  
David Weinberg  
[REDACTED] Brent Road  
Rockville, MD 20850

## Zachary Weinstein

I oppose widening the Capital Beltway (I-495 and I-270). This project will harm the environment and fail to improve transport in Maryland. MDOT should invest in sustainable public transport instead.

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**From:** Zachary Weinstein [REDACTED]  
**Sent:** Tuesday, September 29, 2020 9:13 PM  
**To:** MLS-NEPA-P3  
**Subject:** I-495/I-270 DEIS Comment

Maryland Department of Transportation,

My name is Zach Weinstein and I live in Silver Spring, MD. I believe that the Maryland Department of Transportation failed to adequately consider alternatives and the impacts of induced demand. I therefore support a no build option.

NEPA requires the agency to consider alternatives to the project. However, all 3 alternatives involve building additional highway capacity. This narrow range does not explore options like expanding MARC, building bus rapid transit, or applying congestion pricing to the existing lanes without building new ones. These alternatives have the potential to accomplish the project goal of reducing congestion with fewer environmental impacts and for less money.

The DEIS also uses outdated studies that overestimate the alternatives' effectiveness. This project assumes that building more lanes will reduce congestion. However, this would simply result in induced demand, attracting more drivers to the road to fill then newly available space. Because the study does not adequately account for induced demand, it underestimates pollution increases and the negative land use impacts that would result from the additional sprawl.

The Maryland Department of Transportation should conduct the study again, granting adequate consideration to alternatives and incorporating induced demand into its projections.

Sincerely,  
Zach Weinstein

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**From:** walter weiss [REDACTED]  
**Sent:** Tuesday, July 28, 2020 4:42 PM  
**To:** MLS-NEPA-P3  
**Subject:** beltway expansion

Lisa Choplin,

Dear Director,

Although it is tempting to expand the beltway, all this time and money would be better spent vastly expanding mass transit in our region

walter weiss

[REDACTED]

[REDACTED] Deepwell Dr

Bethesda, Maryland 20817

# Chelsea Welch

Hello,

My name is Chelsea Welch and I live in the Mount Pleasant neighborhood of Washington, DC. I spend nearly all of my free time in Rock Creek Park and its connecting trails for the peace and solitude it adds to my otherwise hectic urban lifestyle. It is an important place of respite for me and keeps me resilient in these trying times. I also work as a policy advisor for a land conservation organization, so saving the places people love is my personal mission.

I do not support this project and the expansion of I-495. I support a no-build option because MDOT SHA's mitigation measures were vague, insufficient, or altogether missing. MDOT SHA must evaluate additional alternatives for detailed study that include public transit.

This proposed expansion project would negatively affect my quality of life by increasing air pollution, noise pollution, and vehicle traffic on the already busy 16th street corridor along which I reside. As an avid cyclist, an occasional driver, and a regular pedestrian, I worry about the increased traffic in the region and its effects on public safety. Rock Creek Park is one of the most important cultural resources to my well-being and this project would negatively impact it by increasing flood risk, air and noise pollution, and vehicle traffic in the park, thereby significantly impacting my experience of the natural area.

I sincerely urge you to cancel this proposed expansion project. Thank you for the opportunity to comment.

Chelsea Welch

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**From:** Minivere Wenzer [REDACTED]  
**Sent:** Friday, September 4, 2020 1:44 PM  
**To:** MLS-NEPA-P3  
**Subject:** Beltway Expansion

Lisa Choplin,

Please reconsider your decision as an expansion will only create more highway and environmental problems.

Minivere Wenzer

[REDACTED]

[REDACTED] Hudson Ave.

Takoma Park, Maryland 20912-3212

## Anna West

I am a resident of Silver Spring, MD and I commute every day to Gaithersburg, MD. I also am a frequent user of Rock Creek Park and ride my bike on the path along 495 and 270. I am alarmed that the state wants to expand 495 and 270 instead of applying a more visionary approach to addressing traffic issues. Rock Creek Park is the jewel of the DC area. To diminish resident's access to this natural area is to diminish quality of life for so many of us, and to shamefully erode what the DC area has to offer as a desirable place to live. We've already lost many portions of nature and trees to the purple line. How sickening that now there are plans to destroy portions of Rock Creek Park, which brings so much joy to so many people. Without a doubt, the number one reason I purchased my condo in Silver Spring 8 years ago was the proximity to Rock Creek Park. And how sickening it will be if the state decides to take a bulldozer to more trees to accommodate an unsustainable and short sighted plan for the highways.

## **Alphonso Westley**

I Drive 495E and 270W daily from Fort Washington to Potomac round trip daily for work. Traffic tends to be horrific (pre covid) commute. I tend to drive 495 West from Fort Washington through Tysons Corner to take the EZ Pass toll lane to avoid traffic when it tends to be high on 495 E or to avoid an accident due to the unavailability of express lanes on 495E. It would be a stress and financial relief to address the volume of traffic on 495E and 270W.

## John Wetmore

I support the no-build option.

Increased traffic on I-495 and I-270 will have a negative impact on pedestrians when the vehicles leave I-495 and I-270 and travel on the local road networks to their final destinations. This negative impact on pedestrians has not been addressed.

## Mark Wetterhahn

The following represents my comments on one issue related to the subject DEIS. Specifically, my comments relate to a portion of the Cultural Resources Technical Report, Volume 2, entitled "Archaeological and Historic Gap Analysis and Assessment." Section 7.5.1 relates to potential for human burials at the Montgomery County Poor Farm Site. Initially, as it pertains to my comments, a portion of page 101 and page 102 in its entirety of Volume 2 have been redacted without a specific basis for doing so. I request that the redacted portions in this section (as well as in the remainder of the report) be made available publicly and that a reasonable additional period for comments be given on the subject matter of the redactions.

My residence for the past 48 years is contiguous to a portion of the Montgomery County Poor Farm site on the east side of I-270. Burials on the Poor Farm site east of I-270 have been documented and, to my knowledge, a few remains have been excavated in this area. Thus, to be comprehensive, any study of burials must include a thorough study of areas to the east of I-270. In conjunction with any study, Peerless Rockville and other interested parties and groups should be consulted.

A complete study of this area is compelled by recent events and information in the news. I recently learned that Sidney Randolph, the last man lynched in Montgomery County was buried at the Poor Farm. The sordid story is told in the Washington Post article cited below. I would note that the author "presumes" that Mr. Randolph's remains may have been relocated; however, there is no basis given, and in all probability, it is an incorrect assumption. The question of whether enslaved individuals, their descendants, and other minorities were buried here needs further exploration and a plan of action needs to be developed.

<https://www.washingtonpost.com/news/retropolis/wp/2018/08/22/a-shameful-affair-the-last-man-lynched-in-montgomery-county-maryland/>

# Greg Whelan

Dear Sir/Madam,

I oppose the I-495 and I-270 project and support the no build option.

My reasons for opposing the project are as follows;

1. Given the current traffic on both these highways during the last 7 months due to covid -19 I believe that these projects are unnecessary. Working from home is here to stay and rush hour will not return. Virginia Dept of Transportation released a recent study on DMV traffic which supports this conclusion.

2. It is fiscally irripisable

## Jennifer Whalen

I support the no-build option on this project. The proposed expansion would destroy nearly 1,500 acres of forestry canopy. It will increase air and water pollution and global warming gases. It will invade dozens of parks. It will cause four to five years of construction tie ups in any location. All the bridges will need to be rebuilt. It'll impact some 1500 homes and demolish 34. It will put taxpayers and WSSC customers at risk. The purple line disaster shows the liability that taxpayers will have if these projects go wrong.

Please do not go ahead with this ill-conceived plan, that will have detrimental impact on our environment, without improving traffic in the long term. If anything, our current COVID situation shows that work at home is a better alternative to expanding the beltway by four lanes or two. Support the no-build option.

## Maureen Wheeler

I oppose the I-495 and I-270 project. I support the no-build option. I travel frequently on 270 and it can be backed up now. But because it is an important well established road with many intersection roads that are already established, further study need to be done on the impact on these roads. And also, the impact on these rods and on alternative roads.

Additionally, all build alternatives include tolling, with profits going to the contractor. Toll lanes benefit only those who can afford the high tolls. The DEIS omits rush hour toll calculation and lists only estimates of average daily rates.

# Greg Whelan

Dear Sir/Madam,

I oppose the I-495 and I-270 project and support the no build option.

My reasons for opposing the project are as follows;

1. Given the current traffic on both these highways during the last 7 months due to covid -19 I believe that these projects are unnecessary. Working from home is here to stay and rush hour will not return. Virginia Dept of Transportation released a recent study on DMV traffic which supports this conclusion.
2. It is fiscally irresponsible and leaves Marylanders on the hook for cost.
3. The wssc cost is going to be through the roof and again is irresponsible
4. Given the way the purple line project is going, I have no faith that this project will cost what is quoted and will be finished on time. We will face years and years of disruption and years and years of tax levies for something that isn't necessary.
5. This project has been rushed without the proper amount of studies completed.

Thank you

**Name:** Charles Whitaker

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Live Testimony/Evening

**Transcription:**

My name is Charles Whitaker, C-H-A-R-L-E-S, W-H-I-T-A-K-E-R. I live at [REDACTED] Monongahela Drive, Rockville, Maryland 20852. Expanding vehicular highways in an era of climate breakdown is as reckless as it is short sighted. According to the IPCC, we have 10 years to have our emissions where to keep the planet safe and habitable for future generations. Many leading scientists think that the IPCC predictions are dangerously conservative and that we may have already crossed critical threshold towards climate instability and climate collapse. Inaction would be catastrophic and irresponsible in this historic moment. Maryland is one of the most at risk communities the sea level rise in the nation. Warmer oceans will lead to stronger hurricanes and reduce fish stocks. Heat waves will make working outdoors dangerous in the summertime. All of these events are exacerbated by global heating and will shrink Maryland's economy or otherwise cause economic damages of an increasing magnitude over time. The plan to expand I-270 and I-495 with dedicated toll lanes is myopic, ineffective and inequitable. Governor Hogan has said that increased electric vehicle traffic and decreased travel times will decrease our emissions but has provided no framework to realistically decrease vehicular emissions to the extent that it is needed. Studies have corroborated the finding that more vehicle lanes do not correspond to a decrease in traffic, but rather increase it due to induced demand. Investment and public transportation, not highway expansion, has historically proven to be the best way to remove vehicles from the road. Reducing both congestion and vehicular emissions. Additionally, the very nature of toll roads preclude economically vulnerable people and creates so-called luxury lanes for the wealthy who can afford to use them. At precisely the time when we need to be reimagining the human landscape beyond the car, programs lane expansion proposal takes us backwards. I support the no build option. Thank you, and I yield the rest of my time.

**JOSEPH Whitaker**

I oppose this project and support the NO-BUILD option.

## Wendy Whitaker

Continuing with highway widening projects like this one during and even just after a pandemic is completely tone deaf to the current struggles affecting the DMV area. People have faced and continue to face loss of jobs and livelihood. State and federal dollars should be put to better use than making room for more traffic. Also, many business industries might become more remote long-term due to the pandemic and even after there is a vaccine. This project could be a complete waste of money and a new needs study should be done after the pandemic to determine whether to even move forward.

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**From:** Ronald Whiting [REDACTED]  
**Sent:** Saturday, August 15, 2020 12:57 PM  
**To:** MLS-NEPA-P3  
**Cc:** Susan.Lee@senate.state.md.us  
**Subject:** comments on I270 and I495

Not driving a car 2 days a week can reduce nearly 1,600 pounds of greenhouse gas per year! (Washington Post) Studies show adding lanes to already mega highways just generates more traffic at a time when climate change is our biggest threat. This proposed project makes no sense, particularly when you add the additional factors of the Purple Line fiasco and the growing trend of working on-line rather than driving to work. This proposed project is a hangover from past times and is not justified. R. Whiting, North Bethesda

## L. Paige Whitley

Since 2016 I have researched the history of African American communities in the Greater Washington, DC area, especially in Montgomery County, Maryland where I reside. I deplore the current Capital Beltway-widening plan which would harm the Morningstar Moses Cemetery and Moses Hall in Cabin John, Maryland. This site is National Register-eligible; the extant cemetery and its Moses Hall foundation are important cultural and historic African American resources that need to be preserved and maintained in an area which too often has focused on traditional "white" landmarks and history. The racial injustice already done by highway construction in the 1960s, which irrevocably separated the site from its community partner the Gibson Grove AME Zion Church, should NOT be repeated, adding to more harm to this special site. I oppose the poorly thought out Beltway-widening plan and urge the powers to be to rethink this plan.

L. Paige Whitley, Independent Researcher  
[REDACTED] Cumberland Ave.  
Chevy Chase, MD 20816

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**From:** Alan Whittemore [REDACTED]  
**Sent:** Saturday, November 7, 2020 11:17 AM  
**To:** MLS-NEPA-P3  
**Subject:** Public comment, draft EIS, AL Bridge renovation

My name is Alan Whittemore

My address is [REDACTED] Lakeside Drive, Greenbelt, MD 20770

I am OPPOSED to the highway expansion project

I support the NO BUILD OPTION

None of the presented DEIS alternatives are acceptable.

I am a professional biologist, with a Bachelors, Masters and PhD in the field, and author of over a hundred research publications.

The Draft Environmental Impact Statement (DEIS) is flawed and deficient. Many sections that are legally required in a DEIS (discussion of all endangered species impacted by the proposed work, consideration of reasonable alternatives to the project) are improperly omitted from the DEIS. This proposal should not be allowed to progress any further until a Supplementary Environmental Impact Statement has been issued to address the numerous deficiencies and illegal omissions in the DEIS.

The DEIS understates or ignores value of the impacted resources, clearly underestimates the magnitude of the environmental impacts, and presents no discussion of alternatives (such as alternative transportation options). The public has been poorly informed about the project throughout the process - the draft EIS was poorly distributed, and the amount of time allowed for evaluating this 18,000 page document is completely inadequate.

I am particularly concerned with the lack of any consideration for the important biological research station comprising Plummer's Island and surrounding land, on the Maryland shore of the Potomac immediately southeast of the current Beltway bridge. This area is a unique and extremely valuable scientific resource. Under the stewardship of the Washington Biologists' Field Club (WBFC), it has been the subject of continuous long-term ecological research stretching over more than a century, providing an unequalled depth for study of long-term ecological change.

We live in a time of extreme climate change, and research on long-term changes in populations of organisms is of vital importance for understanding how to manage human activities in our changing world. The century-long record of studies on Plummer's Island makes it a unique and extremely valuable resource for such studies, and one that cannot be replaced.

Almost 400 scientific publications have documented many aspects of the Island's biology. Current scientific studies are extending a foundation that has been almost 120 years in the making. The site is unique in this country in the depth of knowledge we can build on, and its preservation demands the highest priority.

Many well-documented records of rare and endangered species and rare biological communities in the impact area were simply ignored, and not mentioned at all in the DEIS (see the WBFC submission for partial lists of endangered species that were ignored). The whole report on natural communities of the area was based on inadequate visitation and sampling, resulting in the omission of species that are dormant and difficult to observe at some seasons of the year, and species for which Plummer's Island and surrounding lands are vital habitat only at certain parts of the year.

As a PhD-trained biologist and professional research scientist, I know that this site is a unique and irreplaceable scientific resource of great value. When the Beltway was first built fifty years ago, great care was taken to modify the plans for the bridge so as to reduce impacts on this important scientific resource. However, the current proposal takes no notice of the research station at all. The maps show that more than half of the island would be totally

destroyed. Since the builders are free to modify the plan if the project goes through, with no controls on what they save or destroy, the project easily could be even more destructive than proposed. Already, we are finding that survey crews have carried out illegal clearing and destruction of vegetation, with no permits from the National Park Service or WBFC allowing them to do this. Turning this irreplaceable scientific resource over for this kind of unsupervised destruction would be criminal in its scientific and social impact.

I am also deeply concerned that the DEIS omits any discussion of any of the reasonable alternatives to freeway expansion that have been proposed. The proposed widening of the I-495 bridge would not solve transportation problems in the area, as claimed by its proponents, it would just throw additional traffic onto other stretches of road that are already greatly overstrained. Adjacent parts of the Beltway, I-66, and, I-270 could not handle the additional traffic that the bridge widening promises to support. Despite this, the DEIS has no consideration of any alternative to draw traffic away from this congested corridor, though several very viable alternatives have been proposed and discussed by others (including expanded public transportation, construction of a second freeway bridge farther north, or other alternatives). The failure to consider such alternatives is a severe flaw in the DEIS, and violates the laws requiring all viable alternatives to be discussed in the impact statement. No-Build is the only option offered by this DEIS that is at all viable. The other alternatives proposed are just minor variations on the unrealistic bridge widening project, which would not relieve the congestion of this freeway at all.

As stated above, the DEIS is legally deficient in many areas, with many sections that are legally required in a DEIS (discussion of endangered species impacted by the proposed work, consideration of reasonable alternatives to the project) illegally omitted. This proposal should not be allowed to progress any further until a Supplementary Environmental Impact Statement has been issued to address the numerous illegal deficiencies and omissions in the DEIS.

-- Alan Whittemore, Ph.D.

## Louise Wideroff

I oppose this project and support the NO-BUILD option. I am a homeowner who has lived a short walk from the Montgomery Ave. entrance to 270 since 1993. The only way to preserve quality of life and the environment in areas along the 270 corridor is to reduce - not increase - the number of cars on this highway and surrounding roads through mass transit expansion and planned development only in areas supported by mass transit, as well as increased telework, carpooling, and prohibiting of for-profit toll roads.

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**From:** Susan Wiener [REDACTED]  
**Sent:** Monday, November 9, 2020 9:22 PM  
**To:** MLS-NEPA-P3  
**Cc:** aklase@marylandtaxes.gov; treasurer@treasurer.state.md.us  
**Subject:** Comment on I-495 Expansion project

Dear Ms. Choplin and Maryland transportation representatives,

I am a resident of the Linden neighborhood of Silver Spring and live a few blocks away from the Georgia Avenue exit of I-495. **I oppose the project to expand I-495 and I-270 and I support the NO-BUILD option.** Traffic exiting onto Georgia Avenue and Connecticut Avenue already overwhelms the local roadways and expansion would further compound problems affecting these local neighborhood streets.

Hiking and biking on local trails and taking walks in my neighborhood are critical to my daily quality of life, which would be severely damaged by an expansion of the beltway. Greater vehicular traffic on the beltway would mean I cannot even use my own backyard as a peaceful refuge. If I wanted to live in the noise and air pollution of a city I would not have moved to my current suburban home of over 20 years. The environmental impact study shows that the expansion will have too great a cost on our local parks, green spaces, wildlife, and air quality. As a taxpayer I support alternative methods such as rapid buses, increased capacity on local metro/trains such as the purple line, and improvements to pedestrian/bike trailways to encourage biking, walking and public transportation. I don't want any of my tax dollars going to support this project nor any secondary impact such as anticipated massive costs to WSSC to modify existing waterway and sewer structures. I would support—including with my tax dollars— smart development for public transportation and infrastructure.

I oppose the project to expand I-495 and I support the NO-BUILD option.

Sincerely,  
Susan Wiener

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**From:** Nanci Wilkinson [REDACTED]  
**Sent:** Tuesday, July 28, 2020 10:45 AM  
**To:** MLS-NEPA-P3  
**Subject:** Don't widen the Beltway and 270

Lisa Choplin,

The expansion would impact 30.7 acres of parkland in Montgomery and Prince Georges Counties.

The DEIS provides inadequate stormwater management, of current and future impervious surfaces.

The DEIS does not have a plan for avoidance, minimization, and mitigation requirements on parkland

The DEIS completely overlooks effects to the community - a clear environmental justice violation.

Alternative modes of transportation, including transit alternatives, were not included in the DEIS.

**ACT NOW!**

You can now weigh in the Beltway DEIS! Here are some helpful talking points when submitting comments:

Tell your story of how the Beltway Expansion will impact you.

State that we need more transit-oriented solutions, including teleworking, that reduce greenhouse gas emissions, reduce sprawl, and instead of adding more air and water polluting, luxury lanes.

State that under the climate crisis and public health crisis we are facing today, adding more air polluting cars will not solve traffic congestion but instead exacerbate our existing crises.

Read the Harvard study linking air pollution and higher Covid-19 rates.

The expansion would impose a significant financial risk to people in the region. The Washington Suburban Sanitary Commission (WSSC) earlier this year said that it would take

approximately \$2 billion to move all of Montgomery and Prince George's water and sewers systems due to the highway expansion. Read more on WAMU.

Nanci Wilkinson

[REDACTED]

[REDACTED] Decatur Ave.

Kensington, Maryland 20895-1531

## Barbara Williams

I oppose widening 495 and 270. You will ruin neighborhoods and people's homes. Figure out alternative mass transit instead. Most people living north of Bethesda who commute to Bethesda, Rockville, or Washington, DC, will not be able to afford the toll lanes and will not use them. The road will continue to be clogged. Don't make matters worse for residents.

## Katherine Williamson

Do not destroy forest canopy for additional roadway on I-495 and I-270. Traditional traffic has been changed. Don't embark on a project that may prove completely unnecessary and a huge waste of money. At least wait 3-5 years to see how commuting will be affected by office closures and the trend to work from home.

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**From:** [REDACTED]  
**Sent:** Monday, November 9, 2020 10:36 AM  
**To:** MLS-NEPA-P3  
**Subject:** A concerned citizen who supports the "no-build" option

Dear Members of the Maryland Department of Transportation,

My name is Gran Wilson, and I live at [REDACTED] 53rd Avenue in the Hollywood neighborhood of College Park, just off of Edgewood Road. I must preface my remarks by expressing I staunchly oppose widening, and support the no-build option. The expansion plans for the widening of I495 and the proposed destruction of the Polish Club property will effect me as much as anyone. From the first meeting of the planning representatives with our neighborhood association, which I attended along with many other concerned citizens, the attitude concerning this ill informed decision has been cavalier and callous. I am just a tax paying citizen who has voted in every election since I bought my house in 2012. I have tried with diligence to maintain and improve my property not only as a means of increasing its value in the real estate market, but as an expression of respect for my neighbors and the intrinsic beauty of this corner of Hollywood blessed with one of the last remaining greenways in this corridor, which is what the Polish Club tract is. The planned desecration of this small haven for wildlife and buffer from the continuous noise and pollution of the beltway is heart breaking, and in many ways a threat to the value and safety of our neighborhood. I am therefore asking for your help in at least finding an alternate site to park the construction vehicles, and dispense with plans to create a visual blight, and an actual threat to the health of myself, my neighbors, and their children.

One of the main reasons I chose to buy my house in Hollywood when employed as a tenured Professor at the University of Maryland, was the forested area on Edgewood Road. It has been a constant source of relief from urban pressures watching its foliage through the seasons. I have seen the state tree and the state bird within its borders, and I have been grateful for its dampening the incessant assault of traffic noise of the beltway. The

current plan for its demise will replace trees with concrete, noise absorption with mosquito breeding, and a small face of nature for children of the Al Huda School with air, water, and noise pollution. The amount of poison that will be required to mitigate mosquito breeding alone will be a threat to the health of innocent children. It will drastically lower property values for those of us who live near it, and the destruction of the buffer wall will threaten the health of an even greater expanse of the Hollywood neighborhood by removing yet another barrier between citizens and massive air pollution.

The DEIS does not seriously address these threats. Massive amounts of data, numbers, pages of verbosity, none of these reflect the value of real people with real children who are helpless on their own to halt this ill conceived project benefitting only those who do not have to deal with its lifetime of consequences. I am personally heart sick at this prospect. I wish to express the reasonable fear of my neighbors, faced with just one of the devastating effects of this massive project which has not received anything that could be considered logical or careful consideration by its planners. I fully realize I am but one small voice raised against a powerful bureaucracy, and a plan conceived by people who have the power to enforce projects against a community's will. Alone, I cannot assert with sufficient eloquence the fundamental fear of what this will do to our neighborhood, and ultimately a larger swath of the city. But I assure you there are many more who will live with these consequences, and will remember your decisions and actions. What message are we to send to children, our future, when we allow expediency and convenience to ignore beauty, sensibility, and long term values of a community? As a property owner I am asking you to protect our real and most important investment by initiating, at the very least, an alternate site for parking machinery when there is available space within Metro's domain. As a proud member of the Hollywood neighborhood of College Park, I am pleading with you to consider the health of my neighborhood by saving a small swath of green in an ever expanding sea of concrete and asphalt.

With respect and sincerity,

Gran Wilson, Professor  
Voice/Opera Division Coordinator  
University of Maryland

## Scott Wilson

I urge you to build bridges over the creeks and adjacent floodplains rather than confining them to sewers under the highway so that multi-use trails can cross the beltway and aquatic life can be preserved. Our Greenways are both inviting opportunities to explore nature as well as nice relatively level routes to get from place to place using alternative and healthy transportation. As Prince George's County has one of the highest obesity rates in the state, it is imperative that our residents are given every opportunity possible to access multi-use trails to get physically active for exercise, leisure, and transportation. As we create more utility on our alternative transportation trails more people will be able to make practical use of this wonderful asset to our region and state. Let's encourage more connectedness, not install artificial blocks to our enjoyment of alternative transportation options.

Chronic conditions, including diabetes and obesity, make it more likely for one to get sick and/or die from COVID-19. Prince George's County has the highest COVID-19 case count in the state. Expanding access to trails will help our residents prevent and manage their chronic diseases, while also protecting them from COVID-19 and other infectious diseases that will undoubtedly hit our county in our lifetime.

nancy winchester

I OPPOSE THIS PROJECT AND SUPPORT THE NO-BUILD OPTION. I oppose this 20th-century approach to a problem we are facing in 2020. I oppose adding more lanes, which peer-reviewed study after peer-reviewed study from around the nation and world has revealed to be effective for no more than 2-3 years--and then makes the problem WORSE THAN DOING NOTHING because of the phenomenon of INDUCED TRAVEL. Your whole premise is faulty. Why would anyone pay for toll lanes if the regular lanes were running smoothly, which is SUPPOSEDLY the point of this whole exercise...ease traffic congestion, right? Makes no sense. You are disrupting thousands of lives and hundreds of properties for a project THAT WILL NOT HELP ALLEVIATE TRAFFIC. Get with the times And stop pretending this is about anything other than toll revenue.

**Name:** Kenneth Winer

**Date/Hearing:** 8/25/20

**Type/Session:** Live/Afternoon

**Transcription:**

Hello. My name is Kenneth Winer (W-I-N-E-R). I live at [REDACTED] Old Club Road in Rockville, Maryland. I'm participating in this hearing because the proposed expansion of I-495 and I-270 will directly infringe on my neighborhood. I urge that approval of the proposed expansion be deferred until we can more reliably assess the long-term impact of the Trump Virus Pandemic on the anticipated benefits of the proposed expansion. The Draft Environmental Impact Statement is based on projected long-term growth in traffic. There are indications; however, that our current experience with telework will result in a long-term reduction and commuting making those projections outdated. We all have read about companies announcing plans to shift their employment models from offices to homes. In addition, I'm a retired lawyer and worked in downtown Washington, DC for almost 40 years. A lot of the lawyers that I talked to have found during the Trump Virus, that they like working from home and did not plan to resume commuting to downtown offices five days a week. It is therefore possible, indeed likely, that demand, that the demand that the expansion is intended to address will not materialize. The expansion, therefore, might prove to be unnecessary. It is not appropriate to destroy parkland, forests, wetlands, and streams when we do not know whether the anticipated congestion will materialize. Any benefits that could reasonably have been foreseen from the proposal before the pandemic can no longer be reasonably anticipated in light of the Trump Virus Pandemic and its likely long-term impact on traffic patterns. Thank you for your time.

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**From:** Gail Winston [REDACTED]  
**Sent:** Saturday, August 29, 2020 10:27 PM  
**To:** MLS-NEPA-P3  
**Subject:** Please don't widen 495

I've lived just inside the beltway at the colesville rd (29) since 1988. I love my home, yard and neighbors. We just built a screened in porch 2 years ago and it feels like a sanctuary. My husband and I are senior citizens who plan to live here forever. Please keep the promises made about not destroying any homes and businesses. Please be realistic about what the environmental damage will cost. For 7 minutes????? I feel like I've been betrayed. Please don't be short sighted. This solution has NEVER worked.

Gail Winston  
[REDACTED]  
[REDACTED] Sutherland Road  
Silver Spring MD 20901

Please be advised that email is neither a secure nor confidential medium.

## Robert Wise

I'm writing to express my strong opposition to the I-495 and I-270 project.

I don't believe that we need to expand capacity on these roads, certainly not in the next few years, until the reduction in commuter traffic from greatly increased remote work can be assessed. In short, at this time, I support the "no build" option.

In general, I oppose expanding private vehicle commuting capacity, since studies show that increases simply attract more traffic in a vicious cycle. Instead, again in general, much more effort should go into development of alternative transportation modes and to zoning and development changes that will reduce commuting, allowing more of the population to work and shop and recreate closer to their homes.

But in light of the 2020 pandemic's effect on work place patterns, with enormous fractions of employed people now working from home, it would make no sense to proceed with the 495 and 270 expansions right now. The felt need (in some quarters) for increased capacity on these roads pre-dated the pandemic. We clearly don't need more capacity right now. And we won't know for at least a few years what the steady state situation will be after the pandemic. Important numbers of employers will likely permit or encourage continued working from home, so that the potential need for more local commuting capacity should be assessed in three to five years, with this project immediately shelved for now.

# Ben Wisotsky

I oppose the I-495 and I-270 project. I support the no-build option. Look into mass transit options.  
No extra lanes

## Patricia Wolff

I oppose a public-private partnership for I-270. The Purple Line mess is an example of why this is a bad idea.

I support building reversible lanes inside the current highway blueprint. There is no need to destroy neighborhoods, tear down houses and damage the environment for anything more.

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**From:** E. Dollie Wolverton [REDACTED]  
**Sent:** Monday, November 9, 2020 1:14 PM  
**To:** MLS-NEPA-P3  
**Subject:** I SUPPORT THE NO BUILD OPTION.

As proposed, I consider it a waste of TAXPAYERS money - as we are ultimately held responsible.

First, let's finish the Purple Line, and then let's talk again.

Thank you.

Elvera Wolverton  
[REDACTED] Crosby Road  
Silver Spring, MD 20910

[REDACTED]  
[REDACTED]

Brandon Wong

I oppose the project to expand 495/270. I support the No-build option.

JoAnne Wong

I oppose this project and support the no-build option.

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**From:** [REDACTED]  
**Sent:** Wednesday, September 2, 2020 2:27 PM  
**To:** Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>  
**Subject:** I-495 & I-270 Managed Lanes Study DEIS

We live in Locust Hill Estates and strongly oppose this project due to the environmental impact on the neighborhood, particularly Bellview.

Judy Woods  
[REDACTED] Broad Brook Drive  
Bethesda, MD 20814

Sent from my iPhone

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**From:** Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>  
**Sent:** Friday, October 30, 2020 8:12 AM  
**To:**  
**Subject:** Fw: Wright 826727 Response: I-495 and I-270 Managed Lanes Study  
**Attachments:** Wright 826727 Incoming.pdf

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**From:** Marion Harris <MHarris10@mdot.maryland.gov>  
**Sent:** Friday, October 30, 2020 8:04 AM  
**To:** [REDACTED]  
**Cc:** Jeffrey Folden <JFolden1@mdot.maryland.gov>  
**Subject:** Wright 826727 Response: I-495 and I-270 Managed Lanes Study  
Mr. Wright:

Please find the following response to your attached inquiry, sent on behalf of Jeffrey Folden.



I-495 & I-270 P3 Office  
601 North Calvert Street  
Baltimore MD 21202  
Mailing Address  
707 North Calvert Street  
P-601  
Baltimore MD 21202

**Marion Harris**  
**Executive Administrative Assistant**  
**I-495 & I-270 P3 Office**  
**Email – [mharris10@mdot.maryland.gov](mailto:mharris10@mdot.maryland.gov)**  
**Office - 410.637.3300**  
**[www.roads.maryland.gov](http://www.roads.maryland.gov)**  
**[www.495-270-P3.com](http://www.495-270-P3.com)**



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Dear Mr. Wright:

Thank you for contacting Maryland Department of Transportation (MDOT) Secretary Gregory Slater regarding the I-495 & I-270 Public-Private Partnership (P3) Program and Managed Lanes Study. I am honored to respond on Secretary Slater's behalf.

The I-495 & I-270 Managed Lanes Study Draft Environmental Impact Statement (DEIS) became available for public review on July 10th. The DEIS provides a summary of the myriad of technical analyses completed for the Study. The DEIS and supporting technical reports that can be viewed on the P3 Program webpage at [www.495-270-P3.com/DEIS](http://www.495-270-P3.com/DEIS) or in hard copy at 21 locations around the study area. The list of DEIS viewing locations can also be found on the P3 Program webpage.

The MDOT State Highway Administration (MDOT SHA) and the Federal Highway Administration will consider and evaluate comments on the DEIS and will respond to substantive comments in the Final Environmental Impact Statement. Comments on the DEIS will be accepted until November 9, 2020 by 11:59 pm. Comments received after November 9, 2020 will be reviewed and considered to the extent practicable.

Thank you again for contacting the Secretary. We appreciate hearing from you. If you need further assistance, please feel free to contact me.

Sincerely,

Jeffrey T. Folden, P.E., DBIA

Deputy Director, I-495 & I-270 P3 Office

[jfolden1@mdot.maryland.gov](mailto:jfolden1@mdot.maryland.gov)

410-637-3321

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**From:** Mark Wright [REDACTED]  
**Sent:** Wednesday, October 21, 2020 11:31 PM  
**To:** aklase@marylandtaxes.gov; kumar.barve@house.state.md.us; Secretary MDOT  
<SecretaryMDOT@mdot.maryland.gov>  
**Subject:** I-270 needs maintaining, not widening

Gentlemen:

I hope you will NOT approve widening or toll lanes for I-270.

But I'm sure you will, anyway, despite the reality that:

- Traffic congestion will not be reduced.
  - Environmental degradation will be increased.
  - And whatever money is raised via tolls will not be used to maintain I-270 or any other infrastructure.
- You will likely ignore all the protests and the clear preferences of residents in the corridor because:
- You want to be able to say your approval of this project led to job creation (which, indeed, is the only legitimate... albeit temporary...benefit that will ensue).
  - You will make some real estate developers and construction companies happy.
  - And you will claim you did everything possible to reduce traffic (even though nationwide research for decades has shown the effects will be otherwise).

Bravo.

I have become pretty cynical, but I nonetheless invite you to prove me wrong.

Best,  
Mark

---

Mark Wright  
[REDACTED] Azalea Dr.  
Rockville, MD 20850  
[REDACTED]

## Veronica Wright

We do not have to expand the 270. All we have to do is make the ICC 200 free during rush hours. In the morning 6-9 am and 3-6pm. This will help to alleviate traffic. Eventually the ICC should be expanded out to Hagerstown.

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**From:** Elaine Wunderlich [REDACTED]  
**Sent:** Tuesday, September 29, 2020 1:01 PM  
**To:** MLS-NEPA-P3  
**Cc:** Elaine Wunderlich  
**Subject:** I-495 and I270 Expansion Concerns

As a Maryland resident who uses I-495 and I-270 often, I have many concerns as to whether this is a wise way to spend this kind of money.

In this time of Climate Change, we need to look for a reduction of CO2 pollution from cars and trucks as this is one of the primary drivers of climate change. This has already caused millions of deaths, and the DEIS does not take account of this future impact.

MD should be supporting cost-effective, affordable transportation for all commuters, not expensive "luxury lanes" for the rich.

Widening the highways would destroy many homes and small businesses and hundreds of acres of parklands.

I hope that we are not beyond a time where some of these real concerns can be considered.

Credit for carpooling makes a lot more sense than building toll roads.

Elaine Wunderlich  
Silver Spring, MD

**From:** [Maureen Wylie](#) on behalf of [REDACTED]  
**To:** [Dinne, John J CIV USARMY CENAB \(USA\)](#)  
**Cc:** [Ross Campbell](#)  
**Subject:** [Non-DoD Source] Comments on 495/270 DEIS USACE Application Number (NAB-2018-02152)  
**Date:** Friday, November 06, 2020 3:10:31 PM

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USACE Baltimore District  
Attn: Mr. Jack Dinne  
[REDACTED] Hopkins Plaza  
Baltimore, MD 21201-2930

Re: USACE Application Number (NAB-2018-02152)

We support the “No Build” option.

We have numerous concerns and questions regarding the draft environmental impact statement. These concerns and questions are described below:

Under NEPA, sponsoring agencies are required to evaluate the environmental and related social and economic effects of their proposed actions.

So, this DEIS is not just an environmental assessment. It should also be an assessment of the social and economic effects, particularly for those residents near 495 and 270. We don't see a chapter about economic effects for nearby residents. Chapter 2 does address the macro issue of financial viability for the State and is somewhat focused on risk allocation between MD and the Contractor. Not clear to us if/how their risk assertions are quantified.

But, more directly for us as residents, there are the economic costs to real estate values and quality of life for all those homes that are adjacent to the highways. The costs are not just for those homes/businesses that are "taken." In fact, for those folks, the 495 expansion could turn into a windfall if compensation is above current market value. The larger cost is for those who are not bought out but are affected by construction noise, dust, and traffic and by future noise, etc. once the construction is complete.

Does the DEIS explore any of those costs? We did not see any.

The Limit of Disturbance is a key concept. Does the DEIS accurately define the LOD? The LOD will differ for different metrics. For example, the LOD for stormwater management should differ from the one for noise. Does the DEIS use varying LODs? Not clear.

The Need for the Study does not appear to include the need to develop solutions that reduce greenhouse gas emissions.

The DEIS assesses impacts with a "design year" of 2040 and with the expectation of traffic growth at that time. The use of 2040 as the year used for analysis presents difficulties. Can the DEIS accurately predict traffic conditions 20 years ahead? Should the state encourage traffic growth between now and then, or should the state develop solutions that reduce travel (and thereby reduce greenhouse emissions)? Changes to commuting patterns due to COVID and long-term potential for work at home should of course be included in the final EIS, as should the use of the Purple Line.

The use of 2040 as the point of analysis seems to ignore the 15 years between completion (2025) and 2040? It does not appear that the DEIS presents the costs and benefits during those years. They are real and will impact the neighborhood.

Does traffic speed increase for travellers that are not on the Managed Lanes? The DEIS uses the term "system-wide delay savings." Typical "savings are 20 to 30 percent? How does that break out between managed lane users and non-managed lane users? It could be that managed lane users (the ones who can afford to pay) are the only real beneficiaries of delay savings. Table 3.6 shows that the savings in delay between the No Build and Build alternatives are 2 to 4 minutes per trip. Are those savings worth the costs and risks? Not for the costs described.

Elsewhere in the DEIS is an estimate that travel speeds will increase from 25 MPH during peak hours to 36-41 MPH in the non-managed lanes.

Are environmental mitigation efforts planned for the affected neighborhoods and parks, or are they in other parts of the county/state? Section 4.4.4 suggests that mitigation measures are not known at this point. They could be this or that, here or there. But we don't know anything with any certainty. The lack of mitigation measure adds uncertainty to the impact to neighborhood home values in addition to the dust, noise and pollution impacts discussed above.

The DEIS estimates that Average Daily Trips will increase by 7 to 17 percent across various segments of the study area between now and 2040. So, the No Build alternative would result in more congestion...by 7 to 17 percent? Or something more. How confident are we that ADTs would grow by that much (which is not that much) over that time frame? What other measures could be taken to reduce that growth, or even reduce car trips? That should be the ultimate goal rather than to accommodate more trips. The lack of discussion of these measures weakens their analysis of the No Build alternative. Again, lessons learned from the ongoing COVID changes to shopping and work patterns should be included in the final EIS.

How is it that the width of pavement of I-270 would be less than it is now? Not logical, is that an error? Does that affect the storm water runoff calculated impacts?

Capital cost ranges for the alternatives are about \$1 billion. For example, \$9 to \$10 billion for alternative 10. Is an 11 percent range a reasonable margin for cost fluctuations? What was the estimated and actual cost for the ICC? How does that experience inform the state in developing these cost ranges for 495/270? Similarly, the state's recent experience with the Purple Line partnership suggests that risks to the state could be significant.

Thank you for considering these comments.

Ross Campbell

Maureen Wylie

█ Guilford Court

Silver Spring, MD 20901

█

## Justin Yackoski

I fully support the need to radically improve traffic in the area. I do not think there are legitimate environmental or similar concerns that should stop progress. To address people who do have concerns as well as to ensure the improvements actually bring traffic to a reasonable level, there should be a comprehensive plan that attempts to reduce traffic demand by incentivizing telecommuting and similar mitigations, while leaving open the option to fully build out road improvements if any mitigations are insufficient.

**Name:** Susan Yaffe-Oziel

**Date/Hearing:** 8/25/20

**Type/Session:** Live/Evening

**Transcription:**

My name is Susan Yasse-Oziel - spelled (S-U-S-A-N Y-A-S-S-E-HYPHEN-O-Z-I-E-L). I live at [REDACTED] Owens Court in Rockville. For the record, I am opposed to the P3 Managed Lanes Plan and support the No-build Option. I am a 38-year homeowner and taxpayer in Montgomery County. The main issues that concern me are noise and air pollution as well as the cost to the State and taxpayers. As we all know for financial reasons alone, this is not the best time to spend State and taxpayer's money on a Project that may not even reduce traffic congestion. The studies show that expanding highways only encourages driving more and toll lanes are unfair to lower and middle-income motorists. Maryland is better than this. Motorists should not be allowed to buy their way out of congestion. Governor Hogan and his supporters have said that the State needs to reduce traffic congestion because it's harming quality of life. And my quality of life - along with so many residents and taxpayers who live along the Beltway and I-270 Corridor - needs to be considered as well. Before the pandemic when we could socialize with others at our home, I hesitated to have meals and gatherings on our back deck due to the inability to hear one another. I also invested in new windows in hopes of blocking out traffic noise. It didn't work and most of the time we can't open our windows to bring in fresh air due to high noise levels and air pollution - and I don't even live right up against the highway. Not only am I concerned about the noise level after the Project is completed, I am even more troubled about the noise and air pollution from construction that will go on for years. This isn't the time to risk billions of dollars to forge ahead with this Project. Everything that I have read indicates that there is no consensus on the effectiveness of toll lanes in reducing traffic and there will be a detrimental effect on the impact additional lanes will have on neighborhoods and the environment. The governor claims that the toll rolls - toll roads will pay for themselves. However, the recent impact study suggests that there will be a significant cost to Maryland taxpayers. Our dollars will be better spent on essential services to build a strong, healthy community, education, health care, and public transportation options to improve the environment are just a few of the areas that need our State's attention. That's the way a smart Maryland needs to move forward. If the governor is determined to spend taxpayer's money, he should invest in new and improved sound walls to reduce traffic noise and pollution along the I-270 Corridor. My neighbors and I have been fighting to get. [FACILITATOR SPEAKS]. Yes, my neighbors, and I have been fighting to get sound walls with little success for many years. This will have a far less financial impact on the state and have a stronger impact on the quality of life for thousands of residents. Thank you.

jian yang

As a resident of Rockville, Maryland, I oppose the state project to widen interstate 270 and 495 over the American Legion Bridge with toll lanes. The project will negatively impact so many homes and destroy some of them, increase pollution of air & noise, destroy so many acres of forest canopy, invade dozens of parks and put taxpayers and WSSC costumers at risk for 50 years. So please stop this project for the sake of our residents, comunity and our environment. No-build alternative is the only alternative in compliance with National Environmental Policy Act. Thank you very much for your consideration.

Yanagis  
Bellevue Drive  
Pepesda, MD 20814

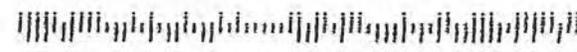
CAPITAL DISTRICT 208

21 SEP 2020 PM 2 L



Lisa P. Cheplin, DBIA  
Director, I-495 & I-270 P3 Office  
Maryland Department of Transportation  
707 North Calvert Street  
Mail Stop P601  
Baltimore, MD 21202

21202-386899



Rosalinda G. Yangas  
[REDACTED] Bellevue Drive  
Bethesda, Maryland 20814

September 15, 2020

Lisa B. Choplin, DBIA  
Director, I-495 & I-270 P3 Office  
Maryland Department of Transportation  
707 North Calvert Street  
Mail Stop P-601  
Baltimore, Maryland 21202

Dear Ms. Choplin:

Thank you for the opportunity to provide feedback on the proposal to widen 495-the Capital Beltway and the studies that have been conducted. My comments relate to the impact on our neighborhood, Locust Hills Estates, which has many homes, including our own, backing up to the beltway.

Most residents in our neighborhood have owned our homes for 20 + years and purchased the homes based on the location and surroundings at the time of purchase. To find out now, after living in our homes for 20, 30 or 40 years, and paying taxes and upgrading our properties, that part of our property is being taken, our health is being compromised by both air quality as well as the noise level, our yards being turned into freeways, is beyond comprehension to say the least. They will be subjected to a loss of property, extensive noise level increases, air pollution, as well as loss of everything they worked hard to build over the last 20 years.

To respond to the studies, completed well before the Covid 19 virus, and prior to most businesses, including Montgomery County Government, realized that "teleworking" by their employees at home was not only feasible but resulted in substantial cost savings to the employer as well as the employee. Montgomery County has 10,000 employees and is one of the largest employers in the County. This single event has changed the lives of so many people. Since the virus began, studies have shown that companies are not renewing leases for office space, retail establishments have filed for bankruptcies and are closing their stores, and 20 somethings that were renting apartments are now moving back in with their parents to "work from home" and save money. None of these known events are documented by the studies conducted by the State to expand the beltway.

The Federal Government has reported numerous times in their studies the consolidation of their office presence in and around Washington DC, the State of Maryland and Virginia as they move more individuals to “working remotely from home” status. Companies in Bethesda and other local jurisdictions are using “hoteling,” the practice of only providing shared office space as needed to their employees to hold meetings, to reduce their office footprint. Again, these known facts do not appear to have been “studied” as part of the widening 495 project. I don’t see anywhere in the report that reflects the State considered the impact of these events on their proposal to widen the beltway. In addition, the Covid-19 virus has resulted in the State revenues being severely impacted, where has this been factored into the study? How can the State support such a project and still pay for schools, retirement and health insurance liabilities for the thousands of retirees? Where has that been factored into the studies?

The State’s reports reflect that the environmental impact of widening the beltway results in park land being taken, air quality being reduced and the noise level increased. People who are not impacted by these events can save 30 minutes on their daily commute. However, property owners’ lives and the benefits we get from our park system will be drastically affected. It will hurt our lives more than it will benefit the commuters in their loss of 30 minutes commuting time. The State needs to ask themselves who it is they are trying to help and whether a possible 30 minute change per day commuting time really helps anyone’s life versus the lives that it is hurting.

I cannot support the project because of the following:

A. Potential instability of the Public Private Partnership (P3) funding mechanism which has become very evident with the problems with the Purple Line noted weekly on the news and in the press. These are substantiated facts that the State must address before any decision is made about the expansion of the beltway.

B. Still to be done by the State:

1) Study the changes in traffic patterns due to the teleworking before it can say that the expansion of the beltway is still needed. This has not been done, but absolutely must be done before any decision is made. As the saying goes in this matter, the cart has been put forth without the horse.

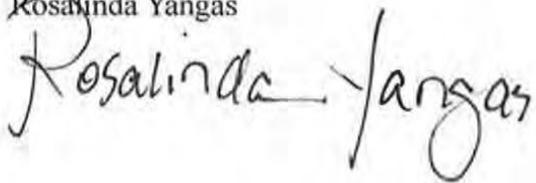
2) Evaluate proposals that would reduce the number of lanes through Rock Creek and the impact on the park land. Properties on Bellevue Drive in Locust Hills, are partially owned by the MNCPPC. Our intention is to protest any loss of park land at all cost, but especially where homes are involved. We purchased our homes because of the location and the accessibility to park land. That is part of what we paid for and what we are demanding should remain.

Furthermore, because SHA plans to give the winning bidder broad flexibility to design the project, there is a need for SHA to require the winning bidder to demonstrate that its final design, construction, and maintenance of traffic plans are the least impactful of the potential solutions

within the scope of the alternative preferred by SHA, and for stakeholder comment on this assessment. This is a "plan" and I don't see where this is in writing. As we all know plans can change.

Thank you for the opportunity to provide comments and I look forward to working with you to find a reasonable solution that meets the needs of everyone involved.

Sincerely,  
Rosalinda Yangas

A handwritten signature in black ink that reads "Rosalinda Yangas". The signature is written in a cursive style with a large initial "R" and a long, sweeping underline.

# Haroon Yaqoob

This is an extremely bad idea. It has been proven that building more roads doesn't decrease traffic, which is your main goal here. Instead, this money could be used towards our schools and colleges so we can produce intellectuals. These individuals will find alternative ways to commute, pollute less, drive smaller electric cars.

I oppose this project and support the No-Build option.

Talha Yaqub

I oppose this project and support the No-Build option since I believe that this will add to pollution and not be the best way to use tax payer funds. Need to spend that money towards education.

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**From:** 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Sent:** Monday, September 14, 2020 8:16 AM  
**To:**  
**Subject:** FW: Request for extension of comment period for 495-270 DEIS  
**Attachments:** 9-3-2020 extension request Yarrington.docx

**From:** [REDACTED]  
**Sent:** Thursday, September 3, 2020 12:59 PM  
**To:** jeanette.mar@dot.gov; 495-270-P3 <495-270-p3@mdot.maryland.gov>  
**Subject:** Request for extension of comment period for 495-270 DEIS

Good Afternoon -

Please consider the attached request for extension of public comment period for the 495-270 DEIS. Please also file it in the record for the proceeding. If I need to supply it in hard copy or supply an additional email to a different address for it to appear in the project file, please let me know.

I would appreciate a response to this email so I can know that the request was successfully received.

Thanks very much

B. Peter Yarrington  
Freshwater Ecologist  
[REDACTED] Crystal Lane  
Silver Spring, MD 20906

**B. Peter Yarrington  
Freshwater Ecologist  
Crystal Lane  
Silver Spring, MD 20906**

Jeanette Mar  
Environmental Program Manager  
Federal Highway Administration, Maryland Division  
George H. Fallon Federal Building  
31 Hopkins Plaza, Suite 1520  
Baltimore MD 21201  
jeanette.mar@dot.gov

September 3, 2020

VIA ELECTRONIC MAIL

Lisa B. Choplin  
Project Director  
I-495 and I-270 P-3 Project Office  
Maryland Department of Transportation State Highway Administration  
707 North Calvert Street, Mail Stop P-601  
Baltimore MD 21202  
[495-270-P3@sha.state.md.us](mailto:495-270-P3@sha.state.md.us)

### **Request for Extension of Public Comment Period**

Dear Ms. Mar and Ms. Choplin,

I respectfully request an extension of the public comment period for the July 10, 2020 Draft Environmental Impact Statement for the I-495 & I-270 Managed Lanes Study (DEIS). According to the project website at <https://495-270-p3.com/DEIS/>, the public comment period is now scheduled to close November 9, 2020.

I request an extension of the comment period of at least 90 days. I make this request for the following reasons.

1. Burden on the public caused by the size and complexity of the DEIS. The size and complexity of the DEIS and appendices (and the appendices to those appendices) place an unusual and unexpected time burden on members of the public who wish to participate in this public process.

As an example, I am using a fairly up-to-date MacBook Air laptop for my review of effects to aquatic resources in the DEIS. My machine is probably “average” for people attempting to review the DEIS. Because of the size and complexity of the DEIS, I have had to print out and post in front me the DEIS Table of Contents (TOC) for quick reference, the map of aquatic biota sampling sites from Appendix K of Appendix L, and tables of aquatic monitoring locations and results. This is because I need to simultaneously have open on computer, at minimum, the DEIS sections on affected environment and environmental effects I am currently

reviewing, as well as one or more parts of the Natural Resources Technical Report, and appendices referenced in that report, such as Appendix O of Appendix L. Plus outside reference materials such Google Maps and the Maryland DNR list of current RTE species. Of course getting all this set up comes before I can actually look at the detail I am interested in.

Anyone hoping to successfully follow a specific issue through the DEIS must do something like what I describe above. And of course people must do this around other duties, like work and child care/schooling during the COVID-19 pandemic.

2. Limited availability of the full DEIS, especially during the COVID-19 pandemic. I was recently informed that the full DEIS, including important details of planned stormwater management measures, may only be available at a very limited number of locations (two or three... ?). I would not feel safe in planning to come into an office to review this detailed material during the COVID-19 pandemic, let alone be able to concentrate, given the limited availability and a reasonable expectation of sharing with one or more other people.

This situation does not allow members of the public a realistic opportunity to adequately review important parts of the DEIS during the COVID-19 pandemic, without a significant extension of comment period.

Thank you for your consideration of this request.

/signed/

B. Peter Yarrington

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**From:** Anne McGuire-Yau [REDACTED]  
**Sent:** Monday, November 9, 2020 7:04 PM  
**To:** MLS-NEPA-P3  
**Cc:** [REDACTED]  
**Subject:** No Build on the Capital Beltway

To Whom It May Concern:

I am a concerned citizen of Montgomery County, living in the Forest Estates neighborhood of Silver Spring. I am writing to share that I support the no build option for Beltway widening.

The failure of the Purple Line initiative has illustrated the complexity of large infrastructure projects - and the toll they can take on communities. I don't understand why there is interest in devoting scarce resources to Beltway widening when clearly resources are needed to move forward with the Purple Line project, which has turned neighborhoods into unfinished, abandoned construction sites.

Further, the seismic adaptations of the DC metro workforce to COVID make this project unnecessary. Many more workers are projected to remain working from home even after the pandemic fades - so why do we need to destroy green space for more Beltway lanes that won't be needed?

Please don't widen the Beltway - we have more important issues to focus limited resources on.

Sincerely,

Anne Yau  
[REDACTED] Woodland Drive  
Silver Spring, MD 20902  
[REDACTED]

# Mariam Yoon

I oppose the I-495 and I-270 project. I support the no-build option.

I grew up in Rockville and have always benefitted from the extensive parkland and park services that exist here in Montgomery County. From childhood I have observed green spaces become sites for housing, businesses and expanded roads to support our growing population and economy. I believe in smart infrastructure changes to promote a healthy economy.

Currently my husband and I are raising 2 children, and we are surrounded by families with children even younger than ours who all need clean air and a healthy environment to thrive.

I oppose this project for many reasons. The draft environmental impact statement (DEIS) shows that the project will increase air pollution including increased particulate matter, carbon monoxide, ozone, nitrous dioxide and global warming emissions. (DEIS Chapter 4, pages 58 to 63 and [https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u18365/Outline of Key Issues Draft EIS 8.13.2020.pdf](https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u18365/Outline%20of%20Key%20Issues%20Draft%20EIS%208.13.2020.pdf)). I wish to protect the health of my family, my community and our world by NOT supporting this project.

This project would harm 45 public parks and open spaces, including Greenbelt Park, Sligo Creek Park, Rock Creek Park, Woottons Mill Park, Cabin John Regional Park and Cherry Hill Road Park. (DEIS Chapter 4, pages 20-21) These parks are one of the main reasons I chose to raise a family here. Parks and outdoor spaces give people a place to gather in a healthy way. I want to preserve this for future generations.

DEIS shows that traffic congestion on I-270 north will be worse after lanes are added. (DEIS Appendix C, page 124,). And, taxpayers must pay as much as \$1 billion in subsidies to the tollway contractor. (DEIS Chapter, 2, pages 48 and 49,). There will be 4-5 years of worse traffic during construction on each segment of the project. (DEIS Chapter 4, page 157) Why should I support something that will cost me more money and fail to improve our traffic problem?

DEIS fails to examine alternatives such as transit options, traffic management or the ICC (MD Route 200) alternative proposed by Montgomery County. Widening highways never works to reduce congestion because they draw more cars to the highway over time. (See Melo PC, Graham DJ, Canavan S., Effects of Road Investments on Economic Output and Induced Travel Demand: Evidence for Urbanized Areas in the United States, Transportation Research Record, 2297(1), 163 (2012)). And the DEIS fails to consider how increased telework could lead to long term reductions in traffic.

I oppose the I-495 and I-270 project. I support the no-build option.

Sincerely,

Mariam

## May Yu

I oppose this project and am advocating for the NO BUILD option. Continuing with this poorly thought-out and irresponsible project would: -Worsen rush hour on I-270 north. -Impact 1,500 homes and destroy 34. -Increase air and water pollution, global warming gases. -Cause 4-5 years of construction misery in any single location. -Invade dozens of parks. -Destroy nearly 1,500 acres of forest canopy. -Put taxpayers and WSSC customers at risk for 50 years.

# Allen Yun

I am registering my strong opposition to the I-495 and I-270 project.

I agree with my neighbors that we need to expand capacity on these roads, certainly not in the next few years, until the reduction in commuter traffic from greatly increased remote work can be assessed. Accordingly, I support the "no build" option.

When I moved to Rockville many years ago, there were studies that showed that increasing capacity on major thoroughfares lowers traffic in the very short term but the traffic simply fills in over the long term in a vicious cycle. Instead, much more effort should go into development of alternative transportation modes and to zoning and development changes that will reduce commuting, allowing more of the population to live and work closer to their homes.

The effect of this Covid-19 pandemic and working remotely for a large segment of the population makes the expansion of 495 and 270 impractical and not cost effective at this time, as in my view, many of the jobs workers used to commute to in the past are likely to continue as remote work from home (less cost overall for employers and safer from a public health perspective as well) for the foreseeable future.

## Matt Zadegan

I think it's imperative to have a scaling mechanism for before and after adverse environmental comparison.

The operating hot-lanes on virginia side, in my opinion, has become a detriment to the environment, effectively a new tax mechanism.

After construction of hot-lanes in va, the non-hotlanes traffic is just a massive idling parking lot.

Before, it was sprawl and crawl.

This one-step forward, several back is not tolerated by the climate.

It's time to relate the actual cause and effect.

Count me in when it comes to adapting such a before/after analysis.

That analysis must become a tool for decisions of GO AHEAD WITH THE PROJECT, or KILL THE PROJECT.

Sincerely,  
Matt Zadegan

---

**From:** daavi zain [REDACTED]  
**Sent:** Tuesday, October 20, 2020 10:45 AM  
**To:** MLS-NEPA-P3  
**Cc:** [REDACTED]  
**Subject:** Please Do Not Expand 270/495

Dear Sir or Madam,

I am writing to make clear my position that I oppose the I-495 and I-270 project, and I support the no-build option.

My reasons for this are many, but out of respect for your time, I will keep my comments brief. Please do the right thing.

My key points:

- This project has seemed rushed and not sufficiently vetted by all the key parties. If this project is such a slam dunk, go through the process and prove it to all of us.
- To add to the prior point, as taxpayers we deserve this level of due diligence when our tax dollars are going to be spent to this level
- Toll lanes don't really work. Millions are spent and communities upended, but whether in the DMV or other cities I have lived in, to my knowledge, toll roads never meet the expectations of use or revenue goals, and thus do not alleviate traffic sufficiently. It is clear that Virginia's recent toll additions have been a failure, and 370 feels like my private road on the rare occasion I use it.
- Not long ago, there was a minor 270 lane expansion near the southbound Falls Road exit. It took 6-9 months to complete, and completely ruined my commute. So much so, that I often took Rockville Pike instead to get to work. I can't imagine how disruptive a project like this will be over the years it will take to complete
- And finally, all this is likely to be pointless. In post-COVID life, it's clear that many people will be telecommuting for 1-2 days per week. My employer has already said this. So the congestion that this project is attempting to address is no more and will not return. Why in the world would we take on such a huge expense given this very strong possibility. Our needs - in fact society - has changed post-COVID. We must acknowledge that.

Thank you very much for your time and consideration.

Daavi Zain  
[REDACTED] Aster Blvd  
Rockville, MD 20850

## Vanessa Zambrano

Hi, I am a Rockville resident and I oppose this project. In order to better our quality of life we need more investment in public transportation, not on more highway lanes. Not only is this project moving in the wrong direction when it comes to how we need to address climate change, but it also would spend resources that we badly need in other areas, including those that will be severely impacted by COVID-19 and suffering during this economic downturn. It's a waste of resources that will lead to more pollution and less commitment from our leaders to funding more and better public transportation projects for the DC-area Maryland suburbs.

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**From:** Albert Zangrilli [REDACTED]  
**Sent:** Tuesday, August 18, 2020 6:05 PM  
**To:** MLS-NEPA-P3  
**Subject:** 495/270 DEIS and JPA

Hi, I found this email address on the latest update on the 495/270 P3 plan and am wondering if you could help me with a lingering question I've had about the project. Specifically, have we considered the impacts, environmental and otherwise, from the 495/270 plan against building a new bridge upriver between the Legion and Point of Rocks bridges? The impacts generated by the current plan to focus solely on 495/270 suggest that they would involve adding the same amount of concrete while destroying people's homes; the latter wouldn't be an issue if we built a new crossing.

Please let me know if I've come to the wrong place.

Thanks,  
Al

## Cesar Zavaleta

Yes I-270 and I-495 might need some sort of widen lanes. But I don't see how more HOV or tolls lanes will work. I understand the concept, but would it make it more congested at the end of the tolls lanes? I feel that you guys need to considering building another road like a interstate type highway to cross over the Potomac river. My idea is to extend interstate 370 into Virginia towards Dulles airport. I understand there is a lot of Residential in the way. Why not build underground tunnel toward Virginia. Build a tunnel from I-370 or a path toward Route 28 in Virginia. There is people in Montgomery county that need to commute to Dulles airport travelers that is coming from Dulles airport come to Montgomery county area. I'm sure there a lot of people work in that area too. Another idea is to extend the metro red line to Frederick Md or some sort of transit rail.

## JOHN ZEGLIN

PLEASE do NOT enlarge or expand I-495 or I-270 in the Rockville area. It is well established that this will not alleviate traffic but will ENLARGE it, adding to air pollution, noise and congestion. Invest in public transportation instead. Thank you. Long-time (40 years) resident of Rockville, hoping to live out my life here in health and safety.

## Joan Zenzen

I oppose the I-495 and I-270 project. I support the no-build option. I live next to I-270 in Rockville. I oppose building any more lanes because:

1. more lanes will equal more traffic will equal more pollution--Maryland tried it before and the I-270 expansion led to gridlock within a few short years.
  2. the Purple Line fiasco has proven that Public-Private Partnerships do not work and the state--meaning tax payers--end up paying for the mistakes and overruns. The Purple Line is TINY in comparison to what the I-270 and I-495 expansion will be
  3. the state does not know what life post-pandemic will be and to go forward with such a large project is foolhardy--the state needs to wait and assess transportation needs post-pandemic
  4. the state refuses to take seriously public transportation options
  5. the state refuses to address the real bottleneck north of I-370/200--in fact, the addition of lanes further south will make no difference for north bound traffic due to this bottleneck.
  6. It will cost a billion dollars to move sewer lines--taxpayers will need to pay that money.
- Please DO NOT build. Stop and assess after the pandemic. Consider public transportation.

Joan Zenzen

## Huiyan Zhang

I oppose the project and support the no-build option. Traffic congestion has multiple causes and the width of the road may not be the bottleneck problem that we need to look at. Through our observations on the road, one major cause of congestion on I270/I495 seems to be shortage of exits and short time of green lights at the exits near the Tysons and other MD-VA intersections. It is worth the time to explore more underlying reasons rather than sticking with the specious and lazy solution. Expanding the highway is an irresponsible solution since it would ignore the real issues and waste time and resources while further worsening the congestion, as roadwork is a major cause of traffic issues. Additionally, as a resident who lives close to the highway, I strongly oppose the project due to potentially increased noise, harm done on the natural environment, and depreciation in my property value.

## Yinan Zhang

Good morning, my name is Yinan Zhang. I support the no build option because of the significant direct and indirect impacts to our neighborhood and surrounding community including:

The limits of disturbance that would be required for any of the build alternatives will likely be much broader than characterized in the DEIS.

The Silver Spring YMCA would be forced to leave the neighborhood area. This facility is a longstanding and tremendous community resource for our area, providing fitness classes, workout facilities, and two swimming pools, as well as day care and summer camps for area families, and loss of the YMCA in this densely populated area would be devastating.

Our neighborhood high school, Montgomery Blair, the largest high school in Maryland, would lose athletic field space which is already very constrained. Blair HS is home to a very diverse population of over 3,200 students and 400 staff, who would be ill-served by losing space currently dedicated to sports and recreational activities to this Beltway expansion. The students at Blair HS represent underserved communities and deserve to be able to play sports at school on the currently existing fields. Moreover, the intense construction activity and noise immediately adjacent to the school and the resulting additional emissions would surround the school for years, impacting the health and well-being of students and staff.

The eventual widening of Colesville Road in the Four Corners area would devastate our robust commercial district. The numerous neighborhoods surrounding Four Corners rely on the shops and restaurants in this district, which is the mix of walkable commercial and residential property that is so desired by the planners in our region and by residents.

The loss of adjacent park land and irreplaceable tree canopy would have a negative impact on the health and environment of the surrounding area. There would not be room in the immediate area for replacement of the trees lost.

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**From:** Marion Harris [REDACTED]  
**Sent:** Wednesday, July 29, 2020 8:57 AM  
**To:** [REDACTED]  
**Cc:** Jeffrey Folden  
**Subject:** Ziegenfuss 825340 Response: Extend the Comment Period for the DEIS on Beltway Widening

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Ms. Ziegenfuss:

Please find the following response sent on behalf of Lisa B. Choplin.



STATE HIGHWAY  
ADMINISTRATION

I-495 & I-270 P3 Office  
601 North Calvert Street  
Baltimore MD 21202

Mailing Address  
707 North Calvert Street  
P-601  
Baltimore MD 21202

Marion Harris  
Administrative Assistant, Executive  
I-495 & I-270 P3 Office

Email – [mharris10@mdot.maryland.gov](mailto:mharris10@mdot.maryland.gov)  
Office - 410.637.3300  
[www.roads.maryland.gov](http://www.roads.maryland.gov)  
[www.495-270-P3.com](http://www.495-270-P3.com)



Dear Ms. Ziegenfuss:

Thank you for contacting Maryland Department of Transportation (MDOT) Secretary Gregory Slater regarding the I-495 & I-270 Managed Lanes Study. Secretary Slater has asked that I respond on his behalf.

MDOT understands your concern. We are committed to a robust period for public input, to help get the best outcome. While the Federal Highway Administration (FHWA), as the lead federal agency, is responsible for decisions on the length of the comment period, we are coordinating with them on the request to extend the comment period to 120 days.

Thank you again for contacting the Secretary. We appreciate hearing from you. If you need further assistance, please contact Jeffrey T. Folden, P.E., DBIA, MDOT State Highway Administration I-495 & I-270 P3 Office Deputy Director, at 410-637-3321 or at [jfolden1@mdot.maryland.gov](mailto:jfolden1@mdot.maryland.gov). Mr. Folden will be happy to assist you.

Sincerely,

Lisa B. Choplin, DBIA  
Director, I-495 & I-270 P3 Office  
[lchoplin@mdot.maryland.gov](mailto:lchoplin@mdot.maryland.gov)  
410-637-3320

-----Original Message-----

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**From:** Sarah Ziegenfuss [REDACTED]  
**Sent:** Monday, July 27, 2020 5:15 PM  
**To:** Secretary MDOT [REDACTED]  
**Subject:** extend the comment period for the DEIS on Beltway widening

Hello there,

I'm pleased that the DEIS report for the proposed changes to I-495 & I-270 Managed Lanes has been released, but with 18000 pages we need to extend the comment period to allow everyone affected the time to fully review and respond. Please extend to at least 120 days! With the pandemic, people will need the extra time to review that much documentation and pushing forward without it is more damaging than taking time to do a thorough review.

Thanks,  
Sarah Ziegenfuss

██████ Hounds Way  
Rockville MD 20852  
12 September 2020

RE: I-495 & I270 Managed Lanes Study DEIS/Draft Section 4(f) Evaluation

My name is Laurence J. Zimmerman. My wife Mirta and I live at ██████ Hounds Way, Rockville 20852. Hounds Way is the western most street within the Farmland Subdivision. As such our street is immediately adjacent to I 270 between Tuckerman Lane and Montrose Parkway, separated from the highway by a sound barrier wall and one narrow band of trees and shrubs on a narrow high slope.

We DO NOT support the I495/I270 Expansion Project and support a no-build option.

The entire western portion of this subdivision borders I270 and is exposed to noise and vehicular pollution. The existing barrier wall and the narrow band of vegetation mentioned above do not provide enough protection from noise and air pollution at present. To widen I270 in the manner planned will require the removal of the wall, the elimination of the trees, and the cutting away of the hilly slope creating a steep cliff adjacent to the edge of our subdivision. Our house is within 500 meters of I270. Several members of our family have chronic respiratory problems and the additional traffic that the I270 expansion would bring will only exacerbate these conditions.

Despite the existing sound mitigation efforts, noise from traffic on I270 is constant and, particularly during periods of heavy traffic, overwhelming. This is especially so during the months when the trees have lost their leaves. The widening of the highway will increase the noise and vehicular pollution exponentially. In addition to the residences in this area there are two elementary schools, Farmland and Luxmanor, a middle school, Tilden MS, a neighborhood park, Tilden Woods as well as Cabin John Regional Park. Obviously they too will be subjected to increased noise and pollution.

In the haste to advance the initiation of this project, we believe, alternatives were not fully considered. MDOT SHA should thoroughly investigate alternatives to this project. From personal experience associated with the initial construction and subsequent widening of this area's Interstate System, we have witnessed the impact of continued highway expansion. "Build it and they will come." Past efforts have always focused on building additional or adding to existing Interstate Highways which resulted in a temporary solution, followed by increased usage, and then the need to repeat the same process in the future as these roads have subsequently become congested again. Certainly before proceeding further such alternatives should be reviewed more thoroughly. No thought seems to have been given to the northward expansion of the Metro Red Line or another rapid rail system. Monies associated with the Expansion Project could instead be used for this and would certainly offer another means of reducing the heavy traffic on I270.

Mirta N Zimmerman

Laurence J Zimmerman

My name is Laurence J. Zimmerman. My wife Mirta and I live at [REDACTED] Hounds Way, Rockville 20852. Hounds Way is the western most street within the Farmland Subdivision. As such our street is immediately adjacent to I 270 between Tuckerman Lane and Montrose Parkway, separated from the highway by a sound barrier wall and one narrow band of trees and shrubs on a narrow high slope. We DO NOT support the I495/I270 Expansion Project and support a no-build option. The entire western portion of this subdivision borders I270 and is exposed to noise and vehicular pollution. The existing barrier wall and the narrow band of vegetation mentioned above do not provide enough protection from noise and air pollution at present. To widen I270 in the manner planned will require the removal of the wall, the elimination of the trees, and the cutting away of the hilly slope creating a steep cliff adjacent to the edge of our subdivision. Our house is within 500 meters of I270. Several members of our family have chronic respiratory problems and the additional traffic that the I270 expansion would bring will only exacerbate these conditions.

Despite the existing sound mitigation efforts, noise from traffic on I270 is constant and, particularly during periods of heavy traffic, overwhelming. This is especially so during the months when the trees have lost their leaves. The widening of the highway will increase the noise and vehicular pollution exponentially. In addition to the residences in this area there are two elementary schools, Farmland and Luxmanor, a middle school, Tilden MS, a neighborhood park, Tilden Woods as well as Cabin John Regional Park. Obviously they too will be subjected to increased noise and pollution. In the haste to advance the initiation of this project, we believe, alternatives were not fully considered. MDOT

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## Laurence Zimmerman

We oppose this project and support the NO-BUILD option

[attachment text as follows:]

[address removed]

12 September 2020

RE: I-495 & I270 Managed Lanes Study DEIS/Draft Section 4(f) Evaluation

My name is [name removed]. My wife [name removed] and I live at [address removed]. Hounds Way is the western most street within the Farmland Subdivision. As such our street is immediately adjacent to I 270 between Tuckerman Lane and Montrose Parkway, separated from the highway by a sound barrier wall and one narrow band of trees and shrubs on a narrow high slope.

We DO NOT support the I495/I270 Expansion Project and support a no-build option.

The entire western portion of this subdivision borders I270 and is exposed to noise and vehicular pollution. The existing barrier wall and the narrow band of vegetation mentioned above do not provide enough protection from noise and air pollution at present. To widen I270 in the manner planned will require the removal of the wall, the elimination of the trees, and the cutting away of the hilly slope creating a steep cliff adjacent to the edge of our subdivision. Our house is within 500 meters of I270. Several members of our family have chronic respiratory problems and the additional traffic that the I270 expansion would bring will only exacerbate these conditions. Despite the existing sound mitigation efforts, noise from traffic on I270 is constant and, particularly during periods of heavy traffic, overwhelming. This is especially so during the months when the trees have lost their leaves. The widening of the highway will increase the noise and vehicular pollution exponentially. In addition to the residences in this area there are two elementary schools, Farmland and Luxmanor, a middle school, Tilden MS, a neighborhood park, Tilden Woods as well as Cabin John Regional Park. Obviously they too will be subjected to increased noise and pollution.

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Mirta Zimmerman

I oppose the I-495 and I-270 project. I support the no-build option.

Magdalen Ziver

I oppose this project and support the NO-BUILD option.

## Paul Zoccola

I do NOT want to see these lanes built. Adding new lanes will only increase the number of trips and in the end, traffic will be no better. I've seen this several times in the 35 years I've lived here. Far better would be to improve public transportation and land use patterns. This is a major strike AGAINST governor hogan.

## Paul Zovko

This is a over priced project that will take many years to complete and will not alleviate the traffic congestion for the majority of the motorist that use the 495 beltway and I-270. Sure the rich can afford \$45.00 to \$50.00 to use the toll road but 95% of normal working class people can not afford the proposed high tolls. Communities and neighborhoods will be destroyed. Where is the plan and budget to move all of the public utilities to build these new toll roads? This will cost billions in itself. This project will surely run way over budget (They always do 100% of the timeand end up costing us tax payers' lot of money for a toll road we will not be able to afford to use. There are a lot of less expensive alternatives that should be explored before building an expensive toll road that only the rich can afford. I believe several strategically placed place bridges north of the American Legion Bridge would be far better plan. This will eliminate the need for motorist from having to travel on 495 and limit there travel miles on I-270. A smaller less expensive outer beltway (or Highway would connect all of the major highways and alleviate the need for many vehicle's from needing to use the already overcrowded 495 Beltway. I am also completely against foreign investors owning and running our state and county roadways for their profit. This will surely add to many problems in the future. There will be no control future toll rates. There will be no control over the maintenance and repairs of the roads.

STANLEY R. ZUPNIK  
[REDACTED] WISCONSIN AVENUE  
CHEVY CHASE, MARYLAND 20815

CAPITAL DISTRICT 208

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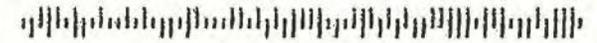
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Ms Lisa Choplin, DBIA, I-495 & I-270 P3  
Program Director  
MDOT State Highway Admin I-495 & I-270 P3  
Office  
707 North Calvert Street, Mail Stop P-601  
Baltimore, Maryland 21202

21202-366899



STANLEY R. ZUPNIK  
WISCONSIN AVENUE  
CHEVY CHASE, MARYLAND 20815

October 27, 2020

Ms. Lisa Choplin, DBIA, I-495 & I-270 P3 Program Director  
MDOT State Highway Admin I-495 & I-270 P3 Office  
707 North Calvert Street, Mail Stop P-601  
Baltimore, Maryland 21202

RE: I-495 Beltway Expansion Project Impact on Cabin John Community

Dear Ms. Choplin,

I am against adding toll lanes on I-495 and concerned about impacting the Cabin John community. We are about to face increased noise, traffic, congestion and pollution in our area. The thought of homeowners that could lose parts of yards and noise barriers constructed close to their houses, taking of homes and plus property devaluation would worry anyone. What if this happened to you, at your home, in your neighborhood?

Noise barrier promises along I-495 corridor have not always been kept; will this project do the same? I do not have confidence in the noise modeling because it is based on 2005 data. This data is 15 years old and this affects the height and placement of barriers with this noise modeling. We need revealed where noise barrier placement will actually be including the design, height, grading, tree removal and its acoustical effectiveness. This is the only way my community can assess its inevitable impact on our neighborhood. We need your written assurance there will be no direct cost to the residents.

There is a lack of documented impacts on Cabin John's local roads too. I do not see what improvements and policies will be put in place to reduce their levels of traffic congestion.

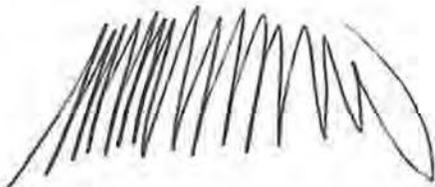
As you know, the Beltway was constructed in the 1960s, when there were no storm water regulations. The upcoming road widening work is going to affect places like the Cabin John Creek watershed. There are highly significant conservation areas here, and there are no details showing how the water will be slowed, settle out the sediment, and increase the amount of water that goes into the ground, rather than streams. Additionally, this needs to conform to current storm water standards and be monitored for the future protection of the wetlands, parks and our homes.

October 27, 2020  
Page 2

I anticipate the new toll roads will create a two tiered system, with only a few able to afford the toll road fees. Most drivers cannot, and will not use them. The state failed to sufficiently lure motorists onto the under-utilized Intercounty Connector, to relieving traffic on the most overcrowded portions of the Beltway. It will have the same problems getting a large portion of motorists to do the same on the I-495 P3 project.

I am vehemently opposed to the Beltway expansion project for all the negative impacts on our Cabin John neighborhood, homes and environment.

Sincerely,

A handwritten signature in black ink, appearing to read 'Stanley R. Zupnik'. The signature is stylized with many overlapping, vertical, slightly wavy lines that form the letters.

Stanley R. Zupnik

## Pamela Zurer

Pamela Zurer [REDACTED]

Monday, November 9, 2020 2:39 PM

MLS-NEPA-P3; [REDACTED];

[REDACTED] Comment on beltway  
expansion DEIS

Dear MDOT SHA and FHA:

I write in regards to the Draft Environmental Impact Statement (DEIS) on the expansion of the beltway and I-270. As a resident of the Woodmoor neighborhood adjacent to seven beltway ramps, my family's life would be directly impacted by the years of construction required to implement the expansion plan. We could live with that, however, if the project ultimately could be carried out with minimal impact to the environment. It cannot, however, so I oppose widening and support the no-build option.

Among other shortcomings, the DEIS completely ignores the potential impact of COVID-19 on transportation. Perhaps it will turn out that the project will not be necessary as traffic on the highways will continue to be reduced. In addition, the DEIS does not adequately address transit alternatives. What if the ICC tolls were removed, for example? And as the Maryland-National Capital Parks & Planning Commission has made clear, the expansion will affect numerous parks and waterways. Finally, with the climate in crisis, it makes no sense to expand automobile infrastructure.

Please reconsider this flawed project.

Sincerely,

Pamela Zurer

[REDACTED] Lexington Dr.

Silver Spring, MD 20901

[REDACTED]

---

**From:** Bill Zwack [REDACTED]  
**Sent:** Wednesday, October 14, 2020 10:51 PM  
**To:** MLS-NEPA-P3  
**Cc:** [REDACTED]  
**Subject:** We oppose widening the Beltway and I-270

Please do not allow the widening of the Beltway I-495 and I-270. All large transportation projects recently have cost at least at least double estimates with huge delays (e.g., the Metro's Purple line, the Silver line, etc.) It is no longer fiscally responsible to take on project of this size. Also, by the time such a large project is complete, autonomous vehicles (that will ease traffic through automation) and more people working at home will reduce traffic congestion.

A fraction of the cost of this large roadway project would be better spent on such things as all-day, two-way, frequent MARC train service between Frederick and Union Station, with stops including Germantown, Gaithersburg, Rockville, Kensington, and Silver Spring. This is the most cost-effective way to increase mobility in the 270 corridor, and it's better for the environment, too. Yet the state refused to study it or any other all-transit alternative.

The toll lane plan will only increase traffic congestion. Nobody (except the wealthy) will pay high tolls to drive in the new toll lanes unless the "free" lanes are backed up. And all of those additional cars will end up in even bigger back-ups on local roads like Route 29, Connecticut Avenue, and Old Georgetown Road.

Originally Governor Hogan said that the toll lane plan would not cost the public anything. But we keep learning about more things the public, not the toll-lane operators, will pay for. Who will have to pay a billion dollars to move water and sewer pipes? We will. Who will be left holding the bag if the toll-lane builders walk away from the job and demand more money? We will.

Thank you for considering our views.

William and Kathleen Zwack  
[REDACTED] Saul Road  
Kensington, MD 20895  
[REDACTED]

---

**From:** James Zwiebel [REDACTED]  
**Sent:** Tuesday, July 28, 2020 11:13 AM  
**To:** MLS-NEPA-P3  
**Subject:** Beltway/I-270 highway expansion proposal

Lisa Choplin,

I am writing to strongly oppose the proposed Beltway/I-270 highway expansion. It is a project that will lock traffic and development patterns in for the next 50 years, impose enormous financial risks, and threaten the lives of people, wildlife, and the environment.

Instead of this misconceived project, we need more transit-oriented solutions, including teleworking, that reduce greenhouse gas emissions, reduce sprawl, and instead of adding more air and water polluting, luxury lanes.

Under the climate and public health crises we are facing today, adding more air polluting cars will not solve traffic congestion but instead exacerbate our existing crises.

In addition, the expansion would impose a significant financial risk to people in the region. The Washington Suburban Sanitary Commission (WSSC) earlier this year said that it would take approximately \$2 billion to move all of Montgomery and Prince George's water and sewers systems due to the highway expansion.

I lived in Los Angeles and witnessed the expansion of the San Diego Freeway, only to increase traffic volume and increase pollution, and which did nothing to relieve traffic congestion.

This is a golden opportunity to implement alternative solutions to improve the movement of people in Maryland and the DMV, without adding to the detrimental effects of increasing vehicular traffic on our roads.

Sincerely,

James A. Zwiebel, M.D.

James Zwiebel

[REDACTED]

[REDACTED] Kenhowe Dr

Bethesda, Maryland 20817-5419