

T.6.B Supplemental Draft Environmental Impact Statement Individual Comments and Responses

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

Commentor	#	Reference to Comment	Response
Aaronson, Wendy	I-1174	Refer to Appendix T Page SDEIS C–1 thru 6 for your exact comment.	<p>Thank you for your comment regarding induced demand, traffic congestion, environmental impacts, the NEPA process and the Purpose & Need. 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 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>The Study evaluated transit only alternatives and determined that the reduction in VMT would not be sufficient to address the region’s congestion. The Preferred Alternative does include transit elements, including free tolls to encourage new bus routes which would benefit from more reliable trip times.</p> <p>Regarding your comment on traffic congestion and the traffic analysis in the SDEIS, the text above Table 3-3 in the SDEIS notes that I-270 and I-495 will serve higher daily traffic volumes under the Preferred Alternative than the No Build because the freeways will be able to accommodate latent demand that would otherwise use the local roadway network to avoid congestion.</p> <p>Table 3-4 demonstrates that the Preferred Alternative will provide benefits for travelers that use the General Purpose Lanes, in addition to the reliable free-flow trip provided in the HOT lanes.</p> <p>We concur that the segment of I-270 south of I-370 currently operates well, as shown in Table 3-5. The I-270 Innovative Congestion Management (ICM) project has been effective at reducing congestion in this area in the near term. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on I-495 in Maryland and Virginia and the ICC.</p> <p>Table 3-6 shows the average delay savings for every vehicle in the network, and the results represent a substantial savings when considering the thousands and thousands of trips in the study area every day.</p> <p>Regarding your comment on park impacts and SWM, the increase in the acreage of Limits of Disturbance (LOD) within certain park properties between the DEIS to the SDEIS was to account for stream improvements being included for stability at the downstream end of culverts or to provide for headwater storage at the upstream end of the culvert. While construction of stream stability or restoration measures could be disruptive to the public during construction, after construction the stream valley will be more stable, allowing the public to enjoy it. Headwater pools will only fill up during large rain events and can be utilized by the public during dry periods. Currently, Bullards and Rose Hill Stream Valley Park already contains a headwater pool for storage upstream of the culvert. This pool may be expanded for this project, which is why the LOD is so large in this park since it must encompass the current headwater pool plus some additional area to expand it, if needed. Since the SDEIS, modifications to the stormwater management approach for the FEIS included reevaluation of stormwater needs and locations based on a more detailed volume-based analysis and the development of a Stormwater Management Concept to fit within the Preferred Alternative LOD was refined for the FEIS. This included a reassessment of stormwater management facilities on Rockville park properties. Since the SDEIS, the impacts to Rockville parks were minimized by 2 acres. Flooding to adjacent buildings and homes is not anticipated. The project is subject to Maryland's strict permitting requirements, which require that all stormwater runoff be controlled onsite to match the existing stormwater runoff for the 10-year storm.</p> <p>Regarding your comment on project cost and mitigation, based on MDOT SHA’s contract with the Developer, the Developer will be responsible for paying for the roadway improvements and the associated mitigation elements documented in FEIS Chapter 7. The construction is estimated to take approximately five years from the point when the Maryland Board of Public Works approves a contract with a Developer. The timeframe for the completion of the mitigation varies based on the type of mitigation and the responsible party. In some cases, the construction will be performed by the Developers concurrent with the roadway improvements. In other cases,</p>

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			<p>design and construction funds will be provided to a separate entity (public or private) to complete the design and construction based on their preferences and needs.</p> <p>Regarding your comment on maintenance and safety of the road improvements, the P3 Phase 1 Developer will be required to meet safety and maintenance requirements. MDOT SHA may enter into maintenance agreements with the local agencies that own roadways that cross the Study corridors, as appropriate.</p> <p>The Preferred Alternative reflects a strong commitment to bicycle and pedestrian connectivity and mobility in the study area in response to comments received throughout the NEPA process. Refer to FEIS Chapter 3, Section 3.1.5. Existing pedestrian and bicycle facilities impacted by the Preferred Alternative would be replaced in kind or upgraded considering the current local master plans for recommended facilities. In addition, new pedestrian and bicycle facilities identified in those plans would be constructed where adjacent connections exist. These efforts respond directly to the Purpose and Need goal of enhancing multi-modal connectivity by removing barriers to non-vehicular mobility and comments received from local agencies and stakeholders.</p> <p>In response to input received from the City of Rockville, the Montgomery County Department of Transportation, and stakeholder organizations, the Preferred Alternative will accommodate pedestrian/bicycle facilities throughout the study area, including improvements currently noted in Rockville and Montgomery County master plans and are assumed under the Preferred Alternative base design.</p> <p>It is anticipated that construction will last approximately five to six years.</p> <p>Refer to the below Chapter 9 sections for additional responses 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 3.2.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 3.5 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> <p>Refer to Chapter 9, 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.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>
Aaronson, Wendy	I-1296	Refer to Appendix T Page SDEIS C–7 thru 13 for your exact comment.	Refer to your comment above, number I-1174, for a response to your comment.
Abrams, Meghan	I-1297	Refer to Appendix T Page SDEIS C–14 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.

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			Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Adams, Jillian	I-771	Refer to Appendix T Page SDEIS C–15 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.
Adkins, Grey	I-670	Refer to Appendix T Page SDEIS C–16 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.
Alexander, Charles	I-815	Refer to Appendix T Page SDEIS C–17 for your exact comment.	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.
Ali Khan, Mohammad	I-719	Refer to Appendix T Page SDEIS C–18 for your exact comment.	The Preferred Alternative includes the full replacement of the American Legion Bridge. The ALB will be designed and constructed such that a future capital improvement project will have one or more feasible options to achieve the full design and implementation of a transit line across the ALB. These options will be enabled by designing the northbound and southbound structures to not preclude future superstructure modifications and additional foundation and substructure capacity capable of supporting a new transit line. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Allen, Donald	I-782	Refer to Appendix T Page SDEIS C–19 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 teleworking. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Allen, Elaine	I-1179	Refer to Appendix T Page SDEIS C–20 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.D for a response to Environmental Justice and equity concerns. 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.
Allen, Jan	I-631	Refer to Appendix T Page SDEIS C–21 for your exact comment.	Thank you for your comment concerning residential displacements. As set forth in the SDEIS and this FEIS, no residential displacements are required by the Preferred Alternative. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.

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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.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>
Amalphy, Madeline	I-551	Refer to Appendix T Page SDEIS C–22 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 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Ambler, Anne	I-826	Refer to Appendix T Page SDEIS C–23 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 3.3.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.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>
Amin, Ramin	I-722	Refer to Appendix T Page SDEIS C–24 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 teleworking.</p>
Amir, Elaine	I-757	Refer to Appendix T Page SDEIS C–25 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>

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			Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Ampeh, Karen	I-699	Refer to Appendix T Page SDEIS C–26 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>Public comments supporting a direct connection of the shared use path from the ALB to the Chesapeake and Ohio Canal towpath were received by MDOT SHA, FHWA and NPS during the SDEIS public comment period. To be responsive, a direct connection to the Chesapeake and Ohio Canal towpath has been incorporated into the preliminary design and is accounted for in the Preferred Alternative LOD and impact analyses. The three shared use path options connecting to MacArthur Boulevard presented in the SDEIS are no longer under consideration in this FEIS. The direct connection to the Chesapeake and Ohio Canal towpath results in fewer NPS property and natural resource impacts. MDOT SHA and the Developer will continue to coordinate with NPS to review the condition of the existing connection between the Chesapeake and Ohio Canal towpath and the MacArthur Boulevard sidepath outside of the Study Area. The alignment of the proposed shared use path connection to the Chesapeake and Ohio Canal towpath is shown in FEIS Appendix E.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Amron, Brad	I-789	Refer to Appendix T Page SDEIS C–27 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 3.5 for a response to the P3 Program and Project Cost.</p>
Amster, Jayson	I-487	Refer to Appendix T Page SDEIS C–28 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 3.5 for a response to the P3 Program and Project Cost.</p>
Anderson, Chris	I-791	Refer to Appendix T Page SDEIS C–29 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>
Annis, Jeffrey	I-817	Refer to Appendix T Page SDEIS C–30 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.
Anonymous	I-23	Refer to Appendix T Page SDEIS C–31 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>We concur that the segment of I-270 south of I-370 currently operates well. The I-270 ICM project has been effective at reducing congestion in this area in the near term. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on</p>

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			<p>I-495 in Maryland and Virginia and the ICC.</p> <p>Refer to 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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Araujo, Deborah	I-850	Refer to Appendix T Page SDEIS C–32 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>
Aronson, Scott	I-1298	Refer to Appendix T Page SDEIS C–33 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.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.B 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.K for a response to impacts to properties and communities, including community facilities.</p>
Arthurs, Keith	I-26	Refer to Appendix T Page SDEIS C–34 thru 35 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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Auger, Michael	I-543	Refer to Appendix T Page SDEIS C–36 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>
Ausura, Robert	I-376	Refer to Appendix T Page SDEIS C–37 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.G for a response to climate change considerations.</p>

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			Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Avery, Carolyn	I-1253	Refer to Appendix T Page SDEIS C–38 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 3.5 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>
Ayres, Ken	I-756	Refer to Appendix T Page SDEIS C–39 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>
Babil, Alison	I-1304	Refer to Appendix T Page SDEIS C–40 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.
Banwell, Peter	I-2078	Refer to Appendix T Page SDEIS C–41 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>
Banwell, Peter	I-848	Refer to Appendix T Page SDEIS C–42 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 for a response on the NEPA approach, analysis, and impacts.</p>
Barnes, Jill	I-1255	Refer to Appendix T Page SDEIS C–43 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 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Barnett-Woods, Bryan	I-780	Refer to Appendix T Page SDEIS C–44 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>

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Barone, Gary	I-1308	Refer to Appendix T Page SDEIS C–45 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>
Barone, Gary	I-641	Refer to Appendix T Page SDEIS C–46 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>
Barrows, Edward	I-1309	Refer to Appendix T Page SDEIS C–47 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Barsky, George	I-1	Refer to Appendix T Page SDEIS C–48 thru 50 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 for a response on the NEPA approach, analysis, and impacts.</p>
Barsky, George	I-32	Refer to Appendix T Page SDEIS C–51 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>
Barsky, George	I-33	Refer to Appendix T Page SDEIS C–52 thru 55 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.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>
Barsky, George	I-552	Refer to Appendix T Page SDEIS C–56 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>
Barsky, George	I-867	Refer to Appendix T Page SDEIS C–57 thru 58 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>

Commentor	#	Reference to Comment	Response
Barsky, George	I-868	Refer to Appendix T Page SDEIS C–59 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>
Bartlett, Olivia	I-1313	Refer to Appendix T Page SDEIS C–60 thru 63 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.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 3.5 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> <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.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.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>
Bartolomeo, Kathleen	I-668	Refer to Appendix T Page SDEIS C–64 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>
Bartolomeo, Kathy	I-621	Refer to Appendix T Page SDEIS C–65 thru 66 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.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 3.5 for a response to the P3 Program and Project Cost.</p>

Commentor	#	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 3.2.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>
Batt, Becky	I-2079	Refer to Appendix T Page SDEIS C–67 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>
Batt, Becky	I-903	Refer to Appendix T Page SDEIS C–68 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 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.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>
Batt, Rebecca	I-905	Refer to Appendix T Page SDEIS C–69 thru 70 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> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Bayerl, John	I-1316	Refer to Appendix T Page SDEIS C–71 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.M for a response to impacts to utilities and associated costs.</p>

Commentor	#	Reference to Comment	Response
Beardmore, Sarah	I-911	Refer to Appendix T Page SDEIS C–72 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.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>
Becker, Carl	I-4	Refer to Appendix T Page SDEIS C–73 for your exact comment.	<p>The numbers presented in the SDEIS were preliminary. As part of the ongoing NEPA process and to address concerns like those raised here, the design has been refined and the forecasting assumptions were revisited for the FEIS, resulting in improved projected operations on I-495 compared to what was reported in the SDEIS. See Section 4.3 of the FEIS. The HOT lanes are now projected to achieve at least 45 mph in the design year, and speeds in the general purpose lanes under the Preferred Alternative would be as good or better than the No Build condition in the design year of 2045. Other Alternatives, such as Alternative 9 and Alternative 10, would have improved operations further throughout the entire I-495 corridor (including through Silver Spring and Prince George's County), but those Alternatives were dropped due to opposition from the public and stakeholders who indicated a strong preference for eliminating property and environmental impacts on the top and east side of I-495.</p> <p>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.D for a response to Environmental Justice and equity concerns.</p>
Becker, Stan	I-1382	Refer to Appendix T Page SDEIS C–74 for your exact comment.	<p>Thank you for your comments concerning the Preferred Alternative. We agree that the Preferred Alternative will encourage public transportation on the toll lanes. One lane alternative was analyzed. See discussion on Alternative 5 in the DEIS. Also, see the description in this FEIS of the Preferred Alternative for bicycle and pedestrian improvements included.</p> <p>Refer to 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>
Beebe, Deborah	I-1383	Refer to Appendix T Page SDEIS C–75 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> <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>
Belanger, Kevin	I-914	Refer to Appendix T Page SDEIS C–76 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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Beman, Alison	I-717	Refer to Appendix T Page SDEIS C–77 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 3.4.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 3.4.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.D for a response to Environmental Justice and equity concerns.</p>
Bennett, Alison	I-917	Refer to Appendix T Page SDEIS C–78 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.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>
Bennett, Emma	I-1384	Refer to Appendix T Page SDEIS C–79 thru 80 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> <p>Refer to 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>
Bentley, Samuel	I-246	Refer to Appendix T Page SDEIS C–81 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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Bergmann, Erik	I-918	Refer to Appendix T Page SDEIS C–82 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 3.5 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.
Berman, Scott	I-1385	Refer to Appendix T Page SDEIS C–83 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 3.1 for a response on Purpose and Need and teleworking.
Bernard, Nadine	I-39	Refer to Appendix T Page SDEIS C–84 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 3.6.B for a response to toll rate ranges and toll rate setting process. 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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.4.P for a response to impacts on the regional economy.
Berry, Brandi	I-919	Refer to Appendix T Page SDEIS C–85 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 3.4.B for a response to traffic modeling and analysis.
Berry, Janet	I-1386	Refer to Appendix T Page SDEIS C–86 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 3.4.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.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.

Commentor	#	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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Best Sinnreich, Dunia	I-920	Refer to Appendix T Page SDEIS C–87 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>
Bevington, Mica	I-921	Refer to Appendix T Page SDEIS C–88 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.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>
Bevitt, Constance	I-1387	Refer to Appendix T Page SDEIS C–89 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> <p>Refer to 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 3.4.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>
Bick, Bonnie	I-382	Refer to Appendix T Page SDEIS C–90 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.G for a response to climate change considerations.</p>
Biggs, Thomas	I-1397	Refer to Appendix T Page SDEIS C–91 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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Bild, Diane	I-1388	Refer to Appendix T Page SDEIS C–92 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>
Blais, Catherine	I-1202	Refer to Appendix T Page SDEIS C–93 for your exact comment.	<p>Thank you for your comment on traffic, equity, environmental impacts, and tolling. We concur that the ICM project has been effective at reducing congestion on the lower portion of I-270 and this segment of I-270 south of I-370 currently operates well. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on I-495 in Maryland and Virginia and the ICC. The HOT lanes will not replace the ICM improvements, but rather will supplement them. Elements of the ICM improvements will be maintained following construction of the Preferred Alternative, including ramp metering, the additional auxiliary lane added in both directions along the I-270 west spur and I-270 mainline up to Montrose Road, auxiliary lanes between MD 189 (Falls Road) and MD 28 interchanges, and all improvements north of I-370. Elements that will not be maintained involve changes to the access and auxiliary lanes associated with the existing C-D road, which will be removed as part of 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 3.2.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.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.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.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 3.5 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 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Blank, Emily	I-642	Refer to Appendix T Page SDEIS C–94 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>

Commentor	#	Reference to Comment	Response
Bloch, Byron	I-928	Refer to Appendix T Page SDEIS C–95 thru 107 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 3.4.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 3.5 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.O for a response to safety considerations.</p> <p>Refer to Chapter 9, Section 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Bloedorn, Charlene	I-580	Refer to Appendix T Page SDEIS C–108 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>
Bloom, Michael	I-1389	Refer to Appendix T Page SDEIS C–109 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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Boado, Alexi	I-532	Refer to Appendix T Page SDEIS C–110 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 3.3.C for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Boger, Debbie	I-1390	Refer to Appendix T Page SDEIS C–111 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.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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Bopf, Mike	I-1090	Refer to Appendix T Page SDEIS C–112 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.B for a response to Analysis of Alternatives Retained for Detailed Study.</p> <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 3.4.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.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>
Borkin, Abbey	I-1391	Refer to Appendix T Page SDEIS C–113 for your exact comment.	<p>Thank you for your comment concerning impacts to Sligo Creek. As described in the Supplemental DEIS, Sligo 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 3.4.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>
Borsky, Cheri	I-965	Refer to Appendix T Page SDEIS C–114 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.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>
Bowen, Christopher	I-1015	Refer to Appendix T Page SDEIS C–115 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.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>

Commentor	#	Reference to Comment	Response
Bowersox, Robert	I-1016	Refer to Appendix T Page SDEIS C–116 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.
Bowersox, Robert	I-759	Refer to Appendix T Page SDEIS C–117 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 3.4 for a response on the NEPA approach, analysis, and impacts.
Brennan, Linda M	I-1165	Refer to Appendix T Page SDEIS C–118 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.
Brescia, Jon	I-1153	Refer to Appendix T Page SDEIS C–119 thru 120 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 3.5 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 3.1 for a response on Purpose and Need and teleworking. Refer to Chapter 9, Section 3.3.C for a response to Analysis of Alternatives Retained for Detailed Study.
Breslyn, Wayne	I-1260	Refer to Appendix T Page SDEIS C–121 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 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 3.7 for a response to comments related to public involvement and engagement. 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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.

Commentor	#	Reference to Comment	Response
Breslyn, Wayne	I-2059	Refer to Appendix T Page SDEIS C–122 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.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.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 3.7 for a response to comments related to public involvement and engagement.</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>
Brigham, Marjorie	I-645	Refer to Appendix T Page SDEIS C–123 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>
Bright, Roselie	I-1022	Refer to Appendix T Page SDEIS C–124 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.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>
Brindle, Jeffrey	I-1023	Refer to Appendix T Page SDEIS C–125 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.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>
Brindle, Rebecca	I-1024	Refer to Appendix T Page SDEIS C–126 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.L for a response to public health impacts.</p>

Commentor	#	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>
Briskin-Limehouse, Laura	I-639	Refer to Appendix T Page SDEIS C–127 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>
Brochman, Mark	I-1025	Refer to Appendix T Page SDEIS 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.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>
Brochman, Mark	I-1392	Refer to Appendix T Page SDEIS C–129 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.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 for a response on the NEPA approach, analysis, and impacts.</p>
Brochman, Mark	I-535	Refer to Appendix T Page SDEIS C–130 for your exact comment.	<p>Thank you for your comment concerning impacts to Greenbelt Park, Rock Creek Stream Valley Park and Indian Spring Terrace Local 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 3.5 for a response to the P3 Program and Project Cost.</p>
Brochman, Mark	I-672	Refer to Appendix T Page SDEIS C–131 for your exact comment.	<p>Thank you for your comment concerning impacts to Greenbelt Park, Rock Creek Stream Valley Park and Indian Spring Terrace Local 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>

Commentor	#	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>
Broder, Caroline	I-1026	Refer to Appendix T Page SDEIS C–132 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 3.3.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>
Broder, Daniel	I-313	Refer to Appendix T Page SDEIS C–133 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Brookshier, Ashley	I-1027	Refer to Appendix T Page SDEIS C–134 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 3.4.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>
Brown, Alexandra	I-1161	Refer to Appendix T Page SDEIS C–135 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.G for a response to climate change considerations.</p>
Brown, Anthony	I-623	Refer to Appendix T Page SDEIS C–136 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>
Bucci, Michael	I-675	Refer to Appendix T Page SDEIS C–137 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>
Buchanan, Robert	I-2060	Refer to Appendix T Page SDEIS C–138 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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.P for a response to impacts on the regional economy.
Buffington, Matt	I-1394	Refer to Appendix T Page SDEIS C–139 for your exact comment.	<p>Thank you for your comment on MD 190 (River Road) and Plummers Island. As part of the Preferred Alternative, the I-495 interchange at MD 190 will be reconfigured to accommodate the widened mainline and direct access ramps to/from the high-occupancy toll managed lanes. The interchange design would not allow traffic to bypass the mainline of I-495.</p> <p>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>
Bunow, Miriam	I-1033	Refer to Appendix T Page SDEIS C–140 for your exact comment.	<p>Thank you for stating your concern regarding the online comment form for the SDEIS. We want to assure you that we took your concern very seriously and immediately followed up with our technical support. We can confirm that the online form was not down during the public comment period. We received a few notifications about issues with the online form and immediately followed up with our technical support who confirmed no technical issues on MDOT's end each time. When notification of issue came in, our team checked the online submissions and confirmed by name that the submission was successfully uploaded. Additionally, conducted dozens of "tests" to ensure online submissions are successfully uploaded. Again, no issues were encountered during the "tests". We continued to receive online submissions on a daily basis. Lastly, when notified of a concern with the online comment form, we reminded commenters of the multiple ways to comment on the SDEIS.</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 3.4 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>
Bunow, Miriam	I-696	Refer to Appendix T Page SDEIS C–141 for your exact comment.	<p>Thank you for your comment. Your comment was received via the electronic comment form and successfully submit contrary to your comment I-1033 above.</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 3.4 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>
Buonanno, Anders	I-1105	Refer to Appendix T Page SDEIS C–142 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 for a response on the NEPA approach, analysis, and impacts.</p>

Commentor	#	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.K for a response to impacts to properties and communities, including community facilities.</p>
Burditt, Karen	I-1395	Refer to Appendix T Page SDEIS C–143 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> <p>Refer to Chapter 9, Section 3.3.C for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Burgess, Jim and Jane	I-1398	Refer to Appendix T Page SDEIS C–144 thru 145 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.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.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 3.5 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, 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 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Burke, Pamela	I-1035	Refer to Appendix T Page SDEIS C–146 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 3.4 for a response on the NEPA approach, analysis, and impacts.</p>

Commentor	#	Reference to Comment	Response
Burke, Pamela	I-723	Refer to Appendix T Page SDEIS C–147 thru 149 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> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Burner, Jane	I-488	Refer to Appendix T Page SDEIS C–150 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 3.5 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>
Burns, Michael	I-1036	Refer to Appendix T Page SDEIS C–151 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 3.2.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.C for a response to analyses of parklands and historic resources.</p>
Butler, Faith	I-1399	Refer to Appendix T Page SDEIS C–153 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>
Butrica, Andrew	I-811	Refer to Appendix T Page SDEIS C–154 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>
Butterworth, Paul	I-1264	Refer to Appendix T Page SDEIS C–155 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.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commentor	#	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.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 for a response on the NEPA approach, analysis, and impacts.</p>
C, S	I-801	Refer to Appendix T Page SDEIS C–156 for your exact comment.	<p>Thank you for your comment on the Intercounty Connector. 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. The ICC and the HOT lanes are designed to carry less traffic than general purpose lanes in order to ensure a congestion-free trip.</p>
Cabo, Bryant	I-391	Refer to Appendix T Page SDEIS C–157 for your exact comment.	<p>Thank you for your comment regarding pedestrian and bicycle facility improvements as part of the multimodal improvements for the Preferred Alternative for the I-495 & I-270 Managed Lanes Study. The Preferred Alternative reflects a strong commitment to bicycle and pedestrian connectivity and mobility in the study area in response to comments received throughout the NEPA process. Existing pedestrian and bicycle facilities impacted by the Preferred Alternative would be replaced in kind or upgraded considering the current local master plans for recommended facilities. In addition, new pedestrian and bicycle facilities identified in those plans would be constructed where adjacent connections exist. A shared use path parallel to I-270 or I-495 within the Preferred Alternative improvement limits is not included in the current, local master plans.</p> <p>The reconstructed new, wider American Legion Bridge will include a shared use path to provide bicycle and pedestrian connection between Virginia and Maryland. The alignment of the proposed shared use path is shown in FEIS Appendix E.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Cairo, Acuati	I-1074	Refer to Appendix T Page SDEIS C–158 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.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.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.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> <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>
Callahan, Philip	I-1075	Refer to Appendix T Page SDEIS C–159 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>

Commentor	#	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.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 3.3.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>
Cameron, Diane	I-1076	Refer to Appendix T Page SDEIS C–160 thru 161 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> <p>Refer to 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>
Camillo, Scott	I-1078	Refer to Appendix T Page SDEIS C–162 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 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 3.2.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.G for a response to climate change considerations.</p>
Camillo, Scott	I-710	Refer to Appendix T Page SDEIS C–163 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 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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>

Commentor	#	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.G for a response to climate change considerations.</p>
Campbell, Emily	I-1079	Refer to Appendix T Page SDEIS C–164 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>
Campbell, SG	I-1081	Refer to Appendix T Page SDEIS C–165 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>
Campion, Daniel	I-1082	Refer to Appendix T Page SDEIS C–166 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 3.2.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>
Campion, Kate	I-1083	Refer to Appendix T Page SDEIS C–184 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 3.4.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 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.G for a response to climate change considerations.</p>
Canter, Oxana	I-1089	Refer to Appendix T Page SDEIS C–167 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.D for a response to Environmental Justice and equity concerns.</p>
Canto, Maria Teresa	I-1196	Refer to Appendix T Page SDEIS C–168 thru 169 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>

Commentor	#	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.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 3.1 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>
Capon, Toby	I-1142	Refer to Appendix T Page SDEIS C–170 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>
Capon, Ross	I-1156	Refer to Appendix T Page SDEIS C–171 thru 173 for your exact comment.	<p>Thank you for your comment concerning Innovative Congestion Management (ICM). We concur that the ICM project has been effective at reducing congestion on the lower portion of I-270 and this segment of I-270 south of I-370 currently operates well. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on I-495 in Maryland and Virginia and the ICC. The HOT lanes will not replace the ICM improvements, but rather will supplement them. Elements of the ICM improvements will be maintained following construction of the Preferred Alternative, including ramp metering, the additional auxiliary lane added in both directions along the I-270 west spur and I-270 mainline up to Montrose Road, auxiliary lanes between MD 189 (Falls Road) and MD 28 interchanges, and all improvements north of I-370. Elements that will not be maintained involve changes to the access and auxiliary lanes associated with the existing C-D road, which will be removed as part of the Preferred Alternative.</p> <p>The Preferred Alternative includes no action or no improvements at this time on I-495 east of the I-270 spur.</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.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 3.6.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.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 3.4.I for a response to construction impacts.</p>

Commentor	#	Reference to Comment	Response
Capon, Thomas	I-1157	Refer to Appendix T Page SDEIS C–174 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 3.4.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>
Caprioglio, Lisa	I-1197	Refer to Appendix T Page SDEIS C–175 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.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.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>
Carlson, Craig	I-701	Refer to Appendix T Page SDEIS C–176 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>
Carlson, Craig	I-1085	Refer to Appendix T Page SDEIS C–217 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>
Carpentier, Chris	I-819	Refer to Appendix T Page SDEIS C–177 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 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Cauli, Angela	I-676	Refer to Appendix T Page SDEIS C–178 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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Cavanaugh, Patrick	I-1237	Refer to Appendix T Page SDEIS C–179 for your exact comment.	<p>Thank you for your comment regarding pedestrian and bicycle facility improvements along the American Legion Bridge as part of the multimodal improvements for the Preferred Alternative for the I-495 & I-270 Managed Lanes Study. The Preferred Alternative would construct a new pedestrian/bicycle shared use path across the American Legion Bridge to connect facilities in Maryland and Virginia. The alignment of the proposed shared use path connection is shown in FEIS Appendix E.</p> <p>Regional bus commuter connections across the American Legion Bridge (ALB) have been extensively studied. Allowing toll-free usage of the HOT managed lanes by transit buses will make this travel option more reliable and attractive. As part of a bi-state effort, Virginia's Department of Rail and Public Transit and the Maryland Transit Administration initiated a study in 2020 aimed at identifying a range of current and future multimodal solutions to reduce congestion, improve trip reliability and regional connections and enhance existing and planned multi-modal connectivity and mobility near the ALB. These solutions focused on moving more people across the ALB in fewer vehicles. A series of potential investment packages were developed to provide new mobility choices to serve bi-state travel and included a combination of transit service elements, technology enhancements, Commuter Assistance Programs, and parking needs.</p> <p>Refer to 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>
Celdran, Ms. Dan	I-1272	Refer to Appendix T Page SDEIS C–180 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.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.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.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 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>
Chaikin, Dawn	I-721	Refer to Appendix T Page SDEIS C–181 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> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commentor	#	Reference to Comment	Response
Chamorro, Ana	I-1402	Refer to Appendix T Page SDEIS C–182 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.B for a response to traffic modeling and analysis.</p>
Chamorro, Lourdes	I-1403	Refer to Appendix T Page SDEIS C–183 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.B for a response to traffic modeling and analysis.</p>
Chandler, Stacy	I-2087	Refer to Appendix T Page SDEIS C–185 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>
Chao, Philip	I-2088	Refer to Appendix T Page SDEIS C–186 thru 187 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 3.4 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.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 Appendix T for the Cabin John Citizens Association comment response for additional responses to your comments.</p>
Chazin, Howard	I-523	Refer to Appendix T Page SDEIS C–188 for your exact comment.	<p>The noise analysis has been updated for the FEIS, and proposed noise abatement is shown on the Environmental Resource Mapping, Appendix E and the Final Noise Analysis Technical Report, FEIS Appendix L. 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>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>
Chen, Zie	I-694	Refer to Appendix T Page SDEIS C–189 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>

Commentor	#	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>
Chisarick, Peg	I-1406	Refer to Appendix T Page SDEIS C–190 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.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.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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Christensen, Zachary	I-541	Refer to Appendix T Page SDEIS C–191 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 3.2.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>
Christine, Magee	I-439	Refer to Appendix T Page SDEIS C–192 thru 193 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.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 3.3.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>to 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>
Ciliax, Rebekah	I-760	Refer to Appendix T Page SDEIS C–194 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.D for a response to Environmental Justice and equity concerns.</p>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.
Clark, John	I-1158	Refer to Appendix T Page SDEIS C–195 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.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.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>
Clarkin, Deirdre	I-1407	Refer to Appendix T Page SDEIS C–196 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.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 teleworking.</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 for a response on the NEPA approach, analysis, and impacts.</p>
Cleland, Charles	I-1285	Refer to Appendix T Page SDEIS C–197 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.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Cline, Judy	I-332	Refer to Appendix T Page SDEIS C–198 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.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 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>

Commentor	#	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> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>
Cmarik, Robert	I-546	Refer to Appendix T Page SDEIS C–199 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.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>
Cocciole, Claire	I-1287	Refer to Appendix T Page SDEIS C–200 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 3.2.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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Cocciole, Claire	I-1408	Refer to Appendix T Page SDEIS C–201 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>
Cohen, Sue	I-636	Refer to Appendix T Page SDEIS C–202 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.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>
Cook, Kristin	I-1634	Refer to Appendix T Page SDEIS C–203 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>
Cook, Kristin	I-2066	Refer to Appendix T Page SDEIS C–204 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>

Commentor	#	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.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>
Cook, Kristin	I-557	Refer to Appendix T Page SDEIS C–205 thru 207 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.
Cook, Kristin	I-677	Refer to Appendix T Page SDEIS C–208 for your exact comment.	<p>Thank you for your comment concerning impacts to the north section of the Capital Beltway. As described in the Supplemental DEIS, this section 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.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 for a response on the NEPA approach, analysis, and impacts.</p> <p>Refer to Chapter 9, Section 3.4.P for a response to impacts on the regional economy.</p>
Cooley-Klein, Megan	I-1191	Refer to Appendix T Page SDEIS C–209 for your exact comment.	<p>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.</p> <p>Refer to 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.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>
Coolidge, Jacqueline	I-320	Refer to Appendix T Page SDEIS C–210 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 3.4.D for a response to Environmental Justice and equity concerns.</p>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Cope, Keary	I-1410	Refer to Appendix T Page SDEIS C–211 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.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 3.2.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.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>
Corbin, Stephen	I-492	Refer to Appendix T Page SDEIS C–212 for your exact comment.	<p>Thank you for your comment concerning I-270 north of I-370. 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. We recognize that improvements are needed in the Northern section of I-270 with or without the improvements being considered under this project, but MDOT SHA has prioritized improvements that will address the major bottleneck at the American Legion Bridge and constructing the southern section of I-270 concurrent with the I-495 improvements will help with system connectivity between the HOT lanes system in Virginia and the ICC.</p> <p>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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Cotterill, Phillip	I-1038	Refer to Appendix T Page SDEIS C–213 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.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.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.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commentor	#	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>
Covich, Judith	I-1648	Refer to Appendix T Page SDEIS C–214 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.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>
Cox, Cynthia	I-1454	Refer to Appendix T Page SDEIS C–215 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Crabb, Andrew	I-389	Refer to Appendix T Page SDEIS C–216 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>
Crowe, Sandra	I-1039	Refer to Appendix T Page SDEIS 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 3.1 for a response on Purpose and Need and teleworking.</p>
Crowe, Sandra	I-1040	Refer to Appendix T Page SDEIS C–219 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>
Cuesta, Alfonso	I-1655	Refer to Appendix T Page SDEIS 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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Cunha, Cristina	I-1458	Refer to Appendix T Page SDEIS C–221 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 3.4.F for a response to adverse impacts to air quality.</p>

Commentor	#	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.C for a response to analyses of parklands and historic resources.</p>
Curry, Esther	I-1461	Refer to Appendix T Page SDEIS C–222 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.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>
Daily, Christine	I-1041	Refer to Appendix T Page SDEIS C–223 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>
Dale, Fransiska	I-679	Refer to Appendix T Page SDEIS C–224 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.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.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.L for a response to public health impacts.</p>
Dalton, Geraldine	I-1463	Refer to Appendix T Page SDEIS C–225 for your exact comment.	<p>Thank you for your comment concerning impacts to Rock Creek Park, Sligo Creek Park, and Northwest Branch 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 3.4.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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commentor	#	Reference to Comment	Response
Dalton, Rebecca	I-1669	Refer to Appendix T Page SDEIS C–226 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.G for a response to climate change considerations.
Daniels, Travers	I-1676	Refer to Appendix T Page SDEIS C–227 thru 228 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.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 3.5 for a response to the P3 Program and Project Cost.
Darling, Miki	I-766	Refer to Appendix T Page SDEIS C–229 for your exact comment.	Thank you for your comment on project cost and the Infrastructure Bill. MDOT remains focused on supporting the State’s pandemic response and recovery, while delivering projects that support safety, mobility, and state of good repair for the critical infrastructure that composes the State’s transportation system. With the new funding Maryland will receive from the Infrastructure Investment and Jobs Act (IIJA), MDOT is presented with new opportunities to advance projects across the entire State. As of January 2022, MDOT is awaiting federal rulemaking and a congressional appropriations authorization to access these new funds, which will provide approximately 20 percent more in federal highway dollars than the state currently has. During this time, MDOT is reviewing each county’s priorities and needs, the Statewide infrastructure needs, as well as the current State revenues to better understand what improvements will be able to advance with the additional federal funds. While this funding is a significant increase overall, it is only a 14% increase in the two traditional categories that a project like I-495 & I-270 Managed Lanes Study would be funded out of. This amount of funding would not be adequate to fund a project of this magnitude over the five years of the IIJA bill. 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 3.5 for a response to the P3 Program and Project Cost.
Davis, Bruce	I-1677	Refer to Appendix T Page SDEIS C–230 for your exact comment.	Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.4.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 3.2.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 3.3.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 teleworking.
Davis, Katelyn	I-1681	Refer to Appendix T Page SDEIS C–234 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.

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Davis, Patrice	I-1166	Refer to Appendix T Page SDEIS C–235 for your exact comment.	<p>Thank you for your comments. Concerning impacts at Julius West Middle School, the entrance ramp lights referenced in these comments are from a separate project (the I-270 Innovative Congestion Management project) which added ramp metering along I-270. For comments related to climate change, air quality, traffic impacts and costs see references below for additional response.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.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>
Dayhoff, Nam	I-1688	Refer to Appendix T Page SDEIS C–236 thru 237 for your exact comment.	<p>Thank you for your comment concerning impacts to residences identified as potential displacements in the DEIS. 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>
DeCorla-Souza, Patrick	I-1466	Refer to Appendix T Page SDEIS C–238 thru 245 for your exact comment.	<p>Thank you for your comment concerning the Preferred Alternative. As described in the Supplemental DEIS and FEIS, 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 has made a commitment not to toll any of the existing free lanes as part of this program. 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 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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Dennis, Varsha	I-1468	Refer to Appendix T Page SDEIS C–246 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.
Dentoni, Mia	I-680	Refer to Appendix T Page SDEIS C–247 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.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.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.B for a response to traffic modeling and analysis.
Dias, Joe	I-1850	Refer to Appendix T Page SDEIS C–231 thru 233 for your exact comment.	Thank you for your comment concerning noise impacts at your home on Rudyard Road in Bethesda. Your comment was responded to specifically via email by MDOT SHA. The below response reiterates that response. Your address is within NSA 5-34A. Refer to Appendix E, the Noise Technical Report Addendum, your house is identified as Receptor 5-34-35 in Table 4-27 (page 78 of the pdf file). https://oplanesmd.com/wp-content/uploads/2021/09/SDEIS_AppE_Noise-Technical-Report-Addendum_web.pdf Your home is represented by a green circle with the number 35 on Map 10 (page 114 of the pdf). At this time, the barrier behind your house is not expected to be replaced by the project. An extension of this barrier is being proposed to the south. As you referenced in your comment, 4.9.4 Mitigation Federal regulation (23 CFR 772), MDOT SHA Highway Noise Abatement Planning and Engineering Guidelines (April 2020), and VDOT Highway Traffic Noise Impact Analysis Guidance Manual (February 2018) require that noise abatement be investigated at all NSAs where the design year build traffic noise levels approach or exceed the FHWA NAC for the defined land use category. Where noise abatement was warranted for consideration, additional criteria were examined to determine if the abatement is feasible and reasonable. Elements of the feasibility and reasonableness criteria are defined in the MDOT SHA Highway Noise Abatement Planning and Engineering Guidelines (April 2020) and VDOT Highway Traffic Noise Impact Analysis Guidance Manual (February 2018). 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 (MDOT SHA requires barriers to achieve a 5 dB(A) noise reduction at 70 percent of the impacted residences, VDOT requires barriers to achieve a 5 dB(A) noise reduction at 50 percent of the impacted receptors), safety, and access. 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 (MDOT SHA requires barriers to achieve a 7 dB(A) noise reduction at a minimum of three (3)14 or 50 percent of the impacted residences, VDOT requires barriers to achieve a 7 dB(A) noise reduction at a minimum of one (1) impacted receptor15), and cost effectiveness (the MDOT SHA threshold is 700-2,700 square feet per benefited residence depending on the scope of the project, the VDOT threshold is 1,600 square feet per benefitted receptor). Refer to SDEIS, Appendix E, Section 4.2 for additional details on the elements of the feasibility and reasonableness criteria. 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 noise barriers on new alignment. Table 4-21is a summary of the noise barrier system mitigation based on the current design of the Preferred Alternative. The proposed and assumed locations of the existing and feasible and reasonable noise barriers are shown on the Environmental Resource Mapping (SDEIS, Appendix D). 14 NSAs must have a minimum of three (3) impacted receptors in order to be considered for noise abatement in Maryland per MDOT SHA noise policy. 15 A receptor is a discrete or representative location of a noise sensitive area, typically used for modeling purposes. A residence is one dwelling unit, either one single family residence or one dwelling unit in a multifamily dwelling. A receptor may represent more than one residence. Supplemental Draft Environmental Impact Statement October 2021 4-48 4.9.5 Statement of Likelihood Based on the studies performed thus far, MDOT SHA and VDOT recommend installation of highway traffic noise abatement in the form of a noise barrier for the NSAs as reflected in Table 4-

Commentor	#	Reference to Comment	Response
			<p>21. These preliminary indications of likely abatement measures are based upon preliminary design for barrier square footage equal to or less than the maximum amount allowed per benefited residence by the MDOT SHA Highway Noise Abatement Planning and Engineering Guidelines (April 2020) and VDOT Highway Traffic Noise Impact Analysis Guidance Manual (February 2018). Concrete is the typical material used for construction of noise barriers and is assumed as part of the barrier analysis; however, a final determination of material will be made in final design, based upon FHWA requirements to achieve a minimum 20 dB(A) Transmission Loss in accordance with ASTM Recommended Practice E413-87. The findings in this analysis are based upon preliminary design information. A preliminary determination of horizontal and vertical alignment for the noise barriers was made based on the latest design concept (Table 4-21); however, final determination of noise barrier feasibility, reasonableness, dimensions and locations 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 final design phase. The views and opinions of benefited property owners and residents may be solicited through public involvement and outreach activities during final design</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>
Dias, Joe	I-1471	Refer to Appendix T Page SDEIS C–248 thru 256 for your exact comment.	<p>Thank you for your comment concerning noise impacts at your home on Rudyard Road in Bethesda. Your comment was responded to specifically via email by MDOT SHA. The below response restates the MDOT SHA response.</p> <p>Table 4-27 what explains the "2045 predicted noise level" to increase from 69 (#34 house to my left) to 72 (me #35) and 72 (#36, #37, the next two houses to my right)?</p> <p>The noise levels shown in Table 4-27 are predicted by the Traffic Noise Model and are the worst case future levels expected if the existing noise barrier was not in place. There are two reasons that we would need this information: 1) if the existing barrier is to be replaced, we need to ensure that the replacement is designed to abate that noise level; and 2) if the existing barrier is to remain, we need to evaluate its performance under those future conditions to determine whether modifications are required. The "with barrier" noise level is indicative of your existing and future noise levels.</p> <p>As noted, this area was modeled with the existing barrier and the preliminary analysis shows that modifications are not required.</p> <p>As noted above, noise levels are shown as if the existing barrier is not in place. Sound travels in waves, so it naturally fluctuates over a given period of time. For highway noise analyses, we identify the loudest hour of the day (which is the highest volume of traffic flowing at high speeds) and use an average of the sound level for that hour to document the worst case conditions. So, while the sound level may fluctuate higher and lower during that hour, the average is what we base the analysis on.</p> <p>A specific hour was not identified as the loudest hour for this project, because the volumes and speeds that we used as a worst case scenario are worse than what is experienced day to day. The traffic data that we used for the analysis is included in Appendix E of the SDEIS starting on page 125 (https://oplanesmd.com/wp-content/uploads/2021/09/SDEIS_AppE_Noise-Technical-Report-Addendum_web.pdf).</p> <p>Field measurements are ONLY used for model validation, because these measurements are basically a "snap-shot" in time and often do not represent the worst-case existing conditions. For this project, a comprehensive validated model was created for I-270 in 2016. The configuration of I-270 has not changed since 2016; the models were carefully evaluated to make sure that any land use changes have been accounted for.</p> <p>The noise analysis relies on a validated traffic noise model (TNM®), which is a 3D computer model of the entire corridor. The first step is to create this 3D model, using the existing roadway configuration, topography, tree zones, ground cover, and any existing buildings (houses, sheds, barns, privacy fences, garages, office buildings, etc). Measurements are taken in the field with calibrated sound level meters and traffic data is collected simultaneously. (The sound level meters must at a minimum meet the Class 2 certification, as described in the FHWA Noise Measurement Handbook.) The measurement locations are input into the TNM model. The collected traffic data is input into TNM and the noise levels predicted by the model at the measurement locations are compared to noise levels measured in the field. If the model and field measurements are within 3 dBA +/-, the model is validated.</p> <p>MDOT SHA follows the guidance outlined in the FHWA handbook as a standard practice, but each project and community is unique and evaluated individually to determine the best methodology for completing ambient noise measurements. I just want to note that the sound level meters used in the field measurements are highly sensitive specialized instruments. If you have a decibel reader app for your smartphone, it gives an idea of the general noise environment but is not accurate enough for the purposes of defining impacts under the Federal regulations.</p>

Commentor	#	Reference to Comment	Response
			<p>Table 4-27 (show Receptor # 5-34-34, 35, 36, 37 and 38 with the following "2045 Build Barrier Noise Reduction (dB(A)) of 9, 11(me) 10, 11,10. The significance of the blue background which encapsulates these numbers indicates that the receptor has been identified as a "Critical Sensitive Receptor" and that it will receive at least a 7 dBA noise reduction. A Critical Sensitive Receptor is typically defined as first-row, ground-level sites (5 feet above ground, as per standard industry practice), where worst-case noise impacts are found.</p> <p>The loudest hour used for the noise analysis is different from the worst hour for traffic. The loudest hour is the highest volume at the highest speeds, which is typically just before or after "rush hour". For this project, we didn't identify a specific "loud hour"; as you pointed out, there are multiple hours of the day that could qualify. Instead, we captured worst case conditions by using the maximum capacity of the roadway, which under normal conditions would be traveling very slowly (i.e., rush hour conditions), and we modeled it as if all of those vehicles were driving at 65 mph.</p> <p>Please note that 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>If a noise barrier is erected on the opposite side of 1-270 will that create a sound "rebound" effect which will further exacerbate current noise levels?</p> <p>In this situation, a parallel barrier analysis is done to determine whether absorptive treatment is required on either or both barrier systems. This is a detail that is evaluated during the final design process.</p> <p>MDOT SHA will continue to oversee the noise analysis throughout the final design process as we would for any project to ensure that it is done in compliance with the MDOT SHA Guidelines. While we do not have a schedule for the noise analysis for the final design, we would not expect it to begin until late-2022 or more likely 2023. We would be happy to update you on the final design analysis findings once the work is undertaken.</p> <p>Evaluation and refinements will continue for this project, including your community. The removal of trees resulting from the stream remediation will be factored into final design noise models. In general, tree stands need to be about 100 feet wide and very dense in order to provide perceptible noise reduction, however we have found that removal of smaller tree stands and associated grading can change the noise environment as well.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>
Dias, Joe	I-1846	Refer to Appendix T Page SDEIS C–257 thru 260 for your exact comment.	Refer to your comment numbers I-1471 and I-1850 above for a response to your comment.
Dike, Carrie	I-1852	Refer to Appendix T Page SDEIS 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 3.4.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 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>
Diss, Sylvia	I-1473	Refer to Appendix T Page SDEIS C–262 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 3.3.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>

Commentor	#	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.A for a response on opposition to managed lanes or tolling public roads.</p>
Ditzler, Barbara	I-1475	Refer to Appendix T Page SDEIS C–263 thru 264 for your exact comment.	<p>Thank you for your comment on alternatives, tolls, and environmental impacts. The American Legion Bridge. Structures include all existing bridges in the Study corridors that would be affected due to widening within the Phase 1 South limits as part of the Preferred Alternative. Mainline and ramp bridges along I-495 and I-270 would be replaced or widened. The current bridge condition, bridge sufficiency rating, vertical clearance, and extent of work needed to accommodate the mainline widening were considered to determine if a bridge would be replaced or widened. Existing overpass bridges along roads that cross over I-495 or I-270 would be replaced if impacted due to mainline widening. 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.</p> <p>Refer to 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.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.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.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.I for a response to construction impacts.</p>
Ditzler, Brian	I-1856	Refer to Appendix T Page SDEIS C–265 thru 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 3.4.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.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.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p>

Commentor	#	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.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>
Doctor, Steven	I-758	Refer to Appendix T Page SDEIS C–267 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>
Dohli, Maj-Britt and Evenson, Michael	I-1871	Refer to Appendix T Page SDEIS C–268 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.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.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>
Donaldson, Cynthia and Gregory	I-1151	Refer to Appendix T Page SDEIS C–269 for your exact comment.	<p>Thank you for your comment concerning traffic, environmental impacts, and HOV lanes with express buses. On I-270, the Preferred Alternative consists of converting the one existing high-occupancy vehicle (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. Transit buses and HOV 3+ vehicles would be allowed free passage in the managed lanes. Free bus transit usage of the HOT managed lanes enhances multimodal mobility and connectivity by providing 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.</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.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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.
Donoso, Ignacio	I-1877	Refer to Appendix T Page SDEIS C–270 for your exact comment.	<p>Thank you for your comment regarding noise impacts along I-495 and I-270. The noise analysis has been updated for the FEIS, and proposed noise abatement is shown on the Environmental Resource Mapping in FEIS, Appendix E. 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>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p>
Dorsch, David	I-516	Refer to Appendix T Page SDEIS 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 3.5 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>
Drilea, Susan	I-1483	Refer to Appendix T Page SDEIS 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 3.4.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.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 3.5 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.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 3.1 for a response on Purpose and Need and teleworking.</p>
Dryden, John	I-558	Refer to Appendix T Page SDEIS C–274 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>
Dubov, Helene	I-1908	Refer to Appendix T Page SDEIS C–275 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>

Commentor	#	Reference to Comment	Response
Dunathan, Christine	I-1484	Refer to Appendix T Page SDEIS C–276 thru 277 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, 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 3.5 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 3.4.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>
Duncan-Peters, Gregory and Sheila	I-1916	Refer to Appendix T Page SDEIS C–278 thru 281 for your exact comment.	<p>Thank you for your comments concerning impacts in the Cabin John area. Partial property acquisitions within the Cabin John neighborhood adjacent to I-495 will be necessary to develop the Preferred Alternative (limited "strip takes" of parcels and undeveloped areas of trees or landscaping adjacent to I-495). The Preferred Alternative would require property acquisition along the I-495 inner loop between Clara Barton Parkway and Cabin John Parkway to accommodate the proposed managed lanes, shoulders, traffic barrier, cut and fill slopes, stormwater management (SWM) facilities, retaining walls, and noise barriers. The Preferred Alternative limits of disturbance were determined from the proposed roadway typical section, interchange configuration, and roadside design elements. Construction of the Preferred Alternative would also require relocation of some signage, guardrails, communications towers, and light poles. MDOT SHA has applied avoidance and minimization efforts through design refinements resulting in a narrowing of the limits of disturbance and reduced impacts to environmental resources.</p> <p>Along I-495 between Persimmon Tree Road and Seven Locks Road, the Preferred Alternative includes four general purpose lanes and two new, high-occupancy toll (HOT) managed lanes in each direction. An acceleration lane will also be built along the outer loop for approximately 1000 feet east of Seven Locks Road. No ramps are currently proposed in this area. The proposed typical section serves to minimize the roadway footprint between the Carderock Springs Historic District and Gibson Grove Church along the I-495 outer loop and the Morningstar Tabernacle No. 88 Moses Hall & Cemetery along the I-495 inner loop. The centerline of I-495 will be relocated such that it gradually shifts away from the Cemetery as it moves north from Persimmon Tree Road; at the Cemetery the proposed median barrier between inner loop and outer loop traffic will be approximately 25 feet further from the Cemetery than the existing median barrier. Flyover ramps are no longer proposed in this area and thus will not create a visual impact. A noise barrier in this area is typically anticipated to be located close to the existing right of way line. Vegetation will need to be removed within the Preferred Alternative limits of disturbance to facilitate this construction.</p> <p>Between Seven Locks Road and MD 190, the general purpose lanes and HOT managed lanes separate to allow space for highway ramps. The existing Cabin John Parkway bridges will be replaced with new north-facing ramps to I-495 general purpose lanes, I-495 HOT managed lanes, and MD 190. Third-level flyover bridges above the existing beltway grades will be avoided by providing median ramps from the HOT managed lanes to MD 190 which connect into the center of the MD 190 bridge over I-495. New ramps connecting to Cabin John Parkway will be provided below existing I-495 grades, avoiding additional visual impacts to adjacent communities. The existing loop ramps at the MD 190 interchange will be replaced by diamond ramps. This configuration typically allows ramps to be located further from adjacent houses than the SDEIS ramp configuration, especially in the Evergreen community.</p> <p>As noted in Section 3.3.6 of the SDEIS, 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. Specific areas, such as MD 190/Cabin John Parkway, were 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. Refer to FEIS, Appendix B, for MDOT SHA's Application for Interstate Access Point Approval.</p>

Commentor	#	Reference to Comment	Response
			<p>A bioretention pond is currently proposed at this location to provide water quality treatment for the proposed work. Due to the close proximity of houses in this area, this is one of the few locations along I-495 between Persimmon Tree Road and Seven Locks Road that can accommodate a non-swale surface facility. The impacted Forest Conservation Easement will be replaced at an equivalent area within the same six-digit watershed. As design progresses, the stormwater design will be refined and additional minimization of impacts will be encouraged.</p> <p>Unavoidable impacts to forest from construction of the Preferred Alternative in Maryland will be regulated by MDNR under Maryland Reforestation Law. Forest impacts must be replaced on an acre-for-acre or one-to-one basis on public lands, within two years or three growing seasons of project completion. Specific mitigation for impacts to Forest Conservation Easement areas, Reforestation Areas, county parks, or NPS lands in both Maryland and Virginia has been determined through coordination with the appropriate regulatory agency. The final forest mitigation plan will be developed and implemented by the Developer in conjunction with MDOT SHA and the affected jurisdictions and landowners during the final design phase of the project. Refer to FEIS, Appendix M and FEIS, Chapter 5, Section 5.16.4 for additional details of forest mitigation.</p> <p>A more detailed volume-based stormwater evaluation was completed for the FEIS in Chapter 3, Section 3.1.6. Based on this analysis, the offsite requirement has been significantly reduced.</p> <p>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.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 3.6.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>
Duyck, Eric	I-1486	Refer to Appendix T Page SDEIS C–282 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> <p>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>
Dwyer, Kevin	I-1918	Refer to Appendix T Page SDEIS C–283 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>

Commentor	#	Reference to Comment	Response
Eagle, Sharon	I-640	Refer to Appendix T Page SDEIS C–284 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 3.4.H for a response to noise impacts and mitigation.</p>
Ehrenstein, Gerald	I-1487	Refer to Appendix T Page SDEIS C–285 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>
Ehrlich, Lori	I-1488	Refer to Appendix T Page SDEIS C–286 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.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.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>
Eisenberg, Shauna	I-1247	Refer to Appendix T Page SDEIS C–287 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.H for a response to noise impacts and mitigation.</p>
Eisler, William	I-71	Refer to Appendix T Page SDEIS C–288 thru 291 for your exact comment.	<p>Thank you for your proposed design improvements for the Preferred Alternative for the I-495 & I-270 Managed Lanes Study. The engineering and design details for the reconstructed American Legion Bridge will be determined during final design. Final design will be completed after NEPA. The design and construction of the American Legion Bridge will be performed in a manner that accommodates transit service or makes the structure easily adaptable for future rail transit service. The adaptive capacity of the bridge is about designing it in a manner that would allow for an expanded deck later or other innovative integration techniques that will not preclude future rail capacity.</p> <p>Regional bus commuter connections across the American Legion Bridge (ALB) have been extensively studied. Allowing toll-free usage of the HOT managed lanes by transit buses will make this travel option more reliable and attractive. As part of a bi-state effort, Virginia's Department of Rail and Public Transit and the Maryland Transit Administration initiated a study in 2020 aimed at identifying a range of current and future multimodal solutions to reduce congestion, improve trip reliability and regional connections and enhance existing and planned multi-modal connectivity and mobility near the ALB. These solutions focused on moving more people across the ALB in fewer vehicles. A series of potential investment packages were developed to provide new mobility choices to serve bi-state travel and included a combination of transit service elements, technology enhancements, Commuter Assistance Programs, and parking needs.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Ellern, Carla	I-1839	Refer to Appendix T Page SDEIS C–292 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>

Commentor	#	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.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.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Ellis, Courtenay	I-1843	Refer to Appendix T Page SDEIS C–293 thru 299 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.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 3.2.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.I for a response to construction impacts.</p> <p>Refer to Chapter 9, Section 3.4.O for a response to safety considerations.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
English, George	I-1492	Refer to Appendix T Page SDEIS C–300 for your exact comment.	<p>Thank you for your comment concerning a transit only alternative. Refer to the FEIS, Chapter 9, Section 3.2 for a discussion of the screening of preliminary alternatives and consideration of standalone transit alternatives. None of the separate, stand-alone transit alternatives would address existing traffic congestion or long-term traffic growth on I-495 and I-270. While the standalone transit alternatives were screened from detailed study, MDOT SHA retained multiple transit elements as part of the Build Alternatives in the DEIS that were ultimately incorporated into the Preferred Alternative and are reflected in the FEIS. With respect to the preliminary bus alternatives, for example, because buses will be able to use the new managed lanes, transit trips will be improved by providing a free flow condition for such service with no additional property and environmental impacts associated with a fixed guideway Bus Rapid Transit (BRT) off alignment alternative. This could help revive express bus service from Montgomery County to Tysons Corner, Virginia, two significant activity and economic centers.</p> <p>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>
Entmacher, Joan	I-1855	Refer to Appendix T Page SDEIS C–301 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>

Commentor	#	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.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>
Falloon, Judith	I-74	Refer to Appendix T Page SDEIS C–302 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>
Farnsworth, Susan	I-1499	Refer to Appendix T Page SDEIS C–303 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.
Fay, John	I-724	Refer to Appendix T Page SDEIS C–304 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>
Feister, Elaine	I-1497	Refer to Appendix T Page SDEIS 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 3.5 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.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>
Fekade-Sellassie, Abebual	I-1172	Refer to Appendix T Page SDEIS 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>
Fekade-Sellassie, Jeanne	I-1170	Refer to Appendix T Page SDEIS C–307 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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>

Commentor	#	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 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>
Feldman, Gail	I-1887	Refer to Appendix T Page SDEIS C–308 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>
Feldman, Nell	I-1144	Refer to Appendix T Page SDEIS C–309 for your exact comment.	<p>Thank you for your comment concerning the removal of local lane barriers along I-270. We concur with your support of removing the local lane barriers to allow more free flow of traffic along I-270. However, this change alone would not be sufficient in addressing long-term needs in the corridor. Therefore, this change is being implemented in conjunction with the provision of HOT lanes, which will also help to fund the project.</p> <p>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.B for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Feldman, Seth	I-1890	Refer to Appendix T Page SDEIS C–310 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>
Fellus, Molly	I-1147	Refer to Appendix T Page SDEIS C–311 thru 358 for your exact comment.	<p>Thank you for your comment concerning the potential for archeological artifacts and human remains within the Cabin John Stream Valley Park. The area identified within the Cabin John Stream Valley Park, described as Cypress Grove, has been investigated and is outside the project limits and therefore will not be impacted by this project. MDOT SHA passed along the information provided in this comment to Maryland National Capital Parks and Planning staff, including the archaeologist for Montgomery County Parks. Montgomery County is the landholder/manager of that park and location.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>
Fergusson, Maria	I-1901	Refer to Appendix T Page SDEIS C–359 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.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 3.5 for a response to the P3 Program and Project Cost.</p>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.
Field, Kathleen	I-1184	Refer to Appendix T Page SDEIS C–360 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 3.4.B for a response to traffic modeling and analysis.</p>
Field, Randi	I-1504	Refer to Appendix T Page SDEIS C–361 thru 362 for your exact comment.	<p>Thank you for your extensive comment. Regarding your comment on the TPB study, The No Build Alternative includes other proposed transportation improvements in the region in the Constrained Long Range Plan, and the results indicate that these are insufficient to address congestion within the Study area without additional capacity improvements along I-495 and I-270. MDOT SHA supports teleworking initiatives, but TPB’s plan notes that transit and teleworking improvements alone are not enough to address long-term congestion. TPB’s Visualize 2045 Plan includes “expanding the express highway network” as a key component. MDOT SHA also conducted a sensitivity analysis (see FEIS, Appendix B) to examine the impacts if travel demand changes related to the COVID-19 pandemic continue long term. The results indicated that the project would still be needed and effective if increased telework continued long-term.</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 3.2.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 3.5 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 3.4.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.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 3.2.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>

Commentor	#	Reference to Comment	Response
Fields, Ronnie	I-1907	Refer to Appendix T Page SDEIS C–363 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 3.5 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 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>
Fields, Ronnie	I-651	Refer to Appendix T Page SDEIS C–364 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.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.K for a response to impacts to properties and communities, including community facilities.</p>
Fine, Maureen	I-1910	Refer to Appendix T Page SDEIS C–365 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 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.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> <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 3.4.L for a response to public health impacts.</p>

Commentor	#	Reference to Comment	Response
Fine, Maureen	I-560	Refer to Appendix T Page SDEIS 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 3.4.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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Finkleman, Joel	I-2080	Refer to Appendix T Page SDEIS C–367 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> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Fishback, David	I-242	Refer to Appendix T Page SDEIS C–368 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>
Fisher, Stephen	I-1505	Refer to Appendix T Page SDEIS C–369 for your exact comment.	<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.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>
Flatness, Andrew	I-767	Refer to Appendix T Page SDEIS C–370 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>
Flatow, Stuart	I-400	Refer to Appendix T Page SDEIS C–371 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.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 3.6.B for a response to toll rate ranges and toll rate setting process.</p>

Commentor	#	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>
Flores, Jocelyn	I-2081	Refer to Appendix T Page SDEIS C–372 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>
Flores, Raul	I-2082	Refer to Appendix T Page SDEIS C–373 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.
Fouse, David	I-1164	Refer to Appendix T Page SDEIS 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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Foxen, Ann	I-1506	Refer to Appendix T Page SDEIS 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.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
France, Marie and Steve	I-1935	Refer to Appendix T Page SDEIS C–376 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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Francisco, Barbara	I-1940	Refer to Appendix T Page SDEIS C–377 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>
Frank, Becky	I-1167	Refer to Appendix T Page SDEIS C–378 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>
Frey, Mark	I-1946	Refer to Appendix T Page SDEIS C–379 for your exact comment.	<p>Thank you for your comment concerning mitigation for impacts of the Preferred Alternative. Mitigation of those impacts with seemingly arbitrary annual payments to the landowner is unreasonable. To mitigate for direct and indirect parkland impacts, MDOT SHA is coordinating closely with both NPS and Montgomery County Parks to mitigate impacts to their land, including invasive species control and other mitigation measures as agreed upon by all parties.</p> <p>For your comment on stormwater management, a more detailed volume-based stormwater evaluation was completed for the FEIS in Chapter 3, Section 3.1.6. Based on this analysis, the offsite requirements has been significantly reduced. Water quality treatment for all new impervious area as well as providing treatment for a minimum of 50 percent of existing impervious area which will be reconstructed. per Maryland stormwater management law. Stormwater water quality treatment will be maximized on-site. Any stormwater water quality treatment that cannot be met on-site will be met off-site, but within the same six-digit watershed. An underground facility for both water quality treatment and water quantity control were considered in the analysis in Chapter 3, Section 3.1.6 and an appropriate cost allocated.</p>

Commentor	#	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 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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Friedman, Steve	I-82	Refer to Appendix T Page SDEIS C–380 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>
Fuchs, Diane	I-726	Refer to Appendix T Page SDEIS C–381 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>
Fulton, Brittany	I-1950	Refer to Appendix T Page SDEIS C–382 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>
Gable, Tyler	I-669	Refer to Appendix T Page SDEIS C–383 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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Galati, Carole	I-1986	Refer to Appendix T Page SDEIS C–384 for your exact comment.	<p>Thank you for your comment concerning impacts to the Sligo-Branview 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 3.3.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 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> <p>Refer to 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>

Commentor	#	Reference to Comment	Response
Galeano, Ana	I-1987	Refer to Appendix T Page SDEIS C–385 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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Galeano, Ana	I-1988	Refer to Appendix T Page SDEIS C–386 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 3.2.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>
Gallant, Andrew	I-1171	Refer to Appendix T Page SDEIS C–387 thru 388 for your exact comment.	<p>Thank you for your comments concerning I-270 north of I-370 and analysis methodology. 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 Value of Time study results being flawed and biased, an industry-recognized expert completed the Stated Preference Survey to obtain public opinion on the use of potential managed lanes and does not support the comment that it was biased. The administration plan developed by experts produced a generally representative sample of travelers who use or could potentially use the proposed system of managed lanes on I-495 and I-270. The sampling plan was designed to include a diverse sample of travelers and trip types to support the estimation of coefficients of a discrete choice model. It is possible to identify the ways in which different characteristics affect route choice behavior by collecting data from a range of traveler and trip types. These differences can then be reflected in the structure and coefficients of the resulting choice model. The survey sample that supports choice model estimation does not need to be perfectly population proportional if the following is true: any behavioral differences are properly represented in the model and the model is applied for forecasting using appropriate population proportions or sample weights.</p> <p>The survey approach employed a computer-assisted self-interview technique. The SP survey instrument was customized for each respondent by presenting questions with modified wording based on each respondent's previous answers. These dynamic survey features provided an accurate and efficient means of data collection and allowed for the presentation of realistic future conditions in the SP exercises that corresponded with each respondent's reported trip details. The survey was administered over the internet to travelers using three recruitment methods:</p> <ol style="list-style-type: none"> 1. Email invitations sent to a random sample of Maryland E-ZPass customers who reside in and around the study corridors. 2. Email invitations sent to a random sample of Virginia E-ZPass customers who reside in and around the study corridors. 3. Email invitations sent to members of an online research panel in the region.

Commentor	#	Reference to Comment	Response
			<p>A total of 2,511 completed surveys were collected from 147 zip codes across all administration methods. Data from the SP survey were analyzed using accepted statistical techniques to estimate the coefficients of multinomial logit (MNL) models and mixed multinomial logit (MMNL) models to estimate a distribution of value of time of travelers who use the study corridors.</p> <p>Regarding your comment on converting HOV lanes to HOT lanes on I-270, MDOT SHA acknowledges that tolling on federal-aid Highways including interstates is generally prohibited Under Title 23 of the US Code; however; the federal statute Title 23 USC Section 166 allow for tolling as follows:</p> <p>Title 23, Section 166 grants authority for states to either convert existing HOV lanes or construct new HOV lanes and implement tolling under a HOT Lane approach. In the HOT lanes, vehicles that meet the state-defined minimum number of occupants qualify as HOV-eligible (or qualifying HOVs) and could travel in the HOT lanes for free. In this Study, three or more occupants in a vehicle would qualify as an HOV-eligible vehicle. Available capacity in those lanes that is not used by the HOV-eligible vehicles could be used by vehicles with a lower occupancy level, e.g. vehicles with two occupants or SOV; these vehicles would pay a toll for the ability to use the available capacity. Under this statute, the Preferred Alternative that includes conversion of the I-270 HOV lanes to an HOT lane would fall within the parameters that would allow implementation of HOT lanes, if the definition of MDOT SHA's HOT lanes does not include a toll for defined HOV-eligible vehicles. Additionally, Section 166 authorizing HOV/HOT conversions requires that certain performance metrics are met such as maintenance of a minimum average travel speed of 45 miles per hour in those lanes consistent with MDOT's goal of improving the flow of traffic through the corridor.</p> <p>We concur that the ICM project has been effective at reducing congestion on the lower portion of I-270 and this segment of I-270 south of I-370 currently operates well. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on I-495 in Maryland and Virginia and the ICC. The HOT lanes will not replace the ICM improvements, but rather will supplement them. Elements of the ICM improvements will be maintained following construction of the Preferred Alternative, including ramp metering, the additional auxiliary lane added in both directions along the I-270 west spur and I-270 mainline up to Montrose Road, auxiliary lanes between MD 189 (Falls Road) and MD 28 interchanges, and all improvements north of I-370. Elements that will not be maintained involve changes to the access and auxiliary lanes associated with the existing C-D road, which will be removed as part of the Preferred Alternative.</p> <p>As stated in the DEIS and SDEIS, all substantial comments received during these comment periods will and have been addressed in the FEIS. Refer to FEIS, Chapter 9 and FEIS, Appendix T for additional responses to your comments.</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 3.7 for a response to comments related to public involvement and engagement.</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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>
Gallant, Andrew	I-890	Refer to Appendix T Page SDEIS C-389 for your exact comment.	<p>Refer to your comment above, number I-1173, for a response to your comment.</p> <p>Regarding your comment on project costs, the Board of Public Works, including the Treasurer, has and will continue to have the opportunity to evaluate the financial components of the P3 Agreements. The BPW will be informed of the construction and financing costs before advancing any P3 agreements. It is acknowledged that public funding and financing may be less expensive than a P3 or private financing approach, however, public funding and financing places all of the risk associated with the realization of future toll revenues with the State of Maryland. The inclusion of private equity provides additional protection to taxpayers in the event toll revenues fall short of expectations and exposes equity investors (the Developer) to that risk instead of the state.</p> <p>Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commentor	#	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 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Gallant, Janet	I-1223	Refer to Appendix T Page SDEIS C–390 thru 391 for your exact comment.	<p>Thank you for your comments concerning toll rates and revenue associated with the Preferred Alternative. Most HOT facilities, such as the Virginia 495 Express Lanes, do not have maximum toll rates; Maryland included one as an added protection to the toll customers. Additionally, a ‘soft cap’ rate has been designated to constrain the toll rate charged to customers when throughput and speed performance targets are achieved. This soft rate cap provides customers protection from price gouging when traffic conditions do not justify higher rates. Although not standard practice in the tolling industry, the MDTA has chosen to be one of only two states in the United States to set a soft rate cap to constrain the toll rate as a second protective measure for customers. The soft rate cap will always be lower than the maximum toll rate and can be exceeded only temporarily to provide customers who choose to pay a toll a faster and more reliable trip. The toll rate will continue to decrease once throughput and speed performance targets are achieved, until it is at or below the soft rate cap.</p> <p>The maximum toll rate approved by the MDTA Board in November 2021 is \$3.76/mile for a 2-axle vehicle using E-ZPass, however, the probability of reaching the maximum toll rate is very small and the maximum toll rate would not be applied to the entire length of the Phase 1 South, but rather at the tolling segment(s) experiencing unusually high traffic congestion. It is also important to note that these lanes are not intended to be used by most people daily. In Virginia, they have seen that these lanes are used by most people when they have a critical trip that they must be on time for such as a doctor’s appointment, an important business meeting, or picking up a child from daycare. Most users only use the lanes a few times a month and spend less than \$20 per month on tolls. While not used every day, these HOT lanes provide new options for carpools, new opportunities for transit, and improve the traffic flow in the general-purpose lanes. Additionally, drivers will only pay the advertised toll rate upon entering the toll lane system. While the toll rates on each segment are updated every five minutes based on current traffic conditions, these new rates only apply to new users that enter the toll lanes. There is no additional charge to exit the toll lane system.</p> <p>Regarding the ability of the project to meet its revenue projections, MDOT SHA completed the Traffic and Revenue assessment to determine how Phase 1 South could meet the needed projections, and set the toll rates accordingly. Additionally, the Developer, who was approved by the Maryland Board of Public Works on August 11, 2021 completed their own financial analysis to confirm the project was financially viable to bid on.</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 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>
Galloway, Linda	I-1513	Refer to Appendix T Page SDEIS C–392 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> <p>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>
Garber, Katie	I-1982	Refer to Appendix T Page SDEIS C–393 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>

Commentor	#	Reference to Comment	Response
Garcia, Arturo	I-1979	Refer to Appendix T Page SDEIS C–394 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.
Garcia, Cristina	I-1517	Refer to Appendix T Page SDEIS C–395 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.
Gardner, Chris	I-1966	Refer to Appendix T Page SDEIS C–396 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.J for a response to impacts to greenspace and/or wildlife habitat. 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.
Garguervich, Kathryn	I-1997	Refer to Appendix T Page SDEIS C–397 for your exact comment.	Thank you for your comment concerning costs of the Preferred Alternative. As noted in Chapter 1 of the Draft Environmental Impact Statement (DEIS) published in July 2020, financial viability was a project goal. See DEIS pages 2-48 and 2-49 for the financial analysis. In February 2020, a Progressive P3 solicitation was initiated seeking phase developers interested to design, build, finance, operate, and maintain the proposed managed lanes. The responses to the solicitation provided real life evidence that commercial entities evaluated the Project and determined its financial viability. MDOT and Maryland Transportation Authority (MDTA), with participation from local jurisdictions, developed a shortlist of four highly qualified Proposers in July 2020. Three of the four shortlisted firms submitted proposals to enter into the Phase P3 Agreement for Phase 1 to assist in the pre-development work and deliver Phase 1, including I-495 from the George Washington Memorial Parkway to I-270 and along I-270 from I-495 to I-70. In February 2021, MDOT and MDTA identified the Selected Proposer that could best deliver the project in a manner most advantageous to the State. On August 11, 2021, in accordance with Maryland law, MDOT and MDTA received approval from the Maryland Board of Public Works to award the Phase 1 P3 Agreement to the Selected Proposer, a jointly owned company created for the project. As part of their internal evaluation process, the Selected Proposer completed their own financial analysis to confirm the project was financially viable to bid on. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Gargurevich, Kathryn	I-625	Refer to Appendix T Page SDEIS C–398 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.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.F for a response to adverse impacts to air quality.
Garmirian, Lindsay	I-1187	Refer to Appendix T Page SDEIS C–399 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.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.

Commentor	#	Reference to Comment	Response
Garvey, Patrick	I-1636	Refer to Appendix T Page SDEIS C-400 for your exact comment.	<p>Thank you for your comment concerning the Preferred Alternative at River Road and I-495 and the I-270 Spur. A transportation system management (TSM)/transportation demand management (TDM) alternative was considered in the preliminary range of alternatives for this Study and presented in the DEIS Appendix B. TSM/TDM strategies are improvements to existing facilities that improve the operation and coordination of transportation services and facilities. The TSM options could include interchange reconfigurations, modifications to turn lanes and acceleration/deceleration lanes, ramp metering, peak period shoulder use, enhancements to parallel roadway networks, enhanced traveler information, etc. TDM strategies focus on system demand and ways to change drivers' behavior aimed at providing the most efficient and effective use of existing transportation services and facilities. Options include rideshare and telecommuting promotion, park-and-ride lots, flexible work hours, carpool subsidies, and transit subsidies; all of which are most effective on a regional basis and commonly implemented through employers.</p> <p>Benefits from TSM/TDM solutions have a limited lifespan and cannot be expected to provide long-term (2045) improvements over existing conditions. This is demonstrated by the ongoing I-270 ICM Contract that is implementing some of these TSM/TDM strategies. These improvements include restriping the existing road to provide additional travel lanes, extending acceleration and deceleration lanes, modifying existing lane configurations, and installing adaptive ramp metering at all interchanges. Alternative 2 considered TSM/TDM solutions on I-495 and additional TSM/TDM solutions to I-270 in addition to those being implemented with the ICM improvements.</p> <p>The proposed ICM improvements are anticipated to provide traffic operational benefits in the short-term. For example, in the AM peak, as virtually all of the relevant congestion measures indicate, the I-270 network with the ICM improvements performs better than under the existing (2015) conditions. Overall, detailed modeling of the I-270 ICM improvements also indicated that as traffic continues to increase, the traffic operations are expected to return to existing levels of congestion by 2040. Based on the 2040 modeling from the ICM Improvement Contract and VISSIM modeling on the No Build Alternative for this Study, I-270 would accommodate upwards of 19 percent more vehicles in the northern section and 7 percent more vehicles around I-495 during the peak hour. Similar results would be expected on I-495 if these types of improvements were implemented; the benefit would be recognized in the short-term but could not be sustained for the long-term.</p> <p>Because the actions that would likely be included as part of TSM/TDM solutions would only address a small fraction of congestion challenges and only do so in the short-term, Alternative 2 would not accommodate existing and future long-term traffic, nor would these measures enhance trip reliability. In addition, Alternative 2 does not directly provide an additional travel choice, accommodate Homeland Security, improve the movement of goods and services, nor enhance multimodal connectivity; and it does not provide a revenue source. Also, Alternative 2 is not consistent with the Visualize2045 Plan. For these reasons, MDOT SHA dropped Alternative 2 from further consideration, as a standalone alternative, because it would not address the long-term congestion and demand on I-495 and I-270.</p> <p>While Alternative 2: TSM/TDM was not advanced for further study, there are many TSM/TDM elements that are included in the Preferred Alternative documented in the SDEIS and FEIS. These include:</p> <ul style="list-style-type: none"> - Managed lanes as a demand management strategy. Additionally, high-occupancy tolling (HOT) includes congestion pricing, which is an effective demand management strategy. - Provisions for transit use of the managed lanes, which can facilitate faster transit service along I-495 and I-270 and new bus transit routes. The Preferred Alternative also includes direct/indirect connections between the managed lanes and existing transit stations/centers. - Maintaining the adaptive ramp metering being implemented on the interchange entrance ramps along I-270 as part of MDOT SHA's on-going I-270 ICM project. Adaptive ramp metering is an approach that manages the flow of traffic onto the freeway mainline during periods of high demand with the goal of preventing traffic flow breakdown at interchange ramp merge points. - Needed changes at interchange ramp terminals and intersecting roadways to optimize lane configurations and traffic signal timing to provide adequate traffic flow along the crossroads. - Enhancements to acceleration and deceleration lanes to meet AASHTO design guidelines, which can improve traffic operations along the mainline in locations where current design does not meet design guidelines. <p>Regarding 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 concerning impacts to I-495 east of the I-270 spur to MD 5 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>

Commentor	#	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>
Geltman, Richard	I-1141	Refer to Appendix T Page SDEIS C–401 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.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>
Gentry, Donna	I-517	Refer to Appendix T Page SDEIS C–402 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.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>
George, Craig	I-1194	Refer to Appendix T Page SDEIS C–403 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>
George, Jody	I-1639	Refer to Appendix T Page SDEIS C–404 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.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 3.4.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>
Gershone, Joshua	I-1168	Refer to Appendix T Page SDEIS C–405 thru 406 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.P for a response to impacts on the regional economy.</p>

Commentor	#	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-1942	Refer to Appendix T Page SDEIS C–407 for your exact comment.	Refer to Chapter 9, Section 3.4.P for a response to impacts on the regional economy. Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.
Gilcher, Anna	I-1642	Refer to Appendix T Page SDEIS C–408 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.
Goldberg, Thomas	I-2067	Refer to Appendix T Page SDEIS C–409 for your exact comment.	Thank you for your comment on air quality and community impacts. Regarding your comment on air quality, the air quality analysis for the Study was performed in consultation with FHWA using approved models, methodologies, and guidance to analyze required pollutants for the Build Alternatives in the DEIS and the Preferred Alternative in the FEIS. The Clean Air Act and Amendments (CAA) is the overarching statute regulating air quality in the US. The CAA requires the US Environmental Protection Agency (US EPA) to set standards for air pollutants, approve state plans, and enforce deadlines for reducing air pollution, among many other responsibilities. EPA’s transportation conformity rule (40 CFR Part 93) provides the criteria and procedures for implementing the transportation conformity provisions of the CAA. NEPA guidelines issued by the USDOT outline federal requirements for air quality analyses for transportation projects. Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality. 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.L for a response to public health impacts.
Goldman, Charles	I-1923	Refer to Appendix T Page SDEIS C–411 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 3.4.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. 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.
Goldstein, Robin	I-1046	Refer to Appendix T Page SDEIS C–410 for your exact comment.	Thank you for your comment on traffic, safety, and MDOT’s ICM program. We concur that the ICM project has been effective at reducing congestion on the lower portion of I-270 and this segment of I-270 south of I-370 currently operates well. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on I-495 in Maryland and Virginia and the ICC. The HOT lanes will not replace the ICM improvements, but rather will supplement them. Elements of the ICM improvements will be maintained following construction of the Preferred Alternative, including ramp metering, the additional auxiliary lane added in both directions along the I-270 west spur and I-270 mainline up to Montrose Road, auxiliary lanes between MD 189 (Falls Road) and MD 28 interchanges, and all improvements north of I-370. Elements that will not be maintained involve changes to the access and auxiliary lanes associated with the existing C-D road, which will be removed as part of the Preferred Alternative. 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.

Commentor	#	Reference to Comment	Response
			<p>Refer to Chapter 9, Section 3.4.O for a response to safety 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.B for a response to traffic modeling and analysis.</p>
Gordin, Snna	I-1189	Refer to Appendix T Page SDEIS C–412 for your exact comment.	Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Gordon, Henry	I-1659	Refer to Appendix T Page SDEIS C–413 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 3.5 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>
Gorham Slater, Christine	I-2011	Refer to Appendix T Page SDEIS C–414 thru 415 for your exact comment.	<p>Thank you for your comment on climate change, teleworking, equity, and concerning the number of general purpose lanes maintained with the Preferred Alternative. The Preferred Alternative will maintain the same number of general purpose lanes as the No Build. While much truck traffic may continue to utilize the general purpose lanes, experts expect that some truck traffic will use the HOT lanes and therefore truck traffic and congestion will likely be reduced in the free lanes under the Preferred Alternative. Commercial vehicles may be motivated by time and delivery commitments and therefore could utilize the HOT lanes due to more reliable travel times.</p> <p>Regarding your comment on tolls and equity, 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 3.4.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 3.2.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.D for a response to Environmental Justice and equity concerns.</p>

Commentor	#	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 3.4 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>
Goswami, Vijay	I-1198	Refer to Appendix T Page SDEIS C–416 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>
Goutos, Rachel	I-796	Refer to Appendix T Page SDEIS C–417 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 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>
Graham, Barry	I-10	Refer to Appendix T Page SDEIS C–418 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.C for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Graham, Busy and Hickman, Stewart	I-1661	Refer to Appendix T Page SDEIS C–152 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>
Grant, Danielle	I-1898	Refer to Appendix T Page SDEIS C–419 thru 420 for your exact comment.	<p>Thank you for your comment on environmental impacts, traffic impacts, and community impacts. Regarding your comment on traffic impacts, as noted in Section 3.3.6 of the SDEIS, 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. Specific areas, such as MacArthur Boulevard, Seven Locks Road, and the Clara Barton Parkway, were 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. Refer to FEIS, Appendix B, for MDOT SHA's Application for Interstate Access Point Approval.</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.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.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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.
Green, Cynthia	I-1854	Refer to Appendix T Page SDEIS C–421 thru 422 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.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.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 3.4.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.G for a response to climate change considerations.</p>
Green, Linda	I-1047	Refer to Appendix T Page SDEIS C–423 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.
Greenspun, Harry	I-1185	Refer to Appendix T Page SDEIS C–424 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.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>
Grillo, Carolyn	I-1844	Refer to Appendix T Page SDEIS C–425 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>
Grodsky, Susan	I-243	Refer to Appendix T Page SDEIS C–426 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.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 3.4.A for a response to Limits of Disturbance.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>

Commentor	#	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 3.4.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.H for a response to noise impacts and mitigation.</p>
Grodsky, Susan	I-3	Refer to Appendix T Page SDEIS C–427 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.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 teleworking.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Grodsky, Susan	I-539	Refer to Appendix T Page SDEIS C–428 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>
Grupp, Beth	I-1840	Refer to Appendix T Page SDEIS C–429 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>
Guldin, Bob	I-1664	Refer to Appendix T Page SDEIS C–430 for your exact comment.	<p>Thank you for your comment concerning the ICC. The purpose and need for the ICC was to address east west transportation north of the 495; and the ICC FEIS specifically clarified that it was not intended nor would it significantly reduce traffic on I-495.</p> <p>Refer to 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.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>

Commentor	#	Reference to Comment	Response
Gunther, Carl	I-1175	Refer to Appendix T Page SDEIS C–431 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.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>
Gunther, Liza	I-1188	Refer to Appendix T Page SDEIS 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>
Gunther, Ross	I-1665	Refer to Appendix T Page SDEIS C–433 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>
Gunther, Suzanne K	I-1178	Refer to Appendix T Page SDEIS C–434 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 3.4.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>
Gunz, Walter	I-1827	Refer to Appendix T Page SDEIS C–435 for your exact comment.	<p>Thank you for your comment concerning impacts to your home in the Falls Ridge Community. The noise analysis has been updated for the FEIS, but the results for your community have not changed. Although we did identify noise impacts in your community, we found that a sound barrier does not meet criteria for reasonableness, and therefore is not recommended for further consideration as part of this project. MDOT SHA's noise impacts and abatement analysis was conducted in compliance with MDOT SHA's Highway Noise Abatement Planning and Engineering Guidelines (2020), which are in turn, based on FHWA regulations at Title 23 Code of Federal Regulations Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise. The federal regulations require MDOT SHA to assess whether abatement is "feasible and reasonable" based on a series of practical engineering and performance measures. The barrier system evaluated for your community fails two of the reasonableness criteria outlined in the MDOT SHA Guidelines: it does not reduce noise levels by 7 dB(A) at a majority of residences, and it does not meet the cost effectiveness threshold.</p> <p>Sound levels are measured on a logarithmic scale, which means that in order for there to be a 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 within the study limits.</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>
Gupta, Raj	I-1666	Refer to Appendix T Page SDEIS C–436 for your exact comment.	<p>Thank you for your comment on northern 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 3.7 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>

Commentor	#	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 3.5 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>
Gustasp, Yesvy	I-1825	Refer to Appendix T Page SDEIS C–437 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.
Gutierrez, Ariane	I-11	Refer to Appendix T Page SDEIS C–438 for your exact comment.	<p>The Preferred Alternative does exactly what you are suggesting – it provides new HOT lanes adjacent to the existing general purpose lanes that gives motorists the choice of remaining in the free general purpose lanes or having the option of a reliable trip by using the HOT lanes either by paying a toll or meeting the HOV requirement (3+).</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Gutowski, Stacie	I-1146	Refer to Appendix T Page SDEIS C–439 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.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.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.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>
Halpern, Jaclyn	I-649	Refer to Appendix T Page SDEIS C–440 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.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.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>

Commentor	#	Reference to Comment	Response
Harpster, Anne	I-1670	Refer to Appendix T Page SDEIS C–441 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>
Harris, Ben	I-1176	Refer to Appendix T Page SDEIS C–442 for your exact comment.	<p>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.</p> <p>Refer to 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.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>
Harris, Howard	I-1671	Refer to Appendix T Page SDEIS C–443 thru 450 for your exact comment.	<p>Thank you for your comment concerning stormwater management and mitigation. While detailed engineering is necessary to develop final design, a preliminary analysis was performed to evaluate the adequacy of current culverts sized 36 inches or larger for both the DEIS and SDEIS. This analysis will be refined during final design. Refer to the FEIS Chapter 3, Section 3.1.7.</p> <p>The current adequacy of adjacent Montgomery County-owned storm drains will not be evaluated as part of this project. However, the project will be required to control proposed discharges from the project to match existing discharges for the 10-year storm on-site. Therefore, stormwater runoff from this project to Montgomery County-owned storm drain infrastructure will not increase.</p> <p>Refer to 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.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 3.4 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.M for a response to impacts to utilities and associated costs.</p>
Hartzman, Alex	I-1673	Refer to Appendix T Page SDEIS C–451 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p> <p>Refer to Chapter 9, Section 3.4.P for a response to impacts on the regional economy.</p>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Hartzman, Alex	I-8	Refer to Appendix T Page SDEIS C–452 for your exact comment.	<p>The Preferred Alternative for the Study includes new and revised access points, such as at the I-495/I-270 West Spur interchange, and therefore an Interstate Access Point Approval documentation is required and was prepared by MDOT SHA for review by FHWA. MDOT SHA's Application for Interstate Access Point Approval for this project is included with the FEIS, Appendix B.</p> <p>The existing I-495/I-270 West Spur interchange will be modified to accommodate the widened mainline and new access to and from the high-occupancy toll managed lanes. Per the Federal Highway Administration Policy on Access to the Interstate System (updated May 22, 2017), any project that would result in new or revised access points to interstate facilities requires development of MDOT SHA's Application for Interstate Access Point Approval to document that an operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (including mainline lanes, existing and proposed ramps, and ramp intersections with the crossroad) or on the local street network based on both current and future traffic projections. Proposed access must also connect to public roads only and must provide for all traffic movements, except for special applications such as managed lanes that are considered on a case-by-case basis.</p> <p>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>
Hauck, Molly	I-1674	Refer to Appendix T Page SDEIS C–453 thru 455 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> <p>Refer to 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.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> <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>
Hauck, Molly	I-1675	Refer to Appendix T Page SDEIS C–456 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>

Commentor	#	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 for a response on the NEPA approach, analysis, and impacts.</p>
Hauck, Molly	I-1808	Refer to Appendix T Page SDEIS C–457 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>
Hauck, Molly	I-795	Refer to Appendix T Page SDEIS C–458 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.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 3.4.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.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 3.4.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>
Hausman, Steven	I-993	Refer to Appendix T Page SDEIS C–459 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.M for a response to impacts to utilities and associated costs.</p>
Hautamaki, Jared	I-266	Refer to Appendix T Page SDEIS C–460 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 3.4.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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.
Haynes, Leslie	I-804	Refer to Appendix T Page SDEIS C–461 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>
Heller, Amy	I-1685	Refer to Appendix T Page SDEIS C–462 thru 464 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.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.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> <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 3.2.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.A for a response to Limits of Disturbance.</p>
Hemming, Heidi	I-1801	Refer to Appendix T Page SDEIS C–465 for your exact comment.	<p>Thank you for your comment concerning impacts to your Silver Spring 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 3.4.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>

Commentor	#	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> <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 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Henderson-O'Keefe, Parrie	I-1799	Refer to Appendix T Page SDEIS C–466 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.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>
Herman, Aaron	I-1794	Refer to Appendix T Page SDEIS C–467 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 and teleworking.</p>
Hershberger, Eileen	I-1689	Refer to Appendix T Page SDEIS C–468 for your exact comment.	<p>Thank you for your comment on elevated roadway options. Elevated roadway options were considered during the screening of the Preliminary Alternatives as a means and methods to add roadway capacity and limit widening on I-495 and I-270. An elevated structure or deck over the existing highways would not likely reduce the limits of disturbance as construction cannot occur over moving traffic. Since traffic could not travel directly underneath the elevated facility while construction is occurring, drastic changes to traffic operations would be required to close through lanes or additional temporary widening would be needed to maintain the existing number of lanes. These options would require considerations for access to the elevated roadway, interchange configurations, and noise and visual impacts resulting from an elevated roadway. Interchange ramp movements to and from the elevated roadway would be complex. At existing interchanges and overpasses, if the crossroad spans I-495 or I-270, then the profile of the elevated roadway would need to span both facilities, effectively providing a three-tiered overpass with a vertical distance of more than 50 feet between the lowest roadway and the deck of the elevated structure.</p> <p>Additionally, construction costs for these options are likely to be high due to the number of new structures. Operational characteristics such as incident response and snow removal would need to be addressed which would further increase the cost of these options. Higher, long-term maintenance concerns would also include redecking the entire structure, cleaning and painting the steel at regular intervals, overlaying the concrete deck once between redecking, and overlaying the at-grade roadway underneath. Due to the likelihood of temporary widening and prohibitive costs associated with elevated roadway options, MDOT SHA did not incorporate this as a means and methods for the Preferred Alternative in the 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.C for a response to analyses of parklands and historic resources.</p>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Hilton, Rob	I-1779	Refer to Appendix T Page SDEIS C–469 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.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.
Hinds, Gareth	I-367	Refer to Appendix T Page SDEIS C–470 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 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.
Hluch, Kevin	I-115	Refer to Appendix T Page SDEIS C–471 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.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.
Hoang, Yen	I-1690	Refer to Appendix T Page SDEIS C–472 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.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.
Hochheiser, Lisa and Joseph	I-1691	Refer to Appendix T Page SDEIS C–473 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.
Hodges, Rosemary	I-1891	Refer to Appendix T Page SDEIS C–474 thru 475 for your exact comment.	Thank you for your comment concerning the Preferred Alternative. Trucks will be permitted to use the HOT lanes. We expect that some truck traffic will use the HOT lanes and therefore truck traffic and congestion will likely be reduced in the free lanes under the Preferred Alternative. Regarding your comment on wear-and-tear, one of the benefits of the Preferred Alternative is that funding from the tolls will be used to resurface all pavement (including in the free lanes), replace aging structures throughout the project area, and support maintenance of the facility throughout the life of the project. 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 3.6.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 for a response on the NEPA approach, analysis, and impacts.

Commentor	#	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.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.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>
Hoffman, Judy	I-684	Refer to Appendix T Page SDEIS C–476 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.
Hoffman, Kenneth	I-763	Refer to Appendix T Page SDEIS C–477 thru 479 for your exact comment.	<p>Thank you for your comment. MDOT SHA consulted the Virginia Department of Transportation (VDOT) in consideration of the Preliminary Alternatives, particularly regarding the operational characteristics for alternatives that included HOT and reversible managed lanes. As an example, VDOT indicated to MDOT SHA that the period to “changeover” between peak traffic directions is estimated to be two hours in the afternoon and two hours overnight based on its experience with reversible lanes along I-395 and I-95.</p> <p>MDOT SHA and VDOT continue to coordinate efforts between the Managed Lanes Study and the 495 Express Lanes Northern Extension project at the interface along I-495 at the George Washington Memorial Parkway interchange.</p> <p>The configuration of the entrance and exit ramps for the HOT managed lanes and general purpose lanes along I-495 and I-270, and details such as directional signing, will continue to be refined by the P3 Phase 1 Developer through final design.</p> <p>A second crossing of the Potomac River was considered in 2017. The National Capital Region Transportation Planning Board (TPB) created the Long-Range Plan Task Force (https://www.mwcog.org/committees/lrptf/) to identify a set of regional projects, programs, and policies to address issues like long-term congestion and mobility. From a list of nearly 100 ideas, the Task Force developed a set of ten initiatives to analyze for further study and potential future incorporation into the region’s long-range transportation plans, including an additional Potomac River bridge.</p> <p>This analysis found that an additional northern Potomac River crossing would not have as much of a regional benefit as many of the other initiatives that were analyzed. When the TPB considered these results and other factors, including public support, implementation feasibility, and costs, the TPB decided to exclude the second bridge crossing from the 2045 long range plan. MDOT Maryland Transit Administration (MDOT MTA) worked with Virginia Department of Rail and Public Transportation (VDRPT) on a separate study of the American Legion Bridge to identify a range of current and future multimodal solutions to reduce congestion, improve trip reliability and regional connections, and enhance existing and planned multimodal connectivity and mobility. The study concluded in April 2021. Additional information can be found on MDOT’s website under “Ongoing Projects and Studies” at http://www.drpt.virginia.gov/media/3375/i495_alb_transitdm_study_finalreport_030521_combined.pdf.</p> <p>Refer 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.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>

Commentor	#	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.O for a response to safety considerations.</p> <p>Refer to Chapter 9, Section 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Hoffmeister, Donna	I-1767	Refer to Appendix T Page SDEIS C–480 for your exact comment.	Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.
Holcomb, Kevin	I-1760	Refer to Appendix T Page SDEIS C–481 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>
Hollingshead, Mark	I-1755	Refer to Appendix T Page SDEIS C–482 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 for a response on the NEPA approach, analysis, and impacts.</p>
Howland, Karen	I-1742	Refer to Appendix T Page SDEIS C–483 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 3.2.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>
Howland, Nina	I-1160	Refer to Appendix T Page SDEIS C–484 for your exact comment.	<p>Thank you for your comment concerning transit, safety, the Innovative Congestion Management (ICM) improvements, stormwater management and tolling. We concur that the ICM project has been effective at reducing congestion on the lower portion of I-270 and this segment of I-270 south of I-370 currently operates well. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on I-495 in Maryland and Virginia and the ICC. The HOT lanes will not replace the ICM improvements, but rather will supplement them. Elements of the ICM improvements will be maintained following construction of the Preferred Alternative, including ramp metering, the additional auxiliary lane added in both directions along the I-270 west spur and I-270 mainline up to Montrose Road, auxiliary lanes between MD 189 (Falls Road) and MD 28 interchanges, and all improvements north of I-370. Elements that will not be maintained involve changes to the access and auxiliary lanes associated with the existing C-D road, which will be removed as part of 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 3.2.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.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 3.5 for a response to the P3 Program and Project Cost.</p>

Commentor	#	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.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>
Howland, Rebecca	I-1878	Refer to Appendix T Page SDEIS C–485 for your exact comment.	<p>Thank you for your comment concerning Innovative Congestion Management (ICM). We concur that the ICM project has been effective at reducing congestion on the lower portion of I-270 and this segment of I-270 south of I-370 currently operates well. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on I-495 in Maryland and Virginia and the ICC. The HOT lanes will not replace the ICM improvements, but rather will supplement them. Elements of the ICM improvements will be maintained following construction of the Preferred Alternative, including ramp metering, the additional auxiliary lane added in both directions along the I-270 west spur and I-270 mainline up to Montrose Road, auxiliary lanes between MD 189 (Falls Road) and MD 28 interchanges, and all improvements north of I-370. Elements that will not be maintained involve changes to the access and auxiliary lanes associated with the existing C-D road, which will be removed as part of 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 3.5 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 3.6.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>
Hoyt, John	I-13	Refer to Appendix T Page SDEIS C–486 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>
Hoyt, John	I-1875	Refer to Appendix T Page SDEIS C–487 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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Hsiao, Jane	I-1872	Refer to Appendix T Page SDEIS C–488 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 for a response on the NEPA approach, analysis, and impacts.
Hsiao, Shirley	I-1199	Refer to Appendix T Page SDEIS C–489 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.
Huard, Carolyn	I-1869	Refer to Appendix T Page SDEIS C–494 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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Hudson, Antoinette	I-1866	Refer to Appendix T Page SDEIS C–490 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 3.4.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.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.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.
Hughes, Lisa	I-2086	Refer to Appendix T Page SDEIS C–491 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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.
Hull, Preston	I-729	Refer to Appendix T Page SDEIS C–492 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 3.5 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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Hummel, Lani	I-489	Refer to Appendix T Page SDEIS C–493 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> <p>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>
Hurley, Jeanne	I-1862	Refer to Appendix T Page SDEIS C–495 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.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>
Hurst, Jackson	I-2068	Refer to Appendix T Page SDEIS C–496 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.
Imlay, Marc	I-1694	Refer to Appendix T Page SDEIS C–497 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>
Ingham, Ken	I-1696	Refer to Appendix T Page SDEIS 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 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>

Commentor	#	Reference to Comment	Response
Inserra, Frank	I-427	Refer to Appendix T Page SDEIS C–499 for your exact comment.	<p>Thank you for comment on project cost, air quality, tolling, construction impacts, and public participation. Regarding your comment on project funding. MDOT remains focused on supporting the State's pandemic response and recovery, while delivering projects that support safety, mobility, and state of good repair for the critical infrastructure that composes the State's transportation system. With the new funding Maryland will receive from the Infrastructure Investment and Jobs Act (IIJA), MDOT is presented with new opportunities to advance projects across the entire State. As of January 2022, MDOT is awaiting federal rulemaking and a congressional appropriations authorization to access these new funds, which will provide approximately 20 percent more in federal highway dollars than the state currently has. During this time, MDOT is reviewing each county's priorities and needs, the Statewide infrastructure needs, as well as the current State revenues to better understand what improvements will be able to advance with the additional federal funds.</p> <p>While this funding is a significant increase overall, it is only a 14% increase in the two traditional categories that a project like I-495 & I-270 Managed Lanes Study would be funded out of. This amount of funding would not be adequate to fund a project of this magnitude over the five years of the IIJA bill.</p> <p>Regarding your comment on construction and maintenance of traffic for the Preferred Alternative the limits of disturbance along Watts Branch Parkway accommodate culvert augmentation needs, such as installation of auxiliary culverts, in the vicinity of the I-270 and MD 28 interchange. It was assumed that the auxiliary culverts could be installed using trenchless technologies (installing the culvert underground without disturbing the existing road) so as not to disrupt traffic traveling on the existing road. Detailed analysis will be completed during final design to confirm that culvert augmentation is required.</p> <p>It is anticipated that construction of the Preferred Alternative will last approximately five to six years. Details related to precisely when and where construction related activities will occur will be determined in final design. Advanced notice of construction related activities would be provided and all reasonable efforts to minimize impacts to residential communities would be undertaken. There will be additional opportunity for community coordination and awareness effort for construction activities.</p> <p>Refer 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.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.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 3.7 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.I for a response to construction impacts.</p>
Isis, Melanie	I-1698	Refer to Appendix T Page SDEIS C–500 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 3.5 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.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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.
Jackman, Patricia	I-681	Refer to Appendix T Page SDEIS C–501 for your exact comment.	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.
Jacobson, Susan	I-1990	Refer to Appendix T Page SDEIS C–502 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.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 3.4 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. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Jacobson, Theodore	I-1780	Refer to Appendix T Page SDEIS C–503 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 3.5 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.
Jaeger, Mike	I-9	Refer to Appendix T Page SDEIS C–504 for your exact comment.	Thank you for your comment concerning the ALB structure. The engineering and design details for the reconstructed American Legion Bridge and roadway approaches along I-495, including potential profile adjustments or change in vertical clearance, will be determined during final design. Final design will be completed after NEPA as NEPA was developed to evaluate environmental impacts prior to incurring substantial costs associated with final design. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Jaffe, Chiara	I-691	Refer to Appendix T Page SDEIS C–505 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.
Jakobsberg, Phil	I-1991	Refer to Appendix T Page SDEIS C–506 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 for a response on the NEPA approach, analysis, and impacts.

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
James, Betsy	I-1992	Refer to Appendix T Page SDEIS C–507 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.B for a response to traffic modeling and analysis.
Jaw, Eric	I-797	Refer to Appendix T Page SDEIS C–508 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.
Jett, William	I-7	Refer to Appendix T Page SDEIS C–509 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. Refer to Chapter 9, Section 3.4.I for a response to construction impacts.
John, Stephen and Pat	I-1766	Refer to Appendix T Page SDEIS C–510 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.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.C for a response to analyses of parklands and historic resources. 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. 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 3.1 for a response on Purpose and Need and teleworking. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.

Commentor	#	Reference to Comment	Response
Johnson, AJ	I-674	Refer to Appendix T Page SDEIS 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 3.4.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>
Johnson, Cathy	I-1994	Refer to Appendix T Page SDEIS C–512 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 3.4.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>
Johnson, Michaela	I-538	Refer to Appendix T Page SDEIS C–515 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 3.5 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>
Johnson, Sherman	I-1759	Refer to Appendix T Page SDEIS C–516 thru 517 for your exact comment.	<p>Thank you for your comment. As you note, the federal gas tax is not indexed to inflation and has not been raised since October 1993. The cost to repair the roads has increased significantly over that same time period. MDOT is not receiving and cannot reasonably assume that the fuel tax or other tax revenues will be increased sufficiently to finance this project. Even with the new funding that Maryland will receive from the Infrastructure Investment and Jobs Act (IIJA), MDOT must look at new opportunities to advance projects across the entire State, not just in the Washington Metropolitan area. As of January 2022, MDOT was awaiting federal rulemaking and a congressional appropriations authorization to access these new funds, which will provide approximately 20 percent more in federal highway dollars than the state currently has. While this funding is a significant increase overall, it is only a 14% increase in the two traditional categories that a project like I-495 & I-270 Managed Lanes Study would be funded out of. This amount of funding would not be adequate to fund a project of this magnitude over the five years of the IIJA bill.</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.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.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.A for a response on opposition to managed lanes or tolling public roads.</p>

Commentor	#	Reference to Comment	Response
Johnson, Valerie	I-643	Refer to Appendix T Page SDEIS C–518 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>
Johnston, Maragaret	I-1995	Refer to Appendix T Page SDEIS C–513 thru 514 for your exact comment.	<p>Thank you for your comment property impacts in the Cabin John neighborhood. Partial property acquisitions within the Cabin John neighborhood adjacent to I-495 will be necessary to develop the Preferred Alternative (limited "strip takes" of parcels and undeveloped areas of trees or landscaping adjacent to I-495). The Preferred Alternative would require property acquisition along the I-495 inner loop between Clara Barton Parkway and Cabin John Parkway to accommodate the proposed managed lanes, shoulders, traffic barrier, cut and fill slopes, stormwater management (SWM) facilities, retaining walls, and noise barriers. The Preferred Alternative limits of disturbance were determined from the proposed roadway typical section, interchange configuration, and roadside design elements. Construction of the Preferred Alternative would also require relocation of some signage, guardrails, communications towers, and light poles. MDOT SHA has applied avoidance and minimization efforts through design refinements resulting in a narrowing of the limits of disturbance and reduced impacts to environmental 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 3.2.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.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Appendix T for the Cabin John Citizens Association comment response for additional responses to your comments.</p>
Joplin, Susan	I-1996	Refer to Appendix T Page SDEIS C–519 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.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 3.5 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>
Jordan, Melissa	I-821	Refer to Appendix T Page SDEIS C–520 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.
K, C	I-112	Refer to Appendix T Page SDEIS C–521 thru 525 for your exact comment.	<p>Thank you for your comment regarding induced demand, traffic congestion, environmental impacts, the NEPA process and the Purpose & Need. 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>
Kahane, Audrey	I-1736	Refer to Appendix T Page SDEIS C–526 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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Kain, Kathleen	I-1734	Refer to Appendix T Page SDEIS C–527 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.O for a response to safety considerations.</p>
Kaplan, Harriet	I-1050	Refer to Appendix T Page SDEIS C–528 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>
Kapstein, Rebecca	I-1732	Refer to Appendix T Page SDEIS C–529 thru 530 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.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.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 3.5 for a response to the P3 Program and Project Cost.</p>

Commentor	#	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>
Karadeniz, Deniz	I-1730	Refer to Appendix T Page SDEIS C–531 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>
Kasab, James	I-1143	Refer to Appendix T Page SDEIS C–532 for your exact comment.	<p>Thank you for your comment on northern 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 3.6.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> <p>Refer to Chapter 9, Section 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Katsouros, Tracey	I-673	Refer to Appendix T Page SDEIS C–533 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.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.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>
Katz, Arthur	I-1249	Refer to Appendix T Page SDEIS C–534 thru 565 for your exact comment.	<p>Refer to MDOT SHA Response Letter dated October 15th, 2021 for a response to your comment and specific request.</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 3.4.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.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 3.1 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>

Commentor	#	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 Appendix T for the Sierra Club comment response for additional responses to your comments.</p>
Katz, Arthur	I-2061	Refer to Appendix T Page SDEIS C–566 for your exact comment.	<p>Refer to MDOT SHA Response Letter dated October 15th, 2021 for a response to your comment and specific request.</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 Appendix T for the Sierra Club comment response for additional responses to your comments.</p>
Kaufman, Nick	I-1722	Refer to Appendix T Page SDEIS C–567 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.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.M for a response to impacts to utilities and associated costs.</p>
Kavlock, Kate	I-1968	Refer to Appendix T Page SDEIS C–568 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.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.K for a response to impacts to properties and communities, including community facilities.</p>
Kehoe, William	I-1145	Refer to Appendix T Page SDEIS C–569 for your exact comment.	<p>Thank you for your comment on traffic congestion, air quality, autonomous vehicles. For your comment regarding autonomous vehicles, and tolls. 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 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</p>

Commentor	#	Reference to Comment	Response
			<p>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 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 3.4.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>
Kepler, Ritch	I-1716	Refer to Appendix T Page SDEIS C–570 thru 573 for your exact comment.	<p>Thank you for your comment. MDOT SHA has minimized impact to the natural environment on and around Plummerville Island to the greatest extent practicable, while still meeting the requirements of the project. Forest impacts by the Preferred Alternative on Plummerville Island have been reduced to 24 trees on 0.28 acres. No wetlands will be impacted on Plummerville Island. MDOT SHA is coordinating with the National Park Service to develop a comprehensive ecosystem restoration plan, which will protect the flora and fauna during construction to the maximum extent practicable and includes measures to help restore this area as quickly as possible following construction. The ecosystem restoration plan includes replanting of native trees, shrubs, and herbs, including rare threatened and endangered species and invasive species control.</p> <p>Your recognition of the efforts that MDOT SHA has made to reduce impacts to the Morningstar Tabernacle No. 88 Moses Hall and Cemetery is appreciated. MDOT SHA and its procured developer have committed to continue working closely with the National Park Service, the Maryland Historical Trust, and the town of Cabin John to reduce negative impacts on your community.</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 for a response on the NEPA approach, analysis, and impacts.</p>
Kidd, Geo	I-1706	Refer to Appendix T Page SDEIS C–574 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.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 3.5 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.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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.
Kilic, Heather	I-1972	Refer to Appendix T Page SDEIS C–575 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.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.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>
Kim, Gene	I-1974	Refer to Appendix T Page SDEIS C–576 for your exact comment.	<p>Thank you for your comment concerning impacts to the Forest 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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4.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>
Kim, Kenli	I-1975	Refer to Appendix T Page SDEIS C–577 for your exact comment.	<p>Thank you for your comment concerning impacts to the Forest 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.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>

Commentor	#	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.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>
King, Lynne	I-667	Refer to Appendix T Page SDEIS C–578 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.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>
Kistler, Jacqueline	I-1976	Refer to Appendix T Page SDEIS C–579 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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Klauber, Karen	I-634	Refer to Appendix T Page SDEIS C–580 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>
Klein, Karen	I-1977	Refer to Appendix T Page SDEIS C–581 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>
Klein, Miriam	I-531	Refer to Appendix T Page SDEIS C–582 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.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.B for a response to traffic modeling and analysis.</p>

Commentor	#	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>
Knauer, Gary	I-1190	Refer to Appendix T Page SDEIS C–583 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 3.5 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>
Knobloch, Jahia	I-1632	Refer to Appendix T Page SDEIS C–584 thru 585 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 3.7 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 3.5 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>
Knox-Sith, Barbara	I-1978	Refer to Appendix T Page SDEIS C–586 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>
Kolasinski, John	I-646	Refer to Appendix T Page SDEIS C–587 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.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.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>

Commentor	#	Reference to Comment	Response
Korpi, Kerry	I-666	Refer to Appendix T Page SDEIS C–588 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.
Kosin, Katharine	I-1980	Refer to Appendix T Page SDEIS C–590 thru 591 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 3.3.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.
Kosterlitz, David	I-1981	Refer to Appendix T Page SDEIS C–589 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 3.5 for a response to the P3 Program and Project Cost.
Kosterlitz, David	I-1629	Refer to Appendix T Page SDEIS C–592 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.J for a response to impacts to greenspace and/or wildlife habitat. Refer 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 3.5 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 3.1 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.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.
Kosterlitz, David	I-1630	Refer to Appendix T Page SDEIS C–593 for your exact comment.	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 for a response on the NEPA approach, analysis, and impacts. 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.
Kosterlitz, David	I-2062	Refer to Appendix T Page SDEIS C–594 for your exact comment.	Thank you for your comment concerning impacts to your property and neighborhood near the I-495 interchange at MD 187 (Old Georgetown Road). As described in the Supplemental DEIS and FEIS, 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 west 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

Commentor	#	Reference to Comment	Response
			<p>west spurs.</p> <p>The extent of work along I-495 between the I-270 west and east spurs was refined since the SDEIS and the physical improvements and the limits of disturbance have been limited to west of MD 187. Furthermore, there is no proposed roadway widening or property acquisition along I-495 east of Fernwood Road. See the extent of the Preferred Alternative limits of disturbance shown in FEIS Appendix E. The potential impacts raised in your comment had been identified in the DEIS and SDEIS. Because the I-495 interchange at Old Georgetown Road is located outside the Preferred Alternative limits of build improvements, those impacts have now been completely avoided. Any future proposal for improvements to the remaining parts of I-495 within the study limits, outside of Phase 1 South, would advance separately and would be subject to additional environmental studies, analysis, and collaboration with the public, stakeholders, and agencies.</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 3.4.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.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>
Kosterlitz, David	I-665	Refer to Appendix T Page SDEIS C–595 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.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 3.4.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 and teleworking.</p>
Kotsiras, Ms. B	I-1628	Refer to Appendix T Page SDEIS C–596 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>

Commentor	#	Reference to Comment	Response
Krauth, Suzanne	I-1983	Refer to Appendix T Page SDEIS C–597 for your exact comment.	<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.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> <p>Refer 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>
Krell, June	I-1627	Refer to Appendix T Page SDEIS C–598 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.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 3.5 for a response to the P3 Program and Project Cost.</p>
Kreutzer, Paul	I-1984	Refer to Appendix T Page SDEIS C–599 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>
Kroening, Linda	I-1624	Refer to Appendix T Page SDEIS C–600 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>
Krupnick, Louis	I-1621	Refer to Appendix T Page SDEIS C–601 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Krupnick, Louis	I-1622	Refer to Appendix T Page SDEIS C–602 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>
Labin, Susan N	I-1159	Refer to Appendix T Page SDEIS C–603 for your exact comment.	<p>Thank you for your comment concerning the American Legion Bridge. The Preferred Alternative includes the full replacement of the American Legion Bridge (ALB) 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. Comments on the Build Alternatives presented in the DEIS and the Preferred Alternative in the SDEIS reflected a common support for advancing replacement of the ALB. The new ALB will</p>

Commentor	#	Reference to Comment	Response
			<p>include two high-occupancy toll (HOT) managed lanes in each direction and maintain the existing number of general purpose lanes in each direction. Transit buses and HOV 3+ vehicles would be allowed free passage in the HOT managed lanes.</p> <p>Regional bus commuter connections across the American Legion Bridge have been extensively studied. Allowing toll-free usage of the HOT managed lanes by transit buses will make this travel option more reliable and attractive. As part of a bi-state effort, Virginia's Department of Rail and Public Transit and the Maryland Transit Administration initiated a study in 2020 aimed at identifying a range of current and future multimodal solutions to reduce congestion, improve trip reliability and regional connections and enhance existing and planned multi-modal connectivity and mobility near the ALB. These solutions focused on moving more people across the ALB in fewer vehicles. A series of potential investment packages were developed to provide new mobility choices to serve bi-state travel and included a combination of transit service elements, technology enhancements, Commuter Assistance Programs, and parking needs.</p> <p>Refer to 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>
Labovitz, Priscilla	I-1947	Refer to Appendix T Page SDEIS C–604 for your exact comment.	<p>Thank you for your comment concerning air quality. While increasing the number of zero emissions vehicles using Maryland roadways is one strategy identified to meet the emissions reduction goals set in the Greenhouse Gas Reduction Act Plan, there are several other strategies identified by MDOT to help meet the goal. These strategies include congestion mitigation, reduction of vehicle miles travelled through investment in low emissions travel modes (transit, bicycle, pedestrian), and infrastructure design. System wide implementation of all of these strategies would help MDOT meet its portion of the goal of reducing GHG emissions 40% by 2030. Reference GGRA if possible. https://www.mdot.maryland.gov/OPCP/MDOT_GGRA_Plan.pdf</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>
Lafferty, Ann	I-1619	Refer to Appendix T Page SDEIS C–605 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.G for a response to climate change considerations.</p>
Lally, Marian	I-490	Refer to Appendix T Page SDEIS C–606 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 3.2.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 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commentor	#	Reference to Comment	Response
Lally, Marian	I-2069	Refer to Appendix T Page SDEIS C–607 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.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>
Land, Marie	I-1154	Refer to Appendix T Page SDEIS C–608 for your exact comment.	<p>Thank you for your comment concerning the Innovative Congestion Management (ICM) Program and traffic congestion. We concur that the ICM project has been effective at reducing congestion on the lower portion of I-270 and this segment of I-270 south of I-370 currently operates well. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on I-495 in Maryland and Virginia and the ICC. The HOT lanes will not replace the ICM improvements, but rather will supplement them. Elements of the ICM improvements will be maintained following construction of the Preferred Alternative, including ramp metering, the additional auxiliary lane added in both directions along the I-270 west spur and I-270 mainline up to Montrose Road, auxiliary lanes between MD 189 (Falls Road) and MD 28 interchanges, and all improvements north of I-370. Elements that will not be maintained involve changes to the access and auxiliary lanes associated with the existing C-D road, which will be removed as part of the Preferred Alternative.</p> <p>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. We recognize that improvements are needed in the Northern section of I-270 with or without the improvements being considered under this project.</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>
Landy, Gail	I-2077	Refer to Appendix T Page SDEIS C–609 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.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.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>

Commentor	#	Reference to Comment	Response
Lange, Karen	I-1614	Refer to Appendix T Page SDEIS C–610 thru 615 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 3.4.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>
Lanigan, Kathlen	I-1953	Refer to Appendix T Page SDEIS C–616 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> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
LaPrad, Danielle	I-1155	Refer to Appendix T Page SDEIS C–617 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.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>
Larsen, Todd	I-1613	Refer to Appendix T Page SDEIS C–618 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 3.4.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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>

Commentor	#	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 3.1 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.D for a response to Environmental Justice and equity concerns.</p>
Lautman, Mark	I-2063	Refer to Appendix T Page SDEIS C–620 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>
Lear, Gary	I-1954	Refer to Appendix T Page SDEIS C–621 for your exact comment.	<p>Thank you for your comment on traffic, safety, and MDOT's ICM program. We concur that the ICM project has been effective at reducing congestion on the lower portion of I-270 and this segment of I-270 south of I-370 currently operates well. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on I-495 in Maryland and Virginia and the ICC. The HOT lanes will not replace the ICM improvements, but rather will supplement them. Elements of the ICM improvements will be maintained following construction of the Preferred Alternative, including ramp metering, the additional auxiliary lane added in both directions along the I-270 west spur and I-270 mainline up to Montrose Road, auxiliary lanes between MD 189 (Falls Road) and MD 28 interchanges, and all improvements north of I-370. Elements that will not be maintained involve changes to the access and auxiliary lanes associated with the existing C-D road, which will be removed as part of 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>
Leiman, Robin	I-1604	Refer to Appendix T Page SDEIS C–622 for your exact comment.	<p>Thank you for your comment on northern 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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Leshner, Sarah	I-1958	Refer to Appendix T Page SDEIS C–623 thru 624 for your exact comment.	<p>Thank you for your comment concerning climate change, stormwater management and water quality impacts, community impacts, and social equity. Regarding your comment on stormwater and water quality, this project will meet Maryland stormwater management permitting requirements, which include collecting and treating the "first flush" of rainfall for all new impervious area and a minimum of 50 percent of reconstructed existing impervious area. By providing stormwater water quality treatment for all new impervious area and partial treatment for existing impervious area, Maryland stormwater management permitting improves the health of downstream waterways and the Chesapeake Bay.</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 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>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>Regarding your comment on community impacts and social equity, the historical context of highway construction and its impact on marginalized communities is</p>

Commentor	#	Reference to Comment	Response
			<p>described in FEIS Chapter 5.21. In consideration of the community division cause by the original construction of I-495, MDOT SHA will construct a new sidewalk along the west side of Seven Locks Road under I-495 to connect Gibson Grove Church and Morningstar Tabernacle No. 88 Moses Hall and Cemetery.</p> <p>Additionally, MDOT SHA has incorporated other project elements and community enhancement measures in consideration of Environmental Justice populations. MDOT SHA has committed to the following enhancements: direct and indirect access to existing and proposed transit stations, and transit-oriented development areas within the EJ Analysis Area; increasing the number of new bus bays at Washington Metropolitan Area Transit Authority's (WMATA) Shady Grove Metrorail Station and increasing parking at the Westfield Montgomery Mall Transit Center.; and replacing, modifying, or constructing new cross-highway pedestrian and bicycle enhancements and connections that have been impacted by the existing interstates (such as the Gibson Grove Church and Morningstar Tabernacle No. 88 Moses Hall and Cemetery connection). It is anticipated that increasing the availability of higher speed and more reliable options connecting major transit locations and economic centers will have a positive impact on transit usage in the study area by encouraging new transit service or modifying routes. Similarly, because High Occupancy Vehicles (HOVs) with three or more passengers will also travel toll-free on the new managed lanes, the use and availability of car and vanpools should be enhanced. These affordable transportation options can particularly benefit potential users who may not have reasonable access to personal vehicles. Additional detail is provided in Chapter 5 of the Final Community Effects Assessment/Environmental Justice Technical Report (FEIS Appendix F).</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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.5 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>
Leung, Marilyn	I-1600	Refer to Appendix T Page SDEIS C-625 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 3.3.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.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>
Leventhal, Carol	I-1599	Refer to Appendix T Page SDEIS C-626 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 for a response on the NEPA approach, analysis, and impacts.</p>
Levi, Karen	I-1598	Refer to Appendix T Page SDEIS C-627 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.J for a response to impacts to greenspace and/or wildlife habitat.</p>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.
Levin, Toby	I-1186	Refer to Appendix T Page SDEIS C–628 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 3.4.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>
Levine, Beth	I-1597	Refer to Appendix T Page SDEIS C–629 for your exact comment.	<p>Thank you for your comment concerning impacts in the vicinity of New Mark Commons. MDOT SHA employed a conservative approach to defining the limits of disturbance for all the DEIS Build Alternatives and Preferred Alternative. The limits of disturbance (LOD) represent the proposed boundary within which all construction, mainline widening, managed lane access, intersection improvements, construction access, staging, materials storage, grading, clearing, erosion and sediment control, landscaping, drainage, stormwater management, noise barrier replacement/construction, stream stabilization, and related activities to the proposed roadway and interchange improvements. Property impacts associated with the LOD, including those in Rockville and near the New Mark Commons neighborhood, were broken into permanent (long-term) and temporary (short-term) areas. This conservative approach to defining the LOD fairly captured the full scope of potential impacts. When the project advances to final design, it is anticipated that the design will closely adhere to the LOD defined in the FEIS, as the LOD was established to include a reasonable area to construct the Preferred Alternative. Overall, the conservative approach to defining the LOD for impact assessment was conducted with the goal of first accurately defining the likely construction of all foreseeable elements of the proposed action, and then continuously encouraging engineering techniques aimed at avoiding and reducing impacts to the greatest extent practicable.</p> <p>Refer to Chapter 9, Section 3.4.A for a response to Limits of Disturbance.</p> <p>Refer to Chapter 9, Section 3.5 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 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.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.D for a response to Environmental Justice and equity concerns.</p>
Levine, Elliott	I-1960	Refer to Appendix T Page SDEIS C–630 thru 631 for your exact comment.	Thank you for your comment on effects of the Pandemic, traffic congestion, NEPA, and environmental impacts. Regarding your comment on NEPA, 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 P3 Program, including I-270 North, are implemented. Consistent with FHWA regulations, other proposed actions, such as

Commentor	#	Reference to Comment	Response
			<p>potential improvements to I-270 from I-370 to I-70, have been determined to possess independent utility from the Study and thus will require separate project-level NEPA documents.</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 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.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 3.4.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.B for a response to traffic modeling and analysis.</p>
Levine, Elliott	I-2064	Refer to Appendix T Page SDEIS C–632 for your exact comment.	<p>Maryland Reforestation Law requires state-funded highway projects with over an acre of forest impacts to avoid and minimize forest impacts to the extent practicable and to mitigate all unavoidable forest impacts through first planting on-site planting where practicable, then planting the remainder of the requirement off-site on public lands within the affected county and/or watershed. If planting is not feasible, there is the option to purchase credits from forest mitigation banks in the affected county/watershed, or to pay into the state Reforestation Fund. All forest impacts will be replaced on an acre-for-acre or one-to-one basis on public lands, within two years or three growing seasons of project completion (MDNR, 1997) or mitigated through banks or reforestation fund payment, as determined through coordination with the Maryland Forest Service. MDOT SHA will replant all temporarily impacted areas to the greatest extent practicable and coordinate with the Maryland Forest Service to determine acceptable offsite mitigation opportunities.</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 3.2.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>
Levy, Betty Anne and Alan	I-794	Refer to Appendix T Page SDEIS 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 3.4.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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Lewis, Heidi	I-806	Refer to Appendix T Page SDEIS C–634 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 Appendix T for the Cabin John Citizens Association comment response for additional responses to your comments.</p>
Lewis, K	I-1963	Refer to Appendix T Page SDEIS C–635 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.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>
Leymaster, Mark	I-1590	Refer to Appendix T Page SDEIS C–636 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 3.5 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 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 3.4.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>
Li, Eyal	I-1053	Refer to Appendix T Page SDEIS 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.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> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>

Commentor	#	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>
Lindley, Lollyn	I-1965	Refer to Appendix T Page SDEIS C–638 for your exact comment.	<p>Thank you for your comment concerning beltway expansion in Silver Spring. As described in the Supplemental DEIS, Silver Spring 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>
Lloyd, Sharon	I-1970	Refer to Appendix T Page SDEIS C–639 for your exact comment.	<p>Thank you for your comment concerning toll lanes on I-495 from I-95 to the I-270 Spur. As described in the Supplemental DEIS, this section of I-495 is 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.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.O for a response to safety considerations.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p>
Lofft, Deirdre	I-1181	Refer to Appendix T Page SDEIS C–640 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.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>
Lofft, Deirdre	I-1396	Refer to Appendix T Page SDEIS 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.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>
Logsdon, Diane	I-822	Refer to Appendix T Page SDEIS C–642 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 and teleworking.</p>
Luke, Carmen	I-2070	Refer to Appendix T Page SDEIS C–643 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>

Commentor	#	Reference to Comment	Response
Lynde, Alec	I-1568	Refer to Appendix T Page SDEIS C–644 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.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 3.4.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.I for a response to construction impacts.</p>
MacGlashan, Anne	I-1559	Refer to Appendix T Page SDEIS C–645 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.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.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>
Magary, Garine	I-1562	Refer to Appendix T Page SDEIS C–646 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 3.5 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 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>
Magary, Garine	I-438	Refer to Appendix T Page SDEIS C–647 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> <p>Refer to 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>

Commentor	#	Reference to Comment	Response
Maggio, James	I-1139	Refer to Appendix T Page SDEIS C–648 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 3.6.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>
Maher, Ronald	I-440	Refer to Appendix T Page SDEIS C–649 for your exact comment.	Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Mail, M	I-1137	Refer to Appendix T Page SDEIS C–650 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>
Malinak, Ria	I-1556	Refer to Appendix T Page SDEIS 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 3.4.P for a response to impacts on the regional economy.</p>
Malloy, Maureen	I-1555	Refer to Appendix T Page SDEIS C–652 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 3.4 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 3.2.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.D for a response to Environmental Justice and equity concerns.</p>
Malone, Elizabeth	I-764	Refer to Appendix T Page SDEIS C–653 thru 654 for your exact comment.	<p>Thank you for your comment on the LOD, construction impacts, hazardous waste, and environmental justice. 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 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.A for a response to Limits of Disturbance.</p>

Commentor	#	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.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.D for a response to Environmental Justice and equity concerns.</p>
Mann, Juliana	I-1563	Refer to Appendix T Page SDEIS C–655 thru 656 for your exact comment.	<p>Thank you for your comment concerning impacts to your property. As described in the Supplemental DEIS, 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 3.3.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.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.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 3.5 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 3.4.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, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Mann, Kristina	I-1204	Refer to Appendix T Page SDEIS C–657 for your exact comment.	<p>Thank you for your comment concerning impacts to your property. As described in the Supplemental DEIS, 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 3.3.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>

Commentor	#	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.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.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> <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 3.2.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>
Marble, Lynn	I-1564	Refer to Appendix T Page SDEIS C–658 for your exact comment.	<p>Thank you for your comment concerning community impacts, congestion and the ICM Program. We concur that the ICM project has been effective at reducing congestion on the lower portion of I-270 and this segment of I-270 south of I-370 currently operates well. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on I-495 in Maryland and Virginia and the ICC. The HOT lanes will not replace the ICM improvements, but rather will supplement them. Elements of the ICM improvements will be maintained following construction of the Preferred Alternative, including ramp metering, the additional auxiliary lane added in both directions along the I-270 west spur and I-270 mainline up to Montrose Road, auxiliary lanes between MD 189 (Falls Road) and MD 28 interchanges, and all improvements north of I-370. Elements that will not be maintained involve changes to the access and auxiliary lanes associated with the existing C-D road, which will be removed as part of 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.B for a response to traffic modeling and analysis.</p>
Marcin, Daniel	I-1548	Refer to Appendix T Page SDEIS C–659 for your exact comment.	<p>Thank you for your comment on tolling existing lanes. MDOT has made a commitment not to toll any of the existing free lanes as part of this program. 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 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</p>

Commentor	#	Reference to Comment	Response
			<p>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>
Marcin, Daniel	I-441	Refer to Appendix T Page SDEIS C–660 for your exact comment.	Refer to your comment above, number I-1548, for a response to your comment.
Margerin, Bruno	I-693	Refer to Appendix T Page SDEIS C–661 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>
Maricheau, Karen	I-1566	Refer to Appendix T Page SDEIS C–662 for your exact comment.	<p>Thank you for your comment concerning impacts to the Forest Estates neighborhood and community. 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.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.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>
Marks, Nancy	I-1547	Refer to Appendix T Page SDEIS C–663 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>
Marquardt, Sandra	I-1714	Refer to Appendix T Page SDEIS C–664 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>
Marsh, Irene	I-364	Refer to Appendix T Page SDEIS C–665 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 3.4.A for a response to Limits of Disturbance.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>

Commentor	#	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.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>
Martinelli, Mauro	I-1541	Refer to Appendix T Page SDEIS C–666 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 for a response on the NEPA approach, analysis, and impacts.</p>
Martinich, Jeremy	I-1180	Refer to Appendix T Page SDEIS C–667 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>
Master, Sandra	I-1715	Refer to Appendix T Page SDEIS C–668 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 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Mathson, Braque	I-1537	Refer to Appendix T Page SDEIS C–669 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>
McArthur, Charles	I-1561	Refer to Appendix T Page SDEIS C–670 for your exact comment.	<p>Thank you for your comment on traffic, environmental impacts, and funding. MDOT remains focused on supporting the State's pandemic response and recovery, while delivering projects that support safety, mobility, and state of good repair for the critical infrastructure that composes the State's transportation system. With the new funding Maryland will receive from the Infrastructure Investment and Jobs Act (IIJA), MDOT is presented with new opportunities to advance projects across the entire State. As of January 2022, MDOT is awaiting federal rulemaking and a congressional appropriations authorization to access these new funds, which will provide approximately 20 percent more in federal highway dollars than the state currently has. During this time, MDOT is reviewing each county's priorities and needs, the Statewide infrastructure needs, as well as the current State revenues to better understand what improvements will be able to advance with the additional federal funds.</p> <p>While this funding is a significant increase overall, it is only a 14% increase in the two traditional categories that a project like I-495 & I-270 Managed Lanes Study would</p>

Commentor	#	Reference to Comment	Response
			<p>be funded out of. This amount of funding would not be adequate to fund a project of this magnitude over the five years of the IJJA bill.</p> <p>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.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>
McCarthy Hall, Margery	I-648	Refer to Appendix T Page SDEIS C–671 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.
McClintock, Christina	I-138	Refer to Appendix T Page SDEIS C–672 for your exact comment.	<p>Thank you for your comment on the Indiana Bat and Northern Long-eared Bat. The January 13, 2021 letter referenced in the SDEIS is included in the FEIS agency correspondence.</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>
McClintock, Christina	I-1529	Refer to Appendix T Page SDEIS C–673 for your exact comment.	<p>Refer to MDOT SHA Response Letter dated November 29, 2021 for a response to your specific comment.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
McCutchen, Susan	I-15	Refer to Appendix T Page SDEIS C–674 thru 675 for your exact comment.	<p>Thank you for your comment on tolling, equity, trucks, traffic, and environmental impacts. For your comment on trucks, trucks will be permitted to use the HOT lanes. We expect that some truck traffic will use the HOT lanes and therefore truck traffic and congestion will likely be reduced in the free lanes under the Preferred Alternative. Regarding wear-and-tear, one of the benefits of the Preferred Alternative is that funding from the tolls will be used to resurface all pavement (including in the free lanes), replace aging structures throughout the project area, and support maintenance of the facility throughout the life of the project.</p> <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 3.6.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 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 3.5 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 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commentor	#	Reference to Comment	Response
			<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 3.4.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>
McCutchen, Susan	I-664	Refer to Appendix T Page SDEIS C–676 thru 677 for your exact comment.	Refer to Chapter 9, Section 3.7 for a response to comments related to public involvement and engagement.
McDermott, Kerry	I-1230	Refer to Appendix T Page SDEIS 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 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.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 3.4.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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
McFarland, Maria	I-663	Refer to Appendix T Page SDEIS C–679 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> <p>Refer 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>
McGann, Lyn	I-1525	Refer to Appendix T Page SDEIS C–680 for your exact comment.	<p>Thank you for your comment concerning impacts to the Indian Spring Terrace 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. Also note that the traffic projections assume completion of the Purple Line and its anticipated ridership.</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>

Commentor	#	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.D for a response to Environmental Justice and equity concerns.</p>
McKaig, Mark	I-1152	Refer to Appendix T Page SDEIS C–681 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.
Mckenna, Laura	I-249	Refer to Appendix T Page SDEIS C–682 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.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>
McLaughlin, Amy	I-820	Refer to Appendix T Page SDEIS C–683 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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Melancon, Diane	I-1250	Refer to Appendix T Page SDEIS C–684 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 3.2.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>
Melanie, Dale	I-1519	Refer to Appendix T Page SDEIS C–685 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.
Melanie, Dale	I-447	Refer to Appendix T Page SDEIS C–686 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.
Melchar, Karen	I-1729	Refer to Appendix T Page SDEIS C–687 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.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 Appendix T for the Cabin John Citizens Association comment response for additional responses to your comments.</p>

Commentor	#	Reference to Comment	Response
Meleney Coe, Jane	I-1057	Refer to Appendix T Page SDEIS C–688 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>
Melo, Marcus	I-849	Refer to Appendix T Page SDEIS C–689 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>
Metcalfe, Anne	I-1508	Refer to Appendix T Page SDEIS C–690 for your exact comment.	<p>Thank you for your comment concerning impacts to your neighborhood in Silver Spring and the Montgomery Blair High School. 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 3.2.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.L for a response to public health impacts.</p>
Meyer, Burnell	I-695	Refer to Appendix T Page SDEIS C–691 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>
Miessner, Edward	I-491	Refer to Appendix T Page SDEIS C–692 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>
Miles, John	I-1502	Refer to Appendix T Page SDEIS C–693 thru 695 for your exact comment.	<p>Thank you for your comment on traffic, costs, air quality and global warming, parkland, flooding, and equity. Regarding your comment on Morningstar Tabernacle No.88 Moses Hall and Cemetery and The Gibson Grove First Agape AME Zion Church, 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</p>

Commentor	#	Reference to Comment	Response
			<p>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.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 3.4.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.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.A for a response to Limits of Disturbance.</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.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Miller, Alley	I-881	Refer to Appendix T Page SDEIS C–696 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 3.6.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 3.1 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>
Miller, Chaz	I-1733	Refer to Appendix T Page SDEIS C–697 for your exact comment.	<p>Thank you for your comment concerning impacts to Montgomery Blair High School, the Indian Spring Terrace neighborhood, the Silver Spring YMCA, Sligo Creek Park, and Holy Cross Hospital. 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>

Commentor	#	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>
Miller, David	I-1735	Refer to Appendix T Page SDEIS C–698 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>
Miller, Fran	I-2065	Refer to Appendix T Page SDEIS C–699 for your exact comment.	<p>Thank you for your comment concerning noise impacts associated with the widening of I-270. The noise analysis has been updated for the FEIS, and proposed noise abatement is shown on the Environmental Resource Mapping in FEIS, Appendix E. 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>Refer to Chapter 9, 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.B for a response to traffic modeling and analysis.</p>
Miller, Fran	I-450	Refer to Appendix T Page SDEIS C–700 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>
Miller, James	I-1496	Refer to Appendix T Page SDEIS C–701 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>
Miller, Stephen	I-1162	Refer to Appendix T Page SDEIS C–702 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>
Mintz, Emily	I-1192	Refer to Appendix T Page SDEIS C–703 for your exact comment.	<p>Thank you for your comment on air quality, effects of the pandemic and the No-Build analysis, highway widening, traffic, and parkland impacts. For your comment regarding traffic and the HOV lane, The operational analysis accounted for the conversion of the HOV lane to a HOT lane, which as you note operates as a GP lane for 21 hours out of the day. From an operational perspective, the 21 hours in which the lane functions as a GP lane today reflect the off peak direction of travel and/or off peak times of day. Therefore, the extra GP lane isn't generally needed during those times. Under the Preferred Alternative, we replace the GP lane with 2 HOT lanes. So while each of the HOT lanes individually has a lower capacity than the GP lane, the combined 2 lanes of HOT capacity essentially off-sets the GP capacity loss. As a</p>

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			<p>result, we did not identify any issues with off-peak travel along I-270 under the Preferred Alternative in our models. However, replacing the HOV lane with only a single HOT lane (under Alt 8, for example) or no additional lanes in the off-peak direction (under the reversible lane alternatives, for example) would have resulted in new congestion in the off-peak direction. This impact contributed to the other alternatives operating worse than the Preferred Alternative and being dropped.</p> <p>Note that Alternative 10 would have retained the existing HOV lane, but did not receive much support. The consensus was that the minor benefits of retaining the existing HOV lane (if any) are significantly offset by the benefits of the Preferred Alternative (lower cost, lower impacts, compatibility with VDOT, etc.).</p> <p>Refer to 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 3.4.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.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.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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Mitri, Joan	I-1489	Refer to Appendix T Page SDEIS C–704 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>
Moats, Sue	I-1442	Refer to Appendix T Page SDEIS C–705 for your exact comment.	<p>Thank you for your comment concerning impacts to Montgomery Blair High School, Indian Spring Terrace local park, the Silver Spring YMCA, Holy Cross Hospital, and the Mormon Temple. 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.D for a response to Environmental Justice and equity concerns.</p>

Commentor	#	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 3.5 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Moeller, Kristen	I-1482	Refer to Appendix T Page SDEIS C–706 for your exact comment.	<p>Thank you for your comment on HOV lanes. Under the Preferred Alternative the HOV lanes will be permanent and operate 24-hours a day. The toll rates would change throughout the day due to dynamic pricing. Dynamic pricing is a method of calculating the toll where the pricing mileage rate varies within the approved toll rate range in real time. A dynamic facility uses operational metrics to adjust the toll in real time. Toll rates adjust to maintain free-flowing traffic by using pricing factors to influence the traffic flow—when lanes become more congested, the toll increases, and when the lanes become less congested, the toll decreases. Tolls will be collected electronically at highway speeds, using overhead gantries, with no toll plazas or toll booths (cashless tolling). Similar to the Virginia Express Lanes, MD 200, and the I-95 Express Toll Lanes north of Baltimore, current toll rates for common destinations will be displayed on electronic roadway signs allowing drivers to know their toll prior to entering the HOT lanes.</p> <p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Mol, Laura	I-1741	Refer to Appendix T Page SDEIS C–707 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.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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Mondor, Raymond	I-1743	Refer to Appendix T Page SDEIS C–708 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>
Moniot, Todd	I-524	Refer to Appendix T Page SDEIS C–709 thru 717 for your exact comment.	<p>Thank you for your comment on highway widening and transit. Along I-270, the Preferred Alternative consists of removing the existing collector-distributor (C-D) lane separation from Montrose Road to I-370 as part of the proposed improvements. The Preferred Alternative limits of disturbance were determined from the proposed roadway typical section, interchange configuration, and roadside design elements. Partial property 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 Preferred Alternative would require property acquisition along portions of I-270 to accommodate the proposed managed lanes, shoulders, traffic barrier, direct access at-grade auxiliary lanes or ramps, cut and fill slopes, stormwater management (SWM) facilities, retaining walls, and noise barriers. Construction of the Preferred Alternative would also require relocation of some signage, guardrails, communications towers, and light poles.</p>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Montemarano, Arlene	I-144	Refer to Appendix T Page SDEIS C–718 thru 719 for your exact comment.	<p>Thank you for your comment on the P3 projects and project cost.</p> <p>MDOT completed a preliminary assessment of potentially viable publicly funded, publicly financed, and privately financed delivery approaches. The outcome of the preliminary analysis indicated that MDOT would need to invest significant amounts of capital (over \$1 billion), over and above the amount of toll revenue debt that MDTA could raise from projected revenues to deliver a publicly financed project. MDTA does not have adequate debt capacity to raise the necessary debt identified in the analysis when maintaining their credit rating and meeting current statutory limits. To fund its investment under a non-P3 approach, Maryland would need to choose to redirect funds from MDOT's capital program or the State's overall capital program to provide additional funding for the project. Therefore, the State elected to use a Public-Private Partnership or P3 approach because it was determined to be the only viable funding solution to solve the critical transportation congestion that is experienced today and is only forecasted to get worse.</p> <p>A P3 is an alternative model for delivery of a capital project in which the governmental sector works with private entities. The P3 model identified for the Study seeks to make the most of private sector expertise, innovation, and financing to deliver public infrastructure for the benefit of the public owner and users of the infrastructure. This P3 agreement includes designing, building, financing, operating, and maintaining a transportation facility, however, MDOT SHA would continue to own all lanes and infrastructure on I-495 and I-270 and ensure the highway meets their intended transportation function.</p> <p>Refer to 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>
Montemarano, Arlene	I-1470	Refer to Appendix T Page SDEIS C–720 thru 721 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 3.4.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>
Montemarano, Arlene	I-1472	Refer to Appendix T Page SDEIS C–722 thru 725 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.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 3.6.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.D for a response to Environmental Justice and equity concerns.</p>
Montemarano, Arlene	I-1474	Refer to Appendix T Page SDEIS C–726 thru 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.B for a response to traffic modeling and analysis.</p>

Commentor	#	Reference to Comment	Response
			<p>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 for a response on the NEPA approach, analysis, and impacts.</p>
Montgomery, Todd	I-177	Refer to Appendix T Page SDEIS C–728 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.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.K for a response to impacts to properties and communities, including community facilities.</p>
Moore, Margaret	I-1465	Refer to Appendix T Page SDEIS C–729 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 teleworking.</p>
Moore, William	I-1464	Refer to Appendix T Page SDEIS C–730 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.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> <p>Refer to 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>
Moran, James	I-1462	Refer to Appendix T Page SDEIS C–731 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 3.3.C 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>
Morasso, Maria	I-1460	Refer to Appendix T Page SDEIS C–732 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.C for a response to Analysis of Alternatives Retained for Detailed Study.</p>

Commentor	#	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.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 for a response on the NEPA approach, analysis, and impacts.</p>
Mordhorst, Heidi	I-1457	Refer to Appendix T Page SDEIS C–733 thru 734 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>to 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 for a response on the NEPA approach, analysis, and impacts.</p>
Mordhorst, Heidi	I-453	Refer to Appendix T Page SDEIS C–735 thru 736 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 3.5 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>
Morgan, Rick	I-1750	Refer to Appendix T Page SDEIS C–737 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> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>

Commentor	#	Reference to Comment	Response
Morgan-Wall, Tyler	I-1754	Refer to Appendix T Page SDEIS C–738 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 3.4.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.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>
Moriarty, Ann Marie	I-1757	Refer to Appendix T Page SDEIS C–739 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 3.6.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.B for a response to traffic modeling and analysis.</p>
Morrison, Jon	I-1761	Refer to Appendix T Page SDEIS C–740 thru 741 for your exact comment.	<p>Thank you for your comment concerning pedestrian and bicycle facility improvements. Refer to FEIS, Chapter 3, Section 3.1.5 for details on the pedestrian and bicycle facility improvements as part of the Preferred Alternative, including the proposed shared use path along the American Legion Bridge (ALB). Public comments supporting a direct connection of the shared use path from the ALB to the Chesapeake and Ohio Canal towpath were received by MDOT SHA, FHWA and NPS during the SDEIS public comment period. To be responsive, a direct connection to the Chesapeake and Ohio Canal towpath has been incorporated into the preliminary design and is accounted for in the Preferred Alternative LOD and impact analyses. The three shared use path options connecting to MacArthur Boulevard presented in the SDEIS are no longer under consideration in this FEIS. The direct connection to the Chesapeake and Ohio Canal towpath results in fewer NPS property and natural resource impacts. MDOT SHA and the Developer will continue to coordinate with NPS to review the condition of the existing connection between the Chesapeake and Ohio Canal towpath and the MacArthur Boulevard sidepath outside of the Study Area. The alignment of the proposed shared use path connection to the Chesapeake and Ohio Canal towpath is shown in FEIS Appendix E.</p> <p>Refer to Chapter 9, Section 3.3.D for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Morse, Howard	I-1451	Refer to Appendix T Page SDEIS C–742 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> <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 for a response on the NEPA approach, analysis, and impacts.</p>

Commentor	#	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, 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>
Moyano, Jackie	I-1764	Refer to Appendix T Page SDEIS C–743 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>
Mudd, Marion	I-1778	Refer to Appendix T Page SDEIS C–744 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.
Mudd, Marion	I-1781	Refer to Appendix T Page SDEIS 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>
Mulcahy, Erica	I-662	Refer to Appendix T Page SDEIS 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 3.2.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>
Nagashybayeva, Gulnar	I-1059	Refer to Appendix T Page SDEIS C–747 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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4.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>

Commentor	#	Reference to Comment	Response
Namazi, Cyrus	I-518	Refer to Appendix T Page SDEIS C–748 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.
Neiderheiser-Breslyn, Donna	I-1087	Refer to Appendix T Page SDEIS C–749 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 3.6.A for a response on opposition to managed lanes or tolling public roads.
Nelson, Natalie	I-1434	Refer to Appendix T Page SDEIS C–750 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. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Neto, Carlos	I-315	Refer to Appendix T Page SDEIS C–751 for your exact comment.	Refer to Chapter 9, Section 3.4.A for a response to Limits of Disturbance. 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.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. 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 teleworking. 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.D for a response to Environmental Justice and equity concerns.
Ng, Cathy	I-628	Refer to Appendix T Page SDEIS C–752 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 3.5 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.

Commentor	#	Reference to Comment	Response
Nickerson, Hannah	I-765	Refer to Appendix T Page SDEIS C–753 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 for a response on the NEPA approach, analysis, and impacts.</p>
North, Claire	I-1793	Refer to Appendix T Page SDEIS C–754 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>
Novak, Mae	I-1109	Refer to Appendix T Page SDEIS C–755 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.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.K for a response to impacts to properties and communities, including community facilities.</p>
Nowakowski, Jacek	I-460	Refer to Appendix T Page SDEIS C–756 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> <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.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>
Nowatzki, Robert	I-1795	Refer to Appendix T Page SDEIS C–757 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> <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 3.6.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>

Commentor	#	Reference to Comment	Response
Oates, Sarah	I-1344	Refer to Appendix T Page SDEIS C–758 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.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.A for a response on opposition to managed lanes or tolling public roads.</p>
O'Brien, Laura	I-461	Refer to Appendix T Page SDEIS C–759 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 3.5 for a response to the P3 Program and Project Cost.</p>
O'Connell, Edward	I-2085	Refer to Appendix T Page SDEIS C–760 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 3.4.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.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>
O'Connor, Cecile	I-1798	Refer to Appendix T Page SDEIS C–761 thru 764 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 3.5 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 3.3.C 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 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 Appendix T for the Sierra Club comment response for additional responses to your comments.</p>

Commentor	#	Reference to Comment	Response
Octavio, Marielena	I-1800	Refer to Appendix T Page SDEIS C–765 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 3.4.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 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Olson, Tanya	I-1802	Refer to Appendix T Page SDEIS C–766 for your exact comment.	<p>Thank you for your comment concerning impacts to the Forest Glen 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.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 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>
O'Meara, Noreen	I-1354	Refer to Appendix T Page SDEIS C–767 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.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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
O'Siadhail, Kathleen	I-1060	Refer to Appendix T Page SDEIS C–768 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>

Commentor	#	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.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 3.4.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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Overby, Betty	I-1358	Refer to Appendix T Page SDEIS C–769 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 3.7 for a response to comments related to public involvement and engagement.</p>
Pangaro, Louis	I-1363	Refer to Appendix T Page SDEIS C–770 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. Without an address for the location mentioned a detailed response was not possible. Detailed locations of proposed noise walls is set out in the 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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Parameshwaran, Vijay	I-1364	Refer to Appendix T Page SDEIS C–771 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 3.5 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.A for a response on opposition to managed lanes or tolling public roads.</p>
Parrish, George	I-515	Refer to Appendix T Page SDEIS C–772 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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.
Pastor, Dale	I-247	Refer to Appendix T Page SDEIS C–773 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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Pastor, Dale	I-635	Refer to Appendix T Page SDEIS C–774 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>
Patt-Corner, Robert and Melanie	I-1372	Refer to Appendix T Page SDEIS C–775 thru 776 for your exact comment.	<p>Thank you for your comment concerning traffic. As noted in Section 3.3.6 of the SDEIS, 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. Specific areas, such as MD 190, were 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. Refer to FEIS, Appendix B, for MDOT SHA's Application for Interstate Access Point Approval.</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> <p>Refer 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.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.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>
Patti, Kevin	I-1373	Refer to Appendix T Page SDEIS C–777 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 3.1 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>

Commentor	#	Reference to Comment	Response
Patti, Kevin	I-1848	Refer to Appendix T Page SDEIS C–778 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> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p>
Peck-McClain, Rev. Andrew	I-698	Refer to Appendix T Page SDEIS C–779 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 3.2.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>
Peppin, Richard	I-1061	Refer to Appendix T Page SDEIS C–780 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 3.4.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>
Peppin, Richard	I-630	Refer to Appendix T Page SDEIS C–781 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> <p>Refer to 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>
Perez, Rodolfo	I-1863	Refer to Appendix T Page SDEIS C–782 thru 784 for your exact comment.	<p>Table 3-5 shows the results for the overall AM and PM peak hours in the system, which are from 7:00AM to 8:00AM and from 4:00PM to 5:00PM. This has been clarified in the FEIS. It is true that in some locations speeds decrease in the later hours due to residual congestion, as shown in the full results included in the Appendices, as noted.</p> <p>Thank you for pointing out the anomalies in the results for some locations in Prince George's County outside of the Phase 1 South limits. We agree that No Build and Build results should be similar in these areas, and the updated models used for the FEIS have addressed these issues.</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 3.1 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 3.2.A for a response on Screening of Preliminary Alternatives Process.</p>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Peter, Nathalie	I-1868	Refer to Appendix T Page SDEIS C–785 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.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 3.5 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 3.3.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.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>
Peters, Amy	I-1380	Refer to Appendix T Page SDEIS C–786 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Petersen, Nancy	I-1870	Refer to Appendix T Page SDEIS C–787 for your exact comment.	<p>Thank you for outlining a series of potential measures to create transit, pedestrian, and cycle friendly communities. While some of these measures are most appropriate for county and private initiatives, others are incorporated in MDOT wide transportation initiatives. For this Study, the Preferred Alternative has included a variety of transit, pedestrian, and cycle improvements.</p> <p>Refer to 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.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>
Petrova, Yuliya	I-653	Refer to Appendix T Page SDEIS C–788 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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.
Pianta, Tom and Wray	I-161	Refer to Appendix T Page SDEIS C–789 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.
Pierson, Joanna	I-162	Refer to Appendix T Page SDEIS C–790 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 3.5 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.
Pierzchala, Mark	I-1193	Refer to Appendix T Page SDEIS C–791 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 3.1 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.G for a response to climate change considerations.
Pindus, Nancy	I-1873	Refer to Appendix T Page SDEIS C–792 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. 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 and teleworking.
Pohlhaus, Jennifer	I-1245	Refer to Appendix T Page SDEIS C–793 for your exact comment.	Thank you for your comment concerning ICM. We concur that the ICM project has been effective at reducing congestion on the lower portion of I-270 and this segment of I-270 south of I-370 currently operates well. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on I-495 in Maryland and Virginia and the ICC. The HOT lanes will not replace the ICM improvements, but rather will supplement them. Elements of the ICM improvements will be maintained following construction of the Preferred Alternative, including ramp metering, the additional auxiliary lane added in both directions along the I-270 west spur and I-270 mainline up to Montrose Road, auxiliary lanes between MD 189 (Falls Road) and MD 28 interchanges, and all improvements north of I-370. Elements that will not be maintained involve changes to the access and auxiliary lanes associated with the existing C-D road, which will be removed as part of the Preferred Alternative. Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Pollock, Michael	I-1876	Refer to Appendix T Page SDEIS C–794 for your exact comment.	Thank you for your comment concerning impacts to Silver Spring, and the Forest Glen and Kensington neighborhoods. As described in the Supplemental DEIS, these neighborhoods 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

Commentor	#	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>Regarding the Intercounty Connector (ICC), the purpose and need for the ICC was to address east west transportation north of the 495; and the ICC FEIS specifically clarified that it was not intended, nor would it significantly reduce traffic on I-495.</p> <p>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.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>
Poundstone, William	I-163	Refer to Appendix T Page SDEIS C–795 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>
Powers, Stephanie	I-1880	Refer to Appendix T Page SDEIS C–796 thru 798 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 3.5 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.D 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 3.4.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.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.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, effects of the Pandemic, and impacts of teleworking/remote working.</p>

Commentor	#	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 3.4.A for a response to Limits of Disturbance.</p>
Priddy, Anna	I-1883	Refer to Appendix T Page SDEIS C–799 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 3.2.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.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>
Prizzi, Laura	I-1886	Refer to Appendix T Page SDEIS C–800 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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Purdy, Lopaka	I-1425	Refer to Appendix T Page SDEIS C–801 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 3.2.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.G for a response to climate change considerations.</p>
Raley, Marjorie	I-1148	Refer to Appendix T Page SDEIS C–802 thru 803 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 3.5 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.P for a response to impacts on the regional economy.</p>

Commentor	#	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 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.D for a response to Environmental Justice and equity concerns.</p>
Ramos, Khara	I-14	Refer to Appendix T Page SDEIS C–804 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 3.2.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.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 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>
Ratiner, Catharine	I-1889	Refer to Appendix T Page SDEIS C–805 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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Ravnitzky, Michael	I-1892	Refer to Appendix T Page SDEIS C–806 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 3.2.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>
Raymond, Ben	I-173	Refer to Appendix T Page SDEIS C–807 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>

Commentor	#	Reference to Comment	Response
Reber, Patricia	I-761	Refer to Appendix T Page SDEIS C–808 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 3.4.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.D for a response to Environmental Justice and equity concerns.</p>
Rees, Elizabeth	I-2071	Refer to Appendix T Page SDEIS C–809 for your exact comment.	<p>Thank you for your comment concerning impacts to the Highland View 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.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.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>
Reeves, Dawn	I-61	Refer to Appendix T Page SDEIS C–810 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.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>
Regan Jr, Lawrence	I-728	Refer to Appendix T Page SDEIS C–811 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.
Regan, Lawrence	I-176	Refer to Appendix T Page SDEIS C–812 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.
Reis, Richard	I-178	Refer to Appendix T Page SDEIS C–813 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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.
Reynolds, Ian	I-1896	Refer to Appendix T Page SDEIS C–814 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.
Rice, Caitlin	I-1341	Refer to Appendix T Page SDEIS C–815 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.J for a response to impacts to greenspace and/or wildlife habitat. Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and 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. Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.
Rice, Tara	I-1342	Refer to Appendix T Page SDEIS C–816 for your exact comment.	Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.4.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.K for a response to impacts to properties and communities, including community facilities. Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.
Richter, Kerry	I-1320	Refer to Appendix T Page SDEIS C–817 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 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 3.2.B for a response to Alternatives Not Retained for Detailed Study. Refer to Chapter 9, Section 3.6.A for a response on opposition to managed lanes or tolling public roads.
Richter, Kerry	I-1321	Refer to Appendix T Page SDEIS C–818 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.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 3.3.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.

Commentor	#	Reference to Comment	Response
Rico, Vincent	I-793	Refer to Appendix T Page SDEIS C–819 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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Ridgely, William	I-1200	Refer to Appendix T Page SDEIS C–820 for your exact comment.	<p>Thank you for your comment concerning stormwater management (SWM) A planning-level, conceptual identification of SWM needs was considered throughout the Phase 1 South limits when establishing the LOD for the Preferred Alternative. 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. Refer to the FEIS, Chapter 3, Section 3.1.6 for additional details.</p> <p>Impacts to parks are considered and documented thoroughly throughout the NEPA documents prepared for the project. Refer to DEIS, Chapter 5; DEIS, Appendix F; SDEIS, Chapter 5; FEIS, Chapter 6; and FEIS Appendix G. Also refer to 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.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.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 3.3.D 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>
Ring, Daniel	I-2083	Refer to Appendix T Page SDEIS C–821 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>
Robinson, Dorcas	I-1900	Refer to Appendix T Page SDEIS C–822 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 3.4.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 3.4 for a response on the NEPA approach, analysis, and impacts.</p>

Commentor	#	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>
Rockey-Harris, Ben	I-514	Refer to Appendix T Page SDEIS C–823 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>
Rodenbeck, Arlene	I-1902	Refer to Appendix T Page SDEIS C–824 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.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.4.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>
Rogers, Elizabeth	I-1905	Refer to Appendix T Page SDEIS C–825 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>
Rosendorf, Linda	I-2072	Refer to Appendix T Page SDEIS C–826 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.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 3.4.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>

Commentor	#	Reference to Comment	Response
Rothstein, Frances	I-1909	Refer to Appendix T Page SDEIS C–827 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 3.5 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>
Runett, Rob	I-1169	Refer to Appendix T Page SDEIS C–828 for your exact comment.	<p>On I-495, the Preferred Alternative consists of adding two new, high-occupancy toll (HOT) managed lanes in each direction from the George Washington Memorial Parkway to west of MD 187. The managed lanes would be located on the inside of the roadway and separated from the general purpose lanes using flexible delineators placed within a buffer. Transit buses and HOV 3+ vehicles would be allowed free passage in the managed lanes. The HOT managed lanes would operate at free-flow or near free-flow speeds.</p> <p>Refer to 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.B for a response to traffic modeling and analysis.</p>
Ryan, Ellen	I-1911	Refer to Appendix T Page SDEIS C–829 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.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.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.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 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>
Ryan, Wendy	I-1134	Refer to Appendix T Page SDEIS C–830 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>

Commentor	#	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 3.4 for a response on the NEPA approach, analysis, and impacts.</p>
Saakyan-Peck, Ani	I-1231	Refer to Appendix T Page SDEIS C–831 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.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.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.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>
Sahli, Barbara	I-1131	Refer to Appendix T Page SDEIS C–832 for your exact comment.	<p>Thank you for your comment. Traffic projections assume completion of the Purple Line and its anticipated ridership.</p> <p>Refer to 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 3.6.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 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>
Sahli, Barbara	I-1998	Refer to Appendix T Page SDEIS C–833 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.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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.
Samuel, Peter	I-1173	Refer to Appendix T Page SDEIS C–834 for your exact comment.	<p>Thank you for your comment on the northern section 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.</p> <p>The Preferred Alternative will provide meaningful operational benefits to the system. The Preferred Alternative will significantly increase throughput across the American Legion Bridge and on the southern section of I-270 while reducing congestion. It would also increase speeds, improve reliability, and reduce travel times and delays along I-495, I-270, and the surrounding local roadway network compared to the No Build Alternative, and provide additional options and opportunities for travelers 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 3.4 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>
Samuel, William	I-244	Refer to Appendix T Page SDEIS C–835 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>
Samuels, Elizabeth	I-1065	Refer to Appendix T Page SDEIS C–836 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.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 3.4.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.B for a response to Alternatives Not Retained for Detailed Study.</p>
Samworth, Joan	I-1999	Refer to Appendix T Page SDEIS C–837 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>
Sanders, Chase	I-618	Refer to Appendix T Page SDEIS C–838 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.

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Santiago Fink, Helen	I-1129	Refer to Appendix T Page SDEIS C–839 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.G for a response to climate change considerations.
Sapir, Judith	I-1128	Refer to Appendix T Page SDEIS C–840 thru 841 for your exact comment.	Thank you for your comment on environmental impacts, and project cost. The Preferred Alternative limits of disturbance were determined from the proposed roadway typical section, interchange configuration, and roadside design elements. Partial property acquisitions will 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 Preferred Alternative would require property acquisition along I-495 near the Congressional Country Club Estates neighborhood to accommodate the proposed managed lanes, shoulders, traffic barrier, cut and fill slopes, stormwater management (SWM) facilities, retaining walls, and noise barriers. Construction of the Preferred Alternative would also require relocation of some signage, guardrails, communications towers, and light poles. MDOT SHA has applied avoidance and minimization efforts through design refinements resulting in a narrowing of the limits of disturbance and reduced impacts to terrestrial and forest habitat. Unavoidable impacts to forest habitat from the Preferred Alternative will be regulated by MDNR. 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. 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.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.
Sarfatti, Steve	I-1127	Refer to Appendix T Page SDEIS C–842 thru 843 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.
Sawers, Catherine	I-1183	Refer to Appendix T Page SDEIS C–844 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.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 3.4.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.
Schatz, Carol	I-1066	Refer to Appendix T Page SDEIS C–845 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.C for a response to analyses of parklands and historic resources.

Commentor	#	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.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 3.3.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.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 3.6.A for a response on opposition to managed lanes or tolling public roads.</p>
Schenberg, Barry	I-2000	Refer to Appendix T Page SDEIS C–846 thru 847 for your exact comment.	<p>Thank you for your comment on toll and HOV lanes, and project cost. The operational analysis accounted for the conversion of the HOV lane to a HOT lane, which as you note operates as a GP lane for 21 hours out of the day. From an operational perspective, the 21 hours in which the lane functions as a GP lane today reflect the off peak direction of travel and/or off peak times of day. Therefore, the extra GP lane isn't generally needed during those times. Under the Preferred Alternative, we replace the GP lane with 2 HOT lanes. So while each of the HOT lanes individually has a lower capacity than the GP lane, the combined 2 lanes of HOT capacity essentially off-sets the GP capacity loss. As a result, we did not identify any issues with off-peak travel along I-270 under the Preferred Alternative in our models. However, replacing the HOV lane with only a single HOT lane (under Alt 8, for example) or no additional lanes in the off-peak direction (under the reversible lane alternatives, for example) would have resulted in new congestion in the off-peak direction. This impact contributed to the other alternatives operating worse than the Preferred Alternative and being dropped.</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>
Schiffenbauer, Rachel	I-755	Refer to Appendix T Page SDEIS C–848 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.D for a response to Environmental Justice and equity concerns.</p>
Schneider, Andrew	I-1121	Refer to Appendix T Page SDEIS C–849 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 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>
Schomberg, Harry	I-2001	Refer to Appendix T Page SDEIS C–850 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 3.4.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>

Commentor	#	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.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>
Schubert, Barbara	I-1120	Refer to Appendix T Page SDEIS C–851 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.J for a response to impacts to greenspace and/or wildlife habitat.</p>
Schulte, Aileen	I-2002	Refer to Appendix T Page SDEIS C–852 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.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 3.5 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>
Schulz, Peter	I-12	Refer to Appendix T Page SDEIS C–853 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>
Schwandes, Joanne	I-896	Refer to Appendix T Page SDEIS C–854 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 3.4.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.D for a response to Environmental Justice and equity concerns.</p>

Commentor	#	Reference to Comment	Response
Schwandes, Shaytu	I-692	Refer to Appendix T Page SDEIS C–855 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.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>
Schwartz, Gary	I-1117	Refer to Appendix T Page SDEIS C–856 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>There is an existing sound barrier along the inner loop of I-495 between Colesville Road and University Boulevard. Sound barriers are designed to lower the overall traffic noise level but will not eliminate the noise entirely. 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.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Schwarz, Kurt	I-661	Refer to Appendix T Page SDEIS 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.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>
Scott, Ursula	I-1113	Refer to Appendix T Page SDEIS C–858 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 3.7 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>
Shakin, Edward	I-2003	Refer to Appendix T Page SDEIS C–859 for your exact comment.	<p>Thank you for your comment on the northern section 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.</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>

Commentor	#	Reference to Comment	Response
Shanley, Lisa	I-193	Refer to Appendix T Page SDEIS C–860 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>
Shapiro, Steve	I-818	Refer to Appendix T Page SDEIS C–861 for your exact comment.	<p>Thank you for your comment on traffic congestion, ICM improvements and northern I-270. We concur that the ICM project has been effective at reducing congestion on the lower portion of I-270 and this segment of I-270 south of I-370 currently operates well. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on I-495 in Maryland and Virginia and the ICC. The HOT lanes will not replace the ICM improvements, but rather will supplement them. Elements of the ICM improvements will be maintained following construction of the Preferred Alternative, including ramp metering, the additional auxiliary lane added in both directions along the I-270 west spur and I-270 mainline up to Montrose Road, auxiliary lanes between MD 189 (Falls Road) and MD 28 interchanges, and all improvements north of I-370. Elements that will not be maintained involve changes to the access and auxiliary lanes associated with the existing C-D road, which will be removed as part of the Preferred Alternative.</p> <p>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. We recognize that improvements are needed in the Northern section of I-270 with or without the improvements being considered under this project.</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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Sharp, Leslie	I-1070	Refer to Appendix T Page SDEIS C–862 for your exact comment.	<p>Thank you for your comment concerning impacts to the Indian Springs 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>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 3.5 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.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.B for a response to traffic modeling and analysis.</p>

Commentor	#	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>
Shepard, Fern	I-1068	Refer to Appendix T Page SDEIS C–863 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.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.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.L for a response to public health impacts.</p>
Sherard, Polly	I-2004	Refer to Appendix T Page SDEIS C–864 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 3.4.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>
Shewmake, Tiffin	I-2005	Refer to Appendix T Page SDEIS C–865 for your exact comment.	<p>Thank you for your comment on traffic operations, project cost, climate change, air pollution and COVID. Regarding your comment on traffic and the end of the build improvements, While the SDEIS did not specifically address operations where the additional lanes end, this evaluation is included in the FEIS as part of MDOT SHA's Application for Interstate Access Point Approval. Refer to FEIS, Appendix B.</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.P for a response to impacts on the regional economy.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.L for a response to public health impacts.</p> <p>Refer to Chapter 9, Section 3.1 for a response on Purpose and Need and teleworking.</p> <p>Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commentor	#	Reference to Comment	Response
Shewmake, Tiffin	I-2006	Refer to Appendix T Page SDEIS C–866 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 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.
Shich, Seth	I-1067	Refer to Appendix T Page SDEIS C–867 thru 868 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.
Shoemaker, Ben	I-2007	Refer to Appendix T Page SDEIS C–869 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 3.1 for a response on Purpose and Need and effects of the Pandemic.
Shumate, Melanie	I-690	Refer to Appendix T Page SDEIS C–870 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.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.
Silvani, Sebastian	I-1138	Refer to Appendix T Page SDEIS C–871 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. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Silver, Josh	I-1011	Refer to Appendix T Page SDEIS C–872 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.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.
Silverfine, Leslie	I-2	Refer to Appendix T Page SDEIS C–873 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 3.6.B for a response to toll rate ranges and toll rate setting process.

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.
Simon, Sharon	I-2009	Refer to Appendix T Page SDEIS C–874 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.
Siniawsky, Beth	I-1008	Refer to Appendix T Page SDEIS C–875 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.
Skallerup, Tom	I-2010	Refer to Appendix T Page SDEIS C–876 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 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. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Skipper, Kara	I-1006	Refer to Appendix T Page SDEIS C–877 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 3.2.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.F for a response to adverse impacts to air quality. 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.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.
Slaughter, Mary	I-1003	Refer to Appendix T Page SDEIS C–878 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.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 3.5 for a response to the P3 Program and Project Cost.

Commentor	#	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.C for a response to analyses of parklands and historic resources.</p>
Small, Nancy	I-2012	Refer to Appendix T Page SDEIS C–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 3.6.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>
Smith Donnelly-Smith, Laura and Morgan	I-1478	Refer to Appendix T Page SDEIS C–619 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 3.4.B for a response to traffic modeling and analysis.</p>
Smith, Alexander	I-250	Refer to Appendix T Page SDEIS C–880 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 3.5 for a response to the P3 Program and Project Cost.</p>
Smith, Greg	I-1987	Refer to Appendix T Page SDEIS C–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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Smith, KJ Doneby	I-1043	Refer to Appendix T Page SDEIS C–882 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 3.5 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> <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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Smith, Walton	I-1201	Refer to Appendix T Page SDEIS 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. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Sochard, Amy	I-1150	Refer to Appendix T Page SDEIS C–884 for your exact comment.	Thank you for your comment on safety, noise impacts. Regarding your comment on eliminating local lanes: Combining the local and express lanes was necessary to avoid environmental and property impacts and has the benefit of reducing congestion at the existing transition points. A thorough safety evaluation of the project was performed as part of the Interstate Access Point Approval process that demonstrated that the proposed design does not have a significant adverse impact on the safety of the facility (refer to Appendix B of the FEIS). Refer to Chapter 9, Section 3.4.O for a response to safety considerations. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.
Socol, Max	I-544	Refer to Appendix T Page SDEIS C–885 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Solomon, Nancy	I-1988	Refer to Appendix T Page SDEIS C–886 for your exact comment.	Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.4.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.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.C for a response to analyses of parklands and historic resources. Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.
Sowell, Sydney	I-572	Refer to Appendix T Page SDEIS C–887 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.J for a response to impacts to greenspace and/or wildlife habitat. Refer 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.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.

Commentor	#	Reference to Comment	Response
Spain, Lisa	I-720	Refer to Appendix T Page SDEIS C–888 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> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Stahler, Jim	I-208	Refer to Appendix T Page SDEIS C–889 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>
Stanchfield, Harlene	I-1163	Refer to Appendix T Page SDEIS 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 3.1 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>
Starr, Marianne	I-2016	Refer to Appendix T Page SDEIS C–891 for your exact comment.	<p>Thank you for your comment on environmental impacts, effects of the pandemic, and air quality. Regarding your comment on Cabin John Region Park, the Preferred Alternative would have an estimated permanent impact of 5.7 acres to Cabin John Regional Park, and an estimated temporary impact of 0.6 acres during construction.</p> <p>Refer to 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 3.4.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.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.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 3.6.B for a response to toll rate ranges and toll rate setting process.</p>
Steinitz, Lucy	I-978	Refer to Appendix T Page SDEIS C–892 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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Steinman, Roberta G (RG)	I-2017	Refer to Appendix T Page SDEIS C–893 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.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 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.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.I for a response to construction impacts.</p>
Sternfeld, Michael	I-2073	Refer to Appendix T Page SDEIS C–894 for your exact comment.	<p>Thank you for your comments. Regarding comments on the MARC service along I-270, which is the Brunswick Line, the Maryland Transit Administration has prepared the Cornerstone Plan (https://s3.amazonaws.com/mta-website-staging/mta-website-staging/files/Transit%20Projects/Cornerstone/MCP_MARC.pdf), which identifies strategic priorities for transit service in the state through 2045. The plan includes increased service on the Brunswick line to support the growing I-270 corridor and lists a number of capital improvements necessary to enable the increase in service. The Consolidated Transportation Program (CTP) for the next 6 years includes ongoing improvements for all of the MARC lines to ensure safety and quality of service. This program is implemented through CSX and Amtrak construction agreements, because MARC operates on CSX and Amtrak rail lines.</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>
Stevens, Anne	I-1219	Refer to Appendix T Page SDEIS C–895 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>
Stewart, Damuel	I-2018	Refer to Appendix T Page SDEIS C–896 for your exact comment.	<p>Refer to Chapter 9, Section 3.4 for a response on the NEPA approach, analysis, and impacts.</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>
Stewart, Susan	I-977	Refer to Appendix T Page SDEIS C–897 thru 899 for your exact comment.	Thank you for your comment on toll roads, an outer beltway, environmental impacts, and autonomous vehicles. 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

Commentor	#	Reference to Comment	Response
			<p>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.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.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 3.4.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>
Stocker, Joyce	I-975	Refer to Appendix T Page SDEIS C–900 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.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 3.2.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>
Stocker, Joyce	I-976	Refer to Appendix T Page SDEIS C–901 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.F for a response to adverse impacts to air quality.</p>
Stocker, Joyce and Matt	I-2020	Refer to Appendix T Page SDEIS C–902 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 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>
Stolar, Michael	I-974	Refer to Appendix T Page SDEIS C–903 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>

Commentor	#	Reference to Comment	Response
Stolz, Richard	I-2074	Refer to Appendix T Page SDEIS C–904 for your exact comment.	<p>Thank you for your comment on traffic improvements related to the I-270 Innovative Congestion Management (ICM) project and project cost. For your comment regarding ICM improvements, we concur that the ICM project has been effective at reducing congestion on the lower portion of I-270 and this segment of I-270 south of I-370 currently operates well. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on I-495 in Maryland and Virginia and the ICC. The HOT lanes will not replace the ICM improvements, but rather will supplement them. Elements of the ICM improvements will be maintained following construction of the Preferred Alternative, including ramp metering, the additional auxiliary lane added in both directions along the I-270 west spur and I-270 mainline up to Montrose Road, auxiliary lanes between MD 189 (Falls Road) and MD 28 interchanges, and all improvements north of I-370. Elements that will not be maintained involve changes to the access and auxiliary lanes associated with the existing C-D road, which will be removed as part of the Preferred Alternative.</p> <p>Refer to Chapter 9, Section 3.5 for a response to the P3 Program and Project Cost.</p>
Stout, John	I-836	Refer to Appendix T Page SDEIS C–905 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>
Strahota, Jeffrey	I-716	Refer to Appendix T Page SDEIS C–906 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.C 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>
Strange, Paula	I-702	Refer to Appendix T Page SDEIS C–907 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>
Strasfogel, Andrew	I-718	Refer to Appendix T Page SDEIS C–908 thru 913 for your exact comment.	<p>Thank you for your comment on stormwater management near the Evergreen Community. This project will improve the overall drainage in this vicinity. The current concept plan diverts all stormwater runoff from 495 northbound to the north side of 495, where it is treated in a stormwater management facility. The roadway, drainage and stormwater management design will continue to be refined, however, the final design will result in an improved drainage function in this area. Refer to Section 3.4.E of the 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>
Stumpf, Richard	I-966	Refer to Appendix T Page SDEIS C–914 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.3.B for a response to Analysis of Alternatives Retained for Detailed Study.
Suit, Verna	I-2021	Refer to Appendix T Page SDEIS C–915 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 3.2.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, Margery	I-1149	Refer to Appendix T Page SDEIS C–916 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 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-963	Refer to Appendix T Page SDEIS C–917 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.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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working. Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation. Refer 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.M for a response to impacts to utilities and associated costs.
Sundel, Gary	I-1203	Refer to Appendix T Page SDEIS C–918 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 3.5 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.
Taboada, Jennifer	I-1140	Refer to Appendix T Page SDEIS C–919 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.

Commentor	#	Reference to Comment	Response
Taft, Camille	I-703	Refer to Appendix T Page SDEIS C–920 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 3.6.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>
Taft, Robert	I-1195	Refer to Appendix T Page SDEIS C–921 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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.5 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>
Tallerico, David	I-2023	Refer to Appendix T Page SDEIS C–922 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>
Tantisunthorn, Peter	I-958	Refer to Appendix T Page SDEIS C–923 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>
Tasikas, Ellen	I-697	Refer to Appendix T Page SDEIS C–924 for your exact comment.	<p>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.</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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Tasikas, Ellen	I-956	Refer to Appendix T Page SDEIS C–925 for your exact comment.	Thank you for your comment concerning impacts to Wisconsin Avenue. As described in the Supplemental DEIS, Wisconsin Avenue, and the MD 355 and I-495 interchange 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.
Tassara, Nancie	I-2025	Refer to Appendix T Page SDEIS C–926 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 3.4.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.
Taylor-Stinson, Bernard and Therese	I-2019	Refer to Appendix T Page SDEIS C–927 thru 928 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.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.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.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.
Teitelbaum, Joel	I-1215	Refer to Appendix T Page SDEIS C–929 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 3.7 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 3.6.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.
Thede, Elizabeth	I-72	Refer to Appendix T Page SDEIS C–930 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.J for a response to impacts to greenspace and/or wildlife habitat.

Commentor	#	Reference to Comment	Response
Thomas, David	I-583	Refer to Appendix T Page SDEIS C–931 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> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Thornburg, Timothy	I-947	Refer to Appendix T Page SDEIS C–932 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>
Tice, Patricia	I-2028	Refer to Appendix T Page SDEIS C–933 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" 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 3.3.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 3.5 for a response to the P3 Program and Project Cost.</p>
Tilton, Julia	I-533	Refer to Appendix T Page SDEIS C–934 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 3.5 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>
Todhunter, Lois	I-1214	Refer to Appendix T Page SDEIS C–935 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.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>

Commentor	#	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 3.1 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.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>
Tomayko, Carole	I-2024	Refer to Appendix T Page SDEIS C–936 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 for a response on the NEPA approach, analysis, and impacts.</p>
Tomayko, Carole	I-943	Refer to Appendix T Page SDEIS C–937 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 3.4.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>
Toura Gaba, Solange	I-660	Refer to Appendix T Page SDEIS C–938 thru 939 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 3.2.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>
Townsend, Emily	I-2029	Refer to Appendix T Page SDEIS C–940 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>

Commentor	#	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.
Treminio-Ramirez, Maria	I-586	Refer to Appendix T Page SDEIS C-941 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.
Trettel, Susan	I-2030	Refer to Appendix T Page SDEIS C-942 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 3.4.C for a response to analyses of parklands and historic resources.
Tucker, Tom	I-934	Refer to Appendix T Page SDEIS C-943 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Tunis, Catherine	I-2031	Refer to Appendix T Page SDEIS C-944 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.
Turner, Melissa	I-2032	Refer to Appendix T Page SDEIS C-945 for your exact comment.	Thank you for your comment concerning impacts to your property and 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. 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 3.3.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.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.

Commentor	#	Reference to Comment	Response
Turtzo, L.C.	I-926	Refer to Appendix T Page SDEIS C–946 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.M for a response to impacts to utilities and associated costs.</p>
Uddin, Ebsan	I-725	Refer to Appendix T Page SDEIS C–947 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>
Upadhyaya, Sushant	I-904	Refer to Appendix T Page SDEIS C–948 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>
Van Pelt, Stefanie	I-245	Refer to Appendix T Page SDEIS C–949 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.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>
VanEtten, Laura	I-897	Refer to Appendix T Page SDEIS C–950 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 3.3.B 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>
Vangsness, Irene	I-650	Refer to Appendix T Page SDEIS C–951 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 3.6.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>
Vann, LM	I-2034	Refer to Appendix T Page SDEIS C–952 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 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</p>

Commentor	#	Reference to Comment	Response
			<p>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>
Vega, Javier	I-895	Refer to Appendix T Page SDEIS C–953 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.
Vishkin, Uzi	I-894	Refer to Appendix T Page SDEIS C–954 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>
Volk, Song	I-2036	Refer to Appendix T Page SDEIS C–955 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.
Voorhees, Barbara	I-2037	Refer to Appendix T Page SDEIS C–956 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>
Voorhees, Barbara	I-2038	Refer to Appendix T Page SDEIS C–957 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>
Vorce, Anne	I-2039	Refer to Appendix T Page SDEIS C–958 for your exact comment.	<p>Thank you for your comment on transit and environmental impacts. The Environmental chapter of the SDEIS (Chapter 4) and the FEIS (Chapter 5) includes a section on Vegetation and Terrestrial Habitat that focuses on the forest implications of this project. The Natural Resources Technical Report, FEIS Appendix M, also includes a similar section, Section 2.7 Vegetation and Terrestrial Habitat, which goes into further detail regarding existing forest, potential impacts, avoidance, minimization, 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.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.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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.
Wachtel, Jennifer	I-1248	Refer to Appendix T Page SDEIS C–959 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>
Wagman, Victoria	I-2040	Refer to Appendix T Page SDEIS C–960 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.
Wagner, Ann	I-528	Refer to Appendix T Page SDEIS C–961 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 3.4.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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Wakelyn, Catherine	I-892	Refer to Appendix T Page SDEIS C–962 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.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 3.4.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>
Wald, Hannah	I-2084	Refer to Appendix T Page SDEIS C–963 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.D for a response to Environmental Justice and equity concerns.</p>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.6.B for a response to toll rate ranges and toll rate setting process.
Wald, Robert	I-529	Refer to Appendix T Page SDEIS C–964 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 3.5 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>
Walker, Elisa	I-727	Refer to Appendix T Page SDEIS C–965 thru 966 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 3.4.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 3.6.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>
Walker, Kristen	I-762	Refer to Appendix T Page SDEIS C–967 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 3.4.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 3.6.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>
Wallis, Chris	I-1177	Refer to Appendix T Page SDEIS 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.
Walsh, Barclay	I-884	Refer to Appendix T Page SDEIS C–969 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.

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.
Walsh, Robert	I-2041	Refer to Appendix T Page SDEIS C–970 for your exact comment.	<p>Thank you for your comment on noise, arterial road impacts, and parkland impacts. As noted in Section 3.3.6 of the SDEIS, 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. Specific areas were 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. Refer to FEIS, Appendix B, for MDOT SHA's Application for Interstate Access Point Approval.</p> <p>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.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>
Wang, Hsin	I-1182	Refer to Appendix T Page SDEIS C–971 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>
Ward, Suzanne	I-2042	Refer to Appendix T Page SDEIS C–972 thru 973 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 3.1 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 3.4.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 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 3.2.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.F for a response to adverse impacts to air quality.</p>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.
Warner, Steve	I-527	Refer to Appendix T Page SDEIS C–974 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 3.2.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>
Warner, Steve	I-659	Refer to Appendix T Page SDEIS C–975 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>
Washington, Susan	I-877	Refer to Appendix T Page SDEIS C–976 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.B for a response to traffic modeling and analysis.</p>
Waters, Jacquelyn	I-876	Refer to Appendix T Page SDEIS C–977 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>
Weaver Kay, Peggy	I-768	Refer to Appendix T Page SDEIS C–978 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 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 3.5 for a response to the P3 Program and Project Cost.</p>
Weaver, Cassie	I-2043	Refer to Appendix T Page SDEIS C–979 for your exact comment.	<p>Thank you for your comment concerning impacts to the Forest Estates 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>Refer to Chapter 9, 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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.2.B for a response to Alternatives Not Retained for Detailed Study.
Webster, Phil	I-873	Refer to Appendix T Page SDEIS C–980 for your exact comment.	Refer to Chapter 9, Section 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.2.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.
Wechsler, Sally	I-519	Refer to Appendix T Page SDEIS C–981 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.
Weinstein, Zachary	I-753	Refer to Appendix T Page SDEIS C–982 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 3.4.G for a response to climate change considerations. Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Weiss, Michael	I-751	Refer to Appendix T Page SDEIS 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.
Weiss, Susan	I-2044	Refer to Appendix T Page SDEIS C–984 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.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.
Welch, John (Jack)	I-2045	Refer to Appendix T Page SDEIS C–985 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.
Welch, Laura	I-2046	Refer to Appendix T Page SDEIS C–986 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. Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.

Commentor	#	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 3.5 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.I for a response to construction impacts.</p>
Wethey, Eliza	I-2047	Refer to Appendix T Page SDEIS C–987 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.B for a response to traffic modeling and analysis.</p>
Wetterhahn, Mark	I-862	Refer to Appendix T Page SDEIS C–988 for your exact comment.	<p>Thank you for your comment concerning impacts to New Mark Commons. New Mark Commons, a National Register of Historic Places listed historic district, is located outside of the area of potential effect for the Preferred Alternative.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p>
Whalen, Bobbi	I-2048	Refer to Appendix T Page SDEIS 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> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p>
Whalen, Jennifer	I-2049	Refer to Appendix T Page SDEIS C–990 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> <p>Refer 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>
Wharton, Leslie	I-2050	Refer to Appendix T Page SDEIS C–991 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>
Whitescarver, Doug	I-2051	Refer to Appendix T Page SDEIS C–992 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>

Commentor	#	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.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.B for a response to traffic modeling and analysis.</p>
Whitman, William	I-747	Refer to Appendix T Page SDEIS 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>Refer to Chapter 9, 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>
Whittemore, Alan	I-2052	Refer to Appendix T Page SDEIS C–994 thru 995 for your exact comment.	<p>Thank you for your comment. We appreciate the ecological importance of Plummerville Island and the greater Potomac Gorge, which include rare habitats and rare, threatened, and endangered (RTE) organisms. We recognize 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 that impacts would not only affect these diverse habitats and wildlife, but would affect a place that is important to many people for recreation. MDOT SHA has limited impact to Plummerville Island and the Potomac Gorge to the greatest extent practicable, while maintaining constructability of the project. MDOT SHA is coordinating closely with NPS to develop a comprehensive 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 3.4 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.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 3.4.B for a response to traffic modeling and analysis.</p>
Wilder Smith, Ashley	I-1986	Refer to Appendix T Page SDEIS C–996 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.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>
Wilder, Rochelle	I-745	Refer to Appendix T Page SDEIS C–997 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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.
Wilder, Rochelle	I-854	Refer to Appendix T Page SDEIS C–998 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> <p>Refer to Chapter 9, Section 3.4.O for a response to safety considerations.</p>
Wilkinson, James	I-853	Refer to Appendix T Page SDEIS C–999 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>
Wilson, Derrick	I-6	Refer to Appendix T Page SDEIS C–1000 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 3.2.B for a response to Alternatives Not Retained for Detailed Study.</p>
Wilson, Laura	I-741	Refer to Appendix T Page SDEIS C–1001 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.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 3.1 for a response on Purpose and Need, effects of the Pandemic, and impacts of teleworking/remote working.</p>
Wilson, Merrell	I-5	Refer to Appendix T Page SDEIS C–1002 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>
Wingeier-Rayo, Philip	I-739	Refer to Appendix T Page SDEIS C–1003 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 3.4.B for a response to traffic modeling and analysis.</p>
Winston, Pamela	I-2053	Refer to Appendix T Page SDEIS C–1004 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>

Commentor	#	Reference to Comment	Response
			Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.
Winter, Catherine	I-855	Refer to Appendix T Page SDEIS 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.</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 3.4.O for a response to safety considerations.</p>
Wissman, Matthew	I-737	Refer to Appendix T Page SDEIS C–1006 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>
Witkop, Carrie	I-852	Refer to Appendix T Page SDEIS C–1007 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.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p>
Wood, Bridget	I-2054	Refer to Appendix T Page SDEIS C–1008 thru 1009 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.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>
Woodcock, Bill	I-606	Refer to Appendix T Page SDEIS C–1010 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>
Woods, Kate	I-845	Refer to Appendix T Page SDEIS C–1011 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.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.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>
Woods-Curran, Judy	I-2055	Refer to Appendix T Page SDEIS C–1012 for your exact comment.	Thank you for your comment concerning impacts to your property on Broad Brook Drive and the Locust Hill Estates 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

Commentor	#	Reference to Comment	Response
			<p>advance separately and would be subject to additional environmental studies, analysis, and collaboration with the public, stakeholders, and agencies.</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> <p>Refer 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>
Woodward, John	I-2056	Refer to Appendix T Page SDEIS C–1013 for your exact comment.	<p>Thank you for your comment on traffic impacts, the ICM improvements, and tolls. We concur that the ICM project has been effective at reducing congestion on the lower portion of I-270 and this segment of I-270 south of I-370 currently operates well. However, HOT lanes are needed in this segment to address long-term needs and to provide system connectivity between the existing and proposed HOT lanes on I-495 in Maryland and Virginia and the ICC. The HOT lanes will not replace the ICM improvements, but rather will supplement them. Elements of the ICM improvements will be maintained following construction of the Preferred Alternative, including ramp metering, the additional auxiliary lane added in both directions along the I-270 west spur and I-270 mainline up to Montrose Road, auxiliary lanes between MD 189 (Falls Road) and MD 28 interchanges, and all improvements north of I-370. Elements that will not be maintained involve changes to the access and auxiliary lanes associated with the existing C-D road, which will be removed as part of the Preferred Alternative.</p> <p>Regarding your comment on the northern section 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.</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 3.4.K for a response to impacts to properties and communities, including community facilities.</p>
Woomer, Dan	I-844	Refer to Appendix T Page SDEIS C–1014 thru 1016 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.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.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.O for a response to safety 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>

Commentor	#	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.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>
Workman, Liz	I-2075	Refer to Appendix T Page SDEIS C–1017 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.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 3.4.B for a response to traffic modeling and analysis.</p>
Worthey, James	I-687	Refer to Appendix T Page SDEIS C–1018 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>
Xiang, Yilan	I-658	Refer to Appendix T Page SDEIS C–1019 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> <p>Refer to Chapter 9, Section 3.4.B for a response to traffic modeling and analysis.</p>
Yau, Anne	I-2057	Refer to Appendix T Page SDEIS C–1020 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.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>
Yelamanchili, Aarati	I-520	Refer to Appendix T Page SDEIS C–1021 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>
Yoken, Andy	I-837	Refer to Appendix T Page SDEIS C–1022 thru 1023 for your exact comment.	<p>Thank you for your comment on environmental and community impacts, and safety. MDOT fully supports Vision Zero through its Zero Deaths Maryland initiative (https://zerodeathsmd.gov/). The suggestion to implement a "speed limiter" on all vehicles is outside the scope of this Study.</p>

Commentor	#	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.O for a response to safety 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.B for a response to traffic modeling and analysis.</p> <p>Refer to Chapter 9, Section 3.4.K for a response to impacts to properties and communities, including community facilities.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.F for a response to adverse impacts to air quality.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.H for a response to noise impacts and mitigation.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p>
Young, Michelle	I-2058	Refer to Appendix T Page SDEIS C–1024 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 3.3.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.K for a response to impacts to properties and communities, including community facilities.</p>
Zenzen, Joan	I-316	Refer to Appendix T Page SDEIS C–1025 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 3.2.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>
Zerafa, Joseph	I-542	Refer to Appendix T Page SDEIS C–1026 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>

Commentor	#	Reference to Comment	Response
Zimmer, Natale	I-657	Refer to Appendix T Page SDEIS C–1027 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>
Zimmerman, Mirta	I-1211	Refer to Appendix T Page SDEIS 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 3.3.A for a response to Analysis of Alternatives Retained for Detailed Study.</p>
Zovko, Paul	I-1292	Refer to Appendix T Page SDEIS C–1029 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.J for a response to impacts to greenspace and/or wildlife habitat.</p> <p>Refer to Chapter 9, Section 3.4.C for a response to analyses of parklands and historic resources.</p> <p>Refer to Chapter 9, Section 3.4.E for a response to impact analysis and mitigation of water resources, including wetlands, waterways, and stormwater management.</p> <p>Refer to Chapter 9, Section 3.4.G for a response to climate change considerations.</p> <p>Refer to Chapter 9, Section 3.4.D for a response to Environmental Justice and equity concerns.</p> <p>Refer to Chapter 9, Section 3.5 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>

T.6.B.2 Supplemental Draft Environmental Impact Statement Individual Comments

November 29, 2021

Jeffrey T. Folden, P.E., 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 Mr. Folden

Based on the review of the Supplemental Draft Environmental Impact Statement (SDEIS), **I SUPPORT THE NO BUILD OPTION**. I oppose MDOT's preferred Alternative 9-Phase 1 South toll lane proposal.

Study Purpose and Need Are Written to Only Support a Build Alternative

Based on the Study's purpose and need, it is impossible for a no-build option to be a viable alternative because the purpose and need are stated in such a way that building additional lanes is the only way to decrease traffic. It is intuitive. Add lanes and this results in added capacity. The problem is solved and the Study's purpose and need are met. But there's a fundamental problem with this idea. Decades of traffic data across the United States shows that adding new road capacity doesn't actually improve congestion because added capacity encourages more people to drive. Likewise, a transit-only solution could never meet the Study's purpose and need because there is an underlying assumption that you must add lanes in order for vehicles to travel reliably. Perhaps transit is not a consideration because MDOT acknowledges that MD has a poor track record with building transit solutions as evidenced by the Purple Line and Bus Rapid Transit. In my opinion, if Mr. Hogan and MDOT put as much effort and money into transit as they put into this I495 and I270 expansion project, we would greatly reduce our traffic congestion.

I am not against toll roads. In fact, people drive because they do not have to pay to use a highway and thus it is less expensive and more reliable than transit. I am against unnecessary road expansion at the expense of removing trees, increasing stormwater runoff and affecting our precious watershed, destroying parks and neighborhoods, and forcing people and businesses to move either because their land is taken or because it is so unbearable to be so close to a highway. The area affected by the preferred Alternative 9-Phase 1 is surrounded by tributaries that run into the Potomac River and homes and businesses that are already up against a sound wall. There is just no room for this ill-conceived project. The fact that it has been scaled back to the point where it will not even provide benefit should provide sufficient evidence that the benefit does not outweigh the cost in human misery and environmental damage.

Flawed Alternative Analysis

The alternative analysis is substantially flawed. The traffic modeling assumptions in Section 3.1.3 of the SDEIS includes a list of transit projects that were included in the modeling. With the exception of the MD 355 BRT, these transit projects do not cover the areas that would reduce traffic along the preferred Alternative 9. Therefore, I do not understand how the no-build or transit-only alternative could be analyzed.

I am disappointed that a no-build alternative that included a toll lane and transit solution was not considered in the study. Based on numerous studies, the only way to get people to give up cars is to make it too expensive to drive and make it convenient and reliable to take a bus. I know this is a viable option because federal agencies successfully implemented express shuttle busses that were always filled to capacity. I absolutely object to giving a lane paid with taxpayer money to a private firm to charge tolls. Instead, convert the existing HOV lane into a HOT lane that allows HOV 3+ and busses to travel for free. Eliminate the private firm and the state could collect tolls to help subsidize the express busses. Instead of the state giving a private firm \$50 million and paying another \$45 million for an engineering consultant, the state should apply this to express busses along I270 from Frederick to Shady Grove, etc. and I495 over the bridge and into Tysons Corner. Due to the aggressive push for a P3 project and the lack of thought by Mr. Hogan and MDOT regarding the consequences, I am afraid MDOT has already committed these funds and thus any reverse in commitment will be at the taxpayer's expense. Personally, I would rather lose these millions instead of continue with the destruction highway expansion would cause.

There is no Benefit versus Risk Assessment

The SDEIS makes no effort to define benefit versus risk. What is the benefit of improving the average delay in the morning on I270 by 2 minutes and the average delay in the afternoon by 4 minutes versus the risk to streams and air quality from increased traffic? What if the models are completely wrong with regard to increases in traffic and in reality, traffic is reduced because of increased teleworking and flexible scheduling? That means there is no need for adding lanes and thus no benefit for this project. What if the private firm does not receive enough toll revenue and the state does not receive sufficient funding from the private firm for all the transit projects the state is supposed to implement? In this last scenario, there is absolutely no benefit and even a detriment to our community at the risk of the destruction these additional lanes will cause. This is a significant flaw in the SDEIS.

I find it hard to believe that an additional lane in each direction is going to make any significant impact that justifies the cost of destroying acres of parks and streams, ruining neighborhoods in Rockville, and displacing people and businesses. Don't believe me? Look at Virginia. They add toll lanes and the traffic is worse than MD. You cannot travel along I495 or I66 at any time in Virginia without traffic delays. Adding lanes will

never work and there are many studies that support this. Even Table 3-3 shows more average daily traffic for the preferred alternative. How are we reducing greenhouse emissions and the impact on global warming if we have more daily traffic? Table 3-4 indicates a small 5 mph difference in the GP lanes. That means a 29 mile trip will take only 10 extra minutes for the no-build alternative during the peak period. That is not a substantial difference for the irreparable harm the build alternative has.

Table 3-5 on page 3-9 of the SDEIS is even more disturbing. In this table, the difference in the average speed for the I495 to I370 segment is even less. If you were to collect current traffic data from a Google map capture during the rush hour, you will find that traffic moves nearly at the speed limit in the section of I270 between I495 and I370 whereas the traffic is at a standstill on the bridge, I270 north of Gaithersburg and most areas in VA where VA has added toll lanes. Based on these data, I do not understand why I270 is even included in the preferred alternative. The SDEIS does not address this.

Table 3-6 is just as disturbing. The average delay in the morning is only 2 minutes and the average delay in the afternoon is 4 minutes. The study concludes that the preferred Alternative provides meaningful operation benefit. I find the numbers inconsequential compared to the irreparable damage. Thus, the SDEIS is flawed.

Benefit must be represented in the context of risk. Section 4.24 attempts to identify the benefits and states that residents in the immediate area will benefit from improved quality of this transportation system. I respectfully disagree there will be any improvement. The models do not demonstrate this. I acknowledge the SDEIS identifies steps to mitigate the risk, but it will take 10-20 years before the environment will be restored. This is unacceptable in the context of the benefit.

SDEIS Fails to Assess Congestion and Air Quality Where the Additional Lanes End

The SDEIS does not address the risk of congestion outside of the study area. I acknowledge this is outside the scope of the SDEIS, but this is not an accurate accounting of the environmental impact when the traffic congestion outside of the study area will negate the meaningful operational benefit along the preferred Alternative. Of course, we know the preferred Alternative is just Phase 1 of the intended expansion along I495 through PG county and expansion of I270 to Frederick. However, without the expansion along the remaining corridors, this project is a failure according to all traffic models. We know there is absolutely no room to expand I495 without destroying homes and businesses that are built next to I495, so congestion will remain and the only hope is transit which people are willing to use. Based on the uncontrollable rise in housing costs inside the Beltway and its suburbs and the uncontrollable growth in Frederick county and beyond where people must move for affordable housing, the congestion beyond where the additional lanes end will be intolerable. Again, the only

hope is transit or a moratorium on housing development, but neither of these will ever happen. Air quality will substantially suffer in the areas of congestion. There will never be views of Sugarloaf Mountain or from the top of the mountain due to the thick layer of smog resulting from emissions. A failure to provide the benefit versus the cost of human suffering and environmental impact of this phased approach in the SDEIS is a significant flaw.

Harm to Parks and Open Space Land

Although the preferred Alternative is a significant improvement over the previous alternatives, the toll lanes would still impact 15 parks, including three national parks. Five of the parks are in the city of Rockville. The SDEIS states that there is an overall reduction in parkland impacts, but the SDEIS tables also indicate that there is an increase in acres of City of Rockville parks impacted and most of these are permanent impacts for stormwater management facilities. These are small parks but they are heavily used and are vital to the health of the community. When you permanently remove 20% of a small park like Bullards Park and Rose Hill Stream Valley Park, you are adversely affecting the park. This is unacceptable and an alternative design is necessary. 15% of the Cabin John Stream Valley Park will be permanently impacted. These are parks in a stream valley! 8% of the Rockville Senior Center Park is affected. This is the area where Watts Branch is located. These are environmentally sensitive areas and this is why these are parks.

The SDEIS indicates that the amount of Rockville park acreage impacted is greater than what was listed in the DEIS because it is necessary for stormwater management. This is a red flag. This is not an area that can accommodate more impervious surfaces. More than likely, this acreage is significantly underestimated in the SDEIS. How is it possible that the reduction of the project from adding 4 lanes to adding 2 lanes would require more acreage for stormwater management? It is because the DEIS was flawed. There is no reason to believe that the estimate in the SDEIS is any less flawed. How much acreage will be identified in the FEIS? When is it a showstopper? It is also highly likely that the SDEIS estimate does not even come close to what Rockville needs to meet their standards for stormwater management. Furthermore, Rockville creates paths and beautiful landscapes around stormwater management ponds. The SDEIS does not address this or what entity will be responsible for this and more importantly, when the landscaping will be accomplished. If this project is going to place culverts and stormwater management facilities in areas that are currently streams, then the project developers must pay for all of the beautification around the eyesores this project will create. No taxpayer money should be used to beautify these facilities. Finally, all of the Rockville parks are listed as De Minimus impact. How is this defined? The SDEIS does not indicate how much acreage or the threshold that would be a consequential impact and thus unacceptable and require a redesign of the toll road. This should be defined and the City of Rockville should weigh into this determination.

SDEIS fails to sufficiently describe effects on City of Rockville roads around I270 exits

Rockville will experience the largest proportion of property impacts, but the SDEIS fails to adequately describe how Rockville and its residents will be affected and compensated for this horrendous destruction of the city and its community. For example, the visual impact is most disturbing and unacceptable. While I appreciate that the SDEIS includes section 4.6 regarding visual and aesthetic resources, the mitigation lacks sufficient detail. After consultation with jurisdictions and other appropriate groups, the final mitigation will be fully described in the FEIS. The SDEIS should at least at a high level describe who will be responsible, the timeline for remediation and who will pay for this.

The SDEIS may touch on the immediate area of impact but it is clear that the surrounding area is out of scope. However, there are adverse impacts to the communities in the immediate vicinity who never expected such a ridiculous expansion in this fragile area. I would never have considered living in this area if long range plans included expansion of I495 and I270. There is nothing in any Montgomery County or Rockville Master Plan that includes expansion of I270. **THERE IS NO SPACE TO EXPAND WITHOUT ADVERSE EFFECTS ON THE COMMUNITY!**

The SDEIS should provide more details about the immediate surrounding areas and identify who is responsible, who will pay, and a timeline for restoration of the tree canopy, storm water management, erosion control, secondary road enhancements, bicycle infrastructure, etc. City of Rockville residents are entitled to know how the tree canopy will be restored. Residents in the areas surrounding the expansion but not necessarily residing on impacted properties should know how this project will protect their homes from erosion. They should be informed on how groundwater hydrology will be affected and what will be done to eliminate potential flooding around homes and businesses.


Adding exits on Gude Dr and Wooten Parkway will increase traffic. Who is going to be responsible for road improvements and safety? Who will pay for it? How will this affect the heavily used Millennium Trail? Currently, the Millennium Trail goes over I270 at Wooten Pkwy and Gude Dr. There are no interchanges to navigate. There must not be any interruption to this vital trail. There are no other ways to get from one section of the city to the other. How will the bicycle/pedestrian bridge over I270 along West Montgomery Ave be affected? The SDEIS should describe the plan and provide a timeline. It is completely unreasonable to state that there will be improvements without specifying a timeline. MDOT has a reputation of not fulfilling promises until many years after a project is completed as evidenced with the ICC bicycle path on Needwood Drive. I think it took 10 years after the ICC was completed to put a bicycle path along Needwood Dr to the ICC bicycle path. We are still waiting for bicycle infrastructure improvements along secondary roads around the ICC corridor where the environment

was too sensitive to continue the ICC bike path as originally promised. MDOT has not even placed appropriate signs to help bicyclists navigate the connections.

Summary

In summary, **I support the No-Build Alternative.** I oppose the Preferred Alternative because the SDEIS indicates that the benefit of this option as presented in the traffic operational analyses is trivial compared to the adverse impacts presented in the SDEIS especially in the I270 corridor between I495 and I370. Even with the proposed mitigation presented in the SDEIS, the communities surrounding this area will suffer irreparable harm throughout the destruction/construction. MDOT has not explored a no-build alternative that converts the HOV lane into an HOT to even determine to what extent people will pay to reduce travel time. Based on the experience with the ICC, I have no confidence that MDOT will follow through in any timely manner with promises to implement transit solutions that will actually remove vehicles from our highways.

Sincerely,

Wendy Aaronson
 Harvard Ct.
 Rockville, MD 20850

From: Wendy Aaronson [REDACTED]
Sent: Tuesday, November 30, 2021 12:08 AM
To: SHA OPLANESMLS
Subject: I-495 & I-270 Managed Lanes Study SDEIS comments
Attachments: SDEIS comments.docx

I support the No-Build Alternative. I oppose the Preferred Alternative because the SDEIS indicates that the benefit of this option as presented in the traffic operational analyses is trivial compared to the adverse impacts presented in the SDEIS especially in the I270 corridor between I495 and I370. Please see attached letter for my detailed comments.

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

November 29, 2021

Jeffrey T. Folden, P.E., 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 Mr. Folden

Based on the review of the Supplemental Draft Environmental Impact Statement (SDEIS), **I SUPPORT THE NO BUILD OPTION**. I oppose MDOT's preferred Alternative 9-Phase 1 South toll lane proposal.

Study Purpose and Need Are Written to Only Support a Build Alternative

Based on the Study's purpose and need, it is impossible for a no-build option to be a viable alternative because the purpose and need are stated in such a way that building additional lanes is the only way to decrease traffic. It is intuitive. Add lanes and this results in added capacity. The problem is solved and the Study's purpose and need are met. But there's a fundamental problem with this idea. Decades of traffic data across the United States shows that adding new road capacity doesn't actually improve congestion because added capacity encourages more people to drive. Likewise, a transit-only solution could never meet the Study's purpose and need because there is an underlying assumption that you must add lanes in order for vehicles to travel reliably. Perhaps transit is not a consideration because MDOT acknowledges that MD has a poor track record with building transit solutions as evidenced by the Purple Line and Bus Rapid Transit. In my opinion, if Mr. Hogan and MDOT put as much effort and money into transit as they put into this I495 and I270 expansion project, we would greatly reduce our traffic congestion.

I am not against toll roads. In fact, people drive because they do not have to pay to use a highway and thus it is less expensive and more reliable than transit. I am against unnecessary road expansion at the expense of removing trees, increasing stormwater runoff and affecting our precious watershed, destroying parks and neighborhoods, and forcing people and businesses to move either because their land is taken or because it is so unbearable to be so close to a highway. The area affected by the preferred Alternative 9-Phase 1 is surrounded by tributaries that run into the Potomac River and homes and businesses that are already up against a sound wall. There is just no room for this ill-conceived project. The fact that it has been scaled back to the point where it will not even provide benefit should provide sufficient evidence that the benefit does not outweigh the cost in human misery and environmental damage.

Flawed Alternative Analysis

The alternative analysis is substantially flawed. The traffic modeling assumptions in Section 3.1.3 of the SDEIS includes a list of transit projects that were included in the modeling. With the exception of the MD 355 BRT, these transit projects do not cover the areas that would reduce traffic along the preferred Alternative 9. Therefore, I do not understand how the no-build or transit-only alternative could be analyzed.

I am disappointed that a no-build alternative that included a toll lane and transit solution was not considered in the study. Based on numerous studies, the only way to get people to give up cars is to make it too expensive to drive and make it convenient and reliable to take a bus. I know this is a viable option because federal agencies successfully implemented express shuttle busses that were always filled to capacity. I absolutely object to giving a lane paid with taxpayer money to a private firm to charge tolls. Instead, convert the existing HOV lane into a HOT lane that allows HOV 3+ and busses to travel for free. Eliminate the private firm and the state could collect tolls to help subsidize the express busses. Instead of the state giving a private firm \$50 million and paying another \$45 million for an engineering consultant, the state should apply this to express busses along I270 from Frederick to Shady Grove, etc. and I495 over the bridge and into Tysons Corner. Due to the aggressive push for a P3 project and the lack of thought by Mr. Hogan and MDOT regarding the consequences, I am afraid MDOT has already committed these funds and thus any reverse in commitment will be at the taxpayer's expense. Personally, I would rather lose these millions instead of continue with the destruction highway expansion would cause.

There is no Benefit versus Risk Assessment

The SDEIS makes no effort to define benefit versus risk. What is the benefit of improving the average delay in the morning on I270 by 2 minutes and the average delay in the afternoon by 4 minutes versus the risk to streams and air quality from increased traffic? What if the models are completely wrong with regard to increases in traffic and in reality, traffic is reduced because of increased teleworking and flexible scheduling? That means there is no need for adding lanes and thus no benefit for this project. What if the private firm does not receive enough toll revenue and the state does not receive sufficient funding from the private firm for all the transit projects the state is supposed to implement? In this last scenario, there is absolutely no benefit and even a detriment to our community at the risk of the destruction these additional lanes will cause. This is a significant flaw in the SDEIS.

I find it hard to believe that an additional lane in each direction is going to make any significant impact that justifies the cost of destroying acres of parks and streams, ruining neighborhoods in Rockville, and displacing people and businesses. Don't believe me? Look at Virginia. They add toll lanes and the traffic is worse than MD. You cannot travel along I495 or I66 at any time in Virginia without traffic delays. Adding lanes will

never work and there are many studies that support this. Even Table 3-3 shows more average daily traffic for the preferred alternative. How are we reducing greenhouse emissions and the impact on global warming if we have more daily traffic? Table 3-4 indicates a small 5 mph difference in the GP lanes. That means a 29 mile trip will take only 10 extra minutes for the no-build alternative during the peak period. That is not a substantial difference for the irreparable harm the build alternative has.

Table 3-5 on page 3-9 of the SDEIS is even more disturbing. In this table, the difference in the average speed for the I495 to I370 segment is even less. If you were to collect current traffic data from a Google map capture during the rush hour, you will find that traffic moves nearly at the speed limit in the section of I270 between I495 and I370 whereas the traffic is at a standstill on the bridge, I270 north of Gaithersburg and most areas in VA where VA has added toll lanes. Based on these data, I do not understand why I270 is even included in the preferred alternative. The SDEIS does not address this.

Table 3-6 is just as disturbing. The average delay in the morning is only 2 minutes and the average delay in the afternoon is 4 minutes. The study concludes that the preferred Alternative provides meaningful operation benefit. I find the numbers inconsequential compared to the irreparable damage. Thus, the SDEIS is flawed.

Benefit must be represented in the context of risk. Section 4.24 attempts to identify the benefits and states that residents in the immediate area will benefit from improved quality of this transportation system. I respectfully disagree there will be any improvement. The models do not demonstrate this. I acknowledge the SDEIS identifies steps to mitigate the risk, but it will take 10-20 years before the environment will be restored. This is unacceptable in the context of the benefit.

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hope is transit or a moratorium on housing development, but neither of these will ever happen. Air quality will substantially suffer in the areas of congestion. There will never be views of Sugarloaf Mountain or from the top of the mountain due to the thick layer of smog resulting from emissions. A failure to provide the benefit versus the cost of human suffering and environmental impact of this phased approach in the SDEIS is a significant flaw.

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The SDEIS should provide more details about the immediate surrounding areas and identify who is responsible, who will pay, and a timeline for restoration of the tree canopy, storm water management, erosion control, secondary road enhancements, bicycle infrastructure, etc. City of Rockville residents are entitled to know how the tree canopy will be restored. Residents in the areas surrounding the expansion but not necessarily residing on impacted properties should know how this project will protect their homes from erosion. They should be informed on how groundwater hydrology will be affected and what will be done to eliminate potential flooding around homes and businesses.

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was too sensitive to continue the ICC bike path as originally promised. MDOT has not even placed appropriate signs to help bicyclists navigate the connections.

Summary

In summary, **I support the No-Build Alternative.** I oppose the Preferred Alternative because the SDEIS indicates that the benefit of this option as presented in the traffic operational analyses is trivial compared to the adverse impacts presented in the SDEIS especially in the I270 corridor between I495 and I370. Even with the proposed mitigation presented in the SDEIS, the communities surrounding this area will suffer irreparable harm throughout the destruction/construction. MDOT has not explored a no-build alternative that converts the HOV lane into an HOT to even determine to what extent people will pay to reduce travel time. Based on the experience with the ICC, I have no confidence that MDOT will follow through in any timely manner with promises to implement transit solutions that will actually remove vehicles from our highways.

Sincerely,

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

From: Meghan Abrams [REDACTED]
Sent: Monday, November 29, 2021 4:38 PM
To: SHA OPLANESMLS
Subject: Beltway widening proposal

Sir or Madam,

This email is to let you know that as a resident of Montgomery County, I support the no-build option and oppose the I-495/I-270 toll-lane project.

Thank you for registering my opinion.

Best regards,
Meghan Abrams

From: Jillian Adams [REDACTED]
Sent: Monday, November 15, 2021 11:52 AM
To: SHA OPLANESMLS
Subject: Oppose This Project

Hello!

I am writing to oppose this unsustainable and flawed project. Adding more road infrastructure at the cost of tree canopy is the exact opposite way we need to proceed.

Please do not further sacrifice our future by increasing our harm to the natural world.

Thank you,

Jill Adams

From: Grey Adkins [REDACTED]
Sent: Friday, October 29, 2021 12:01 PM
To: SHA OPLANESP3 <oplanesmd@mdot.maryland.gov>
Subject: Re: Reminder: I-495 & I-270 Managed Lanes Study Supplemental Draft Environmental Impact Statement (SDEIS) Hearings

Eat [REDACTED]

This isn't a solution for traffic just a money grab for contractors and another drain on the working class.

[REDACTED] unreal

On Fri, Oct 29, 2021 at 12:00 PM MDOT Op Lanes Maryland P3 Program <oplanesmd@mdot.maryland.gov> wrote:



I-495 & I-270 Managed Lanes Study

Greetings,

The Maryland Department of Transportation State Highway Administration (MDOT SHA) and Federal Highway Administration (FHWA) are reminding the public that two virtual public hearing sessions will be held on Monday, November 1, for the I-495 & I-270 Managed Lanes Study Supplemental Draft Environmental Impact Statement (SDEIS). The Study considers ways to relieve congestion and improve trip reliability, mobility and connectivity for modes of travel, including transit, in the National Capital Region.

Individuals are invited to provide verbal testimony via phone during the virtual public hearing sessions scheduled from 2:00 PM to 4:00 PM and 6:00 PM to 8:00

From: Charles Alexander [REDACTED]
Sent: Wednesday, November 17, 2021 12:38 AM
To: SHA OPLANESMLS
Subject: Belteay

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

This is no time to begin expensive highway construction projects. Besides the tremendous environmental destruction, the pandemic has shown us that telecommuting is a workable alternative to hours spent commuting. Why drive when you can dial in from home ? Let's support alternatives to driving before we " build out " with billions we really do not have.

Charles Alexander

[REDACTED]

[REDACTED]

Lutherville, Maryland 21093

Mohammad Ali Khan

Please the Am.Legion bridge widening should be able to accommodate a train tract.The infrastructure development should include the incorporation of information technology system to facilitate automation. Thanks

From: Donald Allen <info@email.actionnetwork.org>
Sent: Saturday, November 6, 2021 3:04 PM
To: SHA OPLANESMLS
Subject: Don't Move Forward with Beltway & I-270 Widening

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Hello - I urge you to adopt last year's DEIS "No Build" alternative as the preferred alternative to the highway expansion project.

It's obvious we can't make progress dealing with climate catastrophe if we keep widening roads. It should be obvious that society can do without this extra pavement as proven by the remote-working revolution that was thrust upon us in 2020. Certainly some people will need to drive all the time, and some occasionally, but the large-scale single-occupant-auto commuting that drives this proposed expansion should become a relic of the dirty past.

Thank you for your time.

Donald Allen

[REDACTED]

[REDACTED] Grosvenor PI Apt 1116

Rockville, Maryland 20852

Elaine Allen

I strongly support the no build option.

We are not going to build our ways out of the traffic problems and toll lanes run by private operators only benefit the rich and connected while punishing the less financially privileged. Government should provide equal access to all roads. We have enough roads - instead incentive employers to support work at home. It will be better for the roads, traffic and the environment.

Jan Allen

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

I have come to this position based on the conclusion that the overall loss of citizen's homes, parkland, delayed travel during construction and increased wastewater pollution far outweighs any benefits to the few that can afford the tolls. Those travelling in non-tolled lanes will perhaps gain a few minutes but in some cases lose time based on the SDEIS. Other options besides tolled lanes run by a private partner were not studied.

From: Madeline Amalphy <info@email.actionnetwork.org>
Sent: Monday, November 1, 2021 12:26 AM
To: SHA OPLANESMLS
Subject: No Beltway/1-270 Widening!

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

As a Gaithersburg resident who is extremely concerned about the climate crisis, I strongly oppose the proposed Beltway and I-270 widening project.

The highway expansion project will pollute our water and air, destroy our waterways, forests, and stream valley parks, and negatively impact communities of color. It will decrease area residents' quality of life and increase vehicle emissions, induce sprawl development, and increase stormwater and saltwater runoff.

Instead, I strongly urge the MDOT SHA, FHWS, and the State to focus on finding more equitable, climate change-resistant, and public transit-oriented solutions to the region's traffic congestion problems. At a time when the UN Secretary General calls the IPCC's latest report on the climate crisis "code red for humanity," our region can't afford to lock in decades of dirty fossil fuel pollution. If you do, millions of innocent people will die in hurricanes, floods, wildfires, famines, and droughts caused by the climate crisis. Our lives are in your hands.

Madeline Amalphy

[REDACTED]

[REDACTED] Saybrooke Oaks Boulevard
Gaithersburg, Maryland 20877

From: Anne Ambler [REDACTED]
Sent: Thursday, November 18, 2021 8:59 PM
To: SHA OPLANESMLS
Subject: Oppose Toll Lanes; Support the No-Build Option

Dear Secretary Slater,

I oppose adding toll lanes. I support the No-Build option.

I have come to the conclusion that Gov. Hogan's intent all along was to build toll lanes rather than to either ease traffic congestion or facilitate movement in Maryland. I come to this conclusion as a result of this entire exercise, from the initial act of defining transit OUT of the options, from rejecting demand management, and now that we have traffic analysis for the part of the plan running from the bridge to I-370, the fact that the time savings are very little--2 min, 35 sec-- during morning rush south in the free lanes, and returning home, drivers in those lanes would see an increase of over 10 minutes. Yet it would apparently only take removing 5% off the road to produce a 32%-58% reduction in congestion.

Since I personally am unlikely to use this route very often, my major concern is the environmental damage it would cause, the impact of encouraging car use on our efforts to address greenhouse gases, and the fact that to improve mobility we do NOT need to incur all this damage.

I am very concerned at the sloppy figures in the Executive Summary that sometimes minimize this damage, as in the figure for loss of forest canopy stated as 48.8 acres, when it should be more than 500 acres. And sometimes, the ES Table just drops a line and produces a wild result, as in raising the amount of linear feet of stream impacts from 46,553 to 1,017,702 and putting the 100-year floodplain impacts at 0, which are 48.8 acres in the report.

I protest this unnecessary damage to 15 parks, three of them national parks, and loss of over 1200 trees removed just from the parks alone. I protest the additional stormwater runoff damage and risks to parks, streams, and private property. Only 45% of the stormwater runoff is planned to be treated on site, but the damage would be here, not elsewhere. We are already struggling to deal with polluted runoff from the roads we have now.

And lastly, someone has to pay to relocate those utilities. The SDEIS is silent on that. Are Maryland taxpayers to be stuck with that bill in addition to suffering the ill effects of road construction and road operation?

As I have in earlier letters, I respectfully urge you to pull the plug on this project. It is obvious that it would NOT benefit most of those who commute using this route, it would be horribly damaging to our land and water, and it is clearly the wrong way to go if you claim concern for climate change, even if only for flooding.

Sincerely,

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

RAMIN AMIN

THIS PROJECT IS A FAILURE, BECUASE IT USES THE 1970S APPROACH TO WIDENING THE HIGHWAY WHICH MEANS MORE CARS AND MORE CONJESTION. THE FUTURE IS FOR ORGANIZATIONS/COMPANIES TO EXPAND INTO TELEWORK WITH STATES PROVIDING TAX INCENTIVES FOR THOSE PROGRAMS, SELF DRIVING VEHICLES, DRONE TRANSPORTATION MONORAIL SYSTEM AND CAR POOLS AND ALL OTHER WAYS THAT MARYLAND HAS NOT LOOKED INTO TO PROMOTE THESE KINDS OF TECHNOLOGIES TO REMEDIATE THE TRAFFIC FOLLOW. THIS IS A TEMP PATCH WHICH IS BOUND TO FAIL WITHIN FEW YEARS AFTER COMPLETION BACK TO SAME ISSUE. I WISH SOMEONE WOULD SPENT OUR TAX MONEY IN BETTER WAYS. I WISH OUR SMART STATE EMPLOYEES LEARNED FROM OTHER ADVANCED COUNTRIES USING MONORAIL AND SPEAD TRAINS INSTEAD OF 1970 APPROACH.

Elaine Amir

Mr. Folden,

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

Jeremy Mohler of In The Public Interest covers all the arguments for opposing Gov. Hogan's plan for new toll lanes that I have been supporting for months. I hope you have had a chance to read Mr. Mohler's piece, The true cost of Maryland's toll-road plan, in the Washington Post.

We cannot afford to be blind to the disruption and cost of this proposed project. It is too expensive and destructive!

Please heed the protests by the public whose lives will be effected by a bad decision to go forward with Gov. Hogan's plan.

Elaine Amir

█ Princeton Place
Rockville, MD 20850

Karen Ampeh

So glad to have a trail lane in the new American Legion Bridge!! Please plan to connect the bridge trail to the trails along the Potomac, namely the C&O canal trail.

From: Brad Amron [REDACTED]
Sent: Sunday, November 7, 2021 10:42 AM
To: SHA OPLANESMLS
Subject: No build option beltway 270

Good morning,

I live in the Rockshire community right off 270. I support the no-build option and oppose the I-495/I-270 toll-lane project. It will ruin my neighborhood. There will be more noise pollution, some people will lose their homes! Plus, adding rich people toll lanes won't even help with the congestion. It's time to explore other options that are more environmentally friendly and ones that will actually help with traffic and not make rich people more rich with these absurd contracts. We deserve better from our elected officials and should not have to worry about people losing their homes.

Thank you,
A concerned homeowner on Marwood ct in Rockville.
Brad Amron
[REDACTED] and feel free to reach out.

From: Jayson Amster [REDACTED]
Sent: Friday, October 29, 2021 1:48 PM
To: SHA OPLANESMLS
Subject: OPLanes...

Build it and they will come. And they will come. Grid-lock will soon return and the short-sighted opportunists will want to build it again. The proposal is NOT an infrastructure solution that looks to the future. Rather it is a political fix for today's vote and profit for the few. It is shameful. j.amster

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From: C C Anderson [REDACTED]
Sent: Tuesday, November 9, 2021 9:52 AM
To: SHA OPLANESMLS
Subject: OPPOSE TO TOLL LANES ON THE BELT WAY

I am opposed to new toll lanes I-495. I drive the beltway every day. The issue is not the number of lanes on the beltway but the exits. Exits at New Hampshire Ave, Georgia Ave, Colesville Rd, and Connecticut Ave are regularly overwhelmed. Toll lanes will not fix the real issues. If anything they will make things worst.

The No-build option is the only option. Do not build toll lanes.

Chris Anderson
[REDACTED] Dexter Ave.
Silver Spring, Maryland 202902

JEFFREY ANNIS

Hurry up and build the damn road! Two hundred thousand trips a day need this road.

From: [REDACTED]

Sent: Tuesday, October 5, 2021 9:42 PM

To: ALB270TollSetting <ALB270TollSetting@mdta.maryland.gov>

Subject: OPPOSITION TO THE PROPOSED CHANGES TO SECTIONS OF I270

Proposed actions regarding changes to American Legion Bridge and I 270- I 370 are in reality two completely different projects and should not be linked.

Widening access to and on The American Legion Bridge makes sense and should be pursued.

Widening and adding to that portion of I 270 north to I 370 reflect deeply flawed logic and highly questioned reasons for action. I live adjacent to this portion of the highway and witness the traffic flow on a daily basis. Statements regarding the volume on this portion of the highway are highly questionable and seem to be opinions of those who have not actually witnessed traffic in this area. Simply stated there is very little congestion here. There are four lanes which are joined by local lanes within a few minutes of passing the Beltway link which continue up to I 370. There is in fact heavy traffic but it is relatively free flowing until it reaches further north in the area of Germantown/ Clarksburg where the roadway narrows and becomes only two lanes. This is in fact where traffic regularly slows and jams and is where such construction is needed.

Construction at the junction of I 270 and the Beltway up to I 370 has significantly greater negative impact on housing, parklands, and existing infrastructure than would be experienced to the north of Germantown. Why is such an aggressive effort underway to expand resources in this area and not further up county? Logic seems to suggest that there may be other reasons for this project not clearly stated in public statements.

I request that construction efforts be abandoned on the southern end of I 270 and relocated to the north where they are more clearly needed and other proposals such as improved rapid rail be considered.

Deborah Araujo

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

From: Scott Aronson [REDACTED]
Sent: Monday, November 29, 2021 8:59 AM
To: SHA OPLANESMLS
Subject: No build option

Dear MDOT,

Thank you for all the work you do for the state of Maryland. However, we are stridently opposed to the expansion of the beltway. We have seen similar projects across the country have no net benefit and in most cases negatively affected the local population. We can already see the headlines down the road: how much extra it cost, how long it took and traffic has not improved. Let's not get started on the toll lanes. We should be investing in public transportation. Improving the existing infrastructure and looking at smart ways to alleviate congestion, such as switchable rush hour lanes.

Thank you for your time,

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

From: Keith Arthurs [REDACTED]
Sent: Wednesday, October 6, 2021 1:56 PM
To: SHA OPLANESP3 <oplanesmd@mdot.maryland.gov>
Subject: OP Lanes

To whom it may concern,

The 495/American Legion Bridge project should be entirely a government funded project, without toll lanes.

The current design takes away a lane in each direction, adding 2 toll lanes each direction. These luxury lanes only help the rich, leaving the rest of us to slower, reduced number of lanes to use. This is a step backwards. This will create bigger backups, causing more CO2 emissions and fuel consumption, while wasting even more valuable time for those who need to commute/travel over the bridge. This design is a major failure.

There needs to be several more lanes in each direction, but make them free lanes, not luxury lanes given to the rich, while taking a lane away from the poor. Looking through the lens of equity, hurting the most economically challenged of society while giving private luxury lanes to the rich who are the only ones who can afford to use them daily is a complete failure of a design. All lanes should benefit everyone equally. No toll lanes pays for the lanes from tax income (which taxes the rich more), and gives the lanes to all to use, benefiting the poor more than the rich whose taxes should pay for transportation and roads. And by no means should we make a private company rich off of this, when roads should be a government responsibility.

The bridge/highway should include ample space to allow future expansion of Metro from McLean to Bethesda/Medical Center Purple line. Not including this is ignoring the big picture of transportation needs.

Please, don't make this a luxury lane project that hurts the general public. The current design, adding 2 toll lanes each way while taking away 1 free lane, is a waste of time and resources. We need at least 2 new general public lanes each direction. Don't use toll lanes, the public doesn't want that, the poor in our area can't afford that, the rich and the private company have a lot of resources to push this through politicians approval but most of us do NOT support new toll (luxury) lanes (for the rich) while hurting the peasants of society.

Regards,
Keith Arthurs
Vienna, VA

Michael Auger

I support the no-build option and strongly oppose MDOT's toll lanes proposal.

From: Robert Ausura [REDACTED]
Sent: Tuesday, October 26, 2021 12:54 PM
To: SHA OPLANESMLS
Subject: Stop planned widening of I495 and I270 widening

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

I urge you to stop this highway widening project which will only encourage higher volumes of vehicular traffic and indelibly affect properties and the environment along the planned route. Yes, Maryland has a traffic problem. No, widening these interstate highways is not the answer.

In light of climate change and accelerating population growth in our area, it is time to make smart choices for the future by funding and implementing effective mass transportation solutions. A light rail system or expanded bus system could alleviate road congestion without increasing the number of cars on our roads.

Please, act responsibly.

Robert Ausura

[REDACTED]

[REDACTED] Twelve Oaks Dr

Gaithersburg, Maryland 20878-1172

From: c.l. avery [REDACTED]
Sent: Wednesday, November 24, 2021 10:59 AM
To: SHA OPLANESMLS

MDOT, First, let me say I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION..... spending billions of dollars to continue/increase gas guzzling vehicle usage instead of supporting public transport/smart living options is wrong. Just awfully wrong for all of our futures, including that of our heated up planet. It is not smart and should not be the option for our future here in MD!

Carolyn Avery
Bethesda, MD

Ken Ayres

My opinion is this is a huge waste of time and resources. What we need are smart transportation initiatives. NOT wider roads. The roads will be congested again in a short period of time. Dedicated electric bus lanes would be a good option. Here's a blog about smart transportation. Please read!
<https://www.digi.com/blog/post/introduction-to-smart-transportation-benefits>

From: alison.babil [REDACTED]
Sent: Monday, November 29, 2021 7:49 AM
To: SHA OPLANESMLS
Subject: AGAINST Beltway expansion

Submitting comments:

Please do NOT expand the Beltway. I am against the lane expansion and toll lanes.

Thank you.

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email:

Name: Peter Banwell

Agency/Organization/Jurisdiction, if applicable: N/A

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail (11/16/2021)

Transcription:

Well, my name is Peter. I live in Silver Spring and Peter Banwell is my last name, B-A-N-W-E-L-L. Richie Avenue, Silver Spring. I'm calling to oppose the toll lanes and support the No Build option. It seems like a total waste and the studies that have been done have been inaccurate and sloppy. So, I am firmly opposed to the toll lanes and support the No Build Option. Thank you.

From: Peter Banwell [REDACTED]
Sent: Tuesday, November 16, 2021 2:29 PM
To: SHA OPLANESMLS
Subject: Widening 495 Comments

Hello, I OPPOSE this plan, the No Build Option makes much more sense.

- 1) The environmental impact from the project is unacceptable.
- 2) This plan does not look to the future, and climate change, which requires us to get out of our cars.
- 3) The Impact Statement for the plan is full of errors and calls into question the entire project planning process.

Thank you,

Peter Banwell
Silver Spring MD

Jill Barnes

Dear Governor Hogan, I am writing to express my dissatisfaction with the toll lanes intended to be built on Route 270. I totally think road construction projects are a responsibility of the State and local governments. When housing construction is approved by State and local governments, it is a necessary function to provide roads and transportation to handle the increased highway usage as well as local roads. It seems logical that Build Back Better funds be used to increase road capacity and not have those who need to use the roads, pay a premium price to get around. Thank you for your consideration.

Bryan Barnett-Woods

This projects does not provide any traffic relief, nor does it positively impact Maryland's environment. This will add more motor vehicles to I-270, which will INCREASE congestion on I-495.

Providing "opportunities" for express/modified bus service is NOT equivalent to providing additional transit service.

Using the 2045 MWCOG model for traffic growth makes an unreasonable assumption that growth and travel patterns will increase at a rate much higher than past trends. It is unreasonable to assume that travel growth will occur at the modeled rates while all other lifestyle changes remain unchanged.

Building a widened freeway to only improve 12% of LOS F lane miles over the no-build scenario during the peak period will result in a wildly overbuilt roadway that will encourage unsafe driving speeds in non-peak times as well as an fiscally unsustainably roadway in the long term.

This project is a poor use of scarce resources. I do not support its implementation.

From: Gary Barone [REDACTED]
Sent: Tuesday, November 30, 2021 12:00 PM
To: SHA OPLANESMLS
Subject: I-270 toll lanes

I oppose the proposition to add hot lanes to I-270, or I-495, or both depending on the plan of the week. Governor Hogan has been a great governor for Maryland during these past years but this notion is an albatross on his reputation. The expense to commuters is extravagant and Un American. Australians are used to such highway robbery and as such are resigned to the tolls such as I've personally seen in Melbourne. As an American I find this taxation abhorrent. I'm also opposed on the grounds that environmental protections are being ignored and due process is not being followed. There is something wrong when we are getting the bum's rush as have been on this project. Please reconsider what is at stake here.

Sent from my iPhone

Gary Barone

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

I think this is a shameful abuse of power by the Governor to try to push through his own legacy that nobody wants! It is reckless, overreaching and not in the interest of his constituency. This scheme will surely only benefit the Australian company that is behind it. If you've been to Melbourne Australia you can not drive the highway without constantly ringing up your tolls like a taxi cab in NYC. And what will be the longrun end of this. What is there to prevent the current free lanes to eventually become HOT lanes too? I'm wondering if we will be able to recognize this country in 50 years if we continue to allow this sort of highway snobbery and robbery.

From: Edward Barrows [REDACTED]
Sent: Tuesday, November 30, 2021 11:48 PM
To: SHA OPLANESMLS; Edward Barrows
Subject: Hello Maryland MDOT: I-495/I-270 toll-lane project

November 30, 2021

Hello Maryland MDOT: I-495/I-270 toll-lane project

I support the no-build option and oppose the I-495/I-270 toll-lane project. I feel that this proposed project will cause too much environmental harm of many kinds. More public transportation in the area is a better option.

Thank you, Edward M. Barrows, Ph.D., Professor of Biology, Bethesda, Maryland

George Barsky

NO MORE LANES. ENOUGH IS ENOUGH IS ENOUGH. A EUROPEAN STYLE RAPID LIGHT RAIL SYSTEM IS NEEDED IN THE I-270 / 355 COORIDOR BETWEEN MONTGOMERY AND FREDERICK COUNTIES EXTENDING TO HAGERSTOWN.

TOO MUCH TRAFFIC. TOO MUCH CONGESTION. TOO MUCH POLLUTION. TOO MUCH RECKLESS DRIVING. STOP THE MADNESS. STOP THE IGNORANCE. DO RAUL





From: [REDACTED]
Sent: Friday, October 1, 2021 11:21 PM
To: geoghb
Subject: They Knew It Then But Mostly Fell On Deaf Ears

Stubborn Montgomery County Refuses to Learn

<<https://youtu.be/xl1R-2zYi1c?t=0>>
1946 A GE Transportation film

<<https://youtu.be/x6dltiZMlaU?t=0>>
1952 A GE Transportation film

What was known then but ignored by most politicians and planners. So it is now what it is. We try to move traffic instead of moving people. Will they ever learn??

Where's the rail transit ??

George Barsky

From: [REDACTED]
Sent: Tuesday, October 12, 2021 9:42 PM
To: geoghb
Subject: Dangerous Promise of the Self-Driving Car

Professor Peter Norton, University of Virginia

“Motordom is asking, ‘How do we make car dependency work?’ The real question is, ‘How can we free ourselves from car dependency?’”

<<https://www.bloomberg.com/news/articles/2021-10-12/the-dangerous-promise-of-the-self-driving-car?srd=premium>>

IS MONTGOMERY COUNTY AND MARYLAND BECOMING A VICTIM OF AUTONORAMA ?

The Dangerous Promise of the Self-Driving Car

Bloomberg CityLab’s David Zipper recently spoke with the author about the allure of autonomy and the battle to break America’s car habit. The conversation has been condensed and edited for clarity.

In his new book, historian Peter Norton punctures the claims of autonomous vehicle companies and warns that technology can’t cure the urban problems that cars created.

By David Zipper - Bloomberg CityLab
October 12, 2021, 10:32 AM EDT

Has the U.S. enjoyed a century-long “love affair” with the automobile, as Groucho Marx memorably put it in a 1961 television show? Or has the relationship been more like an increasingly toxic forced marriage?

Peter Norton, a history professor at the University of Virginia, has spent his career arguing it’s the latter. His first book, *Fighting Traffic*, focuses on the 1920s, describing how a consortium of automotive, oil, rubber and construction industries — “motordom,” as Norton calls them — formed a strategic alliance to ensure car owners could drive quickly through U.S. cities. The resulting sprawl, autocentric planning and policy, and inadequate transit often left traveling by car as the only viable

option.

Norton's new book, *Autonorama: The Illusory Promise of High-Tech Driving*, explores how the automobile maintained its dominance — especially in cities — during the decades that followed. He zeroes in on motordom's skill at leveraging new technology to paint a vision of just-around-the-corner automotive nirvana, including the current popular fascination with autonomous vehicles:

Though diverse, the visions of high-tech driving share a common claim: with sensor data, state-of-the-art hardware, machine learning, and digital networking, onboard computers in every car will drive for us, better than we can, and sooner than we think. Despite the extraordinary technological developments of the last twenty years, however, the practical possibility of widespread automatic driving remains elusive. High-tech "solutions," always just over the horizon, are supposed to offer the anticipated deliverance. The lack, however, lies not in technology but in the aspiration itself. Meanwhile the supposed solutions, in promising an eventual end to all our afflictions, divert us from transport sufficiency: an unspectacular state in which everyone can meet their practical needs.

That "transport sufficiency" would be a city designed to give people at least the option of taking the bus or riding a bike without sacrificing time or personal safety. By focusing on technology, Norton says, motordom has successfully prevented Americans from pursuing more mundane and readily available mobility solutions.

Your first book, *Fighting Traffic*, focuses on the role of the automobile in pre-war America, but *Autonorama* delves into the postwar era, and the contemporary debate about autonomous vehicles. Why shift time periods?

Well, I kept seeing autonomous vehicle promoters making claims, and their audiences were treating those claims as though they were brand new. To me, the promotional stuff for autonomous vehicles seemed exactly like *Futurama* [a General Motors exhibit depicting an automotive utopia created for the 1939 World's Fair], and not even slightly more plausible. I was like, "Wait a minute — I've seen this before. You're showing a perfect future, delivered by the latest car tech, and you're presenting it in a way that seems credible." I wrote this book because I feel we have a chance to not fall for the marketing this time, and to avoid falling into a deep rathole.

One of *Autonorama's* central arguments is that motordom — an alliance of corporate interests that want people to buy more cars — keeps making unfulfilled promises about technology. Why doesn't motordom pay a price for consistently failing to deliver on its visions?

Motordom's basic claim is that it's possible to have a city where you can drive anywhere at any time and park for free when you get there. That vision is the common denominator between selling high-tech driving and selling car dependency. *Autonorama's* question is a specific one, about how motordom keeps this credibility going.

Part of the answer is that every amazing new innovation becomes the thing that lets motordom recover confidence and credibility. The companies realize that you have to be able to show off a new technology that your audience doesn't really understand. Whether it's radar or integrated circuits or machine learning, these things really are breathtaking technologies. They have a dazzling effect, and popular skepticism falls because it's so impressive. But that impressiveness becomes a means by which you make incredible claims credible, even when that isn't warranted.

There's then a gap after the over promising; you stay in a trough for a decade or so, and then you come out.

Let's talk more about your skepticism of autonomous vehicles, because you seem to be making two different arguments in your book. Is it that motordom consistently fails to deliver on its promises of new technology and will do so again with autonomous vehicles? Or are you worried that autonomous vehicles will become widespread, and cities will suffer for it?

With autonomous vehicles it's both: It can't work, but the companies will create problems because they'll pursue it anyway. If a surgeon does invasive surgery and it doesn't work, he's going to do a lot of harm to your body without curing you. The destruction of pre-automobile cities like St. Louis or Cincinnati to create space for cars didn't mean that car dependency ever met its promises — but it did mean that the belief that it could was profoundly destructive.

Waymo likes to claim that autonomous vehicles are working right now. The reason it works is that there is a hellscape that these things have to go through, called Chandler, Arizona. Density is too low for anything other than driving to work well, every residential street is too wide, the non-residential roads are all multilane arterials with turning lanes, and every destination is surrounded by a vast parking lot. If that's what you have to create for autonomous vehicles to work, it's a Pyrrhic victory. It's not worth it.

If we could go back to the 1990s and hear Purdue Pharma talk about OxyContin solving everyone's problems, we'd be in righteous wrath. We've fallen for it with opioids; we don't have to fall for it with autonomous vehicles.

In your book you also compare autonomous vehicle research to health research funded by tobacco companies in the 1950s. Are you suggesting that autonomous vehicle companies know that their products will damage society, but still insist on going forward?

Yes, that's exactly what I mean. Although to say that the autonomous vehicle companies "know it" might be a little unfair, because they really don't care. They're trying to get ahead in an intensely competitive environment, and the company that cares about reality is going to be the loser, because it will limit its deployment.

"Motordom is asking, 'How do we make car dependency work?' The real question is, 'How can we free ourselves from car dependency?'"

Uber had to know it was taking indefensible chances with lives every day in Tempe [prior to its prototype autonomous vehicle fatally striking Elaine Herzberg in 2018]. But Uber was also smart, in that the company recognized that any company that doesn't take a risk has no future in the autonomous vehicle business.

The picture you paint is pretty bleak. You argue that Americans are regularly hoodwinked by motordom, and that we're going through that process again now. But Department of Transportation Secretary Pete Buttigieg now talks about the need to rebalance toward transit, cycling and walking. And a growing number of urban residents and policymakers seem to be saying "I don't want more cars in my city — autonomous, electric or otherwise — because it's just not a scalable solution." Are we getting wiser?

We have to be careful because we have been through this before. For instance, in the early 1970s we had a transportation secretary named John Volpe saying we needed to stop building expressways. The first EPA administrator at the time was also talking about reducing driving.

And we had a big bike boom in the early 1970s, just as we're having now.

That's right, and obviously we then lost momentum. We have to remain super alert to the strategizing within motordom, because they are determined to turn "mobility" into a business model that works for them. They're talking about a future of Mobility as a Service, where an autonomous vehicle could pick you up anywhere at any time. And of course those vehicles will wear out and need replacing.

Your penultimate chapter ends with "Let us not be fooled." What would you like readers to do with information you've shared with them?

I hope readers will make an important distinction about what the problem is. Cigarettes provide a historical lesson. When the Surgeon General's report came out in 1964, the discussion the tobacco companies wanted to have was, "How do we make cigarettes safe?" That was getting the problem wrong. The real problem was, "How we can free ourselves from cigarettes?"

We are now in the exact same situation with automobiles. Motordom is asking, "How do we make car dependency work?" The real question is, "How can we free ourselves from car dependency?" That doesn't mean freeing ourselves from all cars all the time. It's freeing ourselves from a world where if you don't have a car you're doomed, because you can't get to work.

The accommodation of car dependency is the perpetuation of car dependency. That statement applies to high-tech car dependency every bit as much as it does to conventional car dependency.

submitted by George Barsky
Where is our needed rail transit?

From: [REDACTED]
Sent: Tuesday, November 2, 2021 12:03 AM
To: geoghb
Subject: What does low cost effective Light Rail Tram look like?

<<https://youtu.be/-PsQgAXNm5E?t=0>>

What does low cost effective Light Rail Tram look like?
Who will take time to watch and learn?

It does not require multi \$ billions to construct it.
It does not need 5 or 7 section tram cars - 3 suffices.
It does not need elaborate majestic elevated stations.
It does not need expensive tunnels or elevated ROWs.
Tram cars can operate on 10-12% grades.
It does not need double tracking everywhere.
Stations should be of very simple design.
Light rail tramways must be designed and built by organizations who are highly qualified with proven European experience.
North American companies over engineer, over build, over electronic gadget infest the rolling stock and complicate unnecessarily the entire project. No P3 wanted or needed.
Embedded rails must be girder rail and the overhead power must be only 750 volts simple single trolley wire.
Tree canopy can remain without severe tree removal.
Side of the road is superior than within a roadway.

This will never happen in MOCO / MD due to terrible politics and ignorance of the body politic. They NO it all.

A tramway between Shady Grove, Frederick and Hagerstown or Southern Maryland or into northern Virginia beats the ugly roadway snarls, high cost, pollution and frantic traffic.

George Barsky

From: [REDACTED]
Sent: Monday, November 8, 2021 11:00 AM
To: geoghb [REDACTED]
Subject: New CAF Urbos 3 Light Rail Cars with cracks taken out of service in Sydney

Via France I received an information about technical problems with CAF trams in Sydney. I think tramcars have always been designed to run at least 30 years, it's not good if the bodies start to break apart after a few years.

Australia:

Sydney's Inner West light rail service will be suspended for at least 18 months due to structural cracks in the tram fleet's (CAF Urbos-3) bodies that are more extensive than previously identified, according to the NSW Transport Minister.

"The Inner West (L1) light rail train will be taken out of service for a minimum of 18 months while the identified problems are corrected," he said. Cracks on all 12 trams have been discovered.

"The ones identified last week were more significant than we thought," said Mr Stokes.

He added that repairs were unbelievable to take a year and a half!

The delay is the "worst we could have expected"

Thousands of commuters are currently using replacement buses on the L1(Dulwich Hill) line between Central Grand Concourse and Dulwich Hill.

"This replacement service has worked effectively carrying 5,000 passengers a day," said Mr Stokes.

He is also looking at opportunities to make it "as cheap as possible" for customers affected by the problem.

"I've asked Transport for NSW to look at how we can deal with this situation, which is very damaging to customers."

The presence of cracks is a design flaw not only for Sydney trams and but could also be a global problem!!!

Transport for NSW will be contacting all operators who own trams from this manufacturer and are experiencing the same concerns, both in Australia and elsewhere in the world, .

Meanwhile, the L2 (Randwick) and L3 (Kingsford) lines, which only use

trams of a different type, will continue to operate normally.
The original fleet for this network consisted of seven (modified) Stadler Variotrams when the first line went into operation.

In August 2012, CAF won a tender for the supply of six 33m five-module Urbos-3 trams as well as the lease of four trams from the same manufacturer for delivery in 2013. Of the four leased trams, three Urbos-2 trams are from the Spanish network of Vélez-Málaga and one from Seville.

They will be sent back to their country of origin with a new delivery of six more new Urbos-3s, which will be put into service in 2015.

In 2018, Sydney Public Transport began receiving the first of 60 Citadis X05s built in France by Alstom La Rochelle (6) and in Spain in Barcelona (54).

For the first stage of the Parramatta tramway (scheduled to open in 2023), a fleet of thirteen 45 m long Urbos 3 vehicles made up of 7 modules is planned.

These vehicles will be able to run on batteries on the sections of line without overhead power around Parramatta and Westmead.

Photos of the different tram models running or having run in Sydney (the one in blue and white is the Variotram)

From local press 05/11/2021

George Barsky

From: [REDACTED]
Sent: Monday, November 8, 2021 9:04 PM
To: geoghb <geoghb@erols.com>
Subject: Sydney Australia Officials discuss Light Rail calamity

<<https://youtu.be/yKaWOlb29Ng?t=0>>
Sydney Australia Officials discuss Light Rail calamity.

Maryland also listens with deaf ears and closed eyes.
It loves to contract with no experience light rail contractors
and spend billions wastefully. After all, rail is rail - right?
WRONG.
If you need a pair of pants you don't go to a dressmaker.

George Barsky

From: Olivia Bartlett [REDACTED]
Sent: Sunday, November 28, 2021 8:38 PM
To: SHA OPLANESMLS
Cc: Olivia Bartlett
Subject: I-270/I-495 P3 Toll Lanes SDEIS

I oppose the proposed P3 toll lanes on I-270 and the beltway and I support the no-build option. The toll lanes plan has been fatally flawed from the beginning, and the current incomplete Supplemental Draft Environmental Impact Statement (SDEIS) just confirms those flaws. The toll lanes will cause substantial harm to the environment and our communities while failing to help the majority of drivers.

The toll lanes project should not move forward and the whole project needs to go back to the drawing board. There are many issues that are not adequately addressed in the SDEIS. In particular:

1. The Proposed Toll Lanes Will Create New Bottlenecks and Will Not Improve Daily Commutes: Appendix A of the SDEIS shows travel times if the lanes are built compared to not building the lanes. If the toll lanes are built, MDOT projects that drivers who travel in the general (non-tolled) lanes on I-270 from I-370 to the American Legion Bridge might save only 2 minutes and 36 seconds during the morning rush hour. However, during the evening rush hour, their travel time would **increase** by 10 minutes and 6 seconds due to **new lane drops** at I-370. This defeats the purpose of the project.

Questions MDOT must address:

- How can MDOT justify **increasing** commuting time for MD drivers from northern suburbs?
- What additional commuting time will be added for drivers who continue onto the beltway eastbound from the I-270 toll lanes, due to the new lane drop that will occur at Old Georgetown Rd?

2. The Proposed Toll Lanes Will Create New Traffic Problems in Neighborhoods

The proposed entrances and exits from the toll lanes will require drivers to wander through neighborhoods to transfer from regular/non-tolled lanes to toll lanes and vice-versa, creating new traffic and safety problems in neighborhoods bordering I-270 and the beltway.

Questions MDOT must address:

- Why are the entrances and exits from the toll lanes designed this way?
- Why weren't other entrance/exit possibilities considered that could have avoided this problem?
- What will MDOT do to ensure resident and pedestrian safety in neighborhoods bordering I-270 and the beltway facing additional, potentially high speed, traffic to and from the toll lanes?

3. The Proposed Toll Lanes will Increase Inequity in Maryland: The tolls recently approved by the Maryland Transportation Authority (MTA) -- up to \$50 each way for cars from the American Legion Bridge to I-370 by the time the lanes open in 2026, and rising faster than inflation -- will be far too high for the vast majority of drivers on a daily basis. Coupled with extremely high tolls for trucks

and the loss of a free lane in each direction, the toll lane plan will mean that residents who have longer commutes because they can only afford to live further out will be stuck in increased traffic behind dirty trucks for their daily commutes.

Questions MDOT must address:

- What equity issues were considered during the various phases of the P3 study?
- How will MDOT address equity in the toll lane design and toll rate setting?

4. The SDEIS does not include an estimate of the subsidies that may be necessary under MDOT's Preferred Alternative.

Last year's Draft Environmental Impact Statement (DEIS) provided the range of public subsidies that would be needed to fund the various alternatives for private toll lanes. The extent to which the State will be subsidizing this project is of critical concern to Maryland taxpayers, who could be on the financial hook for 50 years. The estimate of subsidies should have been included in the SDEIS and its omission suggests that MDOT is hiding critical information from the public.

Questions MDOT must address:

- What is the range of public subsidies expected for the current preferred alternative?
- How will the need for these state funds impact other high priority MDOT projects?

5. The SDEIS does not Address Required Utility Relocations

The SDEIS fails to describe the utility relocations that will be required to make way for the toll lanes. Nor does it address who will bear the cost of moving water, sewer, cable, gas, electric and other utility lines.

Questions MDOT must address:

- What utilities must be moved to build the proposed toll lanes, who will be responsible for moving them, and who will be responsible for paying for the costs of moving them.
- If taxpayer or ratepayer funds will be used, how can MDOT still say that this project will be completed at "no cost to taxpayers"?

6. The SDEIS does not Adequately Address Pollution or Global Warming:

*** Inadequate Storm Water Treatment:** The addition of lanes will drastically increase storm water runoff, increasing water pollution and flash flood risk for local communities. MDOT plans to treat only 45% of the storm water runoff onsite. These highways already contribute substantially to the degradation of water quality in nearby waterways. By failing to treat most of the storm water onsite, the toll lanes would further degrade local streams, creeks and the Potomac River.

Questions MDOT must address:

- Why does MDOT proposed to treat only 45% of storm water runoff?
- How will MDOT prevent further degradation of water quality in waterways affected by the proposed toll lanes?

*** Air Pollution and Global Warming Analyses Not Included:** The SDEIS does not include an analysis of greenhouse gas emissions and the impact they would have on global warming. There is also no analysis of other pollutants, such as particulate matter or ozone. All of these analyses are deferred until later. However, omitting these analyses from the SDEIS denies the public the

opportunity to understand the risks while there is still time to influence the project, and suggests that MDOT is hiding critical risks from the public.

Question MDOT must address: Why was an analysis of greenhouse gas emissions and air pollution omitted from the SDEIS?

7. The Toll Lanes will Harm Parks and Other Greenspaces: The toll lanes will impact 15 parks, including three national parks. Over 1,200 trees will be removed from national parks alone. The other parks impacted include five owned by the Maryland- National Capital Park and Planning Commission, five parks owned by the City of Rockville, and two parks owned by the City of Gaithersburg. A total of 36.1 acres of parkland will be negatively impacted. There will be a total loss of at least 500 acres of forest canopy from parkland and other greenspaces, including from strips of greenspace that provide a buffer between the highways and nearby neighborhoods. These communities would be harmed by increased noise, air, and water pollution, and the increased risk of flooding. In addition, 389 homeowners from Gaithersburg to Potomac would lose part of their property to toll lanes.

Question MDOT must address: Why weren't alternatives with lesser impacts on parks, greenspaces, and homeowner property considered?

8. Environmental Justice Analysis Was Not Included: Similar to the DEIS, the SDEIS fails to provide an Environmental Justice analysis addressing whether the negative impacts of the project would be borne disproportionately by low-income communities or communities of color. For example, there is no discussion of whether Environmental Justice communities would be more likely to experience an increase in polluted air and its harmful impacts on health. Instead, the SDEIS defers this analysis to the Final Environmental Impact Statement. This cheats the public out of the opportunity to know and react to the Environmental Justice impacts while there is still time to influence the project, and suggests that MDOT is hiding critical information from the public.

Questions MDOT must address:

- Why did the SDEIS not include an environmental justice analysis?
- What environmental justice issues has MDOT identified so far?
- How will additional environmental justice issues be identified and addressed?

9. Failure to Study Alternatives to Toll Lanes Adequately: The SDEIS does not adequately consider alternatives to private toll lanes to address traffic congestion. Rail transit was not adequately studied nor were operational improvements and policies to encourage more telework. According to a 2017 report by the regional Transportation Planning Board (TPB), traffic demand management strategies, including a substantial increase in telework, would be the most effective mechanism to reduce traffic congestion. Based on their research during the COVID pandemic, the Maryland Transportation Institute testified at a General Assembly hearing in August 2020 that “just a 5% reduction in travel demand could lead to 32%-58% reduction in traffic congestion on major freeways.” The federal government has already announced that it will implement permanent policies to increase telework by the federal workforce, which should reduce traffic on I-270 and the beltway. The State could build on this with policies to encourage private employers to implement more telework in the I-495/I-270 corridor. However, the SDEIS does not assess whether the change in federal telework policy, along with changes in state policy, could adequately reduce congestion on the two highways or how that would change the plan for toll lanes roads. The SDEIS also does not address how changes to I-270 lane striping, entrance and exit ramps, and ramp-metering implemented over the past 2 years have reduced congestion and improved traffic flow, and whether

those changes are sufficient to eliminate the need for toll lanes or warrant a change in the design of potential new lanes.

Questions MDOT must address:

- Why does MDOT propose to move forward with toll lanes before the effect and impact of the changes already made on I-270 have been evaluated?
- Why were rail, mass transit, and reversible lanes discarded from the project study alternatives, and why have they not been re-addressed in view of new information and commuting patterns now known?

For all these reasons, I oppose the P3 toll lanes and support the no-build option. The current project is a 1960s solution to a 2021 problem. It should not go forward.

Thank you for considering my comments. I hope to receive answers to all the questions posed above.

Olivia Bartlett
[REDACTED] Beacon Terrace
Bethesda, MD 20817

From: [Kathleen Bartolomeo](#)
To: [SHA OPLANESMLS](#)
Subject: 496/270 Beltway Alternatives
Date: Thursday, November 4, 2021 5:43:12 PM

Failure to Study Alternatives to Toll Lanes

The SDEIS fails to consider alternatives to private toll lanes to address traffic congestion. Rail transit was not studied nor were operational improvements and policies to encourage more telework.

According to a 2017 [report](#) by the regional Transportation Planning Board (TPB), traffic demand management strategies, including a substantial increase in telework, would be the most effective mechanism to reduce traffic delays. Based on their research during the COVID pandemic, the Maryland Transportation Institute [testified](#) at a General Assembly hearing in August 2020 that “just a 5% reduction in travel demand could lead to 32%-58% reduction in traffic congestion on major freeways.” The federal government has already announced that it will implement permanent policies to increase telework by the federal workforce. The State could build on this with policies to encourage private employers to implement more telework in the I-495/I-270 corridor. However, the SDEIS does not assess whether the change in federal telework policy, along with changes in state policy, could reduce congestion on the two highways. **Failure to Study Alternatives to Toll Lanes**

MDOT needs further studies.

Managing speed and drivers using devices while driving would be a huge help in keeping traffic flowing.

It would reduce accidents thus reduction in time on the Beltway.

Please consider this as one solution.

I travel the Beltway each week as well as 295 where speeders and people using devices have caused accidents.

Kathy Bartolomeo
Greenbelt

Kathy Bartolomeo

Toll Lanes Would Not Improve Daily Commutes

The Maryland Department of Transportation (MDOT) uses projections for the year 2045 as a benchmark to demonstrate the impact of toll lanes on travel times. Appendix A of the SDEIS shows travel times in 2045 if the lanes are built compared to not building the lanes. If the toll lanes are built, MDOT projects that only 2 minutes and 36 seconds will be saved during the morning rush hour by drivers who travel in the general (non-tolled) lanes on I-270 from where it intersects with I-370, down to the American Legion Bridge. However, when drivers return home during the evening rush hour, their travel time will increase by 10 minutes and 6 seconds on the same stretch of road heading from the American Legion Bridge to I-370. So, after enduring 5 years of construction delays, drivers who use the general lanes will be rewarded with a 7 minute and 30 second increase in their daily commute, round trip. Building the toll lanes will cause substantial harm to our communities while failing to help the majority of drivers who would use the general lanes.

Taxpayer Subsidies

Last year's Draft Environmental Impact Statement (DEIS) provided the range of public subsidies that would be needed to fund the various alternative for private toll lanes. The SDEIS does not include an estimate of the subsidies that may be necessary under the alternative MDOT selected (the Preferred Alternative). The extent to which the State will be subsidizing this project is of immense concern to Maryland taxpayers, who could be on the financial hook for 50 years. The estimate of subsidies should have been included in the SDEIS and its omission suggests that MDOT is not willing to share it with the public.

Utility Relocations

The SDEIS fails to describe the utility relocations that will be required to make way for the toll lanes. Nor does it address who will bear the cost of moving water, sewer, cable, gas, electric and other utility lines.

Pollution and Global Warming

Inadequate Stormwater Treatment: The addition of lanes will drastically increase stormwater runoff, increasing water pollution and flash flood risk for local communities. MDOT plans to treat only 45% of the stormwater runoff onsite. These highways already contribute substantially to the degradation of water quality in nearby waterways. By failing to treat most of the stormwater onsite, the toll lanes would further degrade local streams, creeks and the Potomac River.

Air Pollution and Global Warming Analyses Not Included: The SDEIS does not include an analysis of greenhouse emissions and the impact they would have on global warming. There is also no analysis of other pollutants such as particulate matter or ozone. All of these analyses are deferred until later. Omitting these analyses from the SDEIS denies the public the opportunity to understand the risks while there is still time to influence the project.

Harm to Parks and Other Greenspaces

The toll lanes would impact 15 parks, including three national parks. Over 1,200 trees would be removed from national parks alone. The other parks impacted include five owned by the Maryland-National Capital Park and Planning Commission, five parks owned by the City of Rockville and two parks owned by the City of Gaithersburg. A total of 36.1 acres of parkland would be negatively impacted. There would be a total loss of 500 acres of forest canopy from parkland and other greenspaces, including from strips of greenspace that provide a buffer between the highways and neighborhoods next to the highways. These communities will be harmed by increased noise, air and water pollution and the increased risk of flooding.

Environmental Justice

Environmental Justice Analysis Not Included. Similar to the DEIS, the SDEIS fails to provide an Environmental Justice analysis comparing whether the negative impacts of the project would be borne disproportionately by low-income communities or communities of color. For example, there is no discussion of whether Environmental Justice communities would be more likely to experience an increase in polluted air and its harmful impacts on health. Instead, the SDEIS defers this analysis to the Final Environmental Impact Statement. This cheats the public out of the opportunity to know and react to the Environmental Justice impacts while there is still time to influence the project.

Impact on Morningstar Tabernacle No. 88 Moses Hall and Cemetery and Gibson Grove A.M.E. Zion Church: The boundaries of permanent or temporary construction activity along the highways will not be finalized until after the environmental review process is completed. If the boundaries or limits of disturbance are expanded at this location, it puts the Cemetery at great risk of graves being disturbed by the project. While MDOT has shifted the proposed highway to avoid impact on the Cemetery, the shift also increases the impact on the Gibson Grove A.M.E. Zion Church.

Failure to Study Alternatives to Toll Lanes

The SDEIS fails to consider alternatives to private toll lanes to address traffic congestion. Rail transit was not studied nor were operational improvements and policies to encourage more telework

According to a 2017 report by the regional Transportation Planning Board (TPB), traffic demand management strategies, including a substantial increase in telework, would be the most effective mechanism to reduce traffic delays. Based on their research during the COVID pandemic, the Maryland Transportation Institute testified at a General Assembly hearing in August 2020 that "just a 5% reduction in travel demand could lead to 32%-58% reduction in traffic congestion on major freeways." The federal government has already announced that it will implement permanent policies to increase telework by the federal workforce. The State could build on this with policies to encourage private employers to implement more telework in the I-495/I-270 corridor. However, the SDEIS does not assess whether the change in federal telework policy, along with changes in state policy, could reduce congestion on the two highways.

Kathy Bartolomeo

Name: Becky Batt

Agency/Organization/Jurisdiction, if applicable: N/A

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail (11/09/2021)

Transcription:

Hi, my name is Becky Batt and I live in Rockville, Maryland. I am calling because I support the No Build option for 495 and 270. I am strongly opposed to the plan to widen 495 and 270. The purpose of widening the highway is supposedly to reduce congestion, but Appendix A of the SDEIS actually shows that commutes in the regular lanes would be longer if this plan goes forward. That is, it is just idiotic to, to put time and money into this plan. Widening the highways would be a disaster financially and environmentally. I am strongly opposed to the plan to widen 495 and I-270 with toll lanes. Thank you.

From: REBECCA Batt [REDACTED]
Sent: Wednesday, November 10, 2021 3:35 PM
To: SHA OPLANESMLS
Subject: Responding to SDEIS

I am writing because **I am strongly opposed to the disastrous plan to widen 270 and 495 with toll lanes. I support the No-Build option.**

Appendix A of the SDEIS actually proves that **commutes in the regular lanes would be longer if this plan goes forward.** It makes absolutely NO SENSE to adopt this plan.

Our federal government is committed to drastically reducing greenhouse gas emissions and to stopping deforestation. The SDEIS did not analyze the effects of increased air pollution. The plan to widen the highways would significantly increase greenhouse gases and would destroy parks, trees greenspaces. **MDOT's plan is in direct opposition to our federal government's work to combat the climate crisis.**

I live quite close to 270. **There is no congestion during commute times.** More and more people are teleworking. The SDEIS is voluminous but did not address the significant rise in working from home.

It is time to stop MDOT's boondoggle of a plan to widen 270 and 495 with toll lanes! Listen to the public. Pay attention to the federal government. The climate crisis is real. Maryland must focus on mass transit, not widening highways.

Sincerely,

Becky Batt



Mr. and Mrs. Mitchell Batt
Anderson Ave.
Rockville, MD 20850

CAPITAL DISTRICT 208

4 NOV 2021 PM 1 L



FOREVER USA

Jeffrey Holden
Director, 1-495 and 270 P3
Maryland Dept. of Transport
state Highway Admin.
707 N. Calvert St.
Mail stop P-601

21202-355512

Baltimore, MD 21202

Jeffrey T. Folden, PE, DBIA
Director, I-495 and I-270 P3 Office
Maryland Department of Transportation
State Highway Administration
707 N. Calvert St., Mail Stop P-601
Baltimore, MD 21202

■ Anderson Ave.
Rockville, MD 20850

November 3, 2021

Dear Mr. Folden,

We are writing in response to the SDEIS for I-495 and I-270 Managed Lanes Study to inform you that we are strongly opposed to the plan to widen 495 and 270 with toll lanes.

The purpose of widening the highways is supposedly to reduce congestion but Appendix A of the SDEIS shows that **commutes in the regular lanes would be longer if this boondoggle of a plan goes forward!** This makes no sense.

Although the SDEIS does not analyze the effects of increased air pollution from widening the highways, it is obvious that there would be far more greenhouse gases spewing into our air. Widening 495 and 270 would destroy countless trees and greenspaces, including the small grove of trees that protect our Rockville home from 270. Yesterday President Biden committed the US to drastically reduce greenhouse gas emissions and to stop deforestation. **The plan to widen the highways is diametrically opposed to the American government's work to combat the climate crisis.**

We urge you to stop the plan to widen 495 and 270 immediately.

Sincerely,

Rebecca Batt, LCSW-C and Mitchell Batt, Esq.
Rebecca Batt, LCSW-C and Mitchell Batt, Esq.

From: John Bayerl [REDACTED]
Sent: Tuesday, November 30, 2021 10:26 AM
To: SHA OPLANESMLS
Cc: Barbara Carley; rajkgupta43; Andrea DiLorenzo; Steve Crawford; battula
Subject: I-495 expansion

Dear Representative of MDOT:

I am writing to express strong opposition to the proposal for a P3 project to expand the Capital Beltway from the American Legion Bridge to I-270.

I agree that expansion is needed, but I believe that the current P3 proposal is seriously flawed, especially in hiding costs that Maryland taxpayers would likely end up paying for. I'm especially concerned that the plan fails to include the estimated billion dollar cost of digging up and replacing miles of underground utility pipes and cables.

Please add my voice to the chorus of voices urging further investigation into the hidden costs of the project.

Sincerely,
John Bayerl
[REDACTED] Kipling Rd, Rockville, MD 20855

From: Sarah Beardmore [REDACTED]
Sent: Sunday, November 14, 2021 6:33 PM
To: SHA OPLANESMLS
Subject: I oppose toll lanes

I am writing to express my dismay at the continued rush to build an expanded beltway with toll lanes. At a time when the world has committed to halt deforestation it is not time to cut hundreds of acres of the regions forests. We need a transformation in our transportation and expanding highway will do little to address the roots causes of the region's traffic. I drive the beltway daily and would rather spend an extra 5 to 10 minutes on the highway than hand over the management of our beltway to private interests which we will subsidize with little foresight to the environmental costs and tax burden -- all of which will require disproportionate sacrifice from the local communities.

Please stand with the people and rethink this expensive, destructive plan.

Thanks,
Sarah Beardmore

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Carl Becker

According to the Bethesda Beat article:

" the report found that the inner loop across the American Legion Bridge in the evening would see vehicles travel an average speed of 7 miles per hour in the general purpose lanes, regardless of whether toll lanes were added. Drivers in the HOT lanes on this stretch in the evening would travel at an average speed of 23 miles per hour at rush hour, if the plan were implemented."

That doesn't sound promising. Is a 2nd bridge in MoCo going to be announced after the Australian company is on the hook?

How is traffic on 495 throughout the Silver Spring and Prince Georges County corridor going to look? Seems the "Equity" exits in Bethesda...

From: stan becker [REDACTED]
Sent: Sunday, November 28, 2021 7:54 PM
To: SHA OPLANESMLS
Subject: comments on tolls

Dear Madam/Sir

Yes, there probably should be tolls on the beltway. We need to discourage car-driving and encourage public transportation! But NOT more lanes. Simply make one lane a toll lane if that is possible. Where is the cycle lane?

Thank you.

Stan Becker
Concerned citizen

From: Deborah Beebe [REDACTED]
Sent: Tuesday, November 30, 2021 8:28 PM
To: SHA OPLANESMLS
Cc: Deborah Beebe
Subject: No-BUILD

To: MDOT

I do not support building the expanded beltway anywhere on 495 due to the:

1. extensive deleterious effect on the neighboring communities and parkland.
2. lack of data showing any reduction in commute time
3. short term deleterious effect on climate due to increased car traffic
4. long term delay to implement alternatives to car commuting such as rail.

Sincerely, Deborah Beebe, [REDACTED] Whitehall Street Silver Spring, MD 20901

From: Kevin M. Belanger [REDACTED]
Sent: Monday, November 15, 2021 9:35 AM
To: SHA OPLANESMLS
Subject: I oppose the Beltway toll lanes and support the no-build option

I fully oppose the Beltway toll lanes and support the no-build option.

Widening highways does not lead to the intended desire of increasing free traffic flow. The concept of induced demand is described by economist Anthony Downs as the situation where "peak-hour traffic congestion rises to meet maximum capacity." Widening lanes is a simple political tactic - it seems to make sense that building more lanes is the simple solution to our traffic problems, and it's therefore a place to get easy political points. But it does not work that way. And as we continue to widen our highways and build more roads, we wreak havoc on the climate, pave over needed tree canopy, continue to divide our communities, and waste taxpayer money.

We must invest in every alternative we have to widening highways to increase the amount of options people have to not require a personal vehicle for all of our daily needs. I own land in Silver Spring, Maryland, where the Beltway is directly in my backyard. Any plan to widen the Beltway would impact my property, and I am not the least bit interested in supporting highway widening anywhere along the Beltway. Please select the no-build option and help us invest our public funding in transportation alternatives for our future and our children's future.

Sincerely,

Kevin Belanger
[REDACTED] Cresthaven Drive
Silver Spring, MD

Alison Beman

I support the no-build option and oppose the I-495/I-270 toll-lane project! I have lived along the 270 corridor for over 4 decades.

The extent to which the State will be subsidizing this project is of immense concern to me. The estimate of subsidies should have been included in the SDEIS! I feel I have a right to know this information before such an expensive project is allowed to proceed.

The toll lanes would impact 15 parks and over 1,200 trees would be removed from national parks alone, and other parks impacted include five owned by the MNCPPC, five parks owned by the City of Rockville and two parks owned by the City of Gaithersburg. There would be a total loss of 500 acres of forest canopy from parkland and other greenspaces, including from strips of greenspace that provide a buffer between the highways and neighborhoods next to the highways. These communities will be harmed by increased noise, air and water pollution and the increased risk of flooding. This is quite simply NOT OKAY!

That my State officials would even consider such a ghastly expansion of roadways, (that I will be unable to afford to use!) at the expense of desperately valuable greenspace is abhorrent to me.

I oppose!

Thank you for your time.

From: Alison Bennett [REDACTED]
Sent: Monday, November 15, 2021 11:25 AM
To: SHA OPLANESMLS
Subject: RE: the Supplemental Draft Environmental Statement/ Toll Lanes on 270 and 495

Greetings:

The [Supplemental Draft Environmental Impact Statement \(SDEIS\)](#) on Gov. Hogan's controversial plans to expand I-495 and I-270 with private toll lanes continues to cause me to be outraged at this abuse of our environment. This environmental analysis proposes major changes to the project which could have significant environmental impacts. The analysis attempts to outline the impacts of the toll lanes plan on the region's air, water, parks, and noise levels. However, it is riddled with errors! "For example, the SDEIS Executive Summary wrongly says 48.8 acres of forest canopy will be impacted. The number should be 500.1. The Executive Summary wrongly says 500.1 acres of rare, threatened, and endangered species habitat will be impacted. According to Chapter 4, 2 the number of acres should be 56.4. Instead of 46,553 linear feet of stream being impacted, the Executive Summary wrongly says 1,017,702 would be impacted. Unique and sensitive areas acreage should be 168.5, but in the Executive Summary it is wrongly listed as 44.5. The Executive Summary lists 100-year floodplain impacts as 0 when it should be 48.8 acres."

The supplement does nothing to change the fact that Governor Hogan's toll lane plan will have sky high tolls and do great harm to our communities, climate, public health, parks, and historical sites. The release of this new document means the Hogan Administration is trying to move forward on its fundamentally flawed toll lane plan without addressing the first set of very serious public [comments](#). Furthermore, this supplemental analysis has so many errors that it causes this taxpayer to question the ability of the state highway administration to conduct the oversight necessary for such an enormous project. I call on the administration to halt this plan once and for all and to work towards equitable and sustainable multimodal solutions that address congestion and tackle the climate crisis instead of perpetuating it.

Alison Bennett
[REDACTED] Picasso Lane
Potomac, MD 20854
[REDACTED]

From: Emma Bennett [REDACTED]
Sent: Sunday, November 28, 2021 7:58 PM
To: SHA OPLANESMLS
Subject: No Beltway Expansion!

To Whom It May Concern:

It is with great concern that I write to you in strong opposition of the proposed expansion of I-495 and I-270. As a lifelong resident of Montgomery County, first time home buyer in Silver Spring's Four Corners, and young father committed to raising his children among the rich offerings of this community, I assure you that my concerns are founded, personal, and important.

The I-495 and I-270 P3 Program is a misguided directive that will in fact contribute to congestion, divert precious funds away from other critical transportation projects, and destroy hardworking Marylanders' homes and businesses.

The solution to congestion is not found in roadway expansion. Rather, it is found through smart investment in our public transportation systems, as well as through incentives for smart business development within our local municipalities. Adding and expanding roadways creates induced demand, which—according to distinguished urban planner Jeff Speck—represents a “great intellectual black hole in city planning” that simply adds more congestion on top of current demand. Think: “If you build it, they will come.” Study after study in city after city have demonstrated the realities of induced demand. And they're grim. The U.S. Public Interest Research Group (PIRG) and The Washington State Department of Transportation provide real and sobering examples of the devastating effects of highway expansion. Expanding I-495 and I-270 would force uncontrollable amounts of traffic onto our local roads. Then what?

Besides providing a counterproductive solution to traffic congestion, the billions of dollars needed to complete this proposed project would strip valuable funding away from other transportation projects. Maximum investment in public transit development, such as Metro enrichment and expansion, is vital for densely populated areas like ours. Our citizens need to be supported, encouraged, even incentivized, to get around using mass transit. It's an obvious way to relieve roadway congestion, and also champions the environment. Governor Hogan's administration's push to expand roadways—and specifically the addition of toll roads—clearly undermines the needs of our area's most vulnerable residents who rely on public transit for basic mobility.

Perhaps most troubling, your push to engage in a Public Private Partnership demonstrates a willingness to support big business in exchange for your constituents' quality of life. Expanding the beltway or I-270 by any amount puts thousands of homes and businesses at risk of destruction. The meetings and literature provided to communities about expansion alternatives have—thus far—wholly bypassed this critical conversation. Home- and business- owners in areas bordering the beltway and I-270 have been left in a powerless position, feeling invisible as decisions are being made that will directly impact everything they have worked for. This notion is truly sickening.

In addition to writing here, I have also taken the time to carefully articulate these concerns to my locally elected officials. And each has assured me of their opposition to the proposed I-495 and I-270 P3 Program.

Maryland residents and political colleagues have spoken loud and clear: I-495 and I-270 expansion is an untenable option that fails to meet the needs of our most vulnerable citizens, promises to destroy communities and uproot hardworking families and business owners, and slaps a Band-Aid fix on the underlying issues at play. Mr. Hogan's constituents will take this issue to the polls in November; and rest assured, we will not allow our elected officials to rank private profit over public principle. I look forward to hearing from you in reference to my concerns.

Below are important articles containing information referenced above.

<https://usa.streetsblog.org/2018/07/23/washington-dot-chief-fixing-congestion-with-highways-fiscally-impossible/>

<https://uspirg.org/reports/usp/highway-boondoggles-4>

Sincerely,
Emma Bennett
Silver Spring 20901

Samuel Bentley

My reading of the executive summary suggests that this project consists of lots of road capacity building, in a consortium arrangement that provides lots of profitable work for a for-profit company, without a commitment to improve alternatives to road transit; if the state were this committed to a plan that didn't commit public funds and allowed a for-profit company to build transit infrastructure, it seems to me that we could reduce congestion on the Beltway and I-270 without the cost and environmental impact of building more lanes.

From: Erik Bergmann [REDACTED]
Sent: Tuesday, November 16, 2021 10:56 AM
To: SHA OPLANESMLS
Subject: I oppose the toll lanes

Why are we adding more road infrastructure which has been proven in multiple studies to only add more cars to the road, and not decrease congestion? Why are we adding tolls that will benefit wealthier people and do nothing for those who rely on their cars to get to minimum wage jobs due to a lack of public transit? Further, why are we subsidizing the private sector and then sending tolls to them? Stop P3s and their rent-seeking!

Please, do not build!

-Erik Bergmann
Montgomery County, 20912

From: Scott Berman [REDACTED]
Sent: Tuesday, November 30, 2021 9:26 AM
To: SHA OPLANESMLS
Subject: I support the No-Build Option

The last thing we need is to be catering to environment-destroying cars and wasting tax dollars on projects that are not environmentally friendly. Please focus your efforts on creating mass transit solutions, and where appropriate, promoting telework.

From: [REDACTED]
Sent: Monday, October 4, 2021 3:35 PM
To: SHA OPLANESMLS
Subject: proposed (again) toll roads

Good day,

The information I read in the Washington Post negating the stance of Mdot regarding the amount of time it would improve a person commuting to N. VA. Shaving off minutes isn't worth the cost to the commuter. How many people can afford to pay the top dollar wanting to be charged to keep the traffic moving (impossible to really move, according to the study). It appears that the additional changes charging on and off ramps, etc. won't do the job either. Public transportation investment is the way to go. More Marc trains, alternative connections so you don't have to go downtown to go to Virginia would make a world of difference. People will be going through neighborhoods that were quiet and will be a steady stream of cars during the time school buses run both to and from school to avoid the traffic and the tolls.

This project appears to be a slight of hand move to shove off the responsibility of our transportation department to private investors and then tax payers hands for 25-50 years so investors can recoup their outlay. Why are roads becoming a "for profit" endeavor? It frankly reeks of abuse of taxpayers.

I know, even with a good or great salary, but, not awesome salary, the cost paid to progressive tolls here in MD and then in VA will cause people to have to forego other parts of their life because the cost will become prohibitive to them. Gone will be going out to dinner which will compound the problems of restaurants. Gone will be going to movies, or buying clothes, or even just going out for ice cream. None of this will be good for coffers of MD businesses. Another article talking about the reduction of rates simply is insufficient. Lay it out to people, in order to provide a half baked traffic moving plan, being charged the highest price for moving traffic, what will that be each way? What will they cost per week? Per month? Annually? I believe you need to wait, see how many people will be working from home full time or part time. Covid has been a game changer establishing another alternative to driving on the highway. I believe the ruse of freeing up traffic on the free lanes has been laid bare for all to see, it really won't matter. I am begging you to stop, find another alternative, no private/public investments with stringent rules that hog tie commuters on day one.

Nadine Bernard
[REDACTED]

From: Brandi Berry-Cristofaro [REDACTED]
Sent: Tuesday, November 16, 2021 9:14 AM
To: SHA OPLANESMLS
Subject: Please do not build toll lanes

This email is in opposition to the initiative to add toll lanes to 270 and the beltway. Adding more lanes will only increase congestion. Please consider no-build alternatives.

Brandi Berry
Silver Spring, MD

From: Janet Varga Berry [REDACTED]
Sent: Wednesday, November 24, 2021 3:13 PM
To: SHA OPLANESMLS
Subject: No Beltway expansion

LANES AND SUPPORT THE NO-BUILD OPTION.....

Those involved in pushing this absurd plan, at the worst possible time in our devolution toward our own extinction through the burning of fossil fuels, those people should feel deeply ashamed and guilty. Why? Because it is a crime they are committing. And they are being bull-headed enough, blinded by greed and shortsightedness, to do whatever they can get away with in order to get their scheme accomplished at all costs.

Blinded to the fact that it will never achieve its stated goal of reducing traffic for more than a few minutes. Reducing traffic is one lie. History screams to us that adding more asphalt adds more vehicles. They think this one time it will be different? Do they think they can fool us into believing that?

Blinded to the world of hurt our communities will endure as this thing encroaches deep into our lives, and we are left to mourn our woods, few remaining wild things, homes, backyards, parks, waterways, gathering places and open areas. We will choke on worsened air quality, have our nerves strained by elevated and constant noise that we cannot escape, exit and entrance ramps multiplied and the state will pay the price as the contract is in favor of the private contractor.

Janet Berry

From: Dunia Best Sinnreich [REDACTED]
Sent: Sunday, November 14, 2021 6:10 PM
To: SHA OPLANESMLS
Subject: OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

Toll lanes will not benefit the people of Maryland. The entire plot is an obvious and useless money grab for foreign investors. Please let's stop the charade and build something useful.

--

Dunia Best Sinnreich

From: Mica Bevington [REDACTED]
Sent: Tuesday, November 16, 2021 6:45 AM
To: SHA OPLANESMLS
Subject: Opposition of toll lanes

Hello,

I'm not a fan of the idea of new toll lanes.

Expand metro, or train services. Leave the parks, trees and homes alone that would face destruction by your toll lanes.

I worry about stormwater runoff. I worry that the lanes will be for the haves, and not the have nots.

Thanks,
Mica Bevington
Takoma Park

From: Constance Bevitt [REDACTED]
Sent: Monday, November 29, 2021 11:47 AM
To: SHA OPLANESMLS
Subject: Comment on the proposed I-495/I-270 Toll Lanes

Rather than detail all the objections I have for this project, I would stress that adding more lanes is NEVER the answer to beltway congestion.

The proposed "public/private" partnership on this project - inadequately discussed with the public and pushed by the current Governor - is an economic disaster for many.

It removes many homes (during a time when housing is a crisis in our area) and it doesn't even adequately manage the storm water runoff.

Add to this the economic damage it will cause for many working and lower income people in the area and this project SHOULD BE HALTED before any further work progresses.

We are in a climate crisis.

We need creative approaches to handling fossil fuels and other energy concerns - we do NOT want more concrete and more highway lanes.

Please plan for the future - don't just repeat the mistakes of the past.

This project is ill-conceived and will not deliver the kinds of forward thinking solutions we need.

Constance Bevitt
[REDACTED] Watermill lane
Silver Spring, MD 20902

From: bonnie bick <info@email.actionnetwork.org>
Sent: Tuesday, October 26, 2021 12:49 PM
To: SHA OPLANESMLS
Subject: JEFFREY FOLDEN: NOT in support of I-495 & I-270 widening.

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

JEFFREY FOLDEN:

I stand 100% against this proposal.

We must STOP this major transportation move backward.

NOT in support of I-495 & I-270 widening.

WE NEED the concept of circling the beltway with Light Rail to come back fast.

The thought that this MISTAKE has gotten this far - a major 21-century transportation MISTAKE-every mistake adds more challenge to making a successful social change in direction toward public transportation.

NO, we can not have this roll out right before our eyes.

This is the decade of climate response - absolute response -

no time left to continue going off the cliff -

time instead to step forward to provide affordable public transportation.

bonnie bick

bonnie bick

[REDACTED]

[REDACTED] Oxon Hill Road, oxo

Oxon Hill, Maryland 20745

From: Tom Biggs [REDACTED]
Sent: Tuesday, November 30, 2021 11:10 AM
To: SHA OPLANESMLS
Subject: I-495 & I-270 Managed Lanes Study - Don't Build!!

Been here for sixty years. New builds only create more not less congestion. Don't build.

Sincerely yours,

Thomas Biggs
Associate Broker
CRS, AHWD, CBR, GRI, e-PRO, SRES

[REDACTED]
[REDACTED]
[REDACTED] Park Potomac Ave, [REDACTED]
Potomac, MD, 20854

Office: [REDACTED]
[REDACTED]

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P.S. Who is the next person you know who is planning to buy or sell a home in the local area of Potomac, Bethesda, Rockville, DC, Fairfax, or Arlington?

From: Didi Bild [REDACTED]
Sent: Saturday, November 27, 2021 11:18 AM
To: SHA OPLANESMLS
Subject: Opposition to tolls lanes

I am writing in firm opposition to creating toll lanes on the beltway. It is past time to think of transportation options that do not encourage use of fossil fuels!

Sincerely,
Diane Bild
Silver Spring, Maryland

Catherine Blais

I strongly SUPPORT the NO-BUILD option and strenuously OPPOSE the I-495/I-270 toll lane project.

I believe that:

- *Transit be RE -instated as a NECESSARY, vital project element
- *The needs of social equity/economically challenged populations are not being addressed
- *Toll lane projects will DESTROY the taxpayer funded ICM improvements which brought congestion relief
- *The SDEIS traffic model contradicts the forecasting done by MDOT itself and is neither logical nor realistic
- * Years of traffic chaos during construction will actually result in a 7 minute LONGER commute for those travelling north in general lanes.
- *Ecologically, this plan is a disaster which will destroy 500 acres of tree canopy, negatively impact 13 local parks and 3 national parks, degrade local waterways with additional storm water runoff and increase noise and environmental pollution... all this at a time when Global Warming is widely acknowledge to be growing and increasingly destructive.
- *Tolls- adjusted for already approved yearly escalation rates - will reach well over \$4 a mile when they open. Only the wealthy will benefit.
- * the public WILL be paying for this project thru high tolls, taxes, fees, assumption of financial risk to meet compensation required by the contractor for any revenue shortfalls.

PLEASE DO NOT PASS this plan!

It is a disaster waiting to happen as the public is being seriously misled.

Emily Blank

I understand that if tolls are insufficient to make this project profitable, the state will reimburse the toll builders. This sounds like a boondoggle! Please drop this project.

From: Byron Bloch [REDACTED]
Sent: Wednesday, November 10, 2021 4:37 PM
To: jeanette.mar@dot.gov; Jeffrey Folden <JFolden1@mdot.maryland.gov>; SHA OPLANESMLS <oplanesMLS@mdot.maryland.gov>
Subject: Submission re: SDEIS on Widening I-270 / 495

**To: Jeanette Mar, Program Manager
Federal Highway Administration, Maryland Division**

To: Jeff Folden, Project Director

**I-495 and I-270 P-3 Project Office
Maryland Dept. of Transportation, State Highway Administration**

This email and its attached documents constitute my formal submission concerning the Supplemental Draft Environmental Impact Statement (SDEIS), and why I believe the SDEIS and the entire I-270 / I-495 project is fraught with many defects and issues of critical public health, traffic safety, economic, environmental, and transportation concerns.

As a long-time professional in motor vehicle safety and transportation developments, I find the Hogan / Transurban proposal to be contrary to the needs for improving transportation in our region... and it will instead make traffic congestion (and related health, safety, and economics) much worse. It is even more harmful, because it will be destructive to many environmental, community, and other legitimate public concerns ... and will literally poison our citizens with known carcinogenic materials that will assuredly cause respiratory diseases from asthma to lung cancer to thousands of children and adults. How many children must get asthma and lung cancer to consider this Transurban scheme acceptable ?

I recommend that you immediately cease this irrational Hogan / Transurban scheme, and instead consider a multi-modal transportation plan that includes: (1) integrated public transit (whether electric trains and/or buses), (2) widening the I-270 from Germantown north to Frederick from the present 2 lanes to 4 or 5 lanes, (3) integrate reversible lanes on the existing I-270, and (4) other economical improvements that would benefit all road users without any need for road widening and toll lanes. The cost would be very minimal compared to the exorbitant \$6-to-\$10-Billion estimate for the Hogan / Transurban plan, and would utilize funding from the newly-enacted Federal Infrastructure Act rather than a 50-year public payback guarantee to the private Australian company Transurban, which is being politically pushed on a non-competitive basis.

Thank you for including this email and its attachments in the official record of the I-270 / I-495 project. I await your specific detailed responses to the multiple concerns expressed in my attached submission and in this email.

**Byron Bloch
Auto Safety Expert
Potomac, Maryland**

**Vice-President of STICA
South Tuckerman Inverness Citizens Association
Montgomery County, Maryland**

Urgent Concern on Toxic Silica Dust as Public Health Hazard and INCREASE in Traffic Congestion and Bottleneck Delays Re: Tear-Down / Widening (& Toll Lanes) of I-270 and 495 Beltway

by Byron Bloch, National Vehicle Safety and Crashworthiness Expert

1. Public Health Hazard: Toxic Construction Dust... and Breathing

In the 3 to 5 years of I-270 and 495 road widening and re-building, the road and bridges deconstruction processes will create massive amounts of ***toxic crystalline silica construction dust***. Such toxic air pollution will cause respiratory diseases for our kids and grandkids and all of us, especially for those closer to the I-270. The illnesses include asthma, silicosis, chronic obstructive pulmonary disease (COPD), and lung cancer. ***This is certainly an urgent public health issue!*** And it is NOT addressed in the SDEIS.

According to the National Cancer Institute and OSHA, and various other U.S. and British sources, workers in such environments must wear respiratory protection masks, and other precautions are also required. As the I-270 road and bridge construction persists, with the continuous generation of harmful silica dust, it will become necessary for schools to prohibit outdoor recess, sports events, and all outdoor activities (*no walking, no bicycling*). Some schools may have to shut down, such as Julius West Middle School, Farmland Elementary, Carderock Elementary, and Walter Johnson High. And precautions for others may require staying indoors, keeping all windows closed, and wearing of facemasks when they go outside?

The massive and continuous generation of toxic silica dust will require major mitigation measures, such as vacuum systems and watering by tanker trucks which are only marginally effective ... and then there's a disposal issue and its environmental impact. This will require more equipment and workers, and will generate more traffic and pollution (and costs) during the deconstruction phase. *Yet, none of this is covered in the SDEIS at all.*

2. Increase in "Heavy Truck versus Car" Crashes and Fatalities

As a national auto safety expert for 50 years coast-to-coast, I've examined and analyzed many truck-versus-car collision accidents. Well over 95-percent of the severe to fatal injuries occur to the occupants of the passenger cars, vans, and SUVs. With the road widening and toll lanes added to the I-270 and the 495 Beltway, there will be a great increase in such truck-versus-car collisions. These horrific crashes will occur when cars and trucks need to shift from or into toll lanes to get to exits, and also because heavy trucks and tractor- trailers need much greater stopping distances than do cars. If the cars ahead need to suddenly slow or stop, the large trucks may be unable to avoid the crash, such as in these accidents that I've analyzed.



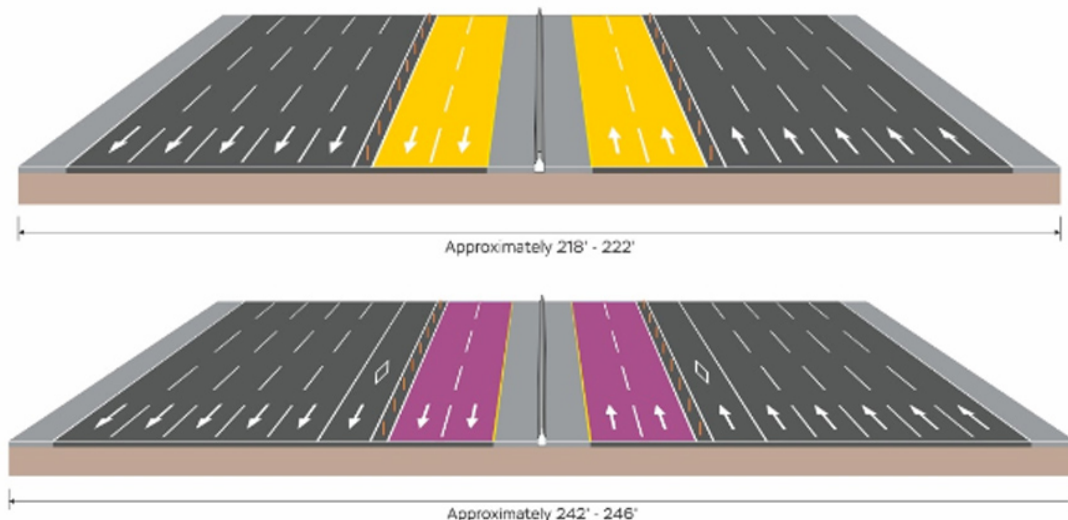
The SDEIS includes a statistical review of historic crash data along I-270 and I-495 to help identify potential safety impacts of the Managed Lane Study. The analysis is sorely lacking in any inputs or insights about how to mitigate or prevent the continuation of such crashes. In the five-year study period of 2012-2016 there were a total of 2,918 crashes along I-270. There was no breakdown of the types of injuries, nor their severity, nor was there information about the *mis-match* of large trucks and tractor-trailers impacting into or with passenger vehicles (cars, minivans, SUVs).

Look at the multiple lane designs for 2 of the proposals for the I-270. Design #9 has 7 lanes in each direction, and design #10 has 8 lanes in each direction. Imagine you're going about 60 mph and you're on a northbound toll lane (yellow), but realize you need to exit fairly soon. But all the adjacent lanes are jammed with vehicles all moving between 35 and 60 mph. How confident are you to make six (6) lane changes through traffic to your right... in a rainstorm on a dark night in October? Oh, and there are quite a few tractor-trailer rigs in the mix.

3. Bottlenecks: Traffic congestion will INCREASE and stall as it funnels down

The proposed build-out of the I-270 will expand the road in each direction from the present five lanes to seven or eight lanes, which must then funnel down to four lanes in Gaithersburg and then to just two lanes north of Germantown up through Frederick. Those bottlenecks will cause immense backups on the I-270 south of Germantown. *There will be more traffic congestion and bottleneck delays, travel times will be much longer, and there will be more of the deadly mismatch crashes between large trucks and cars.*

During the 3 to 5 years (or more) of the de-construction and then construction phase for the I-270 and 495, plus all the bridges and sound-walls, the local traffic will have to be constantly re-routed throughout the surrounding local streets. There will be construction barriers preventing local travel, thus forcing circuitous re-routing that will greatly increase the time and distances that would normally take much less time and distance.



Imagine trying to go from the 495 Beltway northbound on the 270 to your home in Frederick... when major portions of the I-270 are missing or constricted to one or two lanes during the 3 to 5 years of de-construction and rebuilding. *Living in Montgomery County will be a traffic nightmare... and what about an emergency requiring paramedics or fire-fighting trucks to get to the crisis as soon as possible.*

Summing Up What's Missing from the SDEIS Report

- 1. No mention about the *serious public health effects* of toxic silica dust** causing asthma, silicosis, COPD, and lung cancer to our children and teens and adults.
- 2. No mention of any mitigation measures** about toxic silica dust during road and bridges and soundwall de-construction... by large vacuum trucks and water tanker trucks, and their crews. Nor about how the toxic silica-laden water will adversely affect our drinking and cooking water supply, and water used for farm irrigation, nor its safe disposal.
- 3. No discussion about how the existing I-270 will need to be completely busted up and removed**, often leaving gaping holes that will hamper any traffic flow, with *two-hours-plus* from the 495 Beltway to Frederick. And then for years thereafter as the 7 or 8 lanes funnel down to just 2, with bottleneck back-ups for miles ***It would be preferable and more efficient to widen the I-270 from Germantown to Frederick from the present 2 lanes in each north-south direction to 4-5 lanes to thereby alleviate any bottlenecks that stifle traffic flow.***
- 4. No discussion of a multi-modal transportation approach** to reduce traffic congestion. What about an electric-train monorail down the middle of the I-270, or extending the METRO rail system, or a ***reversible-lanes design*** that gives more lanes as needed for rush-hour traffic southbound and then northbound? As the pandemic has shown, many can work from home.
- 5. No mention about the 3-to-5-plus years of local traffic congestion**, including road blockages and re-routing that will add to time delays and pollution in local communities.
- 6. No mention of excessive time delays for paramedics and fire fighting equipment** to somehow get to emergencies through road closures and jammed traffic.
- 7. No mention of how to reduce the deadly intermix of crashes between large trucks versus passenger vehicles** as they shift across lanes to get to exits or onto toll lanes in the center, or to simply shift from slower to faster lanes.
- 8. And who pays the medical bills for the thousands of kids and adults who will get asthma** and COPD and lung cancer from all that silica dust they breathed? And from the increased air pollution (*and adverse affect on our Climate Crisis*) after the road-widening traffic increases?
- 9. What happens to Montgomery County as it becomes beyond congested on its local streets, with more daily air pollution that makes our citizens sick. Welcome to "Cancer County, Maryland" !**

There are many other serious issues and defects with the proposed Widening and Toll Lanes "Public-Private Partnership" (P3) scheme for the I-270 and 495 Beltway, and I have here only touched upon a few. I stand ready to assist my fellow Citizens, my Montgomery County, and my State of Maryland in formulating and designing a safer and healthier and more efficient plan for moving ahead. Finally, the recent passage of the *National Infrastructure Act* means that more funding will be available without the coercion of Maryland citizens for the 50-year payback of billions of dollars to Transurban in this so-called public-private partnership.

Byron Bloch

- + National Court-Qualified Vehicle Safety Expert
- + Testified at Congressional Hearings on Vehicle / Traffic Safety
- + Recipient of *Lifetime Achievement Award* at 2001 World Traffic Safety Symposium, New York
- + 32-Year Resident of Potomac, Maryland

Vice-President of STICA

South Tuckerman Inverness Citizens Association (STICA)

November 9th, 2021



Crystalline Silica

What is crystalline silica?

An abundant natural material, crystalline silica is found in stone, soil, and sand. It is also found in concrete, brick, mortar, and other construction materials. Crystalline silica comes in several forms, with quartz being the most common. Quartz dust is respirable crystalline silica, which means it can be taken in by breathing.

How are people exposed to crystalline silica?

Exposure to tiny particles of airborne silica, primarily quartz dust, occurs mainly in industrial and occupational settings. For example, workers who use handheld masonry saws to cut materials such as concrete and brick may be exposed to airborne silica. When inhaled, these particles can penetrate deep into the lungs.

The primary route of exposure for the general population is inhaling airborne silica while using commercial products containing quartz. These products include cleansers, cosmetics, art clays and glazes, pet litter, talcum powder, caulk, and paint.

Which cancers are associated with exposure to crystalline silica?

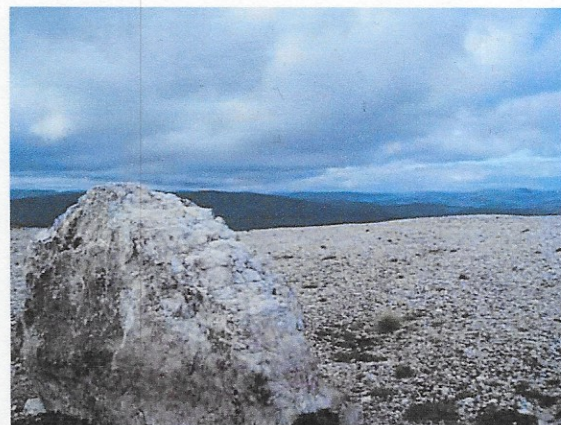
Exposure of workers to respirable crystalline silica is associated with elevated rates of [lung cancer](#). The strongest link between human lung cancer and exposure to respirable crystalline silica has been seen in studies of quarry and granite workers and workers involved in ceramic, pottery, refractory brick, and certain earth industries.

How can exposures be reduced?

The Mine Safety and Health Administration and the U.S. Occupational Safety & Health Administration (OSHA) have regulations related to silica. For example, OSHA has a fact sheet on [Control of Silica Dust in Construction: Handheld Power Saws](#).

Selected References:

- International Agency for Research on Cancer. Silica Dust, Crystalline, In the Form of Quartz or Cristobalite, IARC Monographs on the Evaluation of Carcinogenic Risks to Humans, Volume 100C. Lyon, France: World Health Organization, 2012. [Available online](#). Last accessed February 1, 2019.



Quartz is the most common form of crystalline silica.

- National Institute for Occupational Safety and Health. Preventing Silicosis and Deaths in Construction Workers. Atlanta, GA: Centers for Disease Control and Prevention, 2014. [Available online](#). Last accessed February 1, 2019.
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- Occupational Safety and Health Administration. OSHA Fact Sheet: Crystalline Silica Exposure Health Hazard Information. Washington, DC: U.S. Department of Labor, 2002. [Available online](#). Last accessed February 1, 2019.
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Updated: February 1, 2019

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OSHA's Respirable Crystalline Silica Standard for Construction

Workers who are exposed to respirable crystalline silica dust are at increased risk of developing serious silica-related diseases. OSHA's standard requires employers to take steps to protect workers from exposure to respirable crystalline silica.

What is Respirable Crystalline Silica?

Crystalline silica is a common mineral that is found in construction materials such as sand, stone, concrete, brick, and mortar. When workers cut, grind, drill, or crush materials that contain crystalline silica, very small dust particles are created. These tiny particles (known as "respirable" particles) can travel deep into workers' lungs and cause silicosis, an incurable and sometimes deadly lung disease. Respirable crystalline silica also causes lung cancer, other potentially debilitating respiratory diseases such as chronic obstructive pulmonary disease, and kidney disease. In most cases, these diseases occur after years of exposure to respirable crystalline silica.

How are Construction Workers Exposed to Respirable Crystalline Silica?

Exposure to respirable crystalline silica can occur during common construction tasks, such as using masonry saws, grinders, drills, jackhammers and handheld powered chipping tools; operating vehicle-mounted drilling rigs; milling; operating crushing machines; using heavy equipment for demolition or certain other tasks; and during abrasive blasting and tunneling operations. About two million construction workers are exposed to respirable crystalline silica in over 600,000 workplaces.

What Does the Standard Require?

The standard (29 CFR 1926.1153) requires employers to limit worker exposures to respirable crystalline silica and to take other steps to protect workers. Employers can either use a control method laid out in [Table 1](#) of the construction standard, or they can measure workers' exposure to silica and independently decide which dust controls work best to limit exposures in their workplaces to the permissible exposure limit (PEL).

What is Table 1?

Table 1 matches 18 common construction tasks with effective dust control methods, such as using water to keep dust from getting into the air or using a vacuum dust collection system to capture dust. In

some operations, respirators may also be needed. Employers who follow [Table 1](#) correctly are not required to measure workers' exposure to silica from those tasks and are not subject to the PEL.

Table 1 Example: Handheld Power Saws

If workers are sawing silica-containing materials, they can use a saw with a built-in system that applies water to the saw blade. The water limits the amount of respirable crystalline silica that gets into the air.

Table 1: Specified Exposure Control Methods When Working With Materials Containing Crystalline Silica

Equipment/ Task	Engineering and Work Practice Control Methods	Required Respiratory Protection and Minimum Assigned Protection Factor (APF)	
		≤ 4 hrs/ shift	> 4 hrs/ shift
Handheld power saws (any blade diameter)	Use saw equipped with integrated water delivery system that continuously feeds water to the blade. Operate and maintain tool in accordance with manufacturer's instructions to minimize dust emissions. • When used outdoors. • When used indoors or in an enclosed area.	None	APF 10
		APF 10	APF 10

Excerpt from Table 1 in 29 CFR 1926.1153

In this example, if a worker uses the saw outdoors for four hours or less per day, no respirator would be needed. If a worker uses the saw for more than four

hours per day or any time indoors, he or she would need to use a respirator with an assigned protection factor (APF) of at least 10, such as a NIOSH-certified filtering facepiece respirator that covers the nose and mouth (sometimes referred to as a dust mask). See the respiratory protection standard (29 CFR 1910.134) for information on APFs.

Alternative Exposure Control Methods

Employers who do not fully implement the control methods on Table 1 must:

- **Determine the amount of silica that workers are exposed to** if it is, or may reasonably be expected to be, at or above the **action level of 25 µg/m³** (micrograms of silica per cubic meter of air), averaged over an 8-hour day;
- Protect workers from respirable crystalline silica exposures above the **PEL of 50 µg/m³**, averaged over an 8-hour day;
- Use **dust controls** and safer work methods to protect workers from silica exposures above the PEL; and
- Provide **respirators** to workers when dust controls and safer work methods cannot limit exposures to the PEL.

What Else Does the Standard Require?

Regardless of which exposure control method is used, all construction employers covered by the standard are required to:

- Establish and implement a **written exposure control plan** that identifies tasks that involve exposure and methods used to protect workers, including procedures to restrict access to work areas where high exposures may occur;
- Designate a **competent person** to implement the written exposure control plan;
- Restrict **housekeeping** practices that expose workers to silica, such as use of compressed air without a ventilation system to capture the dust and dry sweeping, where effective, safe alternatives are available;
- Offer **medical exams**—including chest X-rays and lung function tests—every three years for workers who are required by the standard to

wear a respirator for 30 or more days per year;

- **Train workers** on the health effects of silica exposure, workplace tasks that can expose them to silica, and ways to limit exposure; and
- **Keep records** of workers' silica exposure and medical exams.

Additional Information

Additional information on OSHA's silica standard can be found at www.osha.gov/silica.

OSHA can provide compliance assistance through a variety of programs, including technical assistance about effective safety and health programs, workplace consultations, and training and education.

OSHA's On-Site Consultation Program offers free, confidential occupational safety and health services to small and medium-sized businesses in all states and several territories across the country, with priority given to high-hazard worksites. On-Site consultation services are separate from enforcement and do not result in penalties or citations. Consultants from state agencies or universities work with employers to identify workplace hazards, provide advice on compliance with OSHA standards, and assist in establishing and improving safety and health management systems. To locate the OSHA On-Site Consultation Program nearest you, call 1-800-321-OSHA or visit www.osha.gov/consultation.

How to Contact OSHA

Under the Occupational Safety and Health Act of 1970, employers are responsible for providing safe and healthful workplaces for their employees. OSHA's role is to ensure these conditions for America's working men and women by setting and enforcing standards, and providing training, education and assistance. For more information, visit www.osha.gov or call OSHA at 1-800-321-OSHA (6742), TTY 1-877-889-5627.



Applying water to the blade of a handheld power saw reduces the amount of dust created when cutting.

This is one in a series of informational fact sheets highlighting OSHA programs, policies or standards. It does not impose any new compliance requirements. For a comprehensive list of compliance requirements of OSHA standards or regulations, refer to Title 29 of the Code of Federal Regulations. This information will be made available to sensory-impaired individuals upon request. The voice phone is (202) 693-1999; teletypewriter (TTY) number: (877) 889-5627.



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doi: [10.2105/ajph.94.5.876](https://doi.org/10.2105/ajph.94.5.876)PMID: [15117715](https://pubmed.ncbi.nlm.nih.gov/15117715/)

Highway Repair: A New Silicosis Threat

[David J. Valiante](#), MS, CHI, [Donald P. Schill](#), MS, [Kenneth D. Rosenman](#), MD, and [Edward Socie](#), MS

David J. Valiante and Donald P. Schill are with the New Jersey Department of Health and Senior Services, Occupational Health Surveillance Program, Trenton, NJ.

Kenneth D. Rosenman is with the Department of Medicine, Michigan State University, East Lansing, Mich. Edward Socie is with the Ohio Department of Health, Columbus, Ohio.

Requests for reprints should be sent to David J. Valiante, MS, CIH, NJ Dept of Health and Senior Services, Occupational Health Surveillance Program, Trenton, NJ 08625 (e-mail: david.valiante@doh.state.nj.us).

Accepted May 11, 2003.

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Abstract

Objectives. We describe an emerging public health concern regarding silicosis in the fast-growing highway repair industry.

Methods. We examined highway construction trends, silicosis surveillance case data, and environmental exposure data to evaluate the risk of silicosis among highway repair workers. We reviewed silicosis case data from the construction industry in 3 states that have silicosis registries, and we conducted environmental monitoring for silica at highway repair work sites.

Results. Our findings indicate that a large population of highway workers is at risk of developing silicosis from exposure to crystalline silica.

Conclusions. Exposure control methods, medical screenings, protective health standards, and safety-related contract language are necessary for preventing future occupational disease problems among highway repair workers.

The United States is currently engaged in a massive public works effort to repair the national highway system's deteriorating infrastructure.^{1,2} The Federal Highway Administration and state transportation agencies are responsible for improvements to the national highway system and its support roads. The national highway system is composed of 163 000 miles of rural and urban roads and includes the interstate system, other urban and rural principal arteries, and strategic highway network connectors. The Transportation Equity Act for the 21st Century (TEA-21) was enacted on June 9, 1998, and is the latest in a series of legislation that authorizes federal surface transportation programs for highways, highway safety, and transit.³

Because the interstate system is nearly completed, the focus has shifted from constructing new highways to preserving and improving existing highways. Much of the pavement on the interstate system was constructed 20 to 40 years ago, with some older highways having been incorporated into the system. Data on interstate pavement condition are taken from the Highway Performance Monitoring System (HPMS) and are used to track the condition and the performance of US highway systems. The 1994 HPMS report to Congress (the most recent) showed that more than half of the highway system's pavement was rated as fair to poor, indicating a need for resurfacing or other rehabilitation in the near future.⁴

Traditional methods of highway surface repair involved patching damaged areas with asphalt, an approach that usually resulted in failure within months of the repair. In the mid-1980s, a new method of cut-and-repair road maintenance that uses newly developed quick-setting concrete material, resulted in more permanent repairs. This new method utilizes large crews to cut, break up, and remove large sections of concrete road before patching begins. These operations, sometimes completed during overnight work shifts, result in the generation of large amounts of dust.

Our article describes the potential risk of silicosis for workers in the fast-growing highway repair industry. We reviewed silicosis surveillance data from the National Institute for Occupational Safety and Health (NIOSH) Sentinel Event Notification System for Occupational Risks (SENSOR) and crystalline silica exposure data from highway repair projects collected during the 1999 road construction season.

Background

Silicosis is a disabling, nonreversible, and sometimes fatal lung disease caused by inhaling dust containing extremely fine particles of crystalline silica.^{5,6} Crystalline silica is found in materials such as concrete, masonry, and rock. Working with materials that contain crystalline silica can produce airborne respirable dust, causing lung damage. Silicosis is a disease with a long latency period and usually takes 20 years or more to develop. Symptoms of silicosis include shortness of breath, wheezing, chest tightness, and cough, although initially there may be no symptoms. In addition to causing silicosis, inhalation of crystalline silica particles has been associated with other diseases, such as chronic obstructive pulmonary disease, connective tissue disease, renal disease, tuberculosis, and lung cancer.

The dangers of silica exposure and silicosis are well established in the mining,⁷⁻⁹ iron and steel manufacturing,^{10,11} and pottery industries.¹²⁻¹⁴ The danger to construction workers is less clear, although certain occupations (e.g., masonry, abrasive blasting) have welldocumented associations with silicosis.¹⁵⁻¹⁹ Since 1985, silicosis surveillance has been conducted in several states under the NIOSH SENSOR program.²⁰ The New Jersey Department of Health and Senior Services (NJDHSS) is 1 of 3 state agencies that conduct surveillance of silicosis under SENSOR (Michigan and Ohio are the other 2 states). The SENSOR states obtain reports of silicosis from hospital discharge data, physician records, death certificates, and other sources.²¹ Recently, California, New York, Maine, New Mexico, and North Carolina have begun silicosis surveillance under various NIOSH surveillance grants.

The NJDHSS maintains a registry of reported silicosis cases and collects the medical and occupational data necessary for determining whether a case meets an epidemiological case definition. Cumulative data on silicosis are collected and are analyzed by NIOSH to determine incidence, causes, and trends of the disease. An integral component of the New Jersey surveillance system for silicosis is the follow-up of work sites identified through case reports. NJDHSS industrial hygienists conduct on-site evaluations, assess the risk of exposure to silica, and recommend control measures to prevent exposure.

The NJDHSS began a hazard surveillance project in 1998 to investigate highway repair as a possible source of silica exposure. Interest in this industry stemmed from a sentinel case of silicosis identified by NJDHSS in 1993. The case involved an individual who worked for 2 road construction companies from 1955 to 1990. This person was 63 years old when he was first diagnosed with silicosis. His work history indicated exposure to silica dust without

respirator use during highway-building activities. Although the sentinel case pointed to exposure as a result of building roads versus repairing highways, a link between the highway construction industry and silica exposure was established. A review of the Occupational Safety and Health Administration's (OSHA) Integrated Management Information System database revealed that few data were available on silica exposure from highway construction. A pilot project was initiated with the New Jersey Department of Transportation (NJDOT) to perform industrial hygiene air sampling at highway repair sites. Air sampling was performed at a bridge deck repair site during the 1998 summer construction season; levels of silica dust indicated that workers were potentially overexposed.

In January 1999, the New Jersey Silica Partnership (Table 1▶) was formed to address issues associated with silica exposure among New Jersey road and highway workers. The primary goal of this effort was to quantify silica exposure from dust-producing tasks undertaken during road construction and repair work. The silica exposure data were used to support the development of protective language for NJDOT contracts similar to the health and safety language for reducing lead exposure that currently appears in NJDOT contracts for overpass- and bridge-painting operations.

Charlene Bloedorn

I support the no-build option and oppose MDOT's toll lanes proposal.

From: Michael Bloom [REDACTED]
Sent: Saturday, November 27, 2021 1:12 PM
To: SHA OPLANESMLS
Subject: DO NOT BUILD!

Hello,

Not only is there no reason for toll lanes; there is every reason not to build these lanes. Here's one:

Appendix A of the SDEIS shows travel times if the lanes are built compared to not building the lanes. If the toll lanes are built, MDOT projects that 2 minutes and 36 seconds would be saved during the morning rush hour by drivers who travel in the general (non-tolled) lanes on I-270 from where it intersects with I-370, down to the American Legion Bridge. However, when drivers return home during the evening rush hour, their travel time would increase by 10 minutes and 6 seconds. So, after enduring 5 years of construction delays, drivers who use the general lanes will be rewarded with a 7 minute and 30 second increase in their daily commute, round trip. The toll lanes would cause substantial harm to the environment and our communities while failing to help the majority of drivers who would use the general lanes.

And here's another:

Pollution and Global Warming

Inadequate Stormwater Treatment: The addition of lanes will drastically increase stormwater runoff, increasing water pollution and flash flood risk for local communities. MDOT plans to treat only 45% of the stormwater runoff onsite. These highways already contribute substantially to the degradation of water quality in nearby waterways. By failing to treat most of the stormwater onsite, the toll lanes would further degrade local streams, creeks and the Potomac River.

Air Pollution and Global Warming Analyses Not Included: The SDEIS does not include an analysis of greenhouse emissions and the impact they would have on global warming. There is also no analysis of other pollutants such as particulate matter or ozone. All of these analyses are deferred until later. Omitting these analyses from the SDEIS denies the public the opportunity to understand the risks while there is still time to influence the project.

Please. DO NOT BUILD THESE LANES!

Thank you.

Michael Bloom
[REDACTED] 63rd Avenue
Berwyn Heights, MD 20740

Alexi Boado

I support the no-build option and oppose MDOT's toll lanes proposal. The public doesn't want to pay variable tolls. It will favor the wealthy at peak hours not the average commuter.

From: Debbie Boger [REDACTED]
Sent: Tuesday, November 30, 2021 9:50 PM
To: SHA OPLANESMLS
Subject: Public Comment on Beltway Widening

To Whom It May Concern:

I am writing to express my strong opposition to the widening of the Beltway. I live approximately a mile south of the Beltway in Silver Spring, MD, and I am astounded that the state is considering a project that will have so many negative environmental impacts when we are running out of time to fight extremely serious environmental crises. This project goes against all that we should be doing to support efforts to curb climate change and other environmental disasters.

The negative environmental impacts of widening the Beltway will include the production of untold tons of cement, one of the most carbon-intensive manufacturing processes that exists. The widening of the beltway will certainly significantly increase total carbon emissions from increased numbers of vehicles on the road. In addition to carbon emissions, the increase in particulate emissions will degrade local air quality, and the widened beltway will increase the square footage of impervious surfaces, consequently degrading water quality throughout the region. In addition to these very negative consequences, the project will eliminate well over 1,000 trees - the very resource we should be trying to increase whenever we can.

Please reconsider your intentions to widen the Beltway and recognize that there are other, safer and more environmentally sound ways to move people around this metro area. Please support and fund alternative mass transit projects. Please do not move us backward at this critical time in which we need to be doing all we can to avert a worse disaster in our climate.

Sincerely,

Debbie Boger
[REDACTED] Mayfair Place
Silver Spring, MD 20910

Mike Bopf

For many reasons, I support the no-build option and oppose the I-495/I-270 toll-lane project. First of all, it will be expensive one way or another - private/public partnerships still get paid for by citizens and it should not be thought of as a free lunch. Studies show that it will NOT reduce traffic long term. The post-pandemic business climate will have much more telecommuting, so traffic will not increase as much as promoters estimate. And while the lanes are built, traffic will be horrendous. The environmental costs will be high as many trees will be lost and runoff into our fragile waterways will increase. Plus we need to promote more alternatives to driving in personal vehicles: mass transit, cycling, pedestrian traffic must all be increased dramatically. And building more roads will simply increase sprawl and degrade our urban areas.

From: Abbey Borkin [REDACTED]
Sent: Monday, November 29, 2021 10:13 AM
To: SHA OPLANESMLS
Subject: Please DO NOT expand the beltway

To Whom It May Concern:

How do cutting down precious trees and making room for more cars help curb the impact of climate change? Shame on those who would even consider such a lazy brained idea. My nine year old daughter thinks we should find ways to expand public transportation and not hurt our precious Sligo Creek. It's her future. Please consider her, and not just money, when you make these decisions.

Sincerely,
Abbey Borkin, [REDACTED] Crestridge Drive

From: Cheri [REDACTED]
Sent: Tuesday, November 16, 2021 11:22 AM
To: SHA OPLANESMLS
Subject: opposition to toll lanes on 270

Dear MDOT,

Tolls lanes in Virginia have not worked!! Regular people still stand in stand still traffic. Only people with spare income are able to afford the tolls lanes.

Life is hard enough. Having to guess if a price is worth your while on a daily basis is a crazy, emotionally stressful, problem to add into everyone's lives. Ultimately it will cost us all more in medical bills from the addition of stress. I say this as a person who debates this all the way down 495 until I get to the VA tolls. I don't want that added to my MD backyard.

There are other ways to solve the congestion. Additional lanes for all can help. More public or group transport options can help. Better support for at home work that requires less commuting. Those are examples.

Please don't implement toll lanes. It's a money grubbing situation waiting to happen, that doesn't help commuters.

Sincerely
Cheri Borsky

[REDACTED] Ridgeline Drive
Montgomery Village, MD 20886
[REDACTED]

From: cfbowen [REDACTED]
Sent: Tuesday, November 16, 2021 8:23 AM
To: SHA OPLANESMLS
Subject: Oppose the toll lanes and support the no build option

i am writing in opposition to adding the proposed toll lanes. At a time when we are finally acknowledging the impact of global warming, it is irresponsible to do a project that will promote the use of individual vehicles, especially at the cost of precious land in adjacent parks. Resources should be used to enhance public transportation. At the very least, the impact of the project on the environment, the future burden on taxpayers, and the effect on communities of color near the project should be thoroughly studied, before further consideration is given to approving this project.

Sincerely
Christopher F. Bowen
[REDACTED] Mansfield Road
Silver Spring MD 20910

Sent from my T-Mobile 4G LTE Device

From: Robert Bowersox [REDACTED]
Sent: Monday, November 15, 2021 10:45 AM
To: SHA OPLANESMLS
Subject: Please widen 270north to Frederick

Living in Frederick county has one major drawback, and it's 270 North and south from Montgomery county. The road is jammed, bumper to bumper all day and night. There is plenty of space in between and on the sides of the road- why haven't we widened the road already?

I pay a fortune in taxes to MD and I accept that as part of living here, but if 70 to a dump town like Baltimore can be 3 lanes, why not 270?

In order to grow all sectors of the economy and increase the tax base the transportation must be improved. Think of how many people would move from Northern Virginia to Frederick county if commuting to Montgomery county from Frederick wasn't such a nightmare.

Widen the damn road! Why not build prefabricated bridge sections and put a new road right on top of the existing road? Seems easy and is certainly not the hardest engineering challenge we have faced in our country. Let's get to it already

Robert Bowersox

Stop delaying and widen 270 from Montgomery county to Frederick county NOW! Two lanes is a joke! If you travel on 270 at any time of the day you will find the road jammed with traffic. It's ridiculous. We can make prefabricated bridge sections and put them right on top of the existing road for any traveler going directly from Frederick to Clarksburg with no exits in Urbana. Then you don't need to widen the road at all just go right over top hurry up and do something it's been 30 years and economic growth in Frederick county is stunted because of your failure to act. I am concerned about the environment to but even electric cars will need a road to travel

Linda M Brennan

I support the no-build option and oppose the I-495/I-270 toll-lane project. We need practical options to encourage the reduction of car traffic - not more options to enable single passenger transportation in Montgomery County.

Jon Brescia

Good day:

I write in opposition to the proposed expansion of the beltway and 270 using toll lanes. I oppose this action for multiple reasons, but I will today focus on two for the sake of brevity. One, I am fundamentally opposed to toll lanes. Tolling a public good like a road effectively creates a rich version and a poor version in order to let folks who can pay (theoretically) speed up their trips. But public goods should generally not be gated by fees, especially when such fees affect basic freedom of movement.

I have read and believe I understand the state's financial limitations described in the SDEIS, the inability to borrow sufficient funds to complete the project being perhaps the largest hurdle. I am sympathetic. However, there must be other methods--perhaps through new options generated by the federal infrastructure bill--to get the benefits of road and bridge repairs without resort to semi-privatized tolling.

And as a final aside, this public-private endeavor would not relieve the state of all financial responsibility. This project entails risks for which the state would be the financial backstop. So, if you are concerned about finding a fiscally sane way to manage these sorts of public works jobs, I recommend taking a different course.

My second reason for opposing this plan is that it is futile. Adding more lanes, tolled or otherwise, will not fix the region's traffic woes. You can find countless examples (look to Houston, TX, for example) of impossibly wide, many-laned roads being equally congested before and after their widening. Your own trip estimate tables in Appendix A of the SDEIS show that your project would similarly fail to alleviate the problems drivers do and will face. In almost all of your estimates, the toll lanes and general purpose lanes are expected to get people from A to B in equal or nearly equal time. As I noted above, tolling is, in my view, a public ill; how much worse is it when the tiered system is in most cases a lie? And even ignoring that disparity, the meager reductions in travel times versus the no-build option are appalling. In most cases, the work would have literally no effect on trip times.

I will concede that some fraction of travelers will see boons to their trips, but the bigger problem is that your projection assumes a steady increase in drivers. Rather than throwing up your hands and acceding to the boundless growth of automobiles on the road, you could perhaps think about stemming that tide. Design for transit first. Discourage automobile traffic by reducing parking. Work with the federal government and local employers to have staggered commute days with telework in between (where possible). If you let the assumption of potentially infinite automobile demand drive all of your design decisions, you will fail utterly to solve your traffic problems (and at great expense) while ignoring feasible, lower-cost options, some of which you could start working on today.

In sum, the SDEIS presents an enormous project that, despite being too expensive for the state to finance, must be undertaken in order to not reduce trip times for most routes. Please make this make sense to me. Better yet, don't do it.

Thank you.

Cordially,

Jon M. Brescia

From: Wayne Breslyn [REDACTED]
Sent: Tuesday, November 23, 2021 3:54 PM
To: SHA OPLANESMLS
Subject: I strongly support the no-build option and oppose the I-495/I-270 toll-lane project.

Let it be known that I strongly support the no-build option and oppose the I-495/I-270 toll-lane project. This project is being rushed through in a money grab that is not in the best interests of citizens of Maryland, like myself.

Things have changed as a result of Covid. I no longer commute and many of friends and family no longer commute do so much less.

Further the impact on the quality of life for many, many Maryland citizens would be negatively affected. For example:

- 500 acres of tree canopy would be cut down.
- 15 parks would be harmed, including 3 national parks.
- MDOT would not treat most of the storm-water runoff, which would further degrade local waterways.

It angers as a taxpayer in Maryland to see this money grab nonsense going on when there are much better ways to address the traffic.

Note, it is also sneaky to give a last minute 15 day extension during the busiest travel time of the year. There needs to be more time for comment!

Wayne Breslyn
Rockville, MD 20851
MD Resident Since 1968

Name: Wayne Breslyn

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail (10/28/2021)

Transcription:

This is Wayne Breslyn from [REDACTED] Stanley Avenue here in Rockville, Maryland. I'm calling to comment on this I-270, this widening project, I-495. First off I'm against the whole thing. So that's their, the period for comments needs to be extended. That just needs to be done. You know, telework has changed things. I don't commute anymore. I don't use these roads anymore because I don't need to. I work from home and that needs to be taken into account with this entire process that things have changed. It's really a bad deal for the citizens of Maryland, except maybe the rich folks, but keep in mind that I also vote, and this really upsets me. This whole process. Further the loss of tree cover and park land, that's just unacceptable. We're not at a point where we can be doing this with climate change, and it really needs to take into account the whole analysis. How is this going to impact climate change? From what I understand, it's not going to reduce the number of cars on the road. And I don't think it's going to reduce congestion from what I can see. Finally, the lack of an independent financial review, come on, that's just sneaky. And that tells me that we're not hearing the whole story, the thing is just being forced through. And it just, it really upsets me as a citizen of Maryland. So, I to reiterate I am against the whole thing, but that comment period needs extended. And we really need to look at telework how that's changed things. It's changed it for me and a lot of my friends and folks I know. Thank you very much. Again, this is Wayne Breslyn. B-R-E-S-L-Y-N. I'm at [REDACTED] Stanley Avenue in Rockville, Maryland. My phone number is [REDACTED]. If you need to reach me. Thank you. Goodbye.

Marjorie Brigham

I support the no-build option and oppose the I-495/I-270 toll lane project. There are better solutions, like the train systems all over Europe. We could have a dedicated bus lane or a rail system in the median strip.

From: Roselie Bright [REDACTED]
Sent: Tuesday, November 16, 2021 7:00 PM
To: SHA OPLANESMLS
Subject: Toll lanes on I270/I495

I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

According to the SDEIS:

- The addition of toll lanes would not improve daily commutes between Gaithersburg and the American Legion Bridge;
- 500 acres of tree canopy would be cut down to make way for the toll lanes;
- 15 parks would be harmed, including 3 national parks; and
- MDOT would not treat most of the stormwater which would further degrade local waterways.

Maryland needs to stop encouraging more use of cars at the expense of the environment.

Sincerely,

Roselie Bright

[REDACTED] Hungerford Dr, Ste [REDACTED]

Rockville, MD 20850

From: Jeff Brindle [REDACTED]
Sent: Sunday, November 14, 2021 9:06 AM
To: jeanette.mar@dot.gov; Jeffrey Folden; SHA OPLANESMLS
Cc: [REDACTED]; [REDACTED]
Subject: SDEIS and the I-270 / I-495 project.

Please consider this email as my formal submission concerning the Supplemental Draft Environmental Impact Statement (SDEIS), I am requesting an extension to allow a more formal review of the SDEIS and the entire I-270 / I-495 project. This project's scope adversely impacts critical public health, traffic safety, economic, environmental, and transportation factors essential to Maryland residents.

Our property is near the I-270 - I-495 corridor and is directly affected by the environmental impact of this project. As a 31-year resident of Montgomery County whose spouse was recently diagnosed with cancer, I am directly affected by the detrimental public health consequences of this proposed project. The loss of tree canopy and other environmental factors which impact public health have not been properly addressed in the existing SDEIS, as it contains numerous factual errors. Additionally, the silica dust created by this massive project will impact the health of all the county's current and future residents.

In addition to the substantial public health concerns, other immediate impacts of the proposal if implemented will be increased traffic delays (and likely accidents) due to the construction; disruption to the education of those students in the public schools located near the proposed construction, following on the heels of 18 months of disruption due to covid; decreased trust in the ability of the leadership of the state of Maryland to act in the best interests of its citizens.

For all these reasons, I am requesting you to exercise due professional care and grant an extension of the public comment period. This extension will allow a more thorough review of this project.

Thank you for including this email in the official review of the I-495 and I-270 P-3 Toll Lanes Project.

Jeffrey R. Brindle
[REDACTED] Horseshoe Lane
Potomac, MD

From: Becky Brindle [REDACTED]
Sent: Sunday, November 14, 2021 8:36 PM
To: jeanette.mar@dot.gov; Jeffrey Folden; SHA OPLANESMLS
Subject: Fwd: I-495 and I-270 P-3 Toll Lanes Project

This email constitutes my formal submission concerning the Supplemental Draft Environmental Impact Statement (SDEIS). I am requesting an extension to allow a more formal review of the SCEIS and the entire I-270/I-495 project. This project adversely impacts critical public health, traffic safety, economic, environmental, and transportation matters of concern to Maryland residents.

As a 31-year resident of Montgomery County who was recently diagnosed with cancer likely caused by environmental factors, I am very concerned about the detrimental public health consequences of this proposed project. The loss of tree canopy and other environmental factors which impact public health have not been properly addressed in the existing SDEIS, as it contains numerous factual errors. Additionally, the silica dust created by this massive project will impact the health of all the county's current and future residents.

In addition to the substantial public health concerns, other immediate impacts of the proposal if implemented will be increased traffic delays (and likely accidents) due to the construction; disruption to the education of those students in the public schools located near the proposed construction, following on the heels of 18 months of disruption due to the pandemic; decreased trust in the ability of the leadership of the state of Maryland to act in the best interests of its citizens.

For all these reasons I believe an extension of the public comment period must be granted to allow for a more thorough review of this project.

Thank you for including this email in the official review of the I-495 and I-270 P-3 Toll Lanes Project.

Rebecca Brindle
Potomac, MD

Laura Briskin-Limehouse

I support the no-build option and oppose the I-495/I-270 toll-lane project. Every highway expansion has lead to more traffic filling up the newly created capacity. It does not relieve traffic congestion and creates more air pollution.

From: Mark Brochman [REDACTED]
Sent: Tuesday, November 16, 2021 10:06 AM
To: SHA OPLANESMLS
Subject: Opposition of toll lanes

I oppose the toll lanes and support the no-build option, because:

- The addition of toll lanes would not improve daily commutes between Gaithersburg and the American Legion Bridge;
- 500 acres of tree canopy would be cut down to make way for the toll lanes;
- 15 parks would be harmed, including 3 national parks; and
- MDOT would not treat most of the stormwater which would further degrade local waterways.

thank you,

Mark brochman
[REDACTED] Roanoke Ave.
Takoma Park, MD 20912

From: Mark Brochman [REDACTED]
Sent: Saturday, November 27, 2021 1:10 PM
To: SHA OPLANESMLS
Subject: Luxury Lane 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 the following reasons:

Toll Lanes Would Not Improve Daily Commutes. Travel times would NOT be reduced by building the toll lanes. The toll lanes would cause substantial harm to the environment and our communities while failing to help the majority of drivers who would use the general lanes.

The estimate of taxpayer subsidies should have been included in the SDEIS and its omission suggests that MDOT is not willing to share it with the public.

The SDEIS fails to describe the utility relocations that will be required to make way for the toll lanes. Nor does it address who will bear the cost of that.

The addition of lanes will drastically increase stormwater runoff, increasing water pollution and flash flood risk for local communities. MDOT plans to treat only 45% of the stormwater runoff onsite. These highways already contribute substantially to the degradation of water quality in nearby waterways. By failing to treat most of the stormwater onsite, the toll lanes would further degrade local streams, creeks and the Potomac River.

Thank you

Mark Brochman

I support the no-build option and oppose MDOT's toll lanes proposal!

My name is Mark Brochman, and I live at [REDACTED] Roanoke Ave, in Takoma Park. 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, Indian Spring Terrace Local Park, and I value the many more (86 total acres) that would be negatively affected or destroyed by this project. 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! Now now, especially with so many people out of work.

From: Mark Brochman [REDACTED]
Sent: Tuesday, November 2, 2021 9:11 PM
To: SHA OPLANESMLS
Subject: Support the no-build option and oppose MDOT's toll lanes proposal

My name is Mark Brochman, and I live at [REDACTED] Roanoke Ave, in Takoma Park. I support the no-build option and oppose MDOT's toll lanes proposal for two reasons:

First, we need our local parks more than ever. I frequent Greenbelt Park, Rock Creek Stream Valley Parks, Indian Spring Terrace Local Park, and I value the many more (86 total acres) that would be negatively affected or destroyed by this project. 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! Now now, especially with so many people out of work.

Thank you in advance for stopping this horrific project from going forward.

Sincerely,

Mark Brochman

From: Caroline Broder [REDACTED]
Sent: Tuesday, November 16, 2021 12:06 PM
To: SHA OPLANESMLS
Subject: Comment on proposed toll lanes

To whom it may concern,

I am writing to oppose the building of the toll lanes, and I support the no build option. I believe MDOT failed to address whether public transport might be a better alternative. At a time when the climate crisis is looming, I am absolutely opposed to this as an irresponsible boondoggle for the public company (Transurban) at enormous cost to the tax payers that will only serve to increase carbon emissions.

Again, I want to reiterate my stance for a no build alternative.

Thank you for your consideration.

Best,
Caroline Broder
[REDACTED] Normandy Drive, Silver Spring, MD

Daniel Broder

Do not approve widened-toll lanes for I-495 & I-270. The environmental destruction would be cataclysmic and the effects on traffic mitigation would be minimal. This project should be scrapped and we should invest much more heavily in rail-based solutions.

From: Ashley Brookshier [REDACTED]
Sent: Wednesday, November 10, 2021 4:47 PM
To: SHA OPLANESMLS
Subject: Choose the "no build" option

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Hello,

I urge you to choose the no build option for the 495/270 highway project. Expanding highways has never, ever been proven to alleviate traffic problems- it just induces demand and puts us in the same situation a few years later. In 2021, with the effects of climate change staring us on the face every day, it is beyond stupid and destructive to expand our highways. It will further pollute our air and water, pave over green space, and negatively impact communities of color across Montgomery County and the broader DC area. Please do not allow this harmful, short sighted, counterproductive plan to go forward, and support the no build alternative. Thank you!

Ashley Brookshier

[REDACTED]

[REDACTED] Carroll Ave

Takoma Park, Maryland 20912

Alexandra Brown

The future of transportation is mass transit. Widening I270 and thereby encouraging commuting by car does not fit with plans to address the climate crisis. It also adds to pollution of nearby neighborhoods. I am opposed to the I495 and I270 managed lanes proposal. The money could be spent in a much more useful way.

Anthony Brown

I did not read the SDEIS that I find overly detailed for the purposes of my comments. I do, however, have priorities for the overall project.

First, Do No Harm with regards to individual automobile traffic, my preferred mode of transportation. By that I mean do nothing that will make traffic worse than it presently is using objective measures.

Virginia cooked a deal with a contractor to privately build and manage their I-494 HOV lanes in the vicinity of Tyson's Corner. During peak demand tolls charged for use of those lanes are excessive. Transportation infrastructure is a public function. Do not sign away to private interests the State's responsibility for whatever project you come up with. There must be public oversight and control.

From: michael bucci <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 12:25 PM
To: SHA OPLANESMLS
Subject: Widening project

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Please keep last year's DEIS "No Build" alternative as the preferred alternative to the highway expansion project. As a 70 year old, I have seen over and over how expansion breeds more expansion. Emphasize mass transit options.

Thanks

michael bucci

[REDACTED]

[REDACTED] woodland road

Gaithersburg , Maryland 20877

Name: Robert Buchanan

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Testimony

Transcription:

Good afternoon. I am Robert Buchanan, R-O-B-E-R-T B-U-C-H-A-N-A-N. And I reside at [REDACTED] Spring Ridge Road, Potomac, Maryland 20850, excuse me 20854. I want to speak in favor of the Preferred Alternative because I think we need to focus on economic development or else we won't be able to worry about the less than perfect aspects of the need for our investing more in our infrastructure. If we don't grow jobs, if we don't create the workforce to want to come here to be attracted to our region and to want to stay here, we won't have the economic development to afford the quality of life that we have favored here in Montgomery County. And I think we're at the very difficult point of change and change has to happen. This pandemic has showed us that we need to work differently, that we will be living differently, but we also need to take advantage of better transportation infrastructure. And I think this plan is comprehensive and addresses many transportation modes. I do think the quality-of-life issues however, are those that are so competitive, that if we don't show the proactive initiatives to prove to the rest of the regions who we're competing with, then we're, we've missed our chance. We're not as smart as we think we are. We talk a lot. We plan a lot, but when it comes time to really implement, other regions have stepped up and we need to as well. I'm the former chair of Montgomery County Economic Development Corporation and I can tell you the trends in our future are not positive. We're not gaining jobs. We're losing highly qualified, skilled workforce that we used to pride ourselves in. We need to be proactively seeking ways to show that we are working towards better transportation. We're working towards workforce development. We're working towards all those things that we love and love about Montgomery County. So for me, this needs to be looked at from 10,000 feet and not necessarily find the new perks that so many of the speakers have been dwelling on at the end of the day, it's economic development or our quality of life will not be the same. Thank you.

From: Matt Buffington [REDACTED]
Sent: Monday, November 29, 2021 1:50 PM
To: SHA OPLANESMLS
Subject: Do not widen 495

To whom it may concern,

The plan to widen 495 at Memorial Bridge and surrounding area is deeply flawed. Has anyone on this Board actually driven this part of 495? Indeed the intersection at River Rd needs some rethinking, as cheaters bypass the turn on the outer loop, and upon re-merging, cause a traffic jam. I'd prefer this be dealt with NOW. Also the expansion of the bridge will destroy a good part of Plummer's Island, a biologically and historically important piece of land.

Please return to the drawing board on this one; the plan clearly misses the mark.

Matt Buffington

Sent from my iPhone

From: Miriam Bunow [REDACTED]
Sent: Tuesday, November 9, 2021 9:17 PM
To: SHA OPLANESMLS
Subject: Comment on I-495 & I-270 Managed Lanes Study SDEIS

I support the no-build option and oppose the I-495/I-270 toll-lane project. Implementation of this project will damage communities, businesses, and the environment while causing Americans to pay tolls to the benefit of a private foreign company. This is an absurd and unethical plan. A vast literature offers that expanded roads destroys communities and DOES NOT ultimately alleviate traffic congestion. You know what does? Well-planned and well-funded mass public transit for the benefit of Americans.

I attempted to submit this comment via the electronic comment form and it did not work. Consider how many comments may not be getting through due to this issue.

Sincerely,
Miriam Bunow
Rockville, Md
Sent from my iPad

Miriam Bunow

I support the no-build option and oppose the I-495/I-270 toll-lane project. Implementation of this project will damage communities, businesses, and the environment while causing Americans to pay tolls to the benefit of a private foreign company. This is an absurd and unethical plan. A vast literature offers that expanded roads destroys communities and DOES NOT ultimately alleviate traffic congestion. You know what does? Well-planned and well-funded mass public transit. Tax the businesses and millionaires and build that, instead.

From: Buonanno, Andres (NIH/NICHHD) [E] [REDACTED]
Sent: Monday, November 22, 2021 11:13 PM
To: SHA OPLANESMLS
Subject: Opposition to toll lanes : this has all the trimmings of corruption

To Whom It May Concern:

My family and I are writing to strongly oppose the toll lanes - it is clear that we must proceed with the no-build option until you address our comments below.

After reading the Supplemental Draft Environmental Impact Statement (SDEIS), it is clear to us that any politician or department supporting the implementation of toll lanes must be questioned about their motives and should be investigated for defrauding Maryland taxpayers.

- Why were the estimate of subsidies not included in the SDEIS? Is MDOT hiding it from taxpayers?
- Why did SDEIS not address who will bear the cost of moving all kind of utilities (i.e., water, sewer, gas, electric lines)?
- Why is MDOT not transparent and upfront about Appendix A showing that the toll lanes actually fail to provide alleviation of commute times to most drivers during rush hour IN BOTH directions between 270 and the American Legion Bridge – they are actually increased in the evenings !!!
- GIVEN ALL THESE FAILURES and MORE: **How can you justify the incredibly deleterious effects of toll construction to our parks and environment!!**

**This is 3rd world-type corruption. Who is making the money here at the expense of Maryland taxpayers, our parks and the environment for our children?
Shame, shame, shame. I can assure you that my family, neighbors and other Montgomery County residents will not stop seeking the truth of who is benefiting from this blatant move to defraud our community.**

Sincerely yours,

Dr. A. Buonanno
Bethesda, MD

From: [REDACTED]
Sent: Tuesday, November 30, 2021 2:40 PM
To: SHA OPLANESMLS
Subject: Toll Lanes on 495 and 270

I am a long-time resident of Montgomery County MD and I oppose the widening of 495 and 270.

The long-term impact of the widening of these two highways will bring more congestion and development to the region, harming the existing environment, without providing any environmentally beneficial public transportation. All efforts should be made to develop additional means of public transportation that moves commuters away from privately owned motor vehicles. Instead of variable rate, for profit toll lanes the existing HOV lanes should be converted to BRT lanes feeding a large local BRT system.

The single largest mistake local transportation planners made was making all bus routes feed into the metro system, instead of developing alternate routes that served local areas. It harkens back to the era when all workers traveled into DC for work. That is no longer the case.

My Father commuted from Rockville in the 1970's, before Metro. Traffic around the beltway was bad then too, and the use of carpools was much more commonplace. He switched to MARC rail, and finally Metro when it opened out to Rockville. I clearly remember the vast fields of parking lots in downtown DC that served the large volume of drivers. Metro was meant to end that.

I have driven on the Virginia toll lanes when the adjacent public lanes were congested. Often, I was one of few cars traveling on the toll lanes, while the public lanes stood still. Public roads should not be fee based. If the roads are congested then it is your job to figure out how to make them better, not how to make a questionable profit. Private variable rate toll lanes are the worse type of transportation planning, without imagination. Wouldn't it make more sense to put high speed rail down the center of the beltway with spoke feeder rail lines feeding to Metro/Beltway transit hubs?

I have no illusions about what the toll lanes are intended for, and it has nothing to do with congestion in Montgomery County – the Toll lanes are to open Frederick County up for more development. If that happens then the amount of traffic on 270 will get worse, not better. Putting in a high-speed rail down the center of 270 would be better, but a BRT line will be faster and cheaper to implement. Why not convert to BRT now – and see what happens to Transurban in the next 15 years.

I am opposed to the widening of the Beltway and 270, and I will vote accordingly in local elections.

Karen Burditt
[REDACTED] Violet Place
Silver Spring, MD 20910

From: jjburgess [REDACTED]
Sent: Tuesday, November 30, 2021 4:59 PM
To: SHA OPLANESMLS
Subject: Inadequate DEIS for the I-270 and Beltway Toll Lanes

We live in the neighborhood of the Greater Farmland Civic Association of nearly 1,000 households and over 50+ neighborhood properties will be directly and adversely affected by the expansion, air pollution, already above standards, will get worse, the proposed project will lead to faster climate change, the project does not consider alternatives that will not reduce up county development and ever further out development.

- This area has been out of compliance with federal Air Quality Standards for many years; the addition of lanes, and therefore roadway capacity, will further exacerbate the air and noise pollution our residents face, making the air increasingly unhealthy for us and the kids at Farmland Elementary School. The DEIS indicates that the expanded roadways will allow for an additional 50,000 vehicles by 2040.
- One of the few access points to the HOT lanes will be from Montrose Road via new ramps and lanes to be constructed. Cars will not be able to enter the HOT lanes directly from the main travel lanes. The DEIS reports that traffic on Montrose Road will increase as a result of adding the access point, but says that it expects the inconvenience to local residents will be minimal. Not true.
- The toll lanes will end at the Inter-County Connector to the North and the Beltway merge with I-270 east just before the Rock Creek Roller Coaster section of the Beltway where traffic already backs up, requiring merging of toll and regular lanes just north and east of our neighborhood and resulting in more air and noise pollution to our residents.
- The Managed Lanes project will only accelerate climate change. According to The Maryland Draft Plan to Achieve Climate Goals, transportation accounted for 40% of Maryland's gross Greenhouse Gas (GHG) emissions in 2017. By focusing on adding roadway capacity instead of reducing the number of cars on the road, the project applies 20th Century thinking to 21st Century problems.
- The project disincentivizes carpooling by removing the current HOV lanes designed to promote carpooling and will likely slow traffic, unless one pays exurbanite tolls.
- While the Managed Lanes project will allow commuter buses to ride free in the toll lanes; there is no actual Bus Rapid Transit program or funding. The state has proposed using some of its toll revenue profits to fund it, but this revenue money is simply an unspecified projection.
- The proposed contract will give the private entity constructing and operating the toll lanes the right of first refusal over any competing projects for 50 years, which means that it will have veto power over any proposed highway and transit projects that would threaten its revenue during the time period most crucial to grappling with climate change.
- The EIS should be finalized before any contracts are signed. The draft EIS did not adequately consider alternatives to building new lanes, such as the reduction or stabilization of traffic on I-270 through (1) widening use of telework, (2) staggered work hours, (3) improvements to rail service (Metro, MARC, Monorail or rail service on the 270 Corridor), (4) Smart-Growth opportunities at and around Metro Stations, including the production of more affordable housing opportunities, and (5) Bus Rapid Transit and the Corridor Cities Transitway. Nor did it adequately consider the County Executive's simpler and less costly and disruptive alternative that would ease traffic congestion: make the two existing HOV lanes on 270 reversible in rush hour.

- The traffic projections were done pre-COVID-19 and do not take into account the rise in telecommuting (people working from home) and the likely permanent change to the way people work, making the additional lanes unnecessary for the future
- The Project does not account for necessary infrastructure relocation on I-270, making us liable for the billions in cost to relocate water and sewer lines along I-270.
- Public bond financing, the traditional way of funding infrastructure projects, is much less costly and a proven way of financing public projects, in addition to allowing for much better oversight and policy/project flexibility in the future.
- With the Infrastructure legislation now enacted, now is the time to obtain federal funding for I-270 improvements, rather than relying on costly private financing of toll lanes and ceding control over a public highway.

Jim and Jane Burgess

From: Pam Burke [REDACTED]
Sent: Saturday, November 13, 2021 10:32 AM
To: SHA OPLANESMLS
Subject: SDEIS Comment

To All Concerned,

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

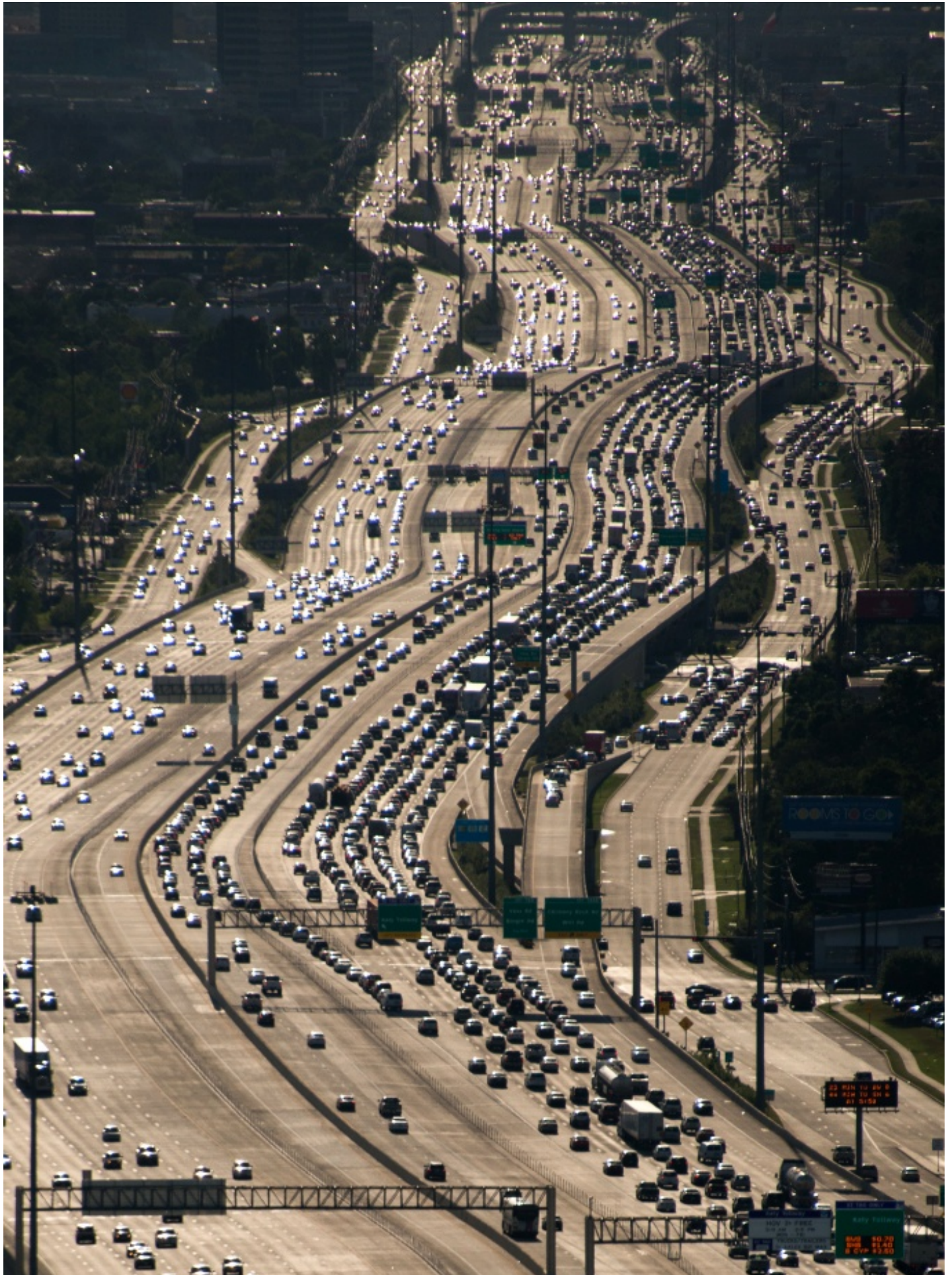
Transportation being the biggest driver of climate change means we cannot continue to build/widen our way out of congestion. It's a well known fact that it doesn't work and we cannot begin to develop better transportation infrastructure if we continue to pretend it will. Where is the study of alternatives to this project?

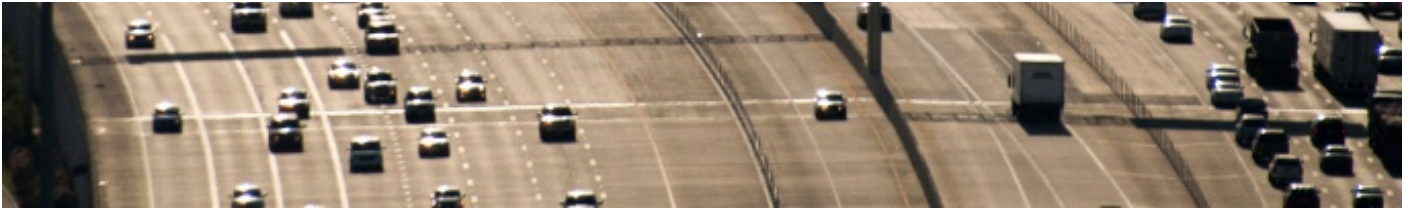
As a taxpayer I am deeply disappointed in my vote for both Mr. Franchot and Mr. Hogan. However I would like to say to Ms. Kopp, thank you!

Sincerely,
Pamela Burke
Union Bridge MD

Pamela Burke

There is no greater issue facing us all than climate change. Transportation is the leading driver. To continue to do what has brought us to this breaking point is the very definition of insanity. If this project would actually improve lives it MIGHT make sense, but it fails to do that on so many levels. As a taxpayer I am beyond frustrated with continued efforts to widen/build our way out of congestion. It hasn't worked, it is destroying the environment, and wasting the opportunity to provide real, meaningful changes to our transportation infrastructure. Where is the study of alternatives? Mr. Franchot and Govenor Hogan, I deeply regret voting for each of you. Ms. Kopp, thank you!





From: Jane Burner <info@email.actionnetwork.org>
Sent: Thursday, October 28, 2021 9:09 PM
To: SHA OPLANESMLS
Subject: Don't move forward with Beltway and I-270 Widening

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

The tolls are not affordable for low and middle income residents.

The refusal to do a financial analysis was incredibly unwise. Has a construction company been found yet to estimate costs? I think us Maryland taxpayers will be the ones paying dearly for this very costly project.

Not at all convinced that it will benefit the traffic commute.

Certainly not a project that promotes climate change resilience in Maryland.

Jane Burner

[REDACTED]

[REDACTED] Bryants Nursery Road

Silver Spring, Maryland 20905

From: Mike Burns [REDACTED]
Sent: Tuesday, November 16, 2021 10:29 AM
To: SHA OPLANESMLS
Subject: Opposition to Toll Lanes in I-495 & I-270 Managed Lanes Study

I writing today to voice my opposition to the building of toll lanes in the I-495 & I-270 Managed Lanes Study. As the recent SDEIS notes that despite five years of construction disruptions eventual travel times in the general lanes would not improve round trip. While the environmental impact of building additional lanes would remove 500 acres of tree canopy, harm numerous local and national parks, and greatly increase the amount of untreated stormwater in local waterways.

Please consider and evaluate other options such as rail, bus, and conversion of existing lanes to best address the needs of all communities members to get where they need to be while living in a healthy thriving community.

Michael Burns

From: Busy Graham [REDACTED]
Sent: Tuesday, November 30, 2021 9:33 PM
To: SHA OPLANESMLS
Subject: Please do the right thing. DO NOT WIDEN THE BELTWAY!

To the powers that be:

Everyone I know---neighbors, friends, along with my extended family--are opposed to the widening of the beltway and are counting on our elected officials to do the right thing.

All of the studies are conclusive about the damaging environmental impact and senseless waste of precious dollars.

There are countless other and better ways to solve the traffic issues---and those have been presented in compelling ways.

Please heed our pleas!

Sincerely,

Busy Graham and Stewart Hickman
[REDACTED] Long Branch Pkwy
Silver Spring, MD 20901
[REDACTED]

From: Faith Butler [REDACTED]
Sent: Tuesday, November 30, 2021 9:39 PM
To: SHA OPLANESMLS
Subject: beltway options

I support the NO BUILD option
Faith Butler
[REDACTED] Wayne Ave
Silver Spring, MD 20910

Andrew Butrica

The financing for this project is being done in a way that is a sop to big construction businesses, rather than relying more on government money. There are enough toll roads and toll lanes in the area. Why not start by building a new river crossing?

From: Paul Butterworth [REDACTED]
Sent: Tuesday, November 23, 2021 11:03 AM
To: SHA OPLANESMLS
Subject: I OPPOSE THE TOLL LANES PROPOSAL AND SUPPORT THE NO-BUILD OPTION

Hi Everyone,

I STRONGLY OPPOSE THE TOLL LANES PROPOSAL AND REQUEST THE NO-BUILD OPTION.

As many have pointed out:

Time tables in Appendix A show the toll lanes would not improve daily commutes in the general lanes;
500 acres of tree canopy would be cut down;
15 parks would be harmed, including 3 national parks;
MDOT would not treat most of the stormwater runoff, which would further degrade local waterways;
MDOT did not analyze the impact on global warming;
There is no assessment of whether low-income communities or communities of color would suffer more of the harmful impacts.
Any build will be massively disruptive for years.

The proposal would only benefit a small number of rich developers -- and rich drivers.

It is environmentally, economically and morally wrong.

Thank you for recording my opinion!

Paul.

Dr. Paul S. Butterworth
[REDACTED] Vanity Fair Drive
Greenbelt, MD 20770

From: S C [REDACTED]
Sent: Monday, November 15, 2021 12:30 PM
To: SHA OPLANESMLS
Subject: Missing Data from the SDEIS Report

To help predict the usage of new toll lanes, I was looking for data on the use of MD Route 200 (Intercounty Connector, ICC). My impression is that the ICC continues to be underutilized, as are the toll lanes in Virginia leading up to the American Legion bridge. Please show data that prove this is not the case. Thanks.

Bryant Cabo

I am writing this comment to the elected officials to include a multi-use path next to I495 and I270. the existing bike routes such as Wootton Pkwy and Seven Locks Rd have to many traffic lights and/or driveways lengthening bike travel times. A multi-use path from I370 to the American Legion Bridge would shorten bicycle travel times. I live in Silver Spring and many of my destinations such as running races are in rockville or gaithersburg. So please add the multi-use path in the project and make it a part of the breezeway network.

From: Acuati Abreu [REDACTED]
Sent: Tuesday, November 16, 2021 12:49 PM
To: SHA OPLANESMLS
Subject: OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

As a resident of Montgomery County MD, I strongly oppose the construction of any toll lanes on 495 or 270 for many reasons. It will not improve daily commute between Gaithersburg and the American Legion bridge, it will be horrendous to our environment by cutting down 100 Acres of trees, harm 15 parks which include national parks, not properly manage stormwater, it cost too much to the taxpayers using the projected toll and the cost of managing it, IT WILL NOT EASE CONGESTION and WOULD BE A TAX ON THE POOR (more congestion and traffic for the folks that can't pay the toll), I and many other residents avoid 200 because of the toll (charging people to use the road will only make them look for other ways to get around), it will not improve the quality of life for anyone that lives in or around the counties it would only be a burden to commuters and a luxury to rich people that have extra funds to throw away to a fast commute home or wherever they want to go. Middle class and Poor families suffer. The environment suffers. There was no analysis on the effects of Global Warming by adding the toll lanes, No assessment of to the effects of increase telework as a method of easing congestion (the pandemic alone demonstrated that many jobs can be done at home or without traveling far from home).

In closing I strongly oppose the toll lanes and support the no build option.

Thank you for your time,
Acuati Cairo

From: P Callahan [REDACTED]
Sent: Tuesday, November 16, 2021 7:39 PM
To: SHA OPLANESMLS
Subject: Please Read

To Governor Hogan and MDOT,

I don't think expanding the beltway and adding toll lanes to 270 will help alleviate our traffic woes. One can just look at the Beltway by Tysons corner to see how that worked out. It hasn't helped with the traffic there and the congestion is worse than before. The signage is confusing and the roads run into each other in places. A real nightmare! The environmental impact of widening the Beltway is also a personal concern of mine as the Beltway(495) is already too close to Rock Creek. Rock Creek is a precious resource that runs from Lake Needwood to the Potomac. Damaging the creek near the Beltway could have consequences for the length of the creek and it's watershed. The disruption that such a project would create, and it's completion would just bring more cars, more congestion, and more pollution. In my opinion, we need a smart combination of alternative methods to address congestion on our roads. Destroying the environment to accommodate more traffic is short sighted and doesn't address the problem in a comprehensive way. We need to expand bike trails, make them safer and more extensive. This will increase people's health by getting more cars off the roads and reduce carbon dioxide emissions. Public transportation should also be a larger part of the plan. Global warming also needs to be factored as to how we address congestion. What we do now can have a positive effect on our children and their children, Staying with the status Quo will move us in the opposite direction and facilitate the demise of our planet.

Sincerely,

Philip B. Callahan
[REDACTED] Whitney St.
Silver Spring Md. 20901
3015884623

From: Diane Cameron <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 2:50 PM
To: SHA OPLANESMLS
Subject: Ditch the proposed widening of the Beltway and I-270

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Mr. Jeffrey Folden
Deputy Director
I-495 & I-270 P3 Office

Dear Mr. Folden,

I am writing to urge you to reject and reverse the project to widen the Beltway and I-270.

In this time of world history, every decisionmaker must face the challenge of the climate emergency. And, you must meet the need for a massive shift from car-centric to a people-centric transportation system.

The existing Beltway and I-270 are already ecological scourges. Their pollution in all media - air, water, soil, and noise - already damages the communities who live closest to them. Why in the world would you want to increase their footprint of environmental degradation, including increases in CO2 emissions; poison runoff, incidence of lung and heart diseases, and increased summer heat emergencies in the DMV?

The answer is clear: As a wise decisionmaker, you wouldn't take a decision that results in increased suffering and ecological degradation.

We need direct investment in transit and walkable communities - not a privatization shell game for a disastrous highway boondoggle.

Diane Cameron

Diane Cameron


█ Edgewood Road
Kensington, Maryland 20895

From: S Camillo [REDACTED]
Sent: Friday, November 12, 2021 6:39 AM
To: SHA OPLANESMLS
Subject: I support the no-build option

To Whom it May Concern:

I support the no-build option in the Hogan beltway privatization plan.

I am very much against this expansion project. Not only do expansion projects provide modest - if not actually negative - results in terms of commuter congestion and traffic relief, but it also has a negative impact by incentivizing more driving and more car use. In terms of the impact it would have on parkland, streams, homes, and communities that the roads abut, this is an entirely unnecessary and destructive project that enriches major corporations that put taxpayers at risk while getting zero benefits.

I am firmly against this project on environmental grounds, and the SDEIS does not meet the standards of scrutiny that I expect from a conscientious and professional public project. Without proper guidance for utility relocation, pollution, taxpayer subsidies for corporations, failure to study alternative projects that would incentivize non-polluting and public transit options, this is a project that is a clear failure. Not only that, but the environmental justice for our country and community is in jeopardy as a result of this project, and to think that consistent expansion of polluting options would serve our long-term goals is a travesty of governance and leadership. In an age where we need to dial back on our carbon footprint as a people and individuals, this is squarely several steps backward rather than a step forward.

Business as usual is not acceptable in my community, and I am squarely in opposition to this project.

Sincerely,

Scott Camillo

Scott Camillo

I am very much against this expansion project. Not only do expansion projects provide modest - if not actually negative - results in terms of commuter congestion and traffic relief, but it also has a negative impact by incentivizing more driving and more car use. In terms of the impact it would have on parkland, streams, homes, and communities that the roads abut, this is an entirely unnecessary and destructive project that enriches major corporations that put taxpayers at risk while getting zero benefits.

I am firmly against this project on environmental grounds, and the SDEIS does not meet the standards of scrutiny that I expect from a conscientious and professional public project. Without proper guidance for utility relocation, pollution, taxpayer subsidies for corporations, failure to study alternative projects that would incentivize non-polluting and public transit options, this is a project that is a clear failure. Not only that, but the environmental justice for our country and community is in jeopardy as a result of this project, and to think that consistent expansion of polluting options would serve our long-term goals is a travesty of governance and leadership. In an age where we need to dial back on our carbon footprint as a people and individuals, this is squarely several steps backward rather than a step forward.

Business as usual is not acceptable in my community, and I am squarely in opposition to this project.

From: Em Gmail [REDACTED]
Sent: Tuesday, November 9, 2021 10:06 AM
To: SHA OPLANESMLS
Subject: Beltway study

I adamantly OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION. This proposal by Hogan is sure to cost way too much and solve nothing. It reeks of cronies and money making for the elite.

Emily Campbell

From: Susan Campbell [REDACTED]
Sent: Tuesday, November 9, 2021 12:14 PM
To: SHA OPLANESMLS

Due to traffic congestion for non-toll lanes, as well as the environmental quality of people like us who live near 495/DC Beltway,

I oppose the toll lanes and support the No-Build option!

—S G Campell

From: Daniel Campion [REDACTED]
Sent: Monday, November 8, 2021 11:02 PM
To: SHA OPLANESMLS
Subject: Not in favor of Toll Lanes on the Beltway in MD

Dear

The no-build option makes a lot more sense to me than Gov. Hogan's risky and pricey plan to build toll lanes for the Capital Beltway in Maryland. I live about one mile outside the Beltway, just off Georgia Ave. in Silver Spring, and believe that following through on investments in mass transit (especially train, subway, and bus routes) not to mention continued expansion of bicycle access are smarter ways to reduce peak-load/rush-hour traffic congestion and backups. We need to build on what we are learning from MDOT's own ongoing Innovative Congestion Management project, not switch to an ill-conceived toll lane plan that will disproportionately benefit the wealthy and corporations who can afford expensive tolls while the rest of us suffer.

- I am very concerned that the toll lanes would result in worse back-ups at choke points like Old Georgetown Road and on I-270, where the roadway narrows at Clarksburg.
- I worry that the contract with Transurban is ill conceived, giving them too much discretion to decide what would be widened based on maximizing their profits, because the state knows there are more factors at play to make the whole system work effectively.
- I would prefer to see some prudent steps sooner than later, like re-decking the American Legion Bridge before it deteriorates to a point where other bridge components would also need to be replaced.

It appears that Gov. Hogan is sloppily rushing a project before his term ends. The Supplementary Draft Environmental Impact Assessment (SDEIS) study MDOT released on Oct. 1 gives a rushed and incomplete look at a project designed for private partner benefit. It does not make sense for Maryland citizens to take on this kind of \$6 billion dollar, 60-year plan that is "not going to do much to solve the traffic" and reduce our flexibility for future planning options.

Sincerely,
Daniel Campion
[REDACTED] Dexter Ave.
Silver Spring, MD 20902
[REDACTED]

From: Oxana Canter <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 3:24 PM
To: SHA OPLANESMLS
Subject: Don't Move Forward with Beltway & I-270 Widening!

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Whereas there is a need to solve traffics issues, it should be done in the most sustainable way possible. As a community we demand to take in the consideration the aspects of the project that affect our environment. With current plan, the lines will be wider, but it will, more likely, bring more cars and, ultimately, more pollution. We demand to consider alternative project with other transportation options, that will bring the convenience and environmental justice to our region.

Thank you,
Oxana Canter

Oxana Canter

[REDACTED]

[REDACTED] Raymoor Rd

Kensington , Maryland 20895

Maria Teresa Canto

I oppose the HOT Lanes Alternative because of the following reasons:

1. Toll Lanes Would Not Improve Daily Commutes.

I checked the SDEIS Appendix A for the travel times if the toll lanes are built compared to the No-Build Alternative. If the toll lanes are built, MDOT projects that 2 minutes and 36 seconds would be saved during the morning rush-hour by drivers on the general (non-tolled) lanes on I-270 from where it intersects with I-370, down to the American Legion Bridge. However, when those drivers return home in the evening, their travel time would increase by 10 minutes and 6 seconds. So, after enduring 5 years of construction delays, these drivers on the general lanes will be rewarded with a 7 minute and 30 second increase in their daily round-trip commute. I also checked the travel times for other routes and the gains are meager or none at all.

2. Taxpayer Subsidies and Utility Relocation Costs Not Included.

Last year's DEIS provided the range of public subsidies that would be needed to fund the various toll lanes alternatives. The DEIS also estimated utility relocation costs. This year the SDEIS does not include estimates for the subsidies nor the utility relocation costs for the Preferred Alternative. The extent to which the State will be subsidizing this project is of immense concern to us (taxpayers) who could be on the hook for these costs for the next 50 years.

3. Inadequate Stormwater Treatment.

The addition of lanes will drastically increase stormwater runoff, increasing water pollution and flash flood risk for local communities. MDOT plans to treat only 45% of the stormwater runoff onsite. These highways already degrade water quality in nearby waterways. By failing to treat most of the stormwater onsite, the toll lanes would further degrade local streams, creeks and the Potomac River.

4. Air Pollution and Global Warming Analyses Not Included.

The SDEIS does not include an analysis of greenhouse emissions and the impact of the additional Vehicle Miles Travelled from this project on climate warming. There is also no analysis of other pollutants such as particulate matter or ozone. All of these analyses are deferred until later. Omitting these analyses now denies the public the opportunity to understand the risks while there is still time to influence the project.

5. The SDEIS fails to consider alternatives to private toll lanes to address traffic congestion.

In 2017, the National Capital Region Transportation Planning Board (TPB) compared the performance of toll lanes with alternatives including rail extensions, land-use changes, TDM and telework. That TPB comparison showed better results for those alternatives than for the toll lanes. That type of parallel comparison is now a priority considering the travel and teleworking trends emerging from the COVID pandemic.

Based on their research during the COVID pandemic, the Maryland Transportation Institute testified at a General Assembly hearing in August 2020 that "just a 5% reduction in travel demand could lead to 32%-58% reduction in traffic congestion on major freeways."

The federal government has already announced that it will implement permanent policies to increase telework by the federal workforce. The State could build on this with policies to encourage private employers to implement more telework in the I-495/I-270 corridor. However, the SDEIS does not assess whether the change in federal telework policy, along with changes in state policy, could reduce congestion on the highway corridors studied.

Toby Capion

Please do not approve HOT toll lanes or any toll lanes. Please use public financing to create extra lanes for the freeway and allow for the free flow of vehicular movement.

Ross Capon

I strongly favor the no-build option and oppose the toll lanes project. I support the statement submitted by the Maryland Transit Opportunities Coalition. Please see my statement in the attached pdf.

Comments of Ross Capon, 9220 Shelton St., Bethesda, MD 20817-2410 on the Supplemental Draft Environmental Impact Statement for the massive “Op Lanes Maryland” highway expansion project. (I am a past president of Wyngate Citizens Association.)

I strongly favor the no-build option and oppose the toll lanes project. I support the statement submitted by the Maryland Transit Opportunities Coalition.

The world is “far off track” from the goal of limiting global average temperature rise this century to 1.5 degrees Celsius. Scientists warn this failure will lead to “devastating consequences” (*The Washington Post* editorial, “Now or never...time is running out to fight global warming” Oct. 31, 2021).

Already, people around the nation and the world are experiencing “devastating consequences.” As I write this, the State of Washington and Province of British Columbia are dealing with dislocations and deaths due to catastrophic rainfall. Maryland has largely been spared climate disasters, but the future holds more intense rain for parts of the world including Maryland. Maryland also will increasingly suffer from rising sea levels. Other parts of the world, including much of the American West, will continue to experience more intense droughts. The problem of more intense storms will be widespread. The November 8 *Barron’s* warned investors that “the extreme weather events caused by climate change could also lead to damage in many industries.”

In this context, it is selfish for MDOT to plow ahead with a massive construction and pavement expansion project that would worsen the climate crisis. Policymakers instead should search for ways to move *towards* climate-driven targets.

Marketing for the renamed “Op Lanes Maryland” touts the project as “a historic effort to reduce congestion for millions of *Maryland* drivers by seeking input from the private sector to design, build, finance, and maintain improvements” on parts of I-270 and the Beltway, but the main benefits here are for motorists willing to pay very high tolls.

To make the project remunerative for the private Australian firm that would build the toll lanes, and to intensify free-lane congestion to induce more motorists to pay high tolls, two existing I-270 free lanes (HOV in the rush hour peak direction) will become toll lanes.

The Maryland toll lanes project fails the test by every reasonable measure:

- Construction of this project would create massive carbon emissions, as well as massive inconvenience for highway users and those living or working near the project.
- Very high truck toll lanes would push big trucks to crowd and slow the free lanes; indeed, the same firm—Transurban—prohibits trucks in the Virginia toll lanes. In Maryland, truckers likely would only use the free lanes in an emergency or if a driver has an agreement with the customer that a high, optional toll would be reimbursed. Trucks also will reinforce that road conditions on the state-maintained free lanes will be inferior and less safe compared with those in the toll lanes.

- Note the other safety concerns listed on page 5 of the MTOC statement, including that the untolled lanes would not have a left shoulder, whereas today all portions of the roadway have right and left shoulders. This comes of trying to shoehorn a highway into a region that does not want it.
- The completed project would not provide the congestion relief that many anticipate because of the significant level of congestion that must be maintained on the “free” lanes in order to incentivize enough people to pay the very high tolls planned for the toll lanes.
- The segmentation of this project so that Phase One will end at Old Georgetown Road makes no sense, may be illegal and apparently was done to mute more intense opposition to the project in Silver Spring. Eastbound traffic normally exiting at Old Georgetown Road would increasingly leave the Beltway at River Road, and use Burdette Road to reach Greentree Road. This would convert neighborhoods near the Old Georgetown Road exit into passionate supporters of Phase Two, ensuring the roadbuilders’ dream of “Virginia-izing” the entire Maryland Beltway.

This project exemplifies a major problem with big infrastructure projects: “a lack of transparency to the public, flawed contracts that put governmental agencies at the mercy of contractors, and a failure to attract enough private investment to bear some of the project’s risk” [University of Oxford Prof. Bent Flyvbjerg, quoted in *The New York Times*, Nov. 28, 2021]. So-called P3 projects generally do not change the basic reality that projects are paid for through a combination of tolls and public funding.

Little has been said about notable improvements recently made to I-270 and what will happen to them if the P-3 goes ahead. This includes ramp metering, and the relatively new ability to enter from Democracy Boulevard northbound and ride the same lane all the way to the transition to local lanes before the Falls Road exit.

This project is ill-conceived and should not go forward. Investment needs to be focused much more on improving public transit.

Thank you for considering my views.

Thomas Capon

As a Maryland taxpayer and PG County resident living near the Beltway, I support the No-Build option and oppose the Toll Lanes proposal. Increasing the footprint of highways in our urban area will harm communities, harm the environment, set back our fight against climate change, and have a minimal effect on traffic at best. Committing to this public private partnership also exposes the Maryland taxpayer to a great deal of risk and the result is owned by private corporation. Continuing problems with the WMATA metro system show the need to focus on transit options like the Purple Line, MARC, expansion and electrification of bus service.

Lisa Caprioglio

We are quick to add impervious surface, noise, and pollution by widening the Beltway and I270. Why is this money not being spent on green infrastructure that benefits people without cars? We are causing further harm to our low-income neighbors and to our Black and Brown neighbors.

Global Warming is here. This project will make it worse.

CRAIG CARLSON

I support the No Build Option and oppose MDOT's proposed toll lanes. As one who lived in Arlington, VA for a number of years, moved to Silver Spring six years ago, and travels between the two areas frequently, it is clear that Virginia's experiment with adding toll lanes, similar to what Maryland is proposing, is a failure. It did nothing to relieve the congestion, and it is only affordable when traffic is so light as to be not needed. I try to put myself in the proponents' shoes to see their side. But the only people I can see who will benefit from this toll road proposal are the developers themselves who will profit from it.

Chris Carpentier

Thank you for the opportunity to comment. I see the need for updating the MD side of the beltway. I hope we pay careful attention to the impact of hot lanes that eventually merge back into traffic. I have found in VA that having paid top dollar I'm often then just in the same size backups. This is also grossly unfair to people who can't afford the lanes and then sit in backups CAUSED by these hot lanes. Making the whole mess even worse. There has got to be a better way to merge back into the flow of traffic. I also cannot understand how you can't be seriously considering changing the direction of the lanes based on AM/PM flows. It should be the solution that drives all others .

From: Angela Cauli <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 12:33 PM
To: SHA OPLANESMLS
Subject: Stop expansion beltway/I-270

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

I do strongly oppose the expansion of the Beltway/I-270 because also the new SDEIS still affect badly our air and water pollution and affects negatively the life of our wildlife and of people.

We do not have much time left to save our Planet!!! Hence, I oppose strongly the expansion of the Beltway/I-270 and ask to focus on expanding and making it less expensive our public transportation and to save people houses, because also housing is a big problem just like our traffic. Then, save the more than 500 home properties by opposing the Beltway expansion! Saving our planet is our priority and it is much more important than expanding the beltway to facilitate more cars... don't you understand that our natural world is at risk and we need to make it our number one priority? Save the planet, say not to the expansion of the Beltway/I-270!

Angela Cauli

[REDACTED]

[REDACTED] 2nd Ave

Silver Spring, Maryland 20910

Patrick Cavanaugh

The managed lanes project is an important advance to transportation in Maryland and should be supported.

The addition of the shared use path on the new ALB is important and should be guaranteed.

Also, the state should plan with Metro and Virginia to see if WMATA express bus service using the OP Lanes and HOT lanes could be provided between Bethesda and Tysons Corner to support non-car travelers.

From: Dan C. [REDACTED]
Sent: Monday, November 15, 2021 5:48 PM
To: SHA OPLANESMLS
Subject: Toll Lane Opposition | Support No Build Option

Dear Maryland Department of Transportation:

I oppose the addition of Toll Lanes because:

- 500 acres of tree canopy would be cut down to make way for the toll lanes;
- 15 parks would be harmed, including 3 national parks; and
- MDOT would not treat most of the stormwater which would further degrade local waterways
- The SDEIS does not address who will pay for relocating water, sewer and other utilities;
- MDOT failed to assess whether rail transit, ramp metering and incentives to increase telework would be more effective steps to address congestion;
- There is no assessment of whether low-income communities and communities of color would suffer more of the harmful impacts, as required by federal law; and
- MDOT did not analyze the impact of the toll lanes on global warming

I fully support the No Build Option. Let's work together to find other solutions that won't have negative impacts on our environment, our communities and our tax payers.

Thank you,
Ms. Dan Celdran
Greenbelt, MD
[REDACTED]

Dawn Chaikin

I'm against this proposal we have global warming and the idea is to cut down on the use of cars and you're increasing it

This is just a pay for play. The money should be spent on green solutions not this

From: Ana Cecilia Chamorro [REDACTED]
Sent: Tuesday, November 30, 2021 11:26 AM
To: SHA OPLANESMLS
Subject: Toll Road Beltway / 270 expansion - opposed

To whom it may concern,

I am opposed to the proposed Toll Road Beltway/270 expansion because the added lanes will be exorbitantly expensive and do nothing to aid the transportation needs of the average commuter in the coming century.

Sincerely yours,

Ana Cecilia Chamorro

From: Lourdes Chamorro [REDACTED]
Sent: Tuesday, November 30, 2021 10:56 AM
To: SHA OPLANESMLS
Subject: Toll Road Beltway / 270 expansion - opposed

To whom it may concern,

I am opposed to the proposed Toll Road Beltway/270 expansion because the added lanes will be exorbitantly expensive and do nothing to aid the transportation needs of the average commuter in the coming century.

Sincerely yours,

Lourdes Chamorro

From: Kate Campion [REDACTED]
Sent: Monday, November 8, 2021 9:50 PM
To: SHA OPLANESMLS
Subject: Do not expand or add toll lanes to the Beltway...Hogan's sweet deal with a friend should not be shouldered by us commuters and tax payers!

Hello,

I use 495 to commute to work (therapist with Title 9 children in Gaithersburg). An expansion of the beltway to include toll lanes will wreak havoc during construction and only increase traffic and commuting time.

I beg you to reconsider Governor Hogan's ill-considered decision to employ the company who would create the toll lanes to the tune of \$135 million dollars for just analyzing the possibilities. Wouldn't that money be better spent on increasing public transportation?

To note: The [Supplemental Draft Environmental Impact Statement \(SDEIS\)](#) reveals that the toll lanes would actually make daily commutes longer for those who drive in the non-tolled lanes, or general lanes. The SDEIS also reveals the many ways that the toll lanes would harm our communities and our environment. Just as important, the review omits key information about the project, such as the subsidies that taxpayers could be forced to pay Transurban or the impact of the toll lanes on global warming.

Please send a response to this email.

Thank you,

Kate Campion

From: Stacy Chandler [REDACTED]
Sent: Tuesday, October 12, 2021 2:02 PM
To: SHA OPLANESMLS
Subject: Support Alternative 9 -- Phase 1 South

Dear Deputy Director Jeffrey Folden,

I'm supporting Alternative 9 -- Phase 1 South because it's focused on replacing the aging American Legion Bridge and provides traffic congestion relief at one of the nation's biggest bottlenecks. This forward-thinking project provides new options and opportunities for carpoolers, transit riders, cyclists, and pedestrians to cross between Maryland and Virginia.

These critical improvements will better move people, goods, and services throughout our region for the expected growth in people and jobs coming to Maryland.

Please support Alternative 9 -- Phase 1 South

Sincerely,
Stacy Chandler

[REDACTED] 15th Ave Apt [REDACTED] Hyattsville, MD 20783-4030 [REDACTED]

CHAO  COMPANY
FIDUCIA PERPETUA

 81ST ST, CABIN JOHN MD
20818

CAPITAL DISTRICT 208

12 NOV 2021 PM 2 L



JEFFREY FOLDEN, P.E., DBIA
DEPUTY DIRECTOR, I-495/I-270 P3 OFFICE
MARYLAND DEPT OF TRANSPORTATION
707 NORTH CALVERT ST, MAIL STOP, P-601
BALTIMORE, MD 21202

21202-366899



Philip Chao

81st Street, Cabin John, MD 20818

November 15, 2021

Jeffrey T. Folden, P.E., DBIA
Deputy 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

RE: I-495/I-270 Managed Lane Study Supplemental Draft Environmental Impact Statement (SDEIS) and Updated Draft Section 4(f) Evaluation

Dear Mr. Folden:

As a resident of Cabin John, Maryland and member of the Cabin John Citizens Association, I am writing to express my concerns regarding the impacts identified in the SDEIS.

Under normal pre-Covid-19 times, traveling the one-mile stretch of MacArthur Blvd. between Seven Locks Rd. and Wilson Rd. (over the one-lane bridge) routinely took 8-10 minutes during rush hour. Neither the DEIS nor the SDEIS address what local traffic will look like during the years-long construction. As for afterwards, the Preferred Alternative in no way indicates that it will address our overburdened roads, especially MacArthur Blvd, with its own bottleneck at the Union Arch Bridge.

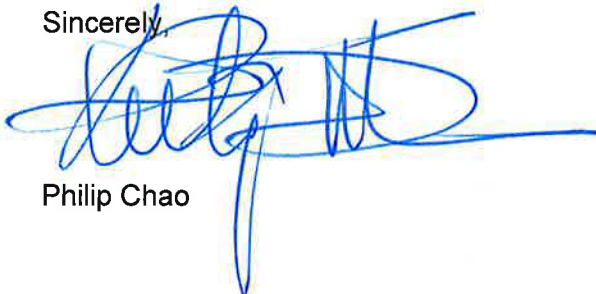
Separately, the alternative calls for the MD 190/Cabin John Parkway interchange to be expanded to incorporate toll lane access. That will result in additional traffic on MD 190, as well as the local roads that Cabin John residents have to use to get to their jobs, go to schools, buy groceries, and perform all the other errands of daily living.

Our concerns go beyond traffic. We consider ourselves stewards of the natural environment around us and are concerned by the wide range of environmental impacts of the Preferred Alternative. The access ramps for the MD 190/Cabin John Parkway interchange, most notably the flyover ramp above Seven Locks Rd, will take away valuable parkland, impinge on the historic Moses Hall and Cemetery site, create additional noise and pollution over a broad area, and, as a result, irreparably harm our community.

A much more detailed letter from Susan Shipp, our Association President, lays out the challenges, considerations and damages the proposal may cause our community and beyond, from traffic, the environment and quality of life.

Thank you for your attention to my thoughts and concerns.

Sincerely,



Philip Chao

Howard Chazin

These new lanes are not necessary and will not help reduce congestion - it has been proven over and over again that widening roads only temporarily reduce traffic and then the traffic adjusts to the new road access. Look at what happened when I 270 was widened in the 1980s - more traffic. It is already 12 lanes wide! Isn't that a wide enough road? People drive on these roads already at high speeds and drag race often in the evenings. The congestion on these roads only happens during certain time periods, otherwise, it is a raceway so why not manage the lanes we already have? Move the barriers in the middle - think rationally! I live along I 270 and see and hear the traffic daily. At the very least, there should be sound walls all along the I270 corridor from the 495 split to I 370 to reduce noise pollution and impact on communities close to the roadway. Alternatives such as a monorail or increased use of the ICC, especially by trucks should be considered. Building lanes where you have to pay an extra fee for access only works for those who can afford it and you can see the ICC is underutilized because of fees. No matter what you do, you are also focusing on the wrong part of I 270 although the American Legion Bridge could use an update. The problem comes at the split - it will always be a bottle neck. The other bottle neck is when lanes narrow north of I 370. You have many people who live in the north of Montgomery County who sit in traffic or have to leave their jobs early just to make it back home. Please consider using what we already have and being smart and attend to those who live next to an already busy, loud and wide enough road!

Zie Chen

I do not agree with funding the 270 and 495 managed, toll lanes. I don't agree that more cars and more concrete is the answer to congestion. We've seen increasing lanes in other cities, like Houston, and they are not seeing any traffic relief. Why do we think that the outcome will be any different. Also, homes, as well as a historic African-american cemetery, nearby will be affected. The \$70B funds for this project can be better used by increasing MARC schedule and addressing the 2-lane, country road that runs north to Frederick. I do not support MDOT's misguided project.

From: Peg Chisarick [REDACTED]
Sent: Monday, November 29, 2021 5:03 PM
To: SHA OPLANESMLS
Subject: In support of the No-Build option,,, repeat ... No-Build option

I support the **No-Build** option

- The destruction of parkland, green spaces, large sections of our communities, risks of flooding, and years of filthy noisy construction make it a terrible idea. Luxury Lanes are bad for pollution, parks, stormwater runoff and are designed to monetize bad traffic, not relieve it.
- Fiscally, the State's finances will be in jeopardy for fifty years, the length of the contract.
- P3's pose high risk to taxpayers (Just look at the Purple Line.)
- P3's rely on taxpayer subsidies despite claims there's no net-cost to taxpayers - \$50 tolls on I-270 are ahead, per MDOT estimates

Just say NO!

P. C.
Rockville

Zachary Christensen

I have am opposed to the current plans. I live near I270 and drive along some of the most congested sections of I270 and I495 almost every day. I am concerned about analysis of the SDEIS which has found that it lacked the requisite discussions of the socioeconomic impact, and environmental impact of the SDEIS. My biggest concern is that the state is continuing to prioritize road development over desperately needed investments in public transportation. This is to the detriment of those living in poverty, and to the detriment of the planet. I spoke with government employees advocating for this for some time at a public event and was unpersuaded that this would help us live in communities that are more walkable, more equitable and that it would meaningfully decrease traffic. They were unable to persuade me that building wider roads reduces traffic because people will be so drawn to drive longer distances with the new roads. I am concerned that Gov Hogan prevented an independent financial review of the P3 agreement. I am concerned that the full beltway is in play. Having been in the area long enough, i have seen how ineffective Virginia's toll roads have been. In short, this is inequitable, flawed research and will take a long-term toll on the environment during a period of crisis for the planet.

From: Christine Magee <info@email.actionnetwork.org>
Sent: Thursday, October 28, 2021 7:44 AM
To: SHA OPLANESMLS
Subject: Alternatives to the I-495 & 1-270 Expansion Project

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

As a 30 year + resident of Montgomery County I have witnessed the rise in traffic issues on the Beltway. Our Potomac neighborhood has also seen a rise in air pollution, noise and invasive plant species from vehicles on the Beltway. According to the EPA "A typical passenger vehicle emits about 4.6 metric tons of carbon dioxide per year" with larger vehicles and trucks emitting higher levels. So a solution to a traffic problem that increases lanes and number of vehicles on the Beltway will certainly result in more pollution, more noise, more impervious surfaces and ultimately lead to a negative environmental impact. Environmentally our land and personal health are put at risk through this projects.

The National Academy of Science Engineering and Medicine in 2005 states:

"All phases of road development—from construction and use by vehicles to maintenance—affect physical and chemical soil conditions, water flow, and air and water quality. Roads alter habitats, increase wildlife mortality, and disperse nonnative pest species of plants and animals. At larger scales, roads affect wildlife migration patterns. In some cases, roads can also enhance roadside habitats for native species.

The importance of integrating environmental considerations into all phases of transportation is emphasized in legislation. The Transportation Equity Act for the Twenty-First Century (TEA-21) of 1998 called for protection of the environment by initiating transportation projects that would improve environmental quality and support fuel efficiency, cleaner fuels, and alternative transportation. The act called for streamlining procedures to reduce red tape and paperwork in transportation project reviews without compromising environmental protection."

Why not look at alternatives?

Bike lanes

Clean fuel Bus

Mass Transit Rail that is efficient, reliable and safe

Light rail with clean energy

Carpooling.

Car Sharing.

Work schedule alternatives

As the saying goes if you build it they will come. Why offer more lanes for more cars that supports an obsolete system of transport, when you could create an innovative new solution to the problem.

For the health of the citizens of MD and VA and the health of our precious environment I hope that you will reconsider this project and go back to critical thinking and problem solving with a full complement of informed voices at the table. Together we can create a solution that could be an innovative example of how to solve a traffic issue while preserving and enhancing the health and safety of the people and the environment. Thank you.

Respectfully submitted,

Dr. Christine Morano Magee

Director of Education

Dumbarton Oaks Park Conservancy

Christine Magee

[REDACTED]

[REDACTED] Congressional Parkway

Potomac, Maryland 20854

Rebekah Ciliax

If we are going to be taking on infrastructure projects to ease the commute times for Marylanders, we should be focusing on making public transportation easier and more affordable to use. We should not be going into Private / Public partnerships to create roadways for those with the money to pay the tolls. This continues to create a rift between poor and rich. Destruction of our greenspace to create road for the Rich is not good for anyone, Rich or poor. Lets stop trying to solve commute issues with more pavement.

John Clark

I am against this project for many reasons. The rapid pace at which it's being jammed down our throats. The lack of foresight as to how this financial burden will eventually be shifted to the taxpayer in one form or another. The fact that we should be looking at smarter alternative transportation methods (which haven't even been considered here), instead of single individuals driving in single cars. The environmental impact, beyond the greenhouse gases from cars, extends into the watershed, the air quality, and the removal of open park lands. The outright failure of the Purple Line project is a perfect example of why we should NOT rush into Public-Private partnerships such as this.

The SDEIS itself even shows that the additional lanes will not improve traffic during the evening rush hour (when traffic is at it's worst).

And don't forget the politics...this whole project is just Larry Hogan trying to add another notch on his bedpost for his future failed run at a career in national government beyond 2022.

From: D Clarkin [REDACTED]
Sent: Sunday, November 28, 2021 4:29 PM
To: SHA OPLANESMLS
Subject: Public comment on Beltway toll lane

As a citizen and resident of Silver Spring, MD (Montgomery Co.) I write in STRONG OPPOSITION to this dangerous, out of date, boondoggle of a proposal to widen the Capital Beltway.

We need 21st Century proposals to assist those who still need to travel in automobiles around our region. First, we need robust public transit solutions. Second, we need to study what the effects of stronger storms will be on any kind of road construction -- primarily with a view towards proper storm water mitigation that will NOT DAMAGE the existing environment. The proposal fails miserably on all these counts -- it is an antiquated, backward-looking solution to the present day problem -- nor does it even account for the fact that millions of our neighbors no longer need to commute to the office regularly. Why on earth do we need to widen a Beltway for cars when most of us are never going to be regular commuters again, due to Covid?

If none of the above were true, I would still object strongly due to the fact that the current proposals almost criminally destroys 500 acres of existing tree canopy in our region -- biomass we desperately need to combat the carbon overload in our atmosphere.

Please see sense and stop this dangerous proposal now.

Respectfully,
Deirdre Clarkin
[REDACTED] Russell Rd.
Silver Spring, MD 20910

From: Charles Cleland <info@email.actionnetwork.org>
Sent: Saturday, November 6, 2021 11:52 AM
To: SHA OPLANESMLS
Subject: Beltway and I-270 widening

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

We need to focus on transit options and not consider more roads for cars and trucks. We support the Do Not Build option.

Charles and Catherine Cleland

Charles Cleland

[REDACTED]

[REDACTED] Culver Street

Kensington , Maryland 20895

From: Judy Cline [REDACTED]
Sent: Sunday, October 24, 2021 9:48 AM
To: SHA OPLANESMLS
Subject: SDEIS and the P3 project

To Whom it May Concern,

It is abundantly clear that the proposed P3 project, Phase I plan will not elevate congestion and polls show little enthusiasm for tolls, regardless of the rates. The plan provides limited access to the toll lanes on and off the highway resulting in more traffic on the local lanes which will frustrate and confuse drivers trying to navigate their way home. With this picture in mind why stress the environment and nearby communities with multiple years of construction noise, air pollution, added taxes to pay for replaced utilities not studied sufficiently in the plan, loss of park and residential land and stormwater run off into our streams and bay. All said, the environmental impact of the P3 project is huge and this plan will **not** result in benefits to anyone except Transurban.

Thank you for listening.

Sincerely,
Judith Cline
[REDACTED] Hawthorn Court
Rockville, MD 20850

Sent from my device

Robert Cmarik

I have serious concerns about the feasibility of this project and the impact to the environment and surrounding communities. It's clear that this project won't stop until the entire Maryland portion of the beltway has been "fixed." This solution is not a fix and will likely make many things worse, including commute times for those who can't afford a daily toll.

Please consider smart alternatives that are more in line with the times in which we're living. Alternatives that don't take away people's homes, remove parkland, add to the already polluted roadways, and negatively impact our fragile waterways.

From: C Cocciolo [REDACTED]
Sent: Tuesday, November 16, 2021 10:39 AM
To: SHA OPLANESMLS
Subject: opposition to luxury lanes

Hi,

I am sending this message to note my opposition to the plan for luxury toll lanes.

I oppose these lanes based on the fiscal and environmental damage they pose. At the same time they will not provide traffic congestion relief, as witnessed by similar projects elsewhere; most notably Virginia. It is a reckless plan which does not serve the constituents who rely on road transportation. There are other, lower cost, alternatives that can be employed to reduce traffic back up.

Thank you,

Claire Cocciolo
Silver Spring, MD

From: C Cocciole [REDACTED]
Sent: Tuesday, November 30, 2021 10:09 AM
To: SHA OPLANESMLS
Subject: Support for "No Build Option"

In response to the question of Maryland's plan to add four private toll lanes to 495 and 270, I firmly support the NO BUILD option.

Claire Cocciole
Silver Spring, MD 20910

Sue Cohen

Please do NOT widen 270

We are strongly AGAINST the plan.

It would be far far better to invest \$45M in public transportation that is so much more vital to a growing County

It will increase noise and air pollution

How much of this land is home to remaining wildlife habitats in Montgomery County?

We do not need it so please do NOT approve it

Thank you,

Dr. & Mrs. Peter Cohen

Rockville MD

From: Kristin Cook [REDACTED]
Sent: Sunday, November 14, 2021 2:35 PM
To: SHA OPLANESMLS
Subject: Please Widen I-270 and the Beltway

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Dear Mr. Folden:

I fully support the proposed plans to widen the Capital Beltway and I-270. These plans will help to shorten commute times and improve the quality of life for commuters in our region, and I sincerely hope that your office decides to move forward accordingly.

Sincerely,

James Marie, Chevy Chase, MD

Kristin Cook

[REDACTED]

[REDACTED] Jongroner Ct.

Potomac, Maryland 20854

Name: Kristin Cook

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Testimony

Transcription:

Hi, my name is Kristin Cook. K-R-I-S-T-I-N. Cook, C-O-O-K and I live at [REDACTED] John Groner Court in Potomac, Maryland. Today, I'm going to focus on the ecological and environmental damage that this proposed expansion will cause according to the Supplemental DEIS. To start off, there's a tremendous impact on our parks and green space. The toll lanes would impact 15 parks over 1,200 carbon sequestering trees on National Parks Service land would be removed for the toll lanes. There would be a loss of 48.8 acres of forest canopy on parkland and other green spaces, including green spaces that currently provide a much needed buffer between the highways and nearby neighborhoods and the latest IPCC report, which signals a code red for humanity uncritically establishes a near linear relationship between CO₂ emissions as a result of burning fossil fuels and deforestation.

So let's think about this staggering loss of local trees beyond the detrimental effects on our climate. This amount of loss of trees is called habitat loss. Habitat loss is the primary threat to the survival of wildlife. Now we're talking about biodiversity. Why does biodiversity matter to humans? I stated it that way because everything has to be related back to us humans. If it doesn't affect us personally, well, it doesn't carry the same weight, does it? Everything that has been built, everything that has built, modern human society with its benefits and luxuries is provided by nature. And we will continue to need these natural resources to survive. Intuitively and research also shows interest in topical importance to our health, wealth, food and security. Our planets diverse thriving ecosystem may seem like permanent pictures, but they're actually vulnerable to collapse. So as we then understand our reliance on natural systems, it's clear that nature is not to say, "nice to have".

Missing in this latest Supplemental DEIS report is the effect on air quality and an environmental justice review, which would show how the adverse affects of this project could impact low-income communities. MDOT also failed to explain what steps it would take to mitigate the environmental damage caused by these toll lanes. This can and should not wait for the Final EIS, since this deprives the public out of opportunity to review, understand, and offer alternatives and to try to change MDOT's plans, and violates the purpose and spirit of the federally required environmental review process, which is designed to empower the public with information that needs to influence a project. In summary, this ecological destruction will be all for not as these extra impervious lands will not alleviate the traffic problem on the beltway. What a true tragedy, but it's not too late. It is MDOT's and the State's moral *[inaudible]* and to focus on finding more climate change resistant, equitable and transit-oriented solutions for our traffic, for our region's traffic problems. Thank you.

From: Kristin Cook [REDACTED]
Sent: Monday, November 1, 2021 2:55 PM
To: SHA OPLANESP3
Subject: Re: Op Lanes Maryland

your new name is GREENwashing

On Wed, Sep 22, 2021 at 3:41 PM MDOT Op Lanes P3 Program <oplanesmd@mdot.maryland.gov> wrote:



Options & Opportunities for All

Greetings,

I am emailing today to let you know that our public-private-partnership (P3) program will now be known as Op Lanes Maryland.

The P3 Program has evolved from when we began four years ago, and our new name, Op Lanes Maryland, reflects this evolution as we continue to collaborate with Montgomery, Frederick and Prince George's counties, community organizations, residents, businesses, agencies, regional partners and other stakeholders.

The New American Legion Bridge I-270 Traffic Relief Plan falls under the Op Lanes Maryland umbrella, replacing the 60-year-old American Legion Bridge and breaking one of the nation's worst bottlenecks.



Through Op Lanes Maryland, we will continue working on exciting new transformative transportation options and opportunities to provide a balanced

transportation network that meets the multimodal travel needs of our residents and businesses as the National Capital Region continues to grow in the decades ahead.

The Phase 1: New American Legion Bridge I-270 to I-70 Traffic Relief Plan is the first major project under Op Lanes Maryland. Upon Maryland Board of Public Works approval in August 2021, we executed a Phase P3 Agreement and have begun robust predevelopment work with Accelerate Maryland Partners, LLC (AM Partners) to collaborate with stakeholders on further reducing and avoiding potential impacts to advance Phase 1 South: American Legion Bridge I-270 to I-370 as the first section of the project.

This predevelopment work also will support completion of our ongoing Managed Lanes Study under the National Environmental Policy Act (NEPA). If selected at the conclusion of the study, the Phase 1 South preferred alternative will deliver a new wider American Legion Bridge and two dynamically priced high-occupancy toll (HOT) lanes in each direction from the vicinity of the George Washington Memorial Parkway across the bridge to I-270, and north on I-270 to I-370 with no action on I-495 east of the I-270 east spur at this time.

Buses and high occupancy vehicles (HOV3+) will be able to use the new HOT lanes free of charge while drivers with less than three occupants in their vehicles may choose to pay a dynamically priced toll for a more reliable trip when they need it. Meanwhile, the existing general-purpose lanes will remain free as they are today for all motorists.

Thank you for your continued interest as we move forward under Op Lanes Maryland. We look forward to continuing to share more information and collaborate with you in the years ahead. As always, if you have questions or comments, you may call [833-858-5960](tel:833-858-5960) or email oplanesmd@mdot.maryland.gov. For more information, visit our new website oplanesmd.com/, and follow us on our social media platforms at OpLanesMD.

Sincerely,

Jeffrey T. Folden, PE, DBIA
Deputy Director, I-495 & I-270 P3 Program



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

[Unsubscribe kristingamzoncook@gmail.com](mailto:Unsubscribe_kristingamzoncook@gmail.com)

[Update Profile](#) | [About Constant Contact](#)

Sent by oplanesmd@mdot.maryland.gov in collaboration with



--

Kristin Cook

Climate Advocate

350 Montgomery County

350MoCo.org / Facebook: 350 Montgomery County MD

From: Kristin Cook [REDACTED]
Sent: Friday, November 5, 2021 11:15 AM
To: SHA OPLANESMLS
Subject: The widening of I495 Beltway for more cars is a bad idea.

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

I strongly support a no-build alternative, not the widening of I495/Beltway lanes along the northern section of the Capital Beltway. Accommodating more cars is bad for urban development, bad for residents of all income levels, but particularly the poor, and very bad for the local environment and global warming. To widen the beltway is shortsighted, expensive, and destructive on many levels. Even the longer term economic interests of Montgomery County and the DC Metro Region are not well served by choking a growing urban area with even more private vehicles. Please do not do this.

Kristin Cook

[REDACTED]

[REDACTED] Jongroner Ct.

Potomac, Maryland 20854

Megan Cooley-Klein

I agree with the Maryland Matters opinion piece by Katie McKenna (<https://www.marylandmatters.org/2021/11/30/opinion-how-the-beltway-widening-project-is-excluding-low-income-communities/>) and am writing in support of her opinion that this widening project would negatively impact Rock Creek Park and only benefits people who are already well-off in the DC area. As a homeowner and lifelong resident of suburban Maryland, I urge officials to reconsider this project to avoid cutting away important green space in the metro DC area -- instead we should be investing in mass transit and other environmentally-friendly transportation projects.

Jacqueline Coolidge

Thank you for exploring a variety of options for the future of 495 and 270. First and foremost, Maryland needs to weigh the impact on climate via carbon emissions. We need to prioritize approaches that would reduce our carbon footprint.

In this regard, I believe "high occupancy" lanes may be helpful, but "tolls" unhelpful. Encouraging a shift to more transit (away from cars) is critical. I do not believe that tolls with congestion pricing will accomplish anything other than improved convenience for people who can afford them. The rest of us will inevitably be stuck in the same traffic as ever.

From: Keary Cope [REDACTED]
Sent: Monday, November 29, 2021 11:38 PM
To: SHA OPLANESMLS
Subject: Oppose MDOT's plans to add toll lanes to the Beltway and I-270

To whom it may concern:

I write to **oppose** plans of the I-495 and I-270 expansion for addition of toll lanes. There are many reasons the proposed expansion is extremely misguided. Pollution will increase, the watershed will be further damaged, and greenspace loss alone are reasons enough to CANCEL this project. However, the expansion also does not do anything to address the real transportation issue in the state -- many homes will be destroyed in the process with very little gain to the residents of the area. The approach to congestion needs to be guided by focusing on renewable-energy-driven public transportation projects that will not induce a higher per capita fossil fuel consumption rate. Climate change is hugely important to all people in MD and all MD transportation projects need to make it an overriding factor for consideration. The SDEIS has deferred any such analysis which is completely inappropriate. Lastly, the level of traffic subsidies when there is access to pro-worker policies like extending maximal telework, which can dramatically reduce the congestion on these highways. Traffic is not a result of local travel but comes to these highways as a result of long commutes; incentivizing telework is an effective way to reduce the burden of these commutes to the local communities of Montgomery County.

Sincerely,

--

Keary Cope

[REDACTED] West Montgomery Ave.
Rockville, MD 20850
[REDACTED]

Stephen Corbin

To Whom It May Concern,

I wish to keep my comments short and to the point, rather than addressing the myriad problems with the current "preferred" plans to expanding the interstate roads between the American Legion Bridge and Germantown. We definitely have big challenges in creating a more adequate and rational transportation corridor in the subject region. Would enhanced capacity for vehicles reduce transportation time and the convenience factors for drivers? Yes, temporarily and minimally. Would it worsen the environmental status? Yes! There is a false promise in the "preferred" option that people's commuting lives will be improved markedly by implementing this option. The truth is that this approach will have the net effect of making the subject section of 270 nothing more than a slightly wider mass parking lot during peak periods that would create a greater mass gridlock at the bottleneck near Germantown. The AL Bridge expansion could precede other work, but needs to be joined by a widening of 270 starting at Germantown. Ultimate length TBD. That widening would have an early positive effect. Then, follow-up with widening on the AL Bridge to Germantown segment which should not be a toll road. But, if tolls ultimately are included, they must be rational and consistent with improving overall traffic flow and not just increased speeds for additional marginal capacity. No matter, there will be negative environmental effects from any option that adds interstate capacity. There is a need to significantly enhance public transportation options concurrent with any interstate expansion to mitigate overall environmental effects. These challenges are too important to address in a knee jerk short term politically motivated fashion.

From: Philip Cotterill [REDACTED]
Sent: Sunday, November 21, 2021 1:01 PM
To: SHA OPLANESMLS
Subject: Comments on SDEIS in opposition to toll lanes and in favor of the no-build option

11-21-2021

MDOT:

I oppose the toll lanes and support the no-build option for many reasons: They include the fact that the SDEIS found that toll lanes would not improve daily commutes – did not estimate the costs of taxpayer subsidies or utility relocations – and did not adequately account for the impact of stormwater runoff or air pollution, not to mention global warming.

A total of 36.1 acres of parkland would be negatively impacted. There would be a total loss of 500 acres of forest canopy from parkland and other greenspaces, including from strips of greenspace that provide a buffer between the highways and nearby neighborhoods. These communities would be harmed by increased noise, air and water pollution and the increased risk of flooding. In addition, 389 homeowners from Gaithersburg to Potomac would lose part of their property to toll lanes.

Philip Cotterill

[REDACTED] Evergreen Street

Silver Spring, MD 20901-2934

From: Judith Covich [REDACTED]
Sent: Saturday, November 13, 2021 8:44 PM
To: SHA OPLANESMLS
Subject: Comments re the Supplemental Draft Environmental Impact Statement for the I-295/ I-270 Toll Lanes

To Whom it May Concern:

I strongly support the **no-build option** and **oppose the I-495/I-270 toll-lane project**.

My husband and I are homeowners in Rockville for over 50 years. Our grown children and their families live nearby. We all use I 270 and I 295 regularly and are well aware of the traffic issues.

We are beyond distressed with the Hogan administration's plan to "solve" the traffic issues with a plan that will cost all Marylanders, damage the environment, burden the least able economically with exorbitant tolls, and NOT solve the traffic problems. Instead it will create more problems--fiscal, environmental, equity and more traffic. This planning process has put aside input from local citizens and governing bodies, failed to disclose the extent to which taxpayers will need to subsidize the project, failed to undertake the required financial review and failed to explore alternatives to toll roads. Even a novice review of other P3 projects reveal that P3s do not reduce traffic. The project is designed not to relieve traffic, but to create it--in order to assure the builder a profit.

There are better, future focused, environmentally responsible, collaborative ways to address traffic. That's what we need to happen now.

Respectfully,

Judith R. Covich

From: Cynthia Cox [REDACTED]
Sent: Monday, November 29, 2021 8:45 AM
To: SHA OPLANESMLS
Subject: Beltway expansion opposition

Hi I am writing to express my opposition to the expansion of the beltway. I have concerns about the environmental impact and the effect it would have on neighboring homes. I would rather see the money directed at improving public transit Cynthia Cox
[REDACTED] Ventnor Rd
Bethesda MD

Sent from my iPhone

From: Andrew Crabb [REDACTED]
Sent: Tuesday, October 26, 2021 4:24 PM
To: SHA OPLANESMLS
Subject: I oppose widening the DC Beltway and I-270

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Please do not proceed with widening the beltway and I-270. More roads will create more traffic problems and environmental harm.

Thanks

Andrew Crabb
Baltimore, MD

Andrew Crabb

[REDACTED]

[REDACTED] Guilford Ave

Baltimore, Maryland 21218-5220

From: craig carlson [REDACTED]
Sent: Thursday, November 11, 2021 10:24 AM
To: SHA OPLANESMLS
Subject: My Comments on Toll Lane Proposal - I support the no-build option and oppose proposal

Dear Sir/Ms.,

I'm writing to voice my opposition to the proposed building of toll lanes on I-495/270, here in Maryland. Virginia's building of comparably-functioning toll lanes appears to have offered NO benefits and seems to even make traffic worse through that stretch of the beltway. It only seems to have benefited the developers who stand to profit from it. I fear the same will be the case here in Maryland - we tax payers will foot the bill with our tax payments, the developers get the financial upside, and the traffic situation doesn't get any better.

Sincerely,

Craig Carlson
Silver Spring, MD

From: Sandra Crowe [REDACTED]
Sent: Monday, November 22, 2021 12:25 AM
To: SHA OPLANESMLS
Subject: No to 270 and Toll Lanes

To whom it may concern... Given that so many people are teleworking we do not need to widen 270 or have toll lanes.
No to this on all fronts!

Thank you, Sandra Crowe
Rockville, MD resident

Sent from my iPhone

From: Sandra Crowe [REDACTED]
Sent: Monday, November 22, 2021 12:27 AM
To: SHA OPLANESMLS
Subject: I Oppose the 270 toll project

Just to be clear... no build no toll! Thank you, Sandra Crowe Sent from my iPhone

From: Alfonso Cuesta [REDACTED]
Sent: Saturday, November 6, 2021 10:56 PM
To: SHA OPLANESMLS
Subject: Please DON'T build toll lanes!

Hello

My name is Alfonso Cuesta after reviewing the environmental report and reading other articles and documentation. Is clear to my family that we need to OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

Hope you consider this input from a very concerned resident from Silver Spring

Thanks

--



Alfonso Cuesta
Executive Creative Director & Co-founder



We often say: "In advertising, you put your work where your mouth is."

[Here's our latest work](#)

From: Cristina Cunha-Strasser [REDACTED]
Sent: Monday, November 29, 2021 8:07 PM
To: SHA OPLANESMLS
Subject: Do not expand beltway

I am writing to oppose the planned expansion of beltway to include toll lanes for the negative impact it will have on the environment from air, noise pollution to destruction of parks and trees. Also, we should expect traffic to stay lower than pre pandemic levels because people are not going to drive as much as many won't return to work full time in person.

Cristina Cunha
[REDACTED] Garland ave
Takoma Park, MD 20912

From: E Curry [REDACTED]
Sent: Monday, November 29, 2021 10:14 AM
To: SHA OPLANESMLS
Subject: Beltway tolls

Dear Sirs,

My family very much opposes widening the Beltway and adding toll lanes. Wherever roads are built or widened traffic increases to fill them. The pollution, noise and environmental damage are not worth it. Increased investment in public transport, especially links east-west from Prince George's and Montgomery County into Virginia, from farther up I270 into Virginia (new bridge) and across the American Legion Bridge would be far more sensible. The Purple Line should be just the beginning of a wider transit network expansion.

Sincerely,
Esther Curry
[REDACTED] Woodman Avenue
Silver Spring MD 20902

From: Christine Daily <info@email.actionnetwork.org>
Sent: Saturday, November 6, 2021 4:00 PM
To: SHA OPLANESMLS
Subject: Beltway and I270 widening

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

We are in a climate crisis. Encouraging increased burning of fossil fuels by supporting more people driving, while at the same time offering no expansive mass transit options, is not sustainable in the long term and will degrade our environment.

Christine Daily

[REDACTED]

[REDACTED] Comus Rd

Dickerson , Maryland 20842

From: Fransiska Dale <graddy@american.edu>
Sent: Wednesday, November 3, 2021 12:52 PM
To: SHA OPLANESMLS
Subject: Stop the Highway Expansion

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

As a Maryland resident, I am firmly against the highway expansion project, and urge the MDOT SHA, FHWS, and the state of Maryland to instead focus resources on solutions that prioritize equity, climate resilience, and public transit.

While I agree that there are issues in our area with traffic congestion, the proposed solution is a net negative for the health and safety of our environment and our communities. This highway expansion project will pollute our water and air, destroy our waterways, forests, & stream valley parks, and negatively impact communities of color. By increasing vehicle emissions, induce sprawl development, and increasing stormwater and saltwater runoff, this proposed "solution" will actually decrease quality of life and cause more harm than good.

As a constituent, I request the MDOT SHA, FHWS, and the State to reconsider this proposal, and instead invest resources and funds into equitable, climate change-resistant, and transit-oriented solutions to the region's traffic congestion problems that will not harm our environment and our frontline communities.

Sincerely,

Fransiska Dale

Ellicott City, MD Resident

Fransiska Dale

[REDACTED]

[REDACTED] Northbrook Court

Ellicott City, Maryland 21042

From: Geraldine Dalton [REDACTED]
Sent: Monday, November 29, 2021 1:51 PM
To: SHA OPLANESMLS
Subject: Our parks and our tree canopy

Thank you for this opportunity to comment on the massive construction project.

The proposed beltway widening will take a tremendous toll on Rock Creek and Sligo Creek and Northwest Branch Parks. It will also subtract trees from our environment—trees that now shelter us from pollution, noise and heat.

Furthermore, the roads that go under the much/widened Beltway overpasses will be dismal and the new exits will be treacherous for pedestrian and bicycle traffic.

The neighborhoods near the Beltway will in general be less livable.

Please consider scaling this project back!

Geraldine Dalton
[REDACTED] Wyngate Drive
Bethesda MD 20817

From: Rebecca Dalton [REDACTED]
Sent: Friday, November 5, 2021 5:09 PM
To: SHA OPLANESMLS
Subject: Opposition to Beltway and 270 widening

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

I am writing in strong opposition to the expansion of the Beltway and 270.

Imagine if the political leadership in our great state of Maryland had the courage to lead the way to saving our planet from further destruction due to the burning of fossil fuels. Imagine the pride we could feel as Marylanders if we not only talked about saving the planet but actually lead the way. This is a political risk - I understand that money that the developers and fossil fuel folks pour in to political campaigns- but for heaven's sakes, if we don't have the courage now, then when?

Our grandchildren and future generations will hold us accountable, as they should.

Sincerely,

Rebecca Dalton

Rebecca Dalton

[REDACTED]

[REDACTED] Edgevale Rd

Silver Spring, Maryland 20910

From: Trav Daniel [REDACTED]
Sent: Tuesday, November 16, 2021 10:03 AM
To: SHA OPLANESMLS; governor.mail@maryland.go
Cc: marc.elrich@montgomerycountymd.gov; Gabe Albornoz, Montgomery County Councilmember -;
Andrew Friedson, Montgomery County Councilmember -; Evan Glass, Montgomery County
Councilmember -; Tom Hucker, Montgomery County Councilmember -; Will Jawando, Montgomery
County Councilmember -; Sidney Katz, Montgomery County Councilmember -; Nancy Navarro,
Montgomery County Councilmember -; Craig Rice, Montgomery County Councilmember -; Hans
Riemer, Montgomery County Councilmember -
Subject: 495 Toll Lanes

Jeffrey T. Folden, P.E., DBIA
Deputy 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

Mr. Folden, Governor Hogan and members of the Montgomery County Council,

I am writing to state my objection to this entire toll road plan. It is wrong on many levels, here are a few:

Environment—why must we continue to funnel drivers coming from south of the Potomac heading north onto the Beltway? We should build a new Potomac River crossing further up river from the American Legion Bridge eliminating this famous pinch point.

Parkland—Why build through existing parks and neighborhoods when there are better alternatives?

Tolls—Building and maintain our roads infrastructure is clearly the job of State and Local governments. If you must bring in private contractors to build infrastructure to be paid for with tolls *you haven't been doing your job*. We have been paying gas taxes earmarked for this work, where did it all go?

For Profit Roads—in the sorry event we continue with this half-baked plan there should absolutely be controls over the tolls and in no way should we continue to pay after the infrastructure has been paid for.

Build Bridges where they are needed not where they are!

Thank you for your time.

Travers Daniel

Cabin John MD

Miki Darling

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

I think this project will be a waste of money and does not align with the needs of the environment and the community at large. Given the recently passed infrastructure legislation it seems like the DC area should be able to access some of that money.

From: bruce davis [REDACTED]
Sent: Wednesday, November 17, 2021 9:39 AM
To: SHA OPLANESMLS
Subject: Opposition to I-270 and I-495 toll lanes and Support for NO-Build Option.

Ladies and Gentlemen. How many times must we repeat our mistakes? We have created a climate crisis that threatens life on earth as we know it by burning fossil fuels. Transportation accounts for a large part of the carbon emissions that are degrading our climate and threatening our existence. More of the same will aggravate the problem, not solve it.

History shows that widening a highway may temporarily reduce congestion, but ultimately will lead to more cars on the road and more congestion, only this time on a larger scale. The Supplemental Environmental Impact statement fails to account for the problem of induced demand.

The people of Maryland should not fund a project that puts more cars on the road, causing ever more pollution and carbon emissions. We should be using our resources to create pollution-free public transportation, to encourage tele-commuting, and to support development in a way that people can live near where they work and shop. We need to take cars off the road; not put more on.

To refute the contention that the proposed public-private partnership will benefit Maryland taxpayers, one need only look to the sorry example of the Purple Line. Enough said. Let's learn from experience. We can't do the same thing and expect a different outcome.

For these reasons, I oppose the I-270 and I-495 toll lanes project, and I support the No-build option.

Bruce Davis
[REDACTED] Falls Bridge LN
Potomac, MD 20854

Sent from [Mail](#) for Windows

From: [Joe Dias](#)
To: [SHA OPLANESMLS](#)
Cc: [Jeffrey Folden](#)
Subject: Noise mitigation
Date: Friday, November 12, 2021 4:02:09 PM
Attachments: [Screenshot 2021-11-12 at 15:12-07 I-495 I-270 Managed Lanes Study SDEIS and Updated Draft Section 4\(f\) - I495I270MLS_SDEISU\[...\].png](#)
[Screenshot 2021-11-12 at 15:13-22 I-495 I-270 Managed Lanes Study SDEIS and Updated Draft Section 4\(f\) - I495I270MLS_SDEISU\[...\].png](#)
Importance: High

Dear Sir/Ms:

I quickly glanced through the October, 21 release of the DEIS found on [oplanesmd.com](#). My residential property is adjacent to the I-270 East spur that runs from I-495 to MD 187 (Old Georgetown Road). I read and copied relevant sections from the DEIS below including a portion of Table 4-21, but cannot fully understand where I stand.

My concern:

Very loud noise from traffic which makes it unbearable to be in my backyard.

Would you kindly answer these questions:

1. Does my address at [REDACTED] Rudyard Road, Bethesda put me in Area 9 on table 4-21?
2. Are the existing noise barriers on I-270 across from my house scheduled to be replaced?

I may have follow-up questions based on the response.

Thanks
Joseph Dias

4.9.4 Mitigation

Federal regulation (23 CFR 772), MDOT SHA Highway Noise Abatement Planning and Engineering Guidelines (April 2020), and VDOT Highway Traffic Noise Impact Analysis Guidance Manual (February 2018) require that noise abatement be investigated at all NSAs where the design year build traffic noise levels approach or exceed the FHWA NAC for the defined land use category. Where noise abatement was warranted for consideration, additional criteria were examined to determine if the abatement is feasible and reasonable. Elements of the feasibility and reasonableness criteria are defined in the MDOT SHA Highway Noise Abatement Planning and Engineering Guidelines (April 2020) and VDOT Highway Traffic Noise Impact Analysis Guidance Manual (February 2018). 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 (MDOT SHA requires barriers to achieve a 5 dB(A) noise reduction at 70 percent of the impacted residences, VDOT requires barriers to achieve a 5 dB(A) noise reduction at 50 percent of the impacted receptors), safety, and access. 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 (MDOT SHA requires barriers to achieve a 7 dB(A) noise reduction

at a minimum of three (3)¹⁴ or 50 percent of the impacted residences, VDOT requires barriers to achieve a 7 dB(A) noise reduction at a minimum of one (1) impacted receptor¹⁵), and cost effectiveness (the MDOT SHA threshold is 700-2,700 square feet per benefited residence depending on the scope of the project, the VDOT threshold is 1,600 square feet per benefitted receptor). Refer to SDEIS, Appendix E, Section 4.2 for additional details on the elements of the feasibility and reasonableness criteria.

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 noise barriers on new alignment. Table 4-21 is a summary of the noise barrier system mitigation based on the current design of the Preferred Alternative. The proposed and assumed locations of the existing and feasible and reasonable noise barriers are shown on the Environmental Resource Mapping (SDEIS, Appendix D).

14 NSAs must have a minimum of three (3) impacted receptors in order to be considered for noise abatement in Maryland per

MDOT SHA noise policy. 15 A receptor is a discrete or representative location of a noise sensitive area, typically used for modeling purposes. A residence

is one dwelling unit, either one single family residence or one dwelling unit in a multifamily dwelling. A receptor may represent more than one residence.

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4.9.5 Statement of Likelihood

Based on the studies performed thus far, MDOT SHA and VDOT recommend installation of highway traffic noise abatement in the form of a noise barrier for the NSAs as reflected in Table 4-21. These preliminary

indications of likely abatement measures are based upon preliminary design for barrier square footage equal to or less than the maximum amount allowed per benefited residence by the MDOT SHA Highway Noise Abatement Planning and Engineering Guidelines (April 2020) and VDOT Highway Traffic Noise Impact Analysis Guidance Manual (February 2018). Concrete is the typical material used for construction of noise barriers and is assumed as part of the barrier analysis; however, a final determination of material will be made in final design, based upon FHWA requirements to achieve a minimum 20 dB(A) Transmission Loss in accordance with ASTM Recommended Practice E413-87. The findings in this analysis are based upon preliminary design information. A preliminary determination of horizontal and vertical alignment for the noise barriers was made based on the latest design concept (Table 4-21); however, final determination of noise barrier feasibility, reasonableness, dimensions and locations 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 final design phase. The views and opinions of benefited property owners and residents may be solicited through public involvement and outreach activities during final design.

Table 4-21: Summary of Noise Sensitive Area (NSA) Impacts and Preliminary Noise Barrier System Abatement

NSA	Map Number, App D	Impacted [* if => than 75 dB(A)]		Preliminary Noise Barrier Mitigation	Feasible and Reasonable?		Preliminary Barrier Dimensions (ft)	
		Yes	No		Yes	No	Length	Height
4-01 ¹⁷	5	Y*		495 MD-6A		N	N/A	N/A
2-02	5,6	Y*		495 MD-6	Y		4,433	32
Area 5: I-495 top side, between I-270 west spur and MD 187								
3-02	6,7	Y*		495 MD-8	Y		2,663	31
3-04	7	Y		495 MD-11	Y		3,114	24
1-08	7	Y*						
2-03	7	Y*		495 MD-10	Y		1,678	22
2-04	8	Y*		495 MD-12	Y		4,092	24
2-05	8	Y*		495 MD-13	Y		4,507	20
Area 6: I-495 top side, between MD 187 and I-270 east spur								
2-06	8	Y		495 MD-14	Y		2,134	19
1-09A	8	Y						
1-10	8	Y*		495 MD-15	Y		1,869	28
Area 7: I-270 west spur, between I-495 and Democracy Boulevard								
5-36	9	Y*		270-11	Y		5,515	26
5-37A ¹⁸	9	Y*		Existing Barrier to Remain	N/A		N/A	N/A
				270-12A - Replacement	Y		347	20
				270-12B - Extension		N	N/A	N/A
5-37B ¹⁹	6,9	Y*		270-12C	Y		641	27
				270-12D		N	N/A	N/A
Area 8: I-270 west spur, between Democracy Boulevard and Westlake Terrace								
5-32A	9		N	N/A		N/A	N/A	N/A
Area 9: I-270 east spur, between I-495 and MD 187								
5-33A	10,11	Y*		270-8	Y		5,562	28
5-34A	10,11	Y*		270-9	Y		4,069	22
Area 10: I-270 west and east spurs, between Y-split and Westlake Terrace and MD 187								
5-32C ²⁰	12		N/A	N/A		N/A	N/A	N/A
5-32B ²¹	11,12	Y		270-10		N/A	N/A	N/A
5-31	11	Y		270-7B	Y		3,755	11
5-30	12	Y*		270-7A	Y		2,860	16

¹⁷ NSA 4-01 consists of a half curve. Barrier 6A was assessed in combination with Barrier 6; however, the combined barrier system exceeded

–

+

100%

▼

2-05	8	Y		495 MD-15	Y		4,507	20
Area 6: I-495 top side, between MD 187 and I-270 east spur								
2-06	8	Y		495 MD-14	Y		2,134	19
1-09A	8	Y						
1-10	8	Y*		495 MD-15	Y		1,869	28
Area 7: I-270 west spur, between I-495 and Democracy Boulevard								
5-36	9	Y*		270-11	Y		5,515	26
5-37A ¹⁸	9	Y*		Existing Barrier to Remain	N/A		N/A	N/A
				270-12A - Replacement	Y		347	20
				270-12B - Extension		N	N/A	N/A
5-37B ¹⁹	6,9	Y*		270-12C	Y		641	27
				270-12D		N	N/A	N/A
Area 8: I-270 west spur, between Democracy Boulevard and Westlake Terrace								
5-32A	9		N	N/A		N/A	N/A	N/A
Area 9: I-270 east spur, between I-495 and MD 187								
5-33A	10,11	Y*		270-8	Y		5,562	28
5-34A	10,11	Y*		270-9	Y		4,069	22
Area 10: I-270 west and east spurs, between Y-split and Westlake Terrace and MD 187								
5-32C ²⁰	12		N/A	N/A		N/A	N/A	N/A
5-32B ²¹	11,12	Y		270-10		N/A	N/A	N/A
5-31	11	Y		270-7B	Y		3,755	11
5-30	12	Y*		270-7A	Y		2,860	16

¹⁷ NSA 4-01 consists of a golf course. Barrier 6A was assessed in combination with Barrier 6; however, the combined barrier system exceeded the MDOT SHA threshold of 2,700. Therefore, each noise barrier was evaluated individually. Barrier 6A did not meet the MDOT SHA threshold of 2700, and is therefore, not feasible and reasonable.

¹⁸ NSA 5-37A consists of single family residences. The existing noise barrier combined with an extended and relocated barrier is not feasible and reasonable; therefore, each noise barrier was evaluated individually. 270-12A was evaluated as an existing noise barrier to be replaced; however, the barrier did not meet the MDOT SHA threshold of 1700 sf-p-r. Since this is a replacement barrier and the cost effectiveness criteria cannot be met the replacement barrier, Barrier 270-12A must still be constructed and must meet or exceed the existing noise barrier performance. The extension of the noise barrier is not reasonable (>1700 sf-p-r and < 50% of impacts receive 7 dB(A) insertion loss).

¹⁹ NSA 5-37B consists of the Bethesda Overlook townhouses and the tennis courts and golf course of the Bethesda Country Club. A combined barrier system was evaluated for this area; however, the barrier system did not meet the MDOT SHA threshold of 2700 sf-p-r; therefore, the barriers were assessed separately. Barrier 270-12C, which shields the townhouses and tennis courts is feasible and reasonable; while Barrier 270-12D, which shields the golf course is not feasible and reasonable.

²⁰ NSA 5-32C consists of an office building without any outdoor uses; therefore, this NSA requires no further consideration.

²¹ NSA 5-32B consists of a pedestrian path. The barrier is not reasonable (>1700 sf-p-r).

From: Katelyn Davis [REDACTED]
Sent: Sunday, November 14, 2021 6:00 PM
To: SHA OPLANESMLS
Subject: OPPOSE Toll Lanes

Dear MDOT,
I vehemently OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

The only way forward is through public transit. The only way to move millions of people is on trains. If you don't believe me, go to Asia. China, Japan, South Korea all have significantly less traffic and significantly higher populations in major cities due to trains. (The population of Tokyo is 14 million people.) We need to expand Metro and stop expanding the beltway. Beltway expansion will only "fix" the problem until more people start driving and then the roads fill up. Houston is a great example. We simply cannot build enough roads to accommodate a car for every person. We need trains. Expand Metro out to Gaithersburg - this is the only option that should be on the table.

Best,
Katelyn Davis

--

Katelyn Davis
Associate Attorney
Groom Law Group

Patrice Davis

I support the no build option. Last year's Draft Environmental Impact Statement (DEIS) provided the range of public subsidies that would be needed to fund the various alternative for private toll lanes. The SDEIS does not include an estimate of the subsidies that may be necessary under the alternative MDOT selected (the Preferred Alternative). WHO PAID FOR THE RED LIGHTS ON ALL THE ENTRANCE RAMPS ONTO I270? This also seems to be a subsidy (or kickback) since originally the private company was going to pay and now TAXPAYERS PAID FOR IT. The extent to which the State would be subsidizing the toll lanes is of immense concern to Maryland taxpayers, who could be on the financial hook for 50 years. The estimate of subsidies should have been included in the SDEIS and its omission suggests that MDOT is not willing to be transparent. To quote Bono "The worst disease in the world today is corruption. And there is a cure: transparency."

These entrance ramp light DIVERT TRAFFIC ONTO LOCAL LANES. The SDEIS does not include an analysis of greenhouse emissions and the impact they would have on global warming. There is also no analysis of other pollutants such as particulate matter or ozone. All of these analyses are deferred until later. WHAT ABOUT THE CHILDREN AT JULIUS WEST MIDDLE SCHOOL? The entrance ramp light is going to cause traffic to back up in front of the school, increase pollution and make it harder for children to get to school. The increase in local lane traffic will make our children sit in traffic and exhaust fumes longer.

The SDEIS fails to consider alternatives to private toll lanes to address traffic congestion. They fail to demonstrate that this destruction and increase in local road pollution will reduce commute times during rush hour.

From: Nam Dayhoff [REDACTED]
Sent: Friday, November 12, 2021 3:41 PM
To: SHA OPLANESP3
Subject: Re: Extended comment deadline for Managed Lanes Study

I'm one of the owners of 36 homes that were intended for the expansion of 495 East and I have a question about whether this program is now postponed or deleted . Can you provide me with an update information about the plan. Thank you.

Nam Dayhoff
[REDACTED] Coleridge Drive
Silver Spring, Maryland 20818

On Fri, Nov 12, 2021 at 2:01 PM MDOT Op Lanes P3 Program <oplanesmd@mdot.maryland.gov> wrote:



I-495 & I-270 Managed Lanes Study

In an effort to keep you informed of the status of I-495 & I-270 Managed Lanes Study [Supplemental Draft Environmental Impact Statement \(SDEIS\)](#) and your opportunities to comment, I am pleased to share an update regarding the public comment period.

The Maryland Department of Transportation State Highway Administration (MDOT SHA) and Federal Highway Administration (FHWA) today announced a 15-day extension of the public comment period for the SDEIS.

[The Managed Lanes Study will accept comments](#) through **11:59 p.m. on November 30, 2021.**

Sincerely,

Jeffrey T. Folden, PE, DBIA
Deputy Director, MDOT Op Lanes P3 Program



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Sent by oplanesmd@mdot.maryland.gov powered by



From: Patrick DeCorla-Souza [REDACTED]
Sent: Tuesday, November 30, 2021 7:20 AM
To: SHA OPLANESMLS
Subject: Comments on Maryland's I-475 & I-270 Managed Lanes Study
Attachments: Completing the Maryland HOT Network 11-30-21.pdf

Please see attached PDF file. I would appreciate the acknowledgement of receipt of the file and this email.

Thank you,
Patrick DeCorla-Souza
[REDACTED]

How to Complete the Express Lane Network in Maryland

Patrick DeCorla-Souza, M.S. Planning, M.S. Civil Engineeringⁱ

Alexandria, VA

Maryland has removed most of the eastern segment of the Capital Beltway (I-495) from consideration in its I-495 & I-270 Managed Lanes Study due to right-of-way constraints. As a result, express lanes would not be available on this portion of the network in conjunction with express lanes being planned on portions of I-270 and Maryland's western Beltway segment. The synergies that come with a more complete network of express lanes would be jeopardized. This submission proposes an alternative that would give Maryland a more complete network of express lanes by creating express lanes on the eastern segment of the Capital Beltway *without* the need for new rights-of-way.

Maryland could consider implementing *HOTTER* lanesⁱⁱ. *HOTTER* lanes are lanes dedicated for High-Occupancy vehicles, Transit, and Toll-payers, on Existing Rights-of-way. They could be created inexpensively by converting *existing* regular lanes. Incremental toll revenues could be used to incentivize transit and carpool use, expanding equitable mobility options while preventing any deterioration of congestion on the remaining lanes. The key is getting a sufficient number of solo drivers to carpool or take transit or otherwise shift from driving alone during rush hours. Recent research suggests that reduction in solo driving can be achieved. So, despite the lane take-away needed for a *HOTTER* lane, delays on the remaining free lanes would be no worse than before. Moreover, since costs for adding new lanes would be avoided, toll revenue would not be needed to repay those high construction costs. Thus, toll revenues would be available to incentivize transit and ridesharing and to make other useful multimodal transportation improvements.

Although *HOTTER* lanes have not yet been deployed in the United States, they are a compelling option for the eastern segment of the Capital Beltway. They are affordable and would advance Maryland's mobility, equity, efficiency, and environmental goals.

The rest of this submission responds to 10 likely questions about the technical feasibility, financial viability, and public acceptability of this lane pricing strategy, characterized herein as *HOTTER* lanes.

1. How effective are cash rewards in increasing carpooling and transit use?

A recent survey-based study in Northern California by the Mineta Transportation Institute (MTI)ⁱⁱⁱ found that a \$5.00 cash payment could attract 15% of commuting drivers to pick up a passenger, and 15% of commuters would be willing to ride as a passenger for a daily cash incentive of \$1.00, or 50 cents per trip. Thus, a total cash incentive of \$5.50 for a 2-person carpool trip could reduce commuter traffic by 15%. If \$5.50 were paid to the passenger, the passenger could pay the driver up to \$5.00 as a 'fare' and still feel sufficiently better off. The entire transaction, including carpool matching, carpool occupancy verification, and incentive payments, could be achieved using a mobile app. The North Central Texas Council of Governments has shown the way^{iv}.

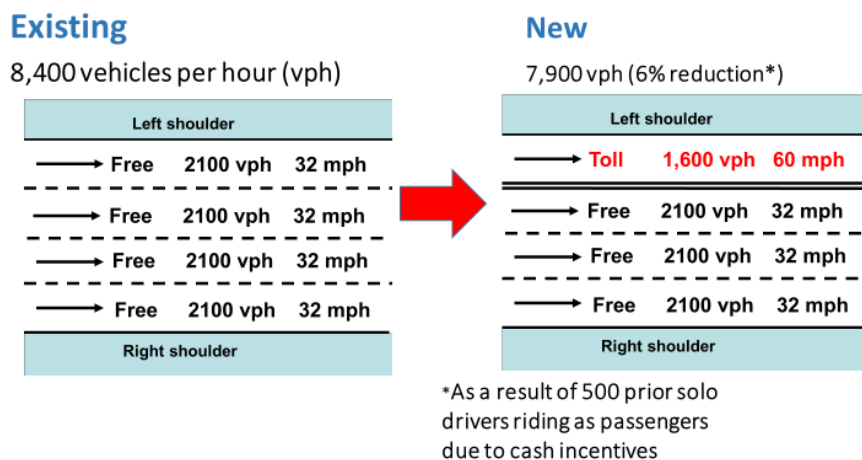
However, creating a viable *HOTTER* lane would require an overall traffic reduction of only 6%, as explained below in response to the next question. The MTI study showed that, while a payment of \$5.50 for a 2-person carpool would buy a 15% reduction in commuter traffic, the required payment *per carpool* to reduce traffic by smaller amounts drops significantly with lower required reductions in traffic.

2. Won't congestion levels on regular lanes deteriorate?

The graphic below demonstrates that a reduction of just 6% in vehicular traffic volume is all that would be needed to offset a lane take-away for creation of a HOTTER lane on the Capital Beltway. Traffic flows at an average speed of about 32 mph during rush hours on the eastern segment of the Capital Beltway, indicating traffic demand averaging 2,100 vehicles per hour (vph) per lane, or 8,400 vph on 4 lanes per direction, based on traffic models for planning analysis in the Highway Capacity Manual of the Transportation Research Board^{vi}. If a single lane were converted to an express lane limited to carrying 1,600 vph, and if about 500 solo drivers per hour (i.e., 2,100 vph – 1,600 vph) could be convinced to use the lane as a transit or carpool passenger, the speed in that lane would rise to 60 mph without loss of person throughput. Traffic on the remaining lanes would stay at 2,100 vph per lane, so speeds would not deteriorate.

A reduction of 500 vph would represent a reduction in total freeway traffic of only 6%, i.e., 500 vph divided by 8,400 vph. If commuter traffic comprises 80% of rush hour traffic, commuter traffic would need to be reduced by 7.5%. According to the MTI study cited earlier, a payment of just \$0.50 per 2-person carpool would suffice to buy a 7.5% reduction in commuter traffic. So, total cash payments are likely to be reasonable in magnitude and easily supportable from toll revenue obtained from solo drivers on the HOTTER lane.

HOTTER Lanes Configuration: 4 Lanes per direction



3. Wouldn't the creation of HOTTER lanes make some drivers worse off?

Drivers on the freeway could choose to use the free lanes and travel at the same speeds as before. But they would now also have new choices for a fast and reliable trip on HOTTER lanes – they could use them free of charge as a carpool driver, they could pay a toll and continue to drive solo, or they could ride as a passenger in a transit vehicle or a carpool and receive a cash reward for helping reduce congestion. No traveler would be worse off, and all travelers would be better off due to the new travel choices.

It is true that, if the freeway is not expanded, arterial streets will get more congested as drivers seek alternative routes to avoid freeway congestion. But it is also true that when freeways *are* expanded, more traffic seeks to access them and exit from them. So, arterials at freeway access and egress points

get more congested. If travelers are instead accommodated in carpools and transit, there will be less traffic on arterials leading to and from the freeways. And some drivers who previously diverted to arterials due to congested freeways might be induced to avail themselves of the enhanced travel choices with HOTTER lanes. So, congestion will be relieved, not only on the freeways, but also on many arterials in the vicinity of freeways.

4. But if highway capacity is not expanded, how would *future* growth in travel demand be accommodated?

Future growth in travel demand can be accommodated on alternative modes instead of encouraging solo driving with freeway expansion. HOTTER lanes could help complete the network of express lanes and support new or expanded transit services. Express transit vehicles could provide speedier rides on HOTTER lanes, instead of being stuck in traffic. Over time, network effects could spur transit-oriented development and increase transit travel demand. Also, if congestion increases on regular lanes, the attractiveness of auto-centric development will be reduced and mode shifts to transit and carpooling will increase.

Looking to the future, HOTTER lanes would make safe operation of connected and automated vehicles more feasible. Automated vans and buses could operate in driverless mode on the HOTTER lanes, helping accommodate future growth in travel demand and further encouraging transit-oriented development patterns. Automation would reduce labor costs, the largest component of transit operating costs, making transit service less expensive.

5. Could HOTTER lanes help reduce the high congestion level projected on regular lanes 2045?

According to Maryland's Managed Lanes Study, if nothing is done, average peak period speeds on the regular lanes are projected to drop to 24 mph in 2045 due to increased travel demand. Based on the Highway Capacity Manual, this speed equates to No Build peak period traffic demand averaging 2,230 vph per lane, or 8,920 vph on 4 lanes per direction. Thus, about 630 solo drivers per hour (i.e., 2,230 vph less 1,600 vph or 7% of total traffic) would need to be incentivized to use the HOTTER lane as a transit or carpool passenger to ensure a speed of 60 mph without degrading speeds on the remaining lanes.

The Managed Lanes Study also projects that construction of *new* managed lanes could increase speeds on regular lanes to an average of 29 mph in 2045. This speed equates to a traffic volume of 2,150 vph per regular lane. Assuming that achieving the same 29 mph average speed is desirable in 2045 on the regular lanes of the eastern segment of the Capital Beltway^{vi}, the conversion of an existing lane to a HOTTER lane (without new lanes) would require the freeway to limit traffic to 1,600 vph on the HOTTER lane and 2,150 vph on each of the remaining 3 regular lanes, or a total of 8,050 vph, as shown in the graphic below. This represents a reduction of 870 vph (i.e., 8,920 vph under No Build less 8,050 vph with a HOTTER lane), or almost 10% of total No Build traffic demand. With improved express transit services using automated vehicles in 2045, much of this required shift from solo driving could be accommodated in transit vehicles.

Traffic Volumes and Average Speeds (2045)

No Build

8,920 vehicles per hour (vph)

Left shoulder			
→ Free	2,230 vph	24 mph	
→ Free	2,230 vph	24 mph	
→ Free	2,230 vph	24 mph	
→ Free	2,230 vph	24 mph	
Right shoulder			



HOTTER Lane

8,050 vph (9.8% reduction*)

Left shoulder			
→ Toll	1,600 vph	60 mph	
→ Free	2,150 vph	29 mph	
→ Free	2,150 vph	29 mph	
→ Free	2,150 vph	29 mph	
Right shoulder			

*As a result of 870 prior solo drivers riding as passengers due to cash incentives

6. Will the public accept a lane take-away for a HOTTER lane?

To date, conversion of a freeway general-purpose lane to a priced lane has rarely been attempted because of a belief that such a conversion would be unacceptable to the public. Many transportation policy experts can recall an experience in Southern California in 1976 when conversion of a general-purpose lane to an HOV lane was attempted on the Santa Monica Freeway. Following the conversion, too few vehicles used the converted HOV lane. The HOV lane, representing 25 percent of capacity, carried only 6 percent of traffic^{vii}. Consequently, traffic volume per lane increased on the remaining general-purpose lanes, with a resulting increase in congestion. A public outcry ensued, and the conversion was reversed. But a HOTTER lane on the Capital Beltway will *increase* person throughput on the HOTTER lane. With more persons in fewer vehicles, it would carry more than 25% of travelers on 25% of capacity.

Admittedly, it may be difficult to convince members of the public that a HOTTER lane will not increase congestion on the remaining lanes. Stockholm, Sweden, was faced with similar public skepticism about the effectiveness of cordon pricing when it was first proposed. So, they began implementation with a 7-month trial period at the end of which the measure was subjected to a public referendum. The public saw the beneficial impacts after operations began and the measure passed^{viii}.

7. Will tax dollars be needed to support the costs of implementation and operations?

A sketch-planning financial analysis of the concept conducted by the author suggests that revenues from tolls will be sufficient to support capital as well as operations costs, including cash incentives, and could generate a surplus^{ix}. The analysis was based on the MTI survey on cash incentives and the planning analysis methodology in the Highway Capacity Manual. The MTI survey was done for commuters on a facility in Northern California where there were no HOV or HOT lanes, so no time savings were being promised for carpoolers. Thus, the survey did not account for the compounding effects of time savings on carpool and transit uptake. For final decision-making, Maryland will need to replicate the survey and incorporate the prospect of time savings on express lanes. Travel demand and traffic simulation models will need to be run to confirm the results of the author's policy-level analysis.

8. HOTTER lanes have never been demonstrated. How can Maryland mitigate the financial risks?

Every innovation holds some risk. To mitigate the financial risk, Maryland could seek Federal discretionary funds authorized under the Infrastructure Investment and Jobs Act (IIJA). For example, Section 11404 *Congestion Relief Program* of the IIJA appears to be modeled after the *Urban Partnerships* and *Congestion Reduction Demonstration* Programs of the Bush Administration, which awarded a total of almost a billion dollars to a few bold and innovative congestion pricing projects. Under the *Congestion Relief Program*, \$250 million is available over 5 years to urban areas with a population of more than one million “to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States.”

HOTTER lanes on the Capital Beltway could meet the objectives of Section 11404 and would fare well against the climate change and equity priorities of the Biden Administration – they could help reduce carbon emissions, encourage transit-oriented development by providing new high-quality transit, and help curb induced highway travel that results from auto-centric development patterns; they could ensure safe operation of automated vehicles and facilitate automated public transit; they could facilitate new ridesharing and transit choices that provide affordable, high-quality travel alternatives for those who don’t have access to personal transportation; and they could put cash into the pockets of those who help reduce congestion and carbon emissions.

9. With not much new construction, will such a concept be attractive for private sector investors?

While HOTTER lanes would eliminate costs for *adding* lanes, significant investments would still be needed for direct access ramps to and from the HOTTER lanes. But concessionaires are likely to balk at the prospect of operating a *single* toll lane instead of two lanes per direction (as proposed on I-270), due to concerns about the higher toll revenue risk with a single lane. An availability payment public-private partnership (P3) could address their concerns. Rather than being compensated directly by tolls, the concessionaire could be compensated partially with availability payments and partially with performance-based payments, with all toll revenues going to Maryland. Maryland could then fund the payments to the concessionaire from toll proceeds.

Performance-based payments could be based on vehicle throughput, incentivizing the concessionaire to operate the toll lanes to maximize vehicle throughput. On the other hand, in a conventional revenue risk concession, concessionaires are incentivized to maximize toll revenue, occasionally raising toll rates *above* the rates needed to maximize vehicle throughput.

10. Why not convert two or even more regular lanes to HOTTER lanes?

Maryland could consider converting two existing lanes to HOTTER lanes. First, two lanes would provide continuity for the 12 miles of two-lane express lanes that Maryland proposes to implement on I-270. Second, traffic would flow more smoothly with a two-lane configuration since there is an opportunity for faster traffic to pass slower-moving vehicles.

One potential disadvantage is their financial viability. Overall existing traffic volumes would need to be reduced by twice as much, e.g., 12% instead of 6% currently, as shown in the graphic below. This means that it would be necessary to attract twice as many solo drivers to ride in a carpool or a transit vehicle. Cash payments would therefore need to increase significantly. Not only would more new riders need to

be paid, but the payment per rider would also increase, since payments will need to be attractive enough to new (i.e., “marginal”) solo drivers who would not have been willing to shift when lower payments are offered, as with a single HOTTER lane.

Two HOTTER Lanes Per Direction

Existing Configuration

8,400 vph per direction

Left shoulder			
→	Free	2100 vph	32 mph
→	Free	2100 vph	32 mph
→	Free	2100 vph	32 mph
→	Free	2100 vph	32 mph
Right shoulder			



Two HOTTER Lanes

7,400 vph (12% reduction*)

Left shoulder			
→	Toll	1,600 vph	60 mph
→	Toll	1,600 vph	60 mph
→	Free	2,100 vph	32 mph
→	Free	2,100 vph	32 mph
Right shoulder			

*As a result of 1,000 prior solo drivers riding as passengers due to cash incentives

An exploratory evaluation by the author comparing the financial viability of two HOTTER lanes vs. a single HOTTER lane suggests that, despite the likely increase in toll-payers, two HOTTER lanes are less likely to be financially viable than a single HOTTER lane, primarily due to much higher costs for cash payments to carpool and transit passengers^x. However, benefits would be much higher since more travelers would save time. The analysis used MTI’s cash payment models and planning analysis procedures from the Highway Capacity Manual. Maryland will need to perform more detailed analysis using local surveys, demand models and traffic simulation in the context of I-495 to evaluate the trade-offs more accurately between financial viability and other issues.

CONCLUDING REMARKS

Other pertinent questions will arise, as they should, about completing an express lane network without building new lanes. The answers to most questions would likely encourage decision-makers to price existing lanes on the eastern portion of the Capital Beltway and solidify the case for network completion.

Pricing *existing* general-purpose lanes is a traffic management technique long considered here in the U.S., but rarely adopted. Where it has, “build” options have usually accompanied the pricing project. On Maryland’s eastern segment of the Capital Beltway, freeway expansion is not really feasible. However, pricing existing lanes with targeted incentives for some higher occupancy vehicles *can* be undertaken and should. Recent research suggests that It can be done successfully, at little or no cost to taxpayers, and with excellent results that will lead to broad public acceptance, paving the way for more widespread adoption of this innovation in the U.S. and around the world. Maryland can lead the way.

Disclaimer: The views and opinions expressed in this submission are the author's own and do not represent the views of the author’s employer, the U.S. government. Patrick DeCorla-Souza has written this submission in his personal capacity.

Endnotes

ⁱ Member, Transportation Research Board Committee on Economics and Finance; former co-chair, Transportation Research Board Congestion Pricing Committee; Public-private Partnerships (P3) Program Manager, Federal Highway Administration (FHWA) and U.S. Department of Transportation (USDOT). *Note: The views and opinions expressed in this submission are the author's own and do not represent the views of FHWA, USDOT or the United States government. Patrick DeCorla-Souza has written this submission in his personal capacity.*

ⁱⁱ *A Hotter Solution to Freeway Congestion* in the process of publication (available from the author by email at pdecorla@gmail.com). Presentation at: <https://www.youtube.com/watch?v=YEbndHiol-4>.

ⁱⁱⁱ Minett, Paul, John Niles, Richard Lee, and Brittany Bogue (2020). *Congestion-Clearing Payments to Passengers*. Mineta Transportation Institute. <https://transweb.sjsu.edu/research/1817-Congestion-Clearing-Payments>

^{iv} Lamers, Dan (2021). *Emerging Challenges for Congestion Pricing on Managed Lanes*. Transportation Research Board Webinar. <https://www.trb.org/Main/Blurbs/181795.aspx> In the Dallas metro area, HOV occupancy is verified through a mobile app. The app enables HOVs to qualify for toll discounts on tolled highway facilities, with the discounts credited on the monthly toll bills of the vehicle driver. It uses a combination of Global Positioning Systems (GPS) and Bluetooth to verify that the vehicle is an HOV, based on proximity of the vehicle occupants' phones. For those without a smartphone, an Occupant Pass is provided – a small Bluetooth device that can be carried in a pocket or bag. Since enforcement is done remotely and electronically, additional costs for enforcement are minimal.

^v Transportation Research Board (2000). *Highway Capacity Manual*.

https://www.academia.edu/26524134/HIGHWAY_CAPACITY_MANUAL_TRANSPORTATION_RESEARCH_BOARD_National_Research_Council

^{vi} Note that improving speeds on regular lanes relative to No Build can have the unintended consequence of fostering auto-centric development patterns and discouraging transit-oriented development, thereby reducing transit demand and making transit service less effective, while continuing the cycle of increasing freeway travel demand and resulting pressure for further highway expansions.

^{vii} RAND Corporation (2008). *Moving Los Angeles: Short-Term Policy Options for Improving Transportation*, Appendix B3, p.219. https://www.jstor.org/stable/10.7249/mg748jat-metro-mcla.20?seq=5#metadata_info_tab_contents

^{viii} FHWA (2010). *Reducing Congestion and Funding Transportation Using Road Pricing in Europe and Singapore*: International Scan Report. <https://international.fhwa.dot.gov/pubs/pl10030/pl10030.pdf>

^{ix} *Creating a Low-Cost Express Lane Network on Metro Area Freeways* in the process of publication (available from the author by email at pdecorla@gmail.com).

^x *Converting Existing General-Purpose Lanes to High-Occupancy/Toll Lanes: An Exploratory Evaluation* in the process of publication (available from the author by email at pdecorla@gmail.com).

From: Varsha [REDACTED]
Sent: Tuesday, November 30, 2021 8:01 PM
To: SHA OPLANESMLS
Subject: SDEIS Comments for I-270 Widening Proposal

Hello,

Thank you for taking comments on the SDEIS.

As a community member, I want to share my displeasure on this topic. I-270 has already been widened and there was a commitment made not to widen it further. This is backing up on a promise, after communities have built homes and families have moved to this area.

Have other transportation possibilities been looked at, such as public transportation? Limiting ourselves to more highway as an option is a short term solution and we will be in this same predicament in another decade or so.

Please consider all options and let's select the best one considering families, the environment and other external factors.

Thanks.
Varsha Dennis
Rockville, MD Resident

From: Mia Dentoni <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 12:39 PM
To: SHA OPLANESMLS
Subject: Please no expansion!

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

The theory of induced demand states that expanding highways results in more cars on the interstates and the arterial roads due to the perception that traffic will move at a much quicker speed with less congestion. Commuters will choose to drive rather than use environmentally beneficial public transportation. Only providing a possible temporary advantage on the commute, traffic will rebound and congestion will ensue within 5 years and probably be worse. The increase in greenhouse gas emissions will fuel climate change combined with increased air and water pollution from storm runoff.

The expensive tolls are not equitable for low and moderate income populations. This goal will fail. Transurban will not receive the anticipated payback from collected tolls.. Construction costs will be much higher than predicted. Currently no construction company is onboard to estimate the costs. A much needed financial analysis was not funded. Taxpayers will not get a free ride as promised by Governor Hogan.

Mia Dentoni

[REDACTED]

[REDACTED] Old Spring Road

Kensington, Maryland 20895

From: [Joe Dias](#)
To: [Jeffrey Folden](#)
Cc: [SHA OPLANESMLS](#); [Caryn Brookman \(Consultant\)](#)
Subject: Re: Noise mitigation
Date: Tuesday, November 30, 2021 2:40:53 PM
Importance: High

Jeff:

Thank you for your prompt and detailed response to my Nov 16 email. Sorry for this delayed reply. I appreciate your time in succinctly wording your responses and am impressed with your knowledge of this field. Frankly, I do not have the expertise to respond in an equally expert manner. I noted my comments below, prefaced by **Joe 11/30**, as best I could.

I find that item #6 and #7 hold the best promise that the noise barrier across my house will be modified. Following, (a) a “parallel barrier analysis” during the final design phase, if a barrier is erected on the opposite side of I-270. (b) a second analytic investigation of my complaint after the vegetation is removed as part of the stream remediation.

Thanks again Jeff. I know the comment period ends today. I appreciate your time especially during this busy period.

Joe

On Nov 18, 2021, at 7:42 PM, Jeffrey Folden <JFolden1@mdot.maryland.gov> wrote:

Joe:

Please see the below for responses to your questions. Let me know if you have any further questions or need any clarifications.

1. Table 4-27 what explains the “2045 predicted noise level” to increase from 69 ([REDACTED] house to my left) to 72 (me # [REDACTED]) and 72 [REDACTED], the next two houses to my right)?

The noise levels shown in Table 4-27 are predicted by the Traffic Noise Model and are the worst case future levels expected if the existing noise barrier was not in place. There are two reasons that we would need this information: 1) if the existing barrier is to be replaced, we need to ensure that the replacement is designed to abate that noise level; and 2) if the existing barrier is to remain, we need to evaluate its performance under those future conditions to determine whether modifications are required. The “with barrier” noise level is indicative of your existing and future noise levels. **Joe 11/30** - I understand so since existing barrier is to remain I assume that the evaluation in (2) was done and a determination made that modifications are NOT required.

2. Table 4-27 Two houses **across the street from me** [REDACTED] have “2045 predicted noise level” at 68 and 69 - is this not another indicator of extreme noise in my backyard? Maybe even higher than the predicted 72?

As noted above, these noise levels are shown as if the existing barrier is not in place. Sound travels in waves, so it naturally fluctuates over a given period of time. For highway noise analyses, we identify the loudest hour of the day (which is the highest volume of traffic flowing at high speeds) and use an average of the sound level for that

hour to document the worst case conditions. So, while the sound level may fluctuate higher and lower during that hour, the average is what we base the analysis on. Joe 11/30 - I understand conceptually but wish the hour (highest volume of traffic flowing at high speeds) used for my section of highway was disclosed.

3. Can MDOT / SHA provide me with the date and times used to capture the readings used for the noise levels predicted in the above two questions

Field measurements are ONLY used for model validation, because these measurements are basically a “snap-shot” in time and often do not represent the worst-case existing conditions. For this project, a comprehensive validated model was created for I-270 in 2016. The configuration of I-270 has not changed since 2016; the models were carefully evaluated to make sure that any land use changes have been accounted for.

The noise analysis relies on a validated traffic noise model (TNM©), which is a 3D computer model of the entire corridor. The first step is to create this 3D model, using the existing roadway configuration, topography, tree zones, ground cover, and any existing buildings (houses, sheds, barns, privacy fences, garages, office buildings, etc). Measurements are taken in the field with calibrated sound level meters and traffic data is collected simultaneously. (The sound level meters must at a minimum meet the Class 2 certification, as described in the [FHWA Noise Measurement Handbook](#).) The measurement locations are input into the TNM model. The collected traffic data is input into TNM and the noise levels predicted by the model at the measurement locations are compared to noise levels measured in the field. If the model and field measurements are within 3 dBA +/-, the model is validated. Joe 11/30 - I lack the knowledge to fully understand the measurement handbook but did notice this caveat "**This handbook should be viewed as best-practice guidance and not direction as to how the work must be done.**" I hope the engineers took extra procedures in those cases/areas, like mine, where residents complained of the noise especially post noise barrier erection.

4. Table 4-27 (not captured in your screen shot) show Receptor # 5-34-34, 35 (me), 36, 37 and 38 with the following “2045 Build Barrier Noise Reduction (dB(A)) of 9, 11(me) 10, 11,10. What is the significance of the blue background which encapsulates these numbers?

The blue indicates that the receptor has been identified as a “Critical Sensitive Receptor” and that it will receive at least a 7 dBA noise reduction. A Critical Sensitive Receptor is typically defined as first-row, ground-level sites (5 feet above ground, as per standard industry practice), where worst-case noise impacts are found. Joe 11/30 - Thank you for the clarification.

5. Lisa wrote "At maximum capacity, traffic needs to slow down (which lowers noise levels) so the scenario that we modeled is considered worst case." See my September 30, 2020 response below and why question 3 above is so important. Are noise level predictions underrated and unduly influenced by “maximum capacity” as defined by Lisa (blue above) is this really “worst case”? Or is it more realistic to capture the “racetrack” noise outside the limited rush hour period?

The loudest hour used for the noise analysis is different from the worst hour for traffic. The loudest hour is the highest volume at the highest speeds, which is typically just before or after “rush hour”. For this project, we didn’t identify a specific “loud hour”; as you pointed out, there are multiple hours of the day that could qualify. Instead, we captured worst case conditions by using the maximum capacity of the roadway, which under normal conditions would be traveling very slowly (i.e., rush hour conditions), and we modeled it as if all of those vehicles were driving at 65 mph. Joe 11/30 - Thank you for the clarification. I wish this was modeled with a more representative average of highway speeds especially when people are **rushing** to/from work. I suspect certain section especially the I-270 corridor by my house is a strip where people are flying. The point below is well taken and I fully understand and do not intend to use those “point source noise emissions” as part of my complaint.

Please note that 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.

6. If a noise barrier is erected on the opposite side of I-270 will that create a sound “rebound” effect which will further exacerbate current noise levels?

In this situation, a parallel barrier analysis is done to determine whether absorptive treatment is required on either or both barrier systems. This is a detail that is evaluated during the final design process. Joe 11/30 - This is reassuring. How will I know if this will be done and not overlooked?

7. Will there be another evaluation of the noise levels given the points I raised (including the stream remediation mentioned in concluding paragraph)?

Yes, further evaluation and refinements will continue for this project, including your community. The removal of trees resulting from the stream remediation will be factored into final design noise models. In general, tree stands need to be about 100 feet wide and very dense in order to provide perceptible noise reduction, however we have found that removal of smaller tree stands and associated grading can change the noise environment as well. Joe 11/30 - This is also reassuring. I understand and agree that density of vegetation, rather than tree size, is an important factor. My neighbor has dense bamboo which we were told would be removed as part of the remediation. This will have an enormous impact. . The stream remediation is supposed to start in the second half of next year 2022. How will I know if this evaluation and refinement will be done after the vegetation is cleared?

Thanks,
Jeff

From: Joe Dias [REDACTED]
Sent: Tuesday, November 16, 2021 2:39 PM
To: Jeffrey Folden <JFolden1@mdot.maryland.gov>

Cc: SHA OPLANESMLS <oplanesMLS@mdot.maryland.gov>; Caryn Brookman (Consultant) <CBrookman.consultant@mdot.maryland.gov>

Subject: Fwd: Noise mitigation

Hi Jeff,

Thank you for your prompt response.

I am **disappointed and very surprised** to learn that the noise barrier is not expected to be replaced or heightened. Especially when the Engineering report (see April 7th, 2000 excerpt below) mentioned the decal levels used when the existing wall was constructed were established **when the speed limit was 55 mph**.

Some questions:

1. Table 4-27 what explains the "2045 predicted noise level" to increase from 69 [REDACTED] house to my left) to 72 (me [REDACTED]) and 72 [REDACTED] thenext two houses to my right)?
2. Table 4-27 Two houses **across the street from me** [REDACTED] have "2045 predicted noise level" at 68 and 69 - is this not another indicator of extreme noise in my backyard? Maybe even higher than the predicted 72?
3. Can MDOT / SHA provide me with the date and times used to capture the readings used for the noise levels predicted in the above two questions
4. Table 4-27 (not captured in your screen shot) show Receptor # 5-34-34, 35 (me), 36, 37 and 38 with the following "2045 Build Barrier Noise Reduction (dB(A)) of 9, 11(me) 10, 11,10. What is the significance of the blue background which encapsulates these numbers?
5. Lisa wrote "[At maximum capacity, traffic needs to slow down \(which lowers noise levels\) so the scenario that we modeled is considered worst case.](#)" See my September 30, 2020 response below and why question 3 above is so important. Are noise level predictions underrated and unduly influenced by "maximum capacity" as defined by Lisa (blue above) is this really "worst case"? Or is it more realistic to capture the "racetrack" noise outside the limited rush hour period?
6. If a noise barrier is erected on the opposite side of 1-270 will that create a sound "rebound" effect which will further exacerbate current noise levels?
7. Will there be another evaluation of the noise levels given the points I raised (including the stream remediation mentioned in concluding paragraph)?

Background:

Jeff, you and Caryn Brookman were copied on most of my email exchanges with to Lisa Choplin since late 2019, on two specific concerns following erection of the noise barrier across my house (1) erosion (2) noise. **Lisa was very responsive and helpful.** I copied **excerpts from some** of the emails dealing with noise below:

On April 7, 2000 I wrote to Lisa:

"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."

September 22, 2000: I wrote and Lisa responded on September 28, 2000 (in blue.)

1. 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.**

September 30th, 2000: I wrote to Lisa

You bring up a good point "At maximum capacity, traffic needs to slow down (which lowers noise levels) so the scenario that we modeled is considered worst case."

Unfortunately, my observation based on noise levels (not scientific), maximum capacity on 1-270 seems to be a few hours each day. At other times, especially on weekends when homeowners tend to do more outdoor activities, the traffic sounds more like a racetrack. This was very noticeable during the recent shutdown and gradual return to "normalization". Anyway, I hope my home will be included when noise study limits will be re-evaluated during the final design. I am grateful that under the Build Alternatives my home falls under the 2nd category.

Finally, of the two concerns I raised to Lisa I only focused on noise in this email. The stream erosion issue is being remediated by Montgomery County DEP with construction expected to start in 2022. **As part of this remediation some of the foliage and root undermined trees will be removed which will increase the noise levels in the section across my house.**

If you need clarification on the points I raised please let me know.

Thank you.

Joe

From: Jeffrey Folden <JFolden1@mdot.maryland.gov>
Subject: RE: Noise mitigation

Date: November 15, 2021 at 11:20:17 AM EST

To: Joe Dias [REDACTED]

Cc: SHA OPLANESMLS <oplanesMLS@mdot.maryland.gov>

Dear Mr. Dias:

Thank you for your inquiry into noise impacts at your home on Rudyard Road in Bethesda. To answer your questions:

1. Does my address at [REDACTED] Rudyard Road, Bethesda put me in Area 9 on table 4-21?

Yes, your address is within NSA 5-34A. If you look at Appendix E, the Noise Technical Report Addendum, your house is identified as Receptor 5-34-35 in Table 4-27 (page 78 of the pdf file).

https://oplanesmd.com/wp-content/uploads/2021/09/SDEIS_AppE_Noise-Technical-Report-Addendum_web.pdf

<image001.png>

Your home is represented by a green circle with the number 35 on Map 10 (page 114 of the pdf):

<image002.png>

2. Are the existing noise barriers on I-270 across from my house scheduled to be replaced?

At this time, the barrier behind your house is not expected to be replaced by the project. An extension of this barrier is being proposed to the south.

Please let us know if you need any additional clarifications. Also, please note that the comment period now ends on November 30, 2021 and comments can be provided through multiple methods as noted on our website:

<https://oplanesmd.com/your-participation/provide-feedback/>

Thanks,
Jeff

Jeffrey T. Folden, PE, DBIA

Director
I-495 & I-270 P3 Office

<image003.png>

Office 410-637-3321 **Mobile** 443-604-4629

Email jfolden1@mdot.maryland.gov

Office Address 601 N. Calvert Street | Baltimore, MD 21202

Mailing Address 707 North Calvert Street,
P-601 | Baltimore MD 21202

<image004.png>

From: Joe Dias [REDACTED]

Sent: Friday, November 12, 2021 4:02 PM

To: SHA OPLANESMLS <oplanesMLS@mdot.maryland.gov>

Cc: Jeffrey Folden <JFolden1@mdot.maryland.gov>

Subject: Noise mitigation

Importance: High

Dear Sir/Ms:

I quickly glanced through the October, 21 release of the DEIS found on oplanesmd.com. My residential property is adjacent to the I-270 East spur that runs from I-495 to MD 187 (Old Georgetown Road). I read and copied relevant sections from the DEIS below including a portion of Table 4-21, but cannot fully understand where I stand.

My concern:

Very loud noise from traffic which makes it unbearable to be in my backyard.

Would you kindly answer these questions:

1. Does my address at [REDACTED] Rudyard Road, Bethesda put me in Area 9 on table 4-21?
2. Are the existing noise barriers on I-270 across from my house scheduled to be replaced?

I may have follow-up questions based on the response.

Thanks

Joseph Dias

4.9.4 Mitigation

Federal regulation (23 CFR 772), MDOT SHA Highway Noise Abatement Planning and Engineering Guidelines (April 2020), and VDOT Highway Traffic Noise Impact Analysis Guidance Manual (February 2018) require that noise abatement be investigated at all NSAs where the design year build traffic noise levels approach or exceed the FHWA NAC for the defined land use category. Where noise abatement was warranted for consideration, additional criteria were examined to determine if the abatement is feasible and reasonable. Elements of the feasibility and reasonableness criteria are defined in the MDOT SHA Highway Noise Abatement Planning and Engineering Guidelines (April 2020) and VDOT Highway Traffic Noise Impact Analysis Guidance Manual (February 2018). 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 (MDOT SHA requires barriers to achieve a 5 dB(A) noise reduction at 70 percent of the impacted residences, VDOT requires barriers to achieve a 5 dB(A) noise reduction at 50 percent of the impacted receptors), safety, and access. 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 (MDOT SHA requires barriers to achieve a 7 dB(A) noise reduction

at a minimum of three (3)¹⁴ or 50 percent of the impacted residences, VDOT requires barriers to achieve a 7 dB(A) noise reduction at a minimum of one (1) impacted receptor¹⁵), and cost effectiveness (the MDOT SHA threshold is 700-2,700 square feet per benefitted residence depending on the scope of the project, the VDOT threshold is 1,600 square feet per benefitted receptor). Refer to SDEIS, Appendix E, Section 4.2 for additional details on the elements of the feasibility and reasonableness criteria.

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 noise barriers on new alignment. Table 4-21 is a summary of the noise barrier system mitigation based on the current design of the Preferred Alternative. The proposed and assumed locations of the existing and feasible and reasonable noise barriers are shown on the Environmental Resource Mapping (SDEIS, Appendix D).

14 NSAs must have a minimum of three (3) impacted receptors in order to be considered for noise abatement in Maryland per

MDOT SHA noise policy. 15 A receptor is a discrete or representative location of a noise sensitive area, typically used for modeling purposes. A residence

is one dwelling unit, either one single family residence or one dwelling unit in a multifamily dwelling. A receptor may represent more than one residence.

Supplemental Draft Environmental Impact Statement
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4.9.5 Statement of Likelihood

Based on the studies performed thus far, MDOT SHA and VDOT recommend installation of highway traffic noise abatement in the form of a noise barrier for the NSAs as reflected in Table 4-21. These preliminary indications of likely abatement measures are based upon preliminary design for barrier square footage equal to or less than the maximum amount allowed per benefitted residence by the MDOT SHA Highway Noise Abatement Planning and Engineering Guidelines (April 2020) and

VDOT Highway Traffic Noise
Impact Analysis Guidance Manual (February 2018). Concrete is the typical material used for construction of noise barriers and is assumed as part of the barrier analysis; however, a final determination of material will be made in final design, based upon FHWA requirements to achieve a minimum 20 dB(A) Transmission Loss in accordance with ASTM Recommended Practice E413-87. The findings in this analysis are based upon preliminary design information. A preliminary determination of horizontal and vertical alignment for the noise barriers was made based on the latest design concept (Table 4-21); however, final determination of noise barrier feasibility, reasonableness, dimensions and locations 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 final design phase. The views and opinions of benefited property owners and residents may be solicited through public involvement and outreach activities during final design.

Table 4-21: Summary of Noise Sensitive Area (NSA) Impacts and Preliminary Noise Barrier System Abatement

<image005.png>

<image006.png>

From: Joe Dias [REDACTED]
Sent: Tuesday, November 16, 2021 2:39 PM
To: Jeffrey Folden
Cc: SHA OPLANESMLS; Caryn Brookman (Consultant)
Subject: Fwd: Noise mitigation

Hi Jeff,

Thank you for your prompt response.

I am **disappointed and very surprised** to learn that the noise barrier is not expected to be replaced or heightened. Especially when the Engineering report (see April 7th, 2000 excerpt below) mentioned the decal levels used when the existing wall was constructed were established **when the speed limit was 55 mph**.

Some questions:

1. Table 4-27 what explains the "2045 predicted noise level" to increase from 69 [REDACTED] house to my left) to 72 (me [REDACTED]) and 72 [REDACTED], thenext two houses to my right)?
2. Table 4-27 Two houses **across the street from me** [REDACTED] and [REDACTED] have "2045 predicted noise level" at 68 and 69 - is this not another indicator of extreme noise in my backyard? Maybe even higher than the predicted 72?
3. Can MDOT / SHA provide me with the date and times used to capture the readings used for the noise levels predicted in the above two questions
4. Table 4-27 (not captured in your screen shot) show Receptor # 5-34-34, 35 (me), 36, 37 and 38 with the following "2045 Build Barrier Noise Reduction (dB(A)) of 9, 11(me) 10, 11,10. What is the significance of the blue background which encapsulates these numbers?
5. Lisa wrote "[At maximum capacity, traffic needs to slow down \(which lowers noise levels\) so the scenario that we modeled is considered worst case.](#)" See my September 30, 2020 response below and why question 3 above is so important. Are noise level predictions underrated and unduly influenced by "maximum capacity" as defined by Lisa (blue above) is this really "worst case"? Or is it more realistic to capture the "racetrack" noise outside the limited rush hour period?
6. If a noise barrier is erected on the opposite side of 1-270 will that create a sound "rebound" effect which will further exacerbate current noise levels?
7. Will there be another evaluation of the noise levels given the points I raised (including the stream remediation mentioned in concluding paragraph)?

Background:

Jeff, you and Caryn Brookman were copied on most of my email exchanges with to Lisa Choplin since late 2019, on two specific concerns following erection of the noise barrier across my house (1) erosion (2) noise. **Lisa was very responsive and helpful.** I copied **excerpts from some** of the emails dealing with noise below:

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"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.”

September 22, 2000: I wrote and Lisa responded on September 28, 2000 (in blue.)

1. 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.

September 30th, 2000: I wrote to Lisa

You bring up a good point “*At maximum capacity, traffic needs to slow down (which lowers noise levels) so the scenario that we modeled is considered worst case.*” Unfortunately, my observation based on noise levels (not scientific), maximum capacity on 1-270 seems to be a few hours each day. At other times, especially on weekends when homeowners tend to do more outdoor activities, the traffic sounds more like a racetrack. This was very noticeable during the recent shutdown and gradual return to “normalization”. Anyway, I hope my home will be included when noise study limits will be re-evaluated during the final design. I am grateful that under the Build Alternatives my home falls under the 2nd category.

Finally, of the two concerns I raised to Lisa I only focused on noise in this email. The stream erosion issue is being remediated by Montgomery County DEP with construction expected to start in 2022. **As part of this remediation some of the foliage and root undermined trees will be removed which will increase the noise levels in the section across my house.**

If you need clarification on the points I raised please let me know.

Thank you.
Joe

From: Jeffrey Folden <JFolden1@mdot.maryland.gov>
Subject: RE: Noise mitigation
Date: November 15, 2021 at 11:20:17 AM EST
To: Joe Dias <joedias3@gmail.com>
Cc: SHA OPLANESMLS <oplanesMLS@mdot.maryland.gov>

Dear Mr. Dias:

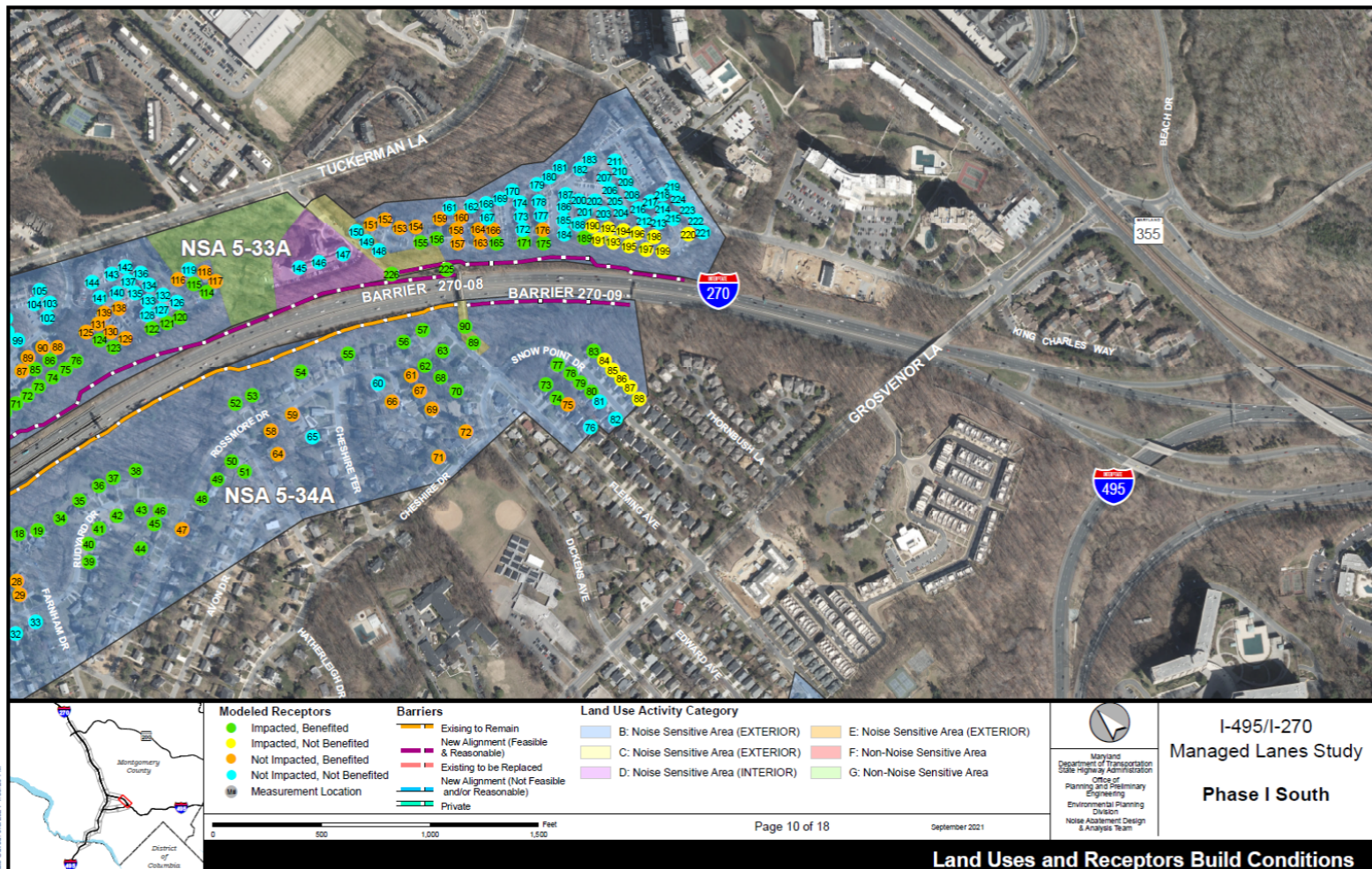
Thank you for your inquiry into noise impacts at your home on Rudyard Road in Bethesda. To answer your questions:

1. Does my address at 5917 Rudyard Road, Bethesda put me in Area 9 on table 4-21?
Yes, your address is within NSA 5-34A. If you look at Appendix E, the Noise Technical Report Addendum, your house is identified as Receptor 5-34-35 in Table 4-27 (page 78 of the pdf file).

Table 4-27: 2045 Build Predicted Noise Levels, Barrier Benefits, and Barrier Design, NSA 5-34A

Receptor Number	Equivalent Residences ¹	2045 Predicted Noise Level (Leq)	2045 Build Barrier Noise Reduction (dB(A))	2045 Build Barrier Predicted Noise Level (Leq)
5-34-13	2	66	6	60
5-34-14	3	71	9	62
5-34-15	1	72	10	62
5-34-16	1	73	10	63
5-34-17	1	72	11	61
5-34-18	1	71	10	61
5-34-19	1	70	10	60
5-34-22	2	66	7	59
5-34-23	1	66	7	59
5-34-28	1	64	5	59
5-34-29	1	63	5	58
5-34-34	1	69	9	60
5-34-35	1	72	11	61

Your home is represented by a green circle with the number 35 on Map 10 (page 114 of the pdf):



2. Are the existing noise barriers on I-270 across from my house scheduled to be replaced?

At this time, the barrier behind your house is not expected to be replaced by the project. An extension of this barrier is being proposed to the south.

Please let us know if you need any additional clarifications. Also, please note that the comment period now ends on November 30, 2021 and comments can be provided through multiple methods as noted on our website: <https://oplanesmd.com/your-participation/provide-feedback/>

Thanks,
Jeff

From: carrie dike [REDACTED]
Sent: Thursday, November 18, 2021 7:57 AM
To: SHA OPLANESMLS
Subject: Oppose the toll lanes proposal and accept the NO BUILD option

Enough is enough. We have to lose 15 local parks, 3 national parks and acres of existing mature trees - exactly what we need to offset our increasing pollution and how much devastation to build ?
WOULD it reduce traffic? No, i believe this proposal would have the same if not worse impact on our pollution rate and greenways!

I support the NO BUILD option.

And the cost in tax payer dollars? What about the cost to our health from losing our mature carbon eating mature trees and parklands???

Thank you,

Carrie Dike

--

Carrie Dike

From: sylvia diss [REDACTED]
Sent: Thursday, November 25, 2021 11:22 AM
To: SHA OPLANESMLS
Subject: 270 widening

The State's plan to add 4 private toll lanes to 495 and 270 would 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. AND THE PROPOSAL IS FOR 50 YEAR CONTRACT. OUTRAGEOUS.

I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION. STOP THIS INSANITY.

From: Bee Ditzler [REDACTED]
Sent: Monday, November 29, 2021 2:49 PM
To: SHA OPLANESMLS
Subject: Comments on SDEIS I495-I270
Attachments: 2021.11.30Toll Lanes Expansion.docx

Please see the attached comments.

Toll Lanes Expansion
No-Build option is Best

My preference for the expansion project of I495 and I270 is the no build option and these are my comments about the Supplemental Draft Environmental Impact Statement for the project.

As a lay person without technical credentials, I rely on others with skills to better substantiate facts about the project. This project has many, many deficiencies and should not be built. The SDEIS Statement itself points out many of the problems or inconsistencies and other points are totally omitted from this Statement.

First, all options have not been considered for the project. The project had a goal of being built as a toll project and other feasible and more environmentally friendly options were not considered. There was no option for rail, light rail, or telecommuting to help alleviate traffic congestion. Even the traffic modeling in the study concurs with the fact that this project doesn't solve congestion, and only changes by a few minutes at the cost of billions of dollars a small increment of changes.

- We must ask if water runoff will be impacted by this project. Experts say yes.
- We must ask if air quality is negatively affected by this project. Experts say yes.
- We must ask if the construction phase will negatively affect commuting patterns and life. Experts say yes.
- We must ask if equity is negatively affected by this project. Experts say yes.
- We must ask if parklands are affected by this project. Experts say yes.
- We must ask if there are many utilities that must be relocated by this project. Experts say yes.
- We ask if Maryland taxpayers will be negatively affected by this P3 arrangement. Experts say yes.
- We ask if only the surface of I495 bridge needs to be improved and not the base. Experts say yes.

The SDEIS gives some information, but many questions have yet to be answered. We could hope that the Final EIS addresses more of the questions raised, but the best option remains NO Build. Let's solve the congestion problem more creatively. Let's look to transit, employers, better building/housing/employment/planning patterns. Let's say no to this project now.

Barbara Ditzler
[REDACTED] Noyes Drive
Silver Spring, MD 20910

From: Brian Ditzler [REDACTED]
Sent: Wednesday, November 24, 2021 12:14 PM
To: SHA OPLANESMLS
Subject: To improve MD transportation, No Build is best option

I strongly support the no-build option and oppose the proposed 495/270 expansion project for a number of very valid reasons. What Maryland needs instead is a fully integrated, statewide transportation system that is equitable, safe, reliable, sustainable, multi-modal, and focused on moving people and not cars. The proposed highway expansion was ill-conceived from the start and remains fatally flawed in its latest iteration. It would perpetuate auto-centric transportation and would not solve traffic congestion because adding lanes attracts more drivers which leads to continued congestion.

The proposed highway expansion project violates the National Environmental Policy Act because it did not consider reasonable alternatives to adding toll lanes. Those alternatives include expanding MARC, implementing planned Bus Rapid Transit lines, and greater use of Transportation Demand Management options. Also, many analyses that should have been included in the Draft Environmental Impact Statement and Supplemental DEIS are deferred to the Final EIS which denies the public opportunity to review and comment on them.

The inevitable increase in drivers on the expanded highways would result in a corresponding increase in climate-disrupting greenhouse gases and other toxic tailpipe emissions. Transportation already is the largest source of greenhouse gas emissions in Maryland and our nation today, with cars and trucks being the primary contributors to that pollution. Tailpipe emissions from gasoline and diesel-powered vehicles also are hazardous to human health and are linked to various cancers, heart disease, asthma, emphysema and other respiratory diseases. With electric vehicles now comprising a very small percentage of the vehicles on the road, and full adoption of EVs being many decades away, expanding the Capital Beltway and I-270 would cause a significant increase in greenhouse gas emissions in the state for several decades while our country and elsewhere in the world is focused on reducing CO2 emissions.

Continued and possibly growing use of telework after the pandemic subsides, which many businesses say they are planning, also calls into question the need to expand the Capital Beltway and I-270. According to the Maryland Transportation Institute, comparing 2019 traffic volume with 2021 data showed that "just a 5% reduction in travel demand could lead to 32% - 58% reduction in traffic congestion on major freeways."

The project is not equitable because exorbitant rush hour tolls are unaffordable to most people and the billions of dollars spent on expanding highways would be much better spent on more equitable alternatives. Public transit can serve more of the population so should be made more pervasive, frequent and reliable to increase its use and availability as well as to reduce traffic congestion and pollution. Many Black and brown people don't even own a car, commute by transit at nearly 3 to 4 times the rate of White workers and make up 60% of transit riders. Money now spent on highways should also instead go towards supporting more transit-oriented development and building more complete streets and bikeways. The adverse impact that expanding the Capital Beltway and I-270 would have on Black historical sites and environmental justice communities also is unacceptable.

The project would use a public private partnership to obtain financing without a thorough study beforehand to compare the cost of the P3 approach to funding the project using state bonds. Studies of P3s used elsewhere reveal they are more expensive than public financing, and leverage taxpayer-funded infrastructure for private profits vs. the public interest. The P3 approach in this project would lock the state into a 50-year contract, thereby limiting the state's ability to respond to changing needs in the future.

Major drawbacks of the project were revealed in the DEIS and SDEIS. The impact statements revealed that the project would:

- not improve traffic congestion for those who drive in the general lanes and reduce it only modestly in the toll lanes;
- worsen traffic bottlenecks and create new ones;
- rely on major taxpayer subsidies;
- cause extensive and irreversible damage to adjacent communities, 15 parks, 3 historical sites, 500 acres of forest canopy, and nearly 50 rare, threatened and endangered species;
- use mitigation credits to escape responsibility for adequate stormwater management, which means Montgomery County would have to create and pay for the infrastructure to manage all the stormwater that will be cascading off the expanded highway and American Legion Bridge.

Deficiencies in the SDEIS that must be addressed in the Final EIS include:

- correcting errors in traffic modeling;
- providing updated information on project cost and subsidies;
- providing the cumulative impact of projected increases in air emissions including greenhouse gases, and health-damaging particulate matter, nitrous oxides, carbon monoxide and ozone;
- providing the cumulative impact of climate change on stormwater volume and its impact on flood plains, aquatic species and habitats as well as pollutant loads on water quality in affected wetlands and streams;

- providing projected increases in noise pollution and explaining how it would be mitigated;
- explaining how the loss of tree canopy would be mitigated;
- explaining how the decrease in driver and passenger safety in general lanes because of increased car and truck usage of those lanes would be mitigated;
- explaining what utility relocations would be required, where, and who will pay for them;
- explaining how the project would impact environmental justice communities and how adverse impacts would be mitigated; and
- explaining how the project would avoid adversely impacting historic Morningstar Tabernacle No. 88 Moses Hall and Cemetery, Gibson Grove A.M.E. Zion Church, and Plummers Island.

In summary, the DEIS and SDEIS reveal many shortcomings of the project; the FEIS must provide a considerable amount of data and analyses that are missing from the SDEIS. The information that has been provided to date causes me and many others to recognize that the proposed 495/270 expansion is an ill-conceived and fatally-flawed solution for improving mobility and decreasing road congestion in the region and should not be built.

Brian Ditzler

██████ Noyes Drive, Silver Spring, MD 20910

Steven Doctor

I am strongly against toll lanes on 270 and 495. They will be a failure like the cross county connector. They will add to congestion and cause safety problems on the road. Please do not add too lanes to these roads.

Thank you

From: Maj-Britt Dohlie [REDACTED]
Sent: Sunday, November 14, 2021 11:00 PM
To: SHA OPLANESMLS
Subject: Toll lanes on 270 and 495

We oppose the toll lanes and support the no-build option for many reasons:

- The addition of toll lanes would not improve daily commutes between Gaithersburg and the American Legion Bridge;
- The hugely negative environmental impact is irresponsible considering the climate crisis we face. You would need to cut down hundreds of acres of tree canopy to make way for the toll lanes and harm 15 parks, including 3 national parks. Inadequate treatment of stormwater would further degrade already suffering local waterways;
- Maryland taxpayers cannot afford another public private partnership that can well lead to inflated costs and a financial debacle such as the Purple Line.

Maj-Britt Dohlie and Michael Evenson
[REDACTED] Kenwood Forest Ln
Chevy Chase, MD 20815

Sent from my iPhone

Cynthia/Gregory Donaldson

We are writing to request that you heavily weigh the effects of approving the SDEIS on the quality of life, not just on nearby residents, but also the impact on the air, animals, and local water drainage. I-270 is already 12 lanes wide! Adding 2 or 4 lanes will not improve travel times with choke points further upcounty. Plus the state's recent analysis has already noted this expansion will not reduce traffic congestion. Money was also just spent for traffic control signals on the entrance ramps to help control flow. At least give them a chance to work!

We've noticed that no alternative methods were modeled in the SDEIS. How short sighted can we be. The earth is already under extreme pressure from increased fossil fuel use, forest cutting, and changing weather patterns. Adding more cars and subsequent pollution will not help mitigate further damage. We need to be forward thinking and look to other ways to alleviate traffic. How about a building moratorium, assisting metro in expanding bus routes and rail to areas that need it, working with business to make telecommuting worthwhile for employees or staggered work hours, affordable housing near metro stations? Hope about making the already dedicated HOV lane a toll lane and add an express bus(es). It seems to me there are many options other than "tear it down and pave it over".

We are also not looking forward to having our taxes raised just to increase traffic and pollution.

Respectfully,
Gregory and Cynthia Donaldson

Name: Ignacio Donoso

Email Address: [REDACTED]

Address: 20814

County: Montgomery County

Date: 10/01/21

Submission Method: Online Submission - Phase 1 South Toll Setting Process

NEPA-Related Comment Excerpt:

[...] What about noise reduction to the neighborhoods on the MD and VA side of the bridge? Currently, no noise reduction walls were built for neighborhoods immediately beside the 270/Bridge (on the MD side of the bridge, from the bridge, past the intersection with River Road, and easily up to the intersection with Bradley Blvd. [...]

[...] This stretch of 270 produces severe noise to neighborhoods bordering 270 and also on public areas near the Potomac such as the Canal parks. How these neighborhoods were built without noise reduction barriers is astonishing! It is totally unacceptable for any effort to charge tolls for improvements to the 270/bridge area without addressing this problem head-on and solving it. [...]

David Dorsch

I am 100% against these 'managed lanes" When the federal interstate highway system was built, the government told us that the system would be toll free and stop light free, north to south east to west. This was to be paid for by taxing each gallon of gas we buy for the vehicles that used these roads. The toll roads, like NJ turnpike and PA turn pike could not be part of the interstate system as they were toll roads. THE GOVERNMENT LIED TO US!!! The money put into this highway trust account has been looted to pay for bike lanes, subway systems and many other non highway maintenance and operation projects. THE MONEY WAS AND IS BEING STOLEN! Any new highway lanes like on 495 should be built with an paid for with bonds which will be paid for by the fuel tax that the State of MD collects from me every time I put gas in to my tank. P3 is a huge wast of money, look at the Purple line. Contractors make a profit on not only building the project but on funding and operating and maintaining them during the life of their contracts. This is a state responsibility!

NO MORE TOLL ROADS IN MD!!!!

From: [REDACTED]
Sent: Saturday, November 27, 2021 9:21 AM
To: SHA OPLANESMLS
Subject: I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

Hello MDOT,

I oppose the state's plan to add 4 private toll lanes to 495 and 270, and I strongly support the no-build option. The Supplemental Draft Environmental Impact Statement (SDEIS) reveals that:


- toll lanes would actually make daily commutes longer for those who drive in the general lanes.
- toll lanes would harm our communities and our environment. The toll lanes would 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. The toll lanes would impact 15 parks, including three national parks. Over 1,200 trees would be removed from national parks alone. The other parks impacted include five owned by the Maryland National Capital Park and Planning Commission, five parks owned by the City of Rockville and two parks owned by the City of Gaithersburg. A total of 36.1 acres of parkland would be negatively impacted. There would be a total loss of 500 acres of forest canopy from parkland and other greenspaces, including from strips of greenspace that provide a buffer between the highways and neighborhoods next to the highways.
- communities will be harmed by increased noise, air and water pollution and the increased risk of flooding.
- MDOT plans to treat only 45% of the stormwater runoff onsite. These highways already contribute substantially to the degradation of water quality in nearby waterways. By failing to treat most of the stormwater onsite, the toll lanes would further degrade local streams, creeks, and the Potomac River.
- According to a 2017 report by the regional Transportation Planning Board, traffic demand management strategies, including a substantial increase in telework, would be the most effective mechanism to reduce traffic delays. the Maryland Transportation Institute testified at a General Assembly hearing in August 2020 that "just a 5% reduction in travel demand could lead to 32%-58% reduction in traffic congestion on major freeways." The federal government has already announced that it will implement permanent policies to increase telework by the federal workforce. The State could build on this with policies to encourage private employers to implement more telework in the I-495/I-270 corridor.

Just as important is what the plan does not address. The state plan or the SDEIS:

- does not analyze the impact of the toll lanes on global warming.
- does not assess whether the change in federal telework policy, along with changes in state policy, could reduce congestion on the two highways.
- includes no estimate of the subsidies that taxpayers could be forced to pay Transurban;
- does not address who will pay for relocating water, sewer and other utilities;
- does not assess whether rail transit, ramp metering and incentives to increase telework would be more effective steps to address congestion;
- does not assess whether low-income communities and communities of color would suffer more of the harmful impacts, as required by federal law; and

Because Governor Hogan and Comptroller Franchot voted in favor of this very ill-advised plan, neither will get my vote in the upcoming race for governor.

Sincerely,
Susan Drilea

 Platinum Dr
North Potomac, MD 20878

From: John Dryden [REDACTED]
Sent: Sunday, October 31, 2021 6:00 PM
To: SHA OPLANESMLS
Subject: 270, 495, SDEIS

Greetings,

Please register my preference to use only tax money to build these roads, please do not subject our credit cards to some vendor. Let us pay in advance through increased taxes. Or give them YOUR credit card.

Best case would be to do no change in the road whatsoever. I'm sure you've seen recent studies which reveal that wider roads fill up quickly and don't solve problems.

I am a 40 year resident of Montgomery County, still driving downtown.

Many thanks,

John Dryden
[REDACTED]

From: Helene Dubov [REDACTED]
Sent: Monday, November 8, 2021 7:38 AM
To: SHA OPLANESMLS
Subject: I don't support the 495/270 Expansion!!!

I support the no-build option and oppose the I-495/I-270 toll-lane project." Ignoring the pleas of those impacted, ignoring the environmental impact in light of the global catastrophes is tantamount to criminal! You are supposed to act on behalf of the people's good, and failing to look at the long term effects of this is more than disturbing.

Helene Dubov
[REDACTED] Stevenage Circle
Rockville Maryland 20850

From: Christine Dunathan [REDACTED]
Sent: Tuesday, November 30, 2021 10:00 PM
To: SHA OPLANESMLS
Subject: Comments on the SDEIS for the 495 toll lanes project

Dear MDOT,

I am writing **in support of the NO BUILD OPTION** for the proposed 495 toll lanes.

I am against large taxpayer subsidies for this project which will benefit very few residents and businesses.

The State/private venture is proposing to proceed:

- 1) using very outdated assumptions about what the public goals are, the level of risk the public should accept, and what the highest and best use of public subsidies is;
- 2) foundational changes in our society over the last 2 years which are the new baseline; and
- 3) analyzing the environmental impact without including the financial and societal cost of the following:

- all utility relocations that must be done to implement the project.
- cost of full stormwater capture and treatment, instead of assuming that dumping stormwater (which is already an enormous problem) into Sligo Creek and other parkland along the Beltway is a no cost "solution".
- impact on environmental resilience and sustainability: the cost of significant additional air pollution, carbon emissions/warming, parkland destruction
- telework that has permanently changed the way Americans do business and the way our government operates.
- impact on community equity, both economic and social.

Montgomery County recently adopted the Climate Action Plan. The County is finalizing the 30 year master plan, Thrive 2050. The SDEIS ignores these ignoring these local plans which will be the **new baseline**.

The SDEIS should include other alternatives beyond the Build/No Build. It should include comparison with multi-modal transit as part of the Beltway, as has been successfully implemented in other jurisdictions, and which is part of the Climate Action Plan and the Thrive 2050 plan.

All of these areas should be included in the analysis. Some are not proposed to be included, but they should be. Others are deferred until later.

Omitting or deferring these items even in conceptual form from the SDEIS is distorting the actual risks and impacts of the project analysis and its conclusions. Deferral of the analysis allows the project to proceed with faulty assessment of its impacts.

Without these accurate baseline assumptions and inclusion of the omitted costs, the SDEIS and the DEIS are biased, self-serving analyses for private profit at public expense.

Thank you for the opportunity to comment.

Christine Dunathan
Silver Spring, MD

From: G. Duncan-Peters [REDACTED]
Sent: Monday, November 15, 2021 4:46 PM
To: SHA OPLANESMLS; governor.mail@maryland.gov; pfranchot@comp.state.md.us; treasurer@treasurer.state.md.us; elizabeth.hughes@maryland.gov; julie.langan@dhr.virginia.gov; jeanette.mar@dot.gov; beth.cole@maryland.gov; tim.tamburrino@maryland.gov; marc.holma@dhr.virginia.gov; john.simkins@dot.gov; rebecccah.ballo@montgomeryplanning.org; brian.crane@montgomeryplanning.org; susan.lee@senate.state.md.us; marc.korman@house.state.md.us; sara.love@house.state.md.us; ariana.kelly@house.state.md.us; MCP-Chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org; MCP-Chair@mncppc-mc.org; marc.elrich@montgomerycountymd.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov; councilmember.rice@montgomerycountymd.gov; councilmember.riemer@montgomerycountymd.gov; councilmember.hucker@montgomerycountymd.gov; jack.orrick@offitkurman.com
Subject: Beltway Expansion

Gregory J. Duncan-Peters
Sheila A. DeMatteo Duncan-Peters
[REDACTED] Cypress Grove Lane
Cabin John, MD 20818

November 15, 2021

Jeffrey T. Folden, P.E., DBIA
Deputy 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

RE: I-495/I-270 Managed Lane Study Supplemental Draft Environmental Impact Statement and Updated Draft Section 4(f) Evaluation

Dear Mr. Folden:

We are writing as the owners of [REDACTED] Cypress Grove Lane (a single-family home backing up to Interstate 495). We have been residents of Cabin John for more than two decades. Our community of some 750 homes is bounded by I-495 to the west and north, Cabin John Park and Parkway to the east, and the C&O Canal National Historical Park to the south. Our major access roads are Clara Barton Parkway, MacArthur Boulevard, and Seven Locks Road. We wish to convey our concerns regarding the impacts identified in the Supplemental Draft Environmental Impact Statement (SDEIS) for the I-495/I-270 Managed Lane Study.

The American Legion Bridge is clearly a choke point on the 495 Highway system. However, the Preferred Alternative will not address the traffic issues. Most people will simply not use the pay lanes because of the exorbitant toll rates. I use 495 frequently and one can easily note that a very small percentage of commuters use the toll lanes. They are generally empty.

Cut-through traffic is rapidly worsening on Cabin John roads. Prior to 2020, traveling the one-mile stretch of MacArthur Blvd. between Seven Locks Rd. and Wilson Lane. (over the one-lane bridge) routinely took 8-10 minutes during rush hour. Neither the DEIS nor the SDEIS address what local traffic will look like during the years-long construction. As for afterwards, the Preferred Alternative in no way indicates that it will address our overburdened roads, especially MacArthur Blvd, with its own bottleneck at the Union Arch Bridge. This project will most likely go YEARS longer than suggested and like the Purple Line will most likely be exponentially over budget and likely go bankrupt. The projected cost of this project is truly a fantasy or worse, a purposeful misrepresentation. It will become a national disgrace. Just like the projects in Boston and Los Angeles.

The alternative calls for the MD 190/Cabin John Parkway interchange to be expanded to incorporate toll lane access. That will result in additional traffic on MD 190, as well as the local roads that Cabin John residents have to use to get to their jobs, go to schools, buy groceries, and perform all the other errands of daily living.

Our concerns go way beyond traffic. We consider ourselves stewards of the natural environment around us and are concerned by the wide range of environmental impacts of the Preferred Alternative. Our home is adjacent to an environmental easement (which is one of the reasons we purchased it). Under this proposal the Conservation Easement would simply be seized and turned into a storm water drainage facility. Does the term "Conservation Easement" mean nothing? It is no wonder that government is now held in such low regard. Our property is home to deer, foxes, and other beautiful wildlife. (Not to mention the forest canopy that will be destroyed by this ill-advised scheme). There is simply no reason to destroy the land by building outside of the current footprint. We certainly do not NEED 4 overpriced empty pay lanes. Did anyone consider 2 lanes instead? This project should be completed inside the current boundary or not at all.

The access ramps for the MD 190/Cabin John Parkway interchange, most notably the flyover ramp above Seven Locks Rd, will take away valuable parkland, impinge on the historic Moses Hall and Cemetery site, create additional noise and pollution over a broad area, and, as a result, irreparably harm our community. The idea that one would desecrate an African American Historic Cemetery and raise an historic African American Church to the ground shows that profits and greed supersede race relations. This is truly a grotesque example of the destruction of the history of our small African American Community in Cabin John. Truly shame full.

Please see below:

The information in bold below was provided to us by the Cabin John Citizens Association we include it for your information.

Morningstar Moses Cemetery, Gibson Grove Church and the Evergreen Neighborhood

All of these properties abut the beltway and are most directly impacted by the Preferred Alternative. They already suffer from existing runoff and erosion issues and neither the DEIS nor the SDEIS adequately details a strategy to mitigate stormwater impacts to these properties.

These properties and the nearby parkland would most directly suffer the visual impacts from the Preferred Alternative, especially the proposed direct access off-ramp from the eastbound managed lanes onto MD 190. A Visual Impact Assessment (VIA) has yet to be conducted. We are very concerned that the SHA is suggesting an "Abbreviated VIA" that would only focus on views from the parkland. Cabin John is a residential community, with the families of the Evergreen neighborhood literally having the Beltway in their backyard. To suggest that the views from Seven Locks Rd. and Cypress Grove Lane should not be considered is to ignore the fact that this expansion is going through our community, where residents are walking, biking and driving these roads daily. A "Standard VIA" needs to be done. But even without a VIA, it is clear that the Final EIS should advance an alternative that does not include an

eastbound flyover off-ramp onto MD 190. The SDEIS indicates that 8.6 acres of property would be acquired in the Cabin John area (Pg. 4-6). Appendix D indicates that seven properties in the Evergreen neighborhood would see at least partial impacts based on where the LOD is currently indicated. We remain concerned with the lack of information regarding the nature of the potential property impacts. Along with this are concerns about tree canopy loss and the need for noise barriers sooner rather than later in the construction process as noise impacts are already severe for these properties and significant for a much larger swath of Cabin John, especially during the winter months when the trees do not provide a natural buffer.

Last, but not least, the Cabin John community is committed to preserving the Morningstar Moses Cemetery - a site that is not only of historical significance as the first known Moses organization and burial ground in Montgomery County, but also of significance to current Cabin John families who are descendants of Morningstar Moses 88 and have family buried in its cemetery.

We appreciate the significant work that the State Highway Administration has done to date, especially the ground penetrating radar (GPR) survey of a portion of the cemetery and the Beltway right-of-way. The findings of that work – dozens of likely graves in the current right-of-way and hundreds within the cemetery – were shocking. We are pleased that the SHA is recommending complete avoidance of the cemetery and the right-of-way.

However, we remain deeply concerned that there is no honest way to achieve complete avoidance without finishing the GPR work, both inside the cemetery and along the rest of the right-of-way that touches the Morningstar Moses Cemetery property.

In conclusion it is easy to see that this project is deeply flawed. It will result in YEARS of traffic delays and incalculable cost overruns and countless legal problems. The traffic issues will spill over onto each roadway that has an overpass that will have to be replaced. The entire 495 Beltway will be a decade (or more) of a nightmare of backed up traffic. I am confident it will be a National Story for the Nightly News FOR YEARS. This will be the crowning achievement of a flawed public works project. It will turn into Frankenstein's Monster. Of course, all those that schemed and will profit from this monstrosity will be out of office by the time it implodes and the rest of us will be left holding the bag. Especially, when the revenue will not cover the debt service and it will be foisted on the citizens of Maryland when the contingent liability becomes a current liability. This will most likely result in a reduction of the current Triple A bond rating for the State costing the taxpayers of Maryland millions of dollars of additional interest. I truly hope Governor Hogan places his name on this project so the good people of Maryland will not forget who caused this foreseeable debacle. We are businesspeople and would not touch this project as proposed for any reason at any price. I will be a nightmare turned into reality. History has proven this before.

Thank you for your consideration of these comments. Our community will remain involved through the EIS process, the Board of Public Works approvals, and regulatory steps taken by M-NCPPC and the National Capital Planning Commission. We look forward to seeing the steps that SHA takes to address the issues we have raised in our comments to the DEIS as well as the SDEIS.

Sincerely,

Gregory and Sheila Duncan-Peters

[REDACTED] Cypress Grove Lane
Cabin John, MD 20818

[REDACTED]

[REDACTED]

From: Eric Duyck [REDACTED]
Sent: Tuesday, November 30, 2021 1:08 PM
To: SHA OPLANESMLS
Subject: Oppose toll lanes & Support no-build option

Good afternoon,

I am writing to express my firm opposition to MDOT's current plan for tolls on 270/495.

The environmental impacts, combined with the analyses showing that it will do little if anything to actually reduce congestion, makes this plan a terrible idea — unless you're TransUrban, and you stand to make a handsome profit over 50 years on the backs of Maryland taxpayers.

The fact that the plan had to be dramatically reduced in scope due to overwhelming local opposition in Montgomery County is another strong mark against any toll plan.

Lastly, in case it has escaped MDOT, the world had changed significantly over the past 20 months due to COVID — and is continuing to change because COVID is not done with us. Locking into this project now is irresponsible.

Respectfully,

Eric Duyck
[REDACTED] 52nd Ave
College Park, MD

From: Kevin Dwyer [REDACTED]
Sent: Saturday, November 6, 2021 8:14 PM
To: SHA OPLANESMLS
Subject: Oppose the beltway

I strongly oppose the toll lane widening of 495 and 270. This will not reduce traffic congestion and is not looking at technology as the way to go. Computer managed control and electric cars can help rather than old solutions that don't work. Your solution reinforces a failure and a bad public private partnership Kevin Dwyer Bethesda

Sent from my iPhone

From: [Eagle](#)
To: [SHA OPLANESMLS](#)
Subject: Don't widen I270 & I95 with toll lanes
Date: Sunday, November 7, 2021 1:27:34 PM

I don't believe in this toll road for I270 or I95/beltway !!! Spending \$45 million of our tax dollars is not acceptable. It will add to the pollution and noise. Expanding I270 & I95 will just encourage more single drivers who can afford to pay a toll. Does not help the public in general.

Why are we not investing in public transportation ??? Rail lines that can transport more people with less land use and make it green energy. If we want a better world for our children & grandchildren, this is a great point to start, public transportation ! Affordable & green for all to use ! Get the cars off the roads, don't encourage more driving....

Thank you for you time
Ms Sharon Eagle
[REDACTED] Farmington Rd W
Accokeek, MD 20607

[REDACTED]

From: Gerald Ehrenstein [REDACTED]
Sent: Tuesday, November 30, 2021 12:08 PM
To: SHA OPLANESMLS
Cc: Kathleen Michels
Subject: Beltway Toll Lanes

I would like to add my voice to those who oppose construction of Beltway toll lanes. There is ample evidence that adding new lanes to congested roads does not solve the problem. Instead, more traffic is generated to fill up the extra lanes. In the end, public funds are expended, the construction seriously increases global warming, and there is virtually no improvement in traffic. I think we should learn from experience. Constructing Beltway toll lanes is a very bad idea.

Gerald Ehrenstein
[REDACTED] Nevis Road
Bethesda, Md 20817

From: Lori Ehrlich [REDACTED]
Sent: Tuesday, November 30, 2021 9:57 PM
To: SHA OPLANESMLS
Subject: Oppose widening beltway

Re: Supplemental Draft Environmental Impact Statement

I am a resident of Silver Spring in the Woodside Forest neighborhood, and I'm writing in opposition to widening the beltway. My opposition is primarily due to the damage to the parks, woods, and neighborhoods adjacent to the area. In a time when climate change demands immediate action, projects that damage the environment, increase pollution and flooding risk, and bring more traffic emissions to the area should not progress. We need investment in public transit and other means to get more cars off the roads.

Thank you,
Lori Ehrlich
Silver Spring, MD

Shauna Eisenberg

I think the 270 expansion is a waste of taxpayer dollars that could be spent in alternate ways to better effect. Reduction of traffic is key, but wider roads are the past not the future. MD and MoCo needs better and broader public transportation options and affordable housing near metro stations. I am also concerned about increased air and noise pollution.

Liam H. Eisler
Mountain View Rd Apt
I, VA 22556-6478

RICHMOND VA 230

13 OCT 2021 PM 6 L



E: 2DE12

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
1001 NORTH CALVERT ST.
MAIL STOP P-601
BALTIMORE, 21202
ATTN: JEFFREY T. FOLDEN, P.E., DBIA

21202-366899



MARYLAND DEPARTMENT OF TRANS.

JEFFREY T. FOLDEN, PE, DBIA
DEPUTY DIRECTOR I-495 & I-270 P3 OFFICE
STATE HIGHWAY ADMINISTRATION
707 NORTH CALVERT ST.
MAIL STOP P-601
BALTIMORE, MD 21202

DEAR MR. FOLDEN: THANK YOU
ON YOUR ADVERTISEMENT IN
A VERY RECENT EDITION OF
THE WASHINGTON POST
NEWSPAPER FOR COMMENT
ON THE IDEAS. PLEASE SEE
2 ATTACHMENTS. MY SKETCHES
OPERATE UNDER THE PREMISES
OF ACCEPTANCE OF RE-INFORCE-
MENT/MODIFICATION OF WHAT IS
SUPER STRUCTURE TO SAVE \$.
Sincerely,
William H. Eisler
10/13/21
WILLIAM H. EISLER

NOTE: FOR
SHOW ONLY

10/13/2021
M. Fisher



AMERICAN LEGION BRIDGE (EXIST)

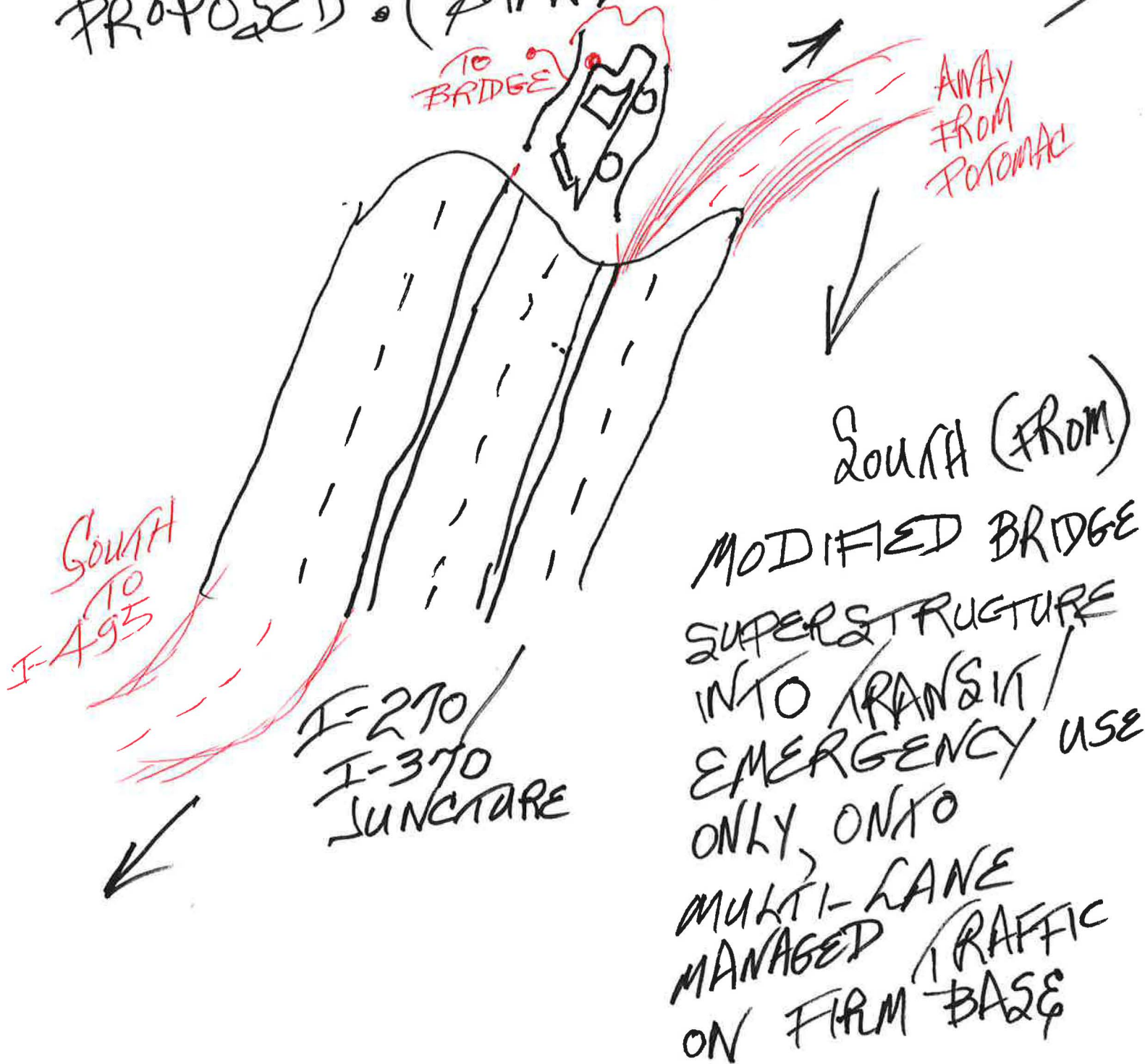
BETHESDA

PROPOSED: (STAN 1-TRANSIT)

- A - CABLE SUPPORTED, OVERHEAD SKYBUS TRANSIT SYSTEM ONTO RE-INFORCED SUPPORT STRUCTURE WITH DROP DOWN.
- B - SHARED CENTER FIRE, EMER., LANE.

10/13/2021
W. E. Fisher

PROPOSED: (SPAN 2 - HIGHWAY INTERCHANGE)



From: Carla Ellern [REDACTED]
Sent: Wednesday, November 17, 2021 7:54 AM
To: SHA OPLANESMLS; hotline@oig.dot.gov
Subject: OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

To Whom it May concern:

New toll lanes on the Beltway will only increase congestion, not relieve it. Whenever a highway is widened, the temporary increase in supply is overwhelmed by a larger increase in demand, that is more cars on the roads.

To reduce congestion, more investment in transit and biking are needed. Zoning needs to be reformed to allow for denser development and to reduce the dominance of single family zoning.

Please do not destroy the environment and communities by adding toll lanes and literally digging up trees and people's yards.

Thank you for your consideration.

Sincerely,

Carla Ellern

--

Carla Ellern ASLA LEED-AP
CARLA ELLERN **Landscape** Architecture
[REDACTED] Brierly Road Chevy Chase, MD 20815
[REDACTED]

From: Courtenay Ellis [REDACTED]
Sent: Sunday, November 14, 2021 6:22 PM
To: jeanette.mar@dot.gov; Jeffrey Folden; SHA OPLANESMLS
Cc: Byron Bloch
Subject: Urgent need to revisit and reassess I-270 expansion plans
Attachments: Concern on Toxic Silica Dust.pdf

Dear Ms. Mar, Mr. Folden (& generic repository):

I commend to you the following expert analysis by Byron Bloch.

When I was a schoolboy growing up in rural, unpolluted Yorkshire, England we used to ask two questions:

Is there a need?

What is the object of the exercise?

These questions clearly were not answered when the current plan was developed, before COP 26 addressed the ugly reality that we need to save the planet.

If the need and object is to house and move more people north of where the current I-270 drops to two lanes, the answer is not to force more traffic into the bottleneck via more lanes below the bottleneck.

The current plan will just make matters worse and will result in endless delay, environmental depredation and litigation. The trick is to come up with a new approach using 21st-century knowledge to come up with a 21st-century planning approach that will actually improve the situation and withstand litigation challenges.

The attached analysis enumerates many approaches for your consideration, including multi/modal transport add-ons, lane reversing systems, and expanding capacity above, not below the bottleneck. All of these should be addressed to come up with the best solution.

Since there is a Monday 11 AM deadline for comments to be submitted, I would appreciate it if you would confirm timely receipt of this. Also, please forward to all the necessary parties and let me know if I can help in any way.

Thank you for your consideration.

Yours sincerely,

Mr. Courtenay Ellis
Attorney at Law, District of Columbia Bar
Solicitor of the Senior Courts of England & Wales

Stapleford Hall Road
Potomac, Maryland

[REDACTED]

[REDACTED]

From: Courtenay Ellis [REDACTED]
Sent: Tuesday, November 16, 2021 2:45 PM
To: SHA OPLANESMLS <oplanesMLS@mdot.maryland.gov>
Cc: jeanette.mar@dot.gov; Jeffrey Folden <JFolden1@mdot.maryland.gov>; Byron Bloch <Byron@autosafetyexpert.com>
Subject: Re: Urgent need to revisit and reassess I-270 expansion plans - Problem Opening pdf

Hello back to all. Alas, as a mere taxpayer, I have no tech support or staff, so as a workaround I paste in below the text of the pdf. Can you see it and does it help in the interim?

By cc of this and by earlier email, I ask and have asked Mr. Bloch the author of the pdf to send another copy. I also again append the pdf above in hopes it will open this time. Maybe you already have it from Mr. Bloch?

Meanwhile, I give a citizen's simplistic answer to one of the questions I posed:

Q. What is the object of the exercise?

A. To boost the north bottleneck where I-270 reduces from 5 lanes down to 2 by adding even more lanes below the bottleneck.

O dear! Good luck in solving this riddle. Kind regards. C. Ellis ("Ellis in Wonderland")

Text of pdf

"Urgent Concern on Toxic Silica Dust as Public Health Hazard and INCREASE in Traffic Congestion and Bottleneck Delays
Re: Tear-Down / Widening (& Toll Lanes) of I-270 and 495 Beltway by Byron Bloch, National Vehicle Safety and Crashworthiness Expert

1. Public Health Hazard: Toxic Construction Dust... and Breathing

In the 3 to 5 years of I-270 and 495 road widening and re-building, the road and bridges deconstruction processes will create massive amounts of toxic crystalline silica construction dust. Such toxic air pollution will cause respiratory diseases for our kids and grandkids and all of us, especially for those closer to the I-270. The illnesses include asthma, silicosis, chronic obstructive pulmonary disease (COPD), and lung cancer. This is certainly an urgent public health issue! And it is NOT addressed in the SDEIS.

According to the National Cancer Institute and OSHA, and various other U.S. and British sources, workers in such environments must wear respiratory protection masks, and other precautions are also required. As the I-270 road and bridge construction persists, with the continuous generation of harmful silica dust, it will become necessary for schools to prohibit outdoor recess, sports events, and all outdoor activities (no walking, no bicycling). Some schools may have to shut down, such as Julius West Middle School, Farmland Elementary, Carderock Elementary, and Walter Johnson High.

And precautions for others may require staying indoors, keeping all windows closed, and wearing of facemasks when they go outside?

The massive and continuous generation of toxic silica dust will require major mitigation measures, such as vacuum systems and watering by tanker trucks which are only marginally effective ... and then there's a disposal issue and its environmental impact. This will require more equipment and workers, and will generate more traffic and pollution (and costs) during the deconstruction phase. Yet, none of this is covered in the SDEIS at all.

2. Increase in "Heavy Truck versus Car" Crashes and Fatalities

As a national auto safety expert for 50 years coast-to-coast, I've examined and analyzed many truck-versus-car collision accidents. Well over 95-percent of the severe to fatal injuries occur to the occupants of the passenger cars, vans, and SUVs. With the road widening and toll lanes added to the I-270 and the 495 Beltway, there will be a great increase in such truck- versus-car collisions. These horrific crashes will occur when cars and trucks need to shift from or into toll lanes to get to exits, and also because heavy trucks and tractor- trailers need much greater stopping distances than do cars. If the cars ahead need to suddenly slow or stop, the large trucks may be unable to avoid the crash, such as in these accidents that I've analyzed.

The SDEIS includes a statistical review of historic crash data along I-270 and I-495 to help identify potential safety impacts of the Managed Lane Study. The analysis is sorely lacking in any inputs or insights about how to mitigate or prevent the continuation of such crashes. In the five-year study period of 2012-2016 there were a total of 2,918 crashes along I- 270. There was no breakdown of the types of injuries, nor their severity, nor was there information about the mis-match of large trucks and tractor-trailers impacting into or with passenger vehicles (cars, minivans, SUVs).

Look at the multiple lane designs for 2 of the proposals for the I-270. Design #9 has 7 lanes in each direction, and design #10 has 8 lanes in each direction. Imagine you're going about 60 mph and you're on a northbound toll lane (yellow), but realize you need to exit fairly soon. But all the adjacent lanes are jammed with vehicles all moving between 35 and 60 mph. How confident are you to make six (6) lane changes through traffic to your right... in a rainstorm on a dark night in October? Oh, and there are quite a few tractor-trailer rigs in the mix.

3. Bottlenecks: Traffic congestion will INCREASE and stall as it funnels down

The proposed build-out of the I-270 will expand the road in each direction from the present five lanes to seven or eight lanes, which must then funnel down to four lanes in Gaithersburg and then to just two lanes north of Germantown up through Frederick. Those bottlenecks will cause immense backups on the I-270 south of Germantown. There will be more traffic congestion and bottleneck delays, travel times will be much longer, and there will be more of the deadly mismatch crashes between large trucks and cars.

During the 3 to 5 years (or more) of the de-construction and then construction phase for the I-270 and 495, plus all the bridges and sound-walls, the local traffic will have to be constantly re-routed throughout the surrounding local streets. There will be construction barriers preventing local travel, thus forcing circuitous re-routing that will greatly increase the time and distances that would normally take much less time and distance.

Imagine trying to go from the 495 Beltway northbound on the 270 to your home in Frederick... when major portions of the I-270 are missing or constricted to one or two lanes during the 3 to 5 years of de-construction and rebuilding. Living in Montgomery County will be a traffic nightmare... and what about an emergency requiring paramedics or fire-fighting trucks to get to the crisis as soon as possible.

Summing Up What's Missing from the SDEIS Report

1. No mention about the serious public health effects of toxic silica dust causing asthma, silicosis, COPD, and lung cancer to our children and teens and adults.

2. No mention of any mitigation measures about toxic silica dust during road and bridges and soundwall de-construction... by large vacuum trucks and water tanker trucks, and their crews.^[1]^[SEP] Nor about how the toxic silica-laden water will adversely affect our drinking and cooking water supply, and water used for farm irrigation, nor its safe disposal.

3. No discussion about how the existing I-270 will need to be completely busted up and removed, often leaving gaping holes that will hamper any traffic flow, with two-hours-plus from the 495 Beltway to Frederick. And then for years thereafter as the 7 or 8 lanes funnel down to just 2, with bottleneck back-ups for miles ^[1]^[SEP] It would be preferable and more efficient to widen the I-270 from Germantown to Frederick from the present 2 lanes in each north-south direction to 4-5 lanes to thereby alleviate any bottlenecks that stifle traffic flow.

4. No discussion of a multi-modal transportation approach to reduce traffic congestion. What about an electric-train monorail down the middle of the I-270, or extending the METRO rail system, or a reversible-lanes design that gives more lanes as needed for rush-hour traffic southbound and then northbound? As the pandemic has shown, many can work from home.

5. No mention about the 3-to-5-plus years of local traffic congestion, including road blockages and re-routing that will add to time delays and pollution in local communities. ^[1]_{SEP}

6. No mention of excessive time delays for paramedics and fire fighting equipment to somehow get to emergencies through road closures and jammed traffic.

7. No mention of how to reduce the deadly intermix of crashes between large trucks versus passenger vehicles as they shift across lanes to get to exits or onto toll lanes in the center, or to simply shift from slower to faster lanes.

8. And who pays the medical bills for the thousands of kids and adults who will get asthma and COPD and lung cancer from all that silica dust they breathed? And from the increased air pollution (and adverse affect on our Climate Crisis) after the road-widening traffic increases?

9. What happens to Montgomery County as it becomes beyond congested on its local streets, with more daily air pollution that makes our citizens sick. Welcome to "Cancer County, Maryland" !

There are many other serious issues and defects with the proposed Widening and Toll Lanes "Public-Private Partnership" (P3) scheme for the I-270 and 495 Beltway, and I have here only touched upon a few. I stand ready to assist my fellow Citizens, my Montgomery County, and my State of Maryland in formulating and designing a safer and healthier and more efficient plan for moving ahead. Finally, the recent passage of the National Infrastructure Act means that more funding will be available without the coercion of Maryland citizens for the 50- year payback of billions of dollars to Transurban in this so-called public-private partnership.

Byron Bloch

+ National Court-Qualified Vehicle Safety Expert

+ Testified at Congressional Hearings on Vehicle / Traffic Safety

+ Recipient of Lifetime Achievement Award at 2001 World Traffic Safety Symposium, New York + 32-Year Resident of Potomac, Maryland

Vice-President of STICA

South Tuckerman Inverness Citizens Association (STICA)

November 9th, 2021"

Mr. Courtenay Ellis

Attorney at Law, District of Columbia Bar

Solicitor of the Senior Courts of England & Wales

[REDACTED]

[REDACTED]

On Nov 16, 2021, at 9:42 AM, SHA OPLANESMLS <oplanesMLS@mdot.maryland.gov> wrote:

Hello,

Thank you for your comment on the I-495 and I-270 Managed Lanes Study Supplemental Environmental Impact Statement emailed to oplanesMLS@mdot.maryland.gov on 11/14/21 with the PDF attachment "Concern on Toxic Silica Dust (003)." Unfortunately, an error message stating that the PDF attachment has been damaged* appears when trying to open the file in Adobe Acrobat. To fix this error, Adobe Acrobat recommends going to the source application then printing the document to Adobe PDF.

Once this is fixed, please re-send "Concern on Toxic Silica Dust (003)" to oplanesMLS@mdot.maryland.gov for inclusion with your 11/14/21 comment submission.

Thank you,
The I-495 and I-270 Managed Lanes Study Team

**Error message states that Adobe Acrobat cannot open the file "[...] because the file has been damaged (for example, it was sent as an email attachment and wasn't correctly decoded)."*

From: Courtenay Ellis [REDACTED]
Sent: Sunday, November 14, 2021 6:22 PM
To: jeanette.mar@dot.gov; Jeffrey Folden <JFolden1@mdot.maryland.gov>; SHA OPLANESMLS <oplanesMLS@mdot.maryland.gov>
Cc: Byron Bloch <Byron@autosafetyexpert.com>
Subject: Urgent need to revisit and reassess I-270 expansion plans

Dear Ms. Mar, Mr. Folden (& generic repository):

I commend to you the following expert analysis by Byron Bloch.

When I was a schoolboy growing up in rural, unpolluted Yorkshire, England we used to ask two questions:

Is there a need?

What is the object of the exercise?

These questions clearly were not answered when the current plan was developed, before COP 26 addressed the ugly reality that we need to save the planet.

If the need and object is to house and move more people north of where the current I-270 drops to two lanes, the answer is not to force more traffic into the bottleneck via more lanes below the bottleneck.

The current plan will just make matters worse and will result in endless delay, environmental depredation and litigation. The trick is to come up with a new approach using 21st-century knowledge to come up with a 21st-century planning approach that will actually improve the situation and withstand litigation challenges.

The attached analysis enumerates many approaches for your consideration, including multi/modal transport add-ons, lane reversing systems, and expanding capacity above, not below the bottleneck. All of these should be addressed to come up with the best solution.

Since there is a Monday 11 AM deadline for comments to be submitted, I would appreciate it if you would confirm timely receipt of this. Also, please forward to all the necessary parties and let me know if I can help in any way.

Thank you for your consideration.

Yours sincerely.

Mr. Courtenay Ellis
Attorney at Law, District of Columbia Bar
Solicitor of the Senior Courts of England & Wales

Stapleford Hall Road
Potomac, Maryland

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, November 29, 2021 3:58 PM
To: SHA OPLANESMLS
Cc: Jamie@jamieraskin.com; display3@gmail.com
Subject: Failure to consider planning for other Traffic Improvement alternative s to Beltway and Bridge Expansion

To Whom it may Concern:

I had proposed the construction of a bus and emergency vehicle only bridge at Seneca in the past and also an elevated above ground monorail passenger train connection from the Metrorail station at Shady Grove with the existing Dulles Metrorail station (currently unused?) at past Democratic breakfast meetings to reduce and/or relive traffic congestion before more highway construction or bridge upgrading is undertaken. The facts now are that most of the new development in the Washington and Baltimore metropolitan areas occurs beyond the confines of their existing Beltway highways.

Unlike many other large metropolitan areas such as New York City with its Western bypass highway through New Jersey, there is no regional through traffic bypass highway that would divert through coastal traffic on the Western side of both metropolitan areas between the Susquehanna and Rappahannock Rivers. Before the necessity of unending periodic decadal short term major traffic alleviation projects occurs, long range regional traffic origin and destination considerations must be identified and included in coordinated bi-state regional planning for both long term Washington and Baltimore metropolitan area cities and their residents. The current proposed local Maryland highway expansion plans are woefully short-sighted and are completely oblivious of this necessity!

George T. English, Jr.

.<https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.georgetenglish.com%2F&data=04%7C01%7Coplansmils%40mdot.maryland.gov%7C344a07e0fdad40d0fa9b08d9b37b0e29%7Cb38cd27c57ca4597be2822df43dd47f1%7C0%7C1%7C637738163389449050%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCi6Mn0%3D%7C3000&data=qr5p7u1DskBBxBZ%2BNE4p3fCx6sUAXOgF5QFjksZ9GTA%3D&reserved=0>

[REDACTED] if no answer.

From: Joan Entmacher [REDACTED]
Sent: Tuesday, November 23, 2021 10:57 AM
To: SHA OPLANESMLS
Subject: Opposed to Beltway, I-270 toll lanes

I am writing to express my opposition to the proposed creation of toll lanes on the Beltway and I-270. The Supplemental Draft Environmental Impact Statement reveals that there will be little if any reduction in daily commute times. On the other side, there are multiple harms to the immediate environment, including damage to local, state, and national parks, loss of tree cover, increased untreated runoff, and air pollution. There is no estimate of the taxpayer subsidies that will be required under the revised plan to support toll lanes for wealthier drivers. And the statement fails to analyze alternatives to this expansion that would more responsibly address global warming.

Joan Entmacher

[REDACTED] Pin Oak Drive

Silver Spring, MD 20910

From: Judith Falloon [REDACTED]
Sent: Friday, October 1, 2021 4:27 PM
To: SHA OPLANESMLS
Subject: please explain

From the W. Post today: "Toll lanes planned for part of the Capital Beltway and Interstate 270 in Maryland would not improve traffic congestion in the regular lanes during the evening commute, according to a state study released Friday."

The MDOT response was apparently none: "MDOT officials could not immediately be reached for comment."

What a reason to forward with this plan, which will damage the environment, waste taxpayer money and, in the end, is too costly for drivers?

Please present the evidence in support of this plan

Judith Falloon, Montgomery County MD

From: Susan Farnsworth [REDACTED]
Sent: Tuesday, November 30, 2021 7:59 AM
To: SHA OPLANESMLS
Subject: No toll lanes

Hello

I want to state my opposition to the proposal to build toll lanes on 495/270. Please do not do this!

Thank you

Susan Farnsworth

John Fay

Your P3 plan for the Beltway and I-270 has been flawed from the beginning since there has never been adequate allowance for a no-build plan. With money possibly available from the Federal Government soon, buying into the Australian conglomerate's plan is ludicrous at best. Stop all consideration.

From: Elaine Feister [REDACTED]
Sent: Tuesday, November 30, 2021 10:09 AM
To: SHA OPLANESMLS
Subject: comment on Beltway expansion project/Supplemental Draft Environmental Impact Statement

To MDOT:

I support the no-build option.

The EIS fails to address many of my concerns, especially about subsidies and tax impacts that will affect us for years. I also have ethical concerns about equity and investing in infrastructure that doesn't support green development and sustainability in a changing climate. There are many better solutions to congestion.

Elaine Feister
[REDACTED] Lee Ave., Apt. [REDACTED]
Takoma Park, MD 20912

Abebual Fekade-Sellassie

I am opposed to widening the beltway East of 270 and support the no build option.

Jeanne Fekade-Sellassie

As a Montgomery County resident for the past 10 years who frequently uses the beltway, I strongly oppose the expansion and addition of toll roads and support the no-build option. I have been following this discussion for two years now and feel the "solutions" are being rushed, environmental concerns are being dismissed, public transit options are being disregarded, and 3rd party contractors with absolutely no interest in our communities are being prioritized over the interests of the people who live here. In the Maryland Department of Transportation (MDOT)'s own Supplemental Draft Environmental Impact Statement, a table on page 3-9 of the shows that the toll lanes would fail to ease congestion during evening rush hour. According to the table, there will be virtually no change in traffic speeds from the George Washington Memorial Parkway up I-495 and I-270 to the end of the toll lanes at I-370. Travel speed on the Beltway from the GW Memorial Parkway to the I-270 spur would be the same in the year 2045, whether the toll lanes were added or not. Traffic speed on I-270 North, from the spur to I-370 would be 29 miles per hour if no lanes were added and 28 miles per hour if the lanes were added. The bottom line: After putting up with five years of construction delays, drivers traveling north during evening rush hour would see no improvement in their commute home from work. This is ridiculous. Please find more creative solutions that include mass transit and don't disrupt entire communities and fragile ecosystems, and create a storm water management nightmare in the process.

From: feldmangs [REDACTED]
Sent: Wednesday, November 17, 2021 3:09 PM
To: SHA OPLANESMLS
Subject: Toll Lanes

I oppose widening the Beltway and adding toll lanes.

These actions will only increase traffic and pollution, and destroy people's homes and existing greenery. The best solution to these traffic problems is to increase, and improve, mass transit.

Gail Feldman
[REDACTED] Oxford Street
Chevy Chase

Sent from my iPhone

Nell Feldman

The proposal for HOT lanes on 495 and 270 do nothing to reduce congestion or improve the flow of traffic. It is simply a revenue generator that will negatively impact users of those roadways.

For those who choose not to pay the tolls, or simply cannot afford to pay, the non-toll lanes will become more congested, causing more delays than exist today.

Removing the local lane barriers to allow more free flow of traffic which is included in this proposal makes a lot of sense without the addition of the HOT lanes.

In addition, reversible lanes to allow even more traffic to flow in the direction of rush hour traffic would be much more impactful to congestion.

Please look at real congestion reduction solutions with equitable economic impact, rather than raising money for other projects. While those projects may have merit, the residents of Montgomery County and users of these roadways should not have to suffer to fund them.

From: Seth Feldman [REDACTED]
Sent: Wednesday, November 17, 2021 8:14 AM
To: SHA OPLANESMLS
Subject: No Toll Lanes on the Beltway

Greetings,

I'd like to ask that Maryland DOT not approve/fund new toll lanes on the Beltway. This will only increase congestion over time - studies have consistently shown that adding highway capacity leads to even more highway use over time, eliminating the short term benefit while contributing to more long term traffic problems and environmental damage. The solution for current traffic problems lies in increased and improved mass transit options for efficient, accessible, and environmentally friendly travel across the DMV.

Thank you for considering this input.

Best regards,
Seth Feldman
Chevy Chase, Montgomery County, MD

Molly Fellus

Please see attached. Thanks!

To Whom It May Concern,

Thank you for the extended opportunity to comment on the SDEIS. I am a 2019 graduate of the Georgetown University Law Center, and so I lived not far from the Proposed Project from 2016 up until the end of 2020. I'm a soon-to-be-licensed attorney with the State bar where I live here in Oregon, and I've also had my work published in the field of environmental science.¹

I would like to provide you with new information and raise potential associated concerns regarding avoidance of land possibly associated with the historic Black community of Cabin John. The information relates to the "I-495/MD190/Cabin John Parkway Interchange" location (see SDEIS 2-7), as well as to point 1 on MDOT's current list of proposed commitments and enhancements, which includes "Widening the existing variable-width sidepath along Seven Locks Road under I-495 (Cabin John Trail)" (SDEIS at 2-28).

My involvement here was catalyzed back in March of 2020, when my DC-based job ordered all employees to work from home due to COVID-19—leaving me without a daily commute and thus with unprecedented free time to hike. I was first drawn to Cabin John due to its grammatically-puzzling name. After seeing some ruins off the path during my first visit to the park, I became curious about its history, and it is this curiosity which caused me to return to the park many times subsequently. I also noted a number of "NO DUMPING" signs as well as newer signs from Montgomery County encouraging people to "plog" – i.e., to pick up litter while you walk or jog – posted about Cabin John Stream Valley Park. With my attention primed by these signs, and as a lifelong environmentalist, I began making a point of picking up litter as I hiked the park. Upon locating an especially dense concentration of old litter in the park near Arden Road, research led me to find this was only about a block from the Burgess Family Cemetery location on Arden Place. This was how I came to understand dense concentrations of older litter are often associated with unmarked graves. As I continued hiking this park over the summer of 2020, I found an even denser concentration of old litter, this time near the trail's terminus at Seven Locks Road near its intersection with Cypress Grove Lane. It is this area, which I have termed the Cypress Grove site, that is the subject of this Public Comment.

In sum, I believe I may have found at said Cypress Grove site within Cabin John Stream Valley Park (SVP) either the original location of the Gibson Grove church cemetery, or else an extension of the Morningstar/Moses Hall cemetery. If I am correct in this belief, then ethical responsibility would require that care be taken to avoid disturbing any possible human remains in this area—especially during work within the two proposed project areas identified above. Please see below for additional details and evidence in support of this belief.

Sincerely,

Molly Blei Fellus

¹ *Net Losses or Net Gains? Analyzing Locations of and Impacts to Waters within the United States via Individual Permits*, 7 J. of Sci. Pol'y and Governance (Issue 1, Aug. 2015). <https://bit.ly/2yMGEK7>.

Rationale: Because the issue of respecting unmarked Black burial sites is just now gaining traction, many such sites are not yet recorded.

As noted recently by Congress,² African-American burial grounds are an integral component of the heritage of the United States.³ Millions of African Americans throughout the United States were enslaved from 1619 until 1865.⁴ During this period, slaveholders had control over much about where and how the dead were buried, and prohibited burials on valuable land.⁵ As a result, during the period of slavery, Black burial grounds were often confined to remote areas or marginal property.⁶ Such burial grounds were rarely documented, and they infrequently appear on historical maps.⁷

Following the end of slavery, many African-American families continued to face restrictions on where they could bury their dead, as local laws largely segregated burial sites by race.⁸ African-American burial grounds often failed to receive the type of maintenance and record-keeping that white burial grounds enjoyed, and so many African-American burial grounds from both before and after the Civil War are in a state of disrepair or inaccessibility due to overgrowth of vegetation, crumbling physical structures, and other challenges.⁹ Because there is currently no official national record or database for African-American burial ground locations, the location of many sites is unknown.¹⁰ Indeed, unmarked African-American burial grounds are often discovered when construction projects inadvertently disturb human remains, slowing or halting completion of those projects.¹¹ To avoid this outcome, Congress says that the presence and location of historic African-American burial grounds should be recorded, and there should be coordinated national, State, local, and Tribal efforts to preserve and restore these sites.¹²

² H.R. 1179, *the African-American Burial Grounds Network Act*, 2019. <https://www.congress.gov/bill/116th-congress/house-bill/1179/text>

³ H.R. 1179 at Sec. 2 ¶9

⁴ H.R. 1179 at Sec. 2 ¶1

⁵ H.R. 1179 at Sec. 2 ¶2

⁶ H.R. 1179 at Sec. 2 ¶2

⁷ H.R. 1179 at Sec. 2 ¶3

⁸ H.R. 1179 at Sec. 2 ¶4

⁹ H.R. 1179 at Sec. 2 ¶4 - ¶5

¹⁰ H.R. 1179 at Sec. 2 ¶6

¹¹ H.R. 1179 at Sec. 2 ¶7

¹² H.R. 1179 at Sec. 2 ¶8

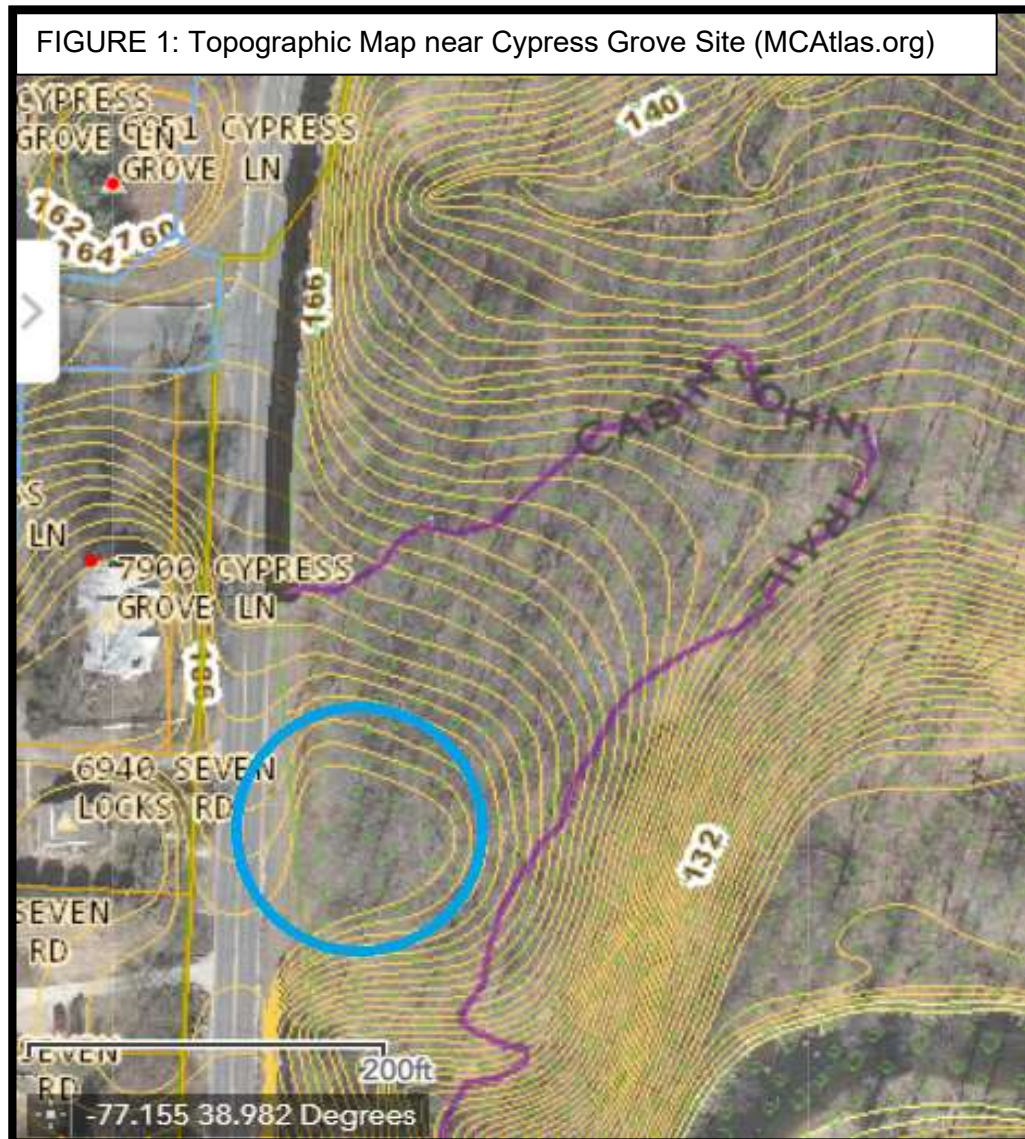
Evidence: Supporting proposition that Cypress Grove site is an extension of Morningstar/Moses Hall Cemetery

It is my belief that what I have termed the Cypress Grove site is actually either the original location of Gibson Grove church's cemetery, or else an extension of the Morningstar/Moses Hall Cemetery. The 13 points supporting this conclusion are listed below, then explained further subsequently.

1. **Hilltop locations** like Cypress Grove are **generally associated with cemeteries**.
2. Sites like Cypress Grove on a **historic borderline** are **associated with Black cemeteries**.
3. The site's **close spatial proximity** to Black community hubs (Moses Hall/Gibson Grove church) suggests association *prima facie*.
4. Contemporary sources indicate that **the Cypress Grove site area contains as-yet-unlocated graves**.
5. **Cypress Grove site lies midway** between church/Moses Hall area and **creek where parishioners performed baptisms**.
6. **The Cypress Grove site's land was owned by a "Mrs. Mason"**; Masons were a prominent Black family in the vicinity of the Gibson Grove community.
7. A 1918 map seems to show **the pre-1923 Gibson Grove church on the east side of Seven Locks Road, in the location of the Cypress Grove site**.
8. Beyond the two plats showing graves near Gibson Grove and the former Moses Hall already noted, **a third plat showing additional graves in this area** was identified.
9. As Seven Locks Road expanded, the **Cypress Grove site to the east would have become increasingly cut off from other Black community hubs on the west**.
10. **A heavy density** of old objects concentrated over a small space, as at the Cypress Grove site, is **associated with Black burials**, in particular.
11. The site features **possible grave curb** as well as a **lantern**; a number of **large Beech trees** (possibly in a cosmogram shape).
12. Certain **types of objects found only at the Cypress Grove site** are specifically **indicative of Black burials**.
13. A number of **possible grave markers made of quarry stone** and **potential burial shroud or *nkisi*** were observed at the site.

1. Hilltop areas like Cypress Grove site are generally associated with cemeteries.

As a result of practical as well as spiritual concerns, cemeteries are often located on hilltops or slopes.¹³ Drainage is an important siting factor, but the notion of hill sites as spiritual locations is deeply rooted in the Judeo-Christian tradition, as well.¹⁴ Figure 1 is a modern topographic map of the area (courtesy of MCAAtlas.org) showing the location of the Cypress Grove site (blue circle) on a flat hilltop.



¹³ The Canadian Encyclopedia, <https://www.thecanadianencyclopedia.ca/en/article/cemeteries>.

¹⁴ The Canadian Encyclopedia, <https://www.thecanadianencyclopedia.ca/en/article/cemeteries>.

2. Sites on a historic borderline like Cypress Grove are associated with Black cemeteries.

As a general rule, early graveyards in the U.S. were often located on land deemed too poor to be agriculturally productive.¹⁵ There are a lot of differences between traditional African-American and traditional Euro-American cemeteries, however.¹⁶ Some of these differences can be traced to different religious beliefs, while others are probably only the by-product of one group being enslaved by the other.¹⁷ The location of African-American graveyards in marginal areas, for example, was probably the result of Black people being enslaved.¹⁸ Not only did owners not want to lose valuable land to slaves, but controlling even where the dead might be buried was yet another example of the power plantation owners had over their slaves.¹⁹ The U.S. General Services Administration's 2009 report on the New York African Burial Ground explains that "industries that produced toxic fumes were located on the outskirts of the city, near the site of the African Burial Ground"²⁰ Indeed, on plantations, burial grounds of the enslaved were confined to segregated areas on the fringe of family or community graveyards, or on separate plots.²¹ Figure 2 shows part of G.M. Hopkins' 1879 map,²² as well as the approximate location of the Cypress Grove site in the context of this boundary. Notably, the area containing the Cypress Grove site (blue diamond) lies on the historic boundary in Montgomery County between the Rockville #4 (green) and Bethesda #7 (yellow) districts.

FIGURE 2: Showing border location of Cypress Grove site



¹⁵ King, Charlotte. "Separated by Death and Color: The African-American Cemetery of New Philadelphia, Illinois." *Historical Archaeology* Vol. 44, No. 1, (2010), 125-137 at 127, https://www.jstor.org/stable/27820824?read-now=1&refreqid=excelsior%3A3cf3becc38eb21eb66818fae7c97f3fe&seq=3#page_scan_tab_contents.

¹⁶ Chicora Foundation. "Grave Matters." <https://www.sciway.net/hist/chicora/gravematters-1.html#differences>

¹⁷ Chicora Foundation. "Grave Matters." <https://www.sciway.net/hist/chicora/gravematters-1.html#differences>

¹⁸ Chicora Foundation. "Grave Matters." <https://www.sciway.net/hist/chicora/gravematters-1.html#differences>

¹⁹ Chicora Foundation. "Grave Matters." <https://www.sciway.net/hist/chicora/gravematters-1.html#differences>

²⁰ U.S. General Services Administration and Howard University Press. "The New York African Burial Ground: Unearthing the African Presence in Colonial New York." (2009), <https://www.nps.gov/afbg/learn/historyculture/upload/Vol-5-Gen-Aud-NYABG-DOWN.pdf>.

²¹ King (2010) at 127.

²² Available at <https://plats.msa.maryland.gov/>

3. The Cypress Grove site is located in close proximity to known historic Black community hubs of Moses Hall and Gibson Grove church.

A thriving Black community grew in the Cabin John area beginning in the late 1800s from three key factors: involvement with the Black fraternal organization Morningstar Tabernacle #88 (including the association's founding of Moses Hall), establishment of the Gibson Grove Church, and Black folks' purchasing small plots of adjacent land in the area.²³ These events marked the beginning of a historic African American community's formation along lower Seven Locks Road, straddling the boundary between the Carderock neighborhood in Bethesda and the town of Cabin John in Montgomery County, Maryland (the church being the outlier in Bethesda).²⁴

Robert and Sarah Gibson were the first Black couple to purchase land in Cabin John.²⁵ The Gibsons had been enslaved in Virginia, escaping when the Union soldiers rode through plantations at the end of the Civil War ordering enslaved persons to leave.²⁶ Sarah and her children walked north for miles, finding themselves at Bull Run Creek by nightfall.²⁷ Holding one child in each arm for balance, she was able to navigate all three of them safely across the creek.²⁸ Once in DC, ten years would pass before Sarah was able to reunite with Robert at the Shiloh Baptist Church in DC.²⁹ After reuniting, the Gibsons moved to Maryland, where they worked for 16 years before they saved enough money to purchase property.³⁰ In 1880, Mr. and Mrs. Gibson entered into an agreement with Mrs. Amanda Dowling to purchase her portion of Carderock.³¹ Ms. Dowling pulled out of their agreement, however, selling the property out from under the Gibsons to John D.W. Moore during that same year. Then in 1881, Mr. Moore entered into a mortgage agreement with the Gibsons to purchase the Carderock property from him.

J.D.W. Moore, in turn, created the first subdivision in Cabin John in 1885 by selling plots on Seven Locks Road (then known as Conroy Road) to ten Black families who worked for him on his farm.³² For example, Lloyd Jackson bought two-and-a-quarter acres, while George and Sarilla Scott bought four-and-half acres.³³ Beyond the Gibsons, Scotts, and Jacksons, other Black families in the area along Seven Locks (Conroy) Road included the Harris, Crawford, White, Jones, Carter, Brown, and Bowles families.³⁴ All these Black-owned properties were purchased from J.D.W Moore, as he was the only land owner willing to sell property to African Americans at the time.³⁵ Indeed, when J.S. Tomlinson formed his Cabin John Park subdivision in 1912, he noted in his advertising brochure that "To make and

²³ Jones, Alexandra. "Gibson Grove Gone But Not Forgotten: The Archaeology of an African American Church." (2010), <https://escholarship.org/uc/item/8z67f3ns>, at 1.

²⁴ Whitley, L. Paige. "The History of the Gibson Grove Community and the Gibson Grove AMEZ Church, Cabin John School and Morningstar Tabernacle No. 88 Moses Hall and Cemetery." (2020, rev. 2021), <https://bit.ly/3E57LwE> at 1.

²⁵ Jones (2010) at 12.

²⁶ Jones (2010) at 12.

²⁷ Jones (2010) at 12.

²⁸ Jones (2010) at 12.

²⁹ Jones (2010) at 12.

³⁰ Jones (2010) at 12.

³¹ Jones (2010) at 12.

³² Jones (2010) at 13.

³³ Jones (2010) at 13.

³⁴ Jones (2010) at 45.

³⁵ Jones (2010) at 46.

maintain a desirable standard for a new community...a deed or contract will not be made to a colored person.”³⁶

The Morningstar Tabernacle No. 88 organization formed in 1885 in Cabin John.³⁷ All of the heads of the Black families along Seven Locks Road belonged to the Grand United Order Brothers and Sisters, Sons and Daughters of Moses—a secret black fraternal organization started in 1867.³⁸ The Order’s purpose was “the maintenance and education of the orphan children of deceased members, the burial of its dead, and the care and oversight of its sick and destitute” members.³⁹ It was this group that founded the Morningstar Tabernacle #88 and erected its lodge in Cabin John.⁴⁰ It was common practice in the Order that once a lodge acquired a facility, it was named Moses Hall.⁴¹ The lodge at Cabin John therefore consisted of one such Moses Hall,⁴² which was built on land conveyed to Morningstar Tabernacle #88 on December 28, 1887, by the abovementioned George and Sarilla Scott.⁴³

A cemetery then formed around the hall building, including upon a parcel adjacent to the original building that was conveyed by J.D.W. Moore on September 7, 1901.⁴⁴ Members of the lodge were afforded the privilege of being buried in this Moses Hall cemetery, which was used from 1912 to 1970⁴⁵ or 1975.⁴⁶ The lodge at Moses Hall also served as a school from 1926 to 1931.⁴⁷ Sadly, the Moses Hall building was destroyed in the late 1960s, when a (white) neighborhood youth under the influence of alcohol set the place on fire.⁴⁸ Only a few bricks and a cemetery mark the hall’s former location.⁴⁹

In 1898, Sarah Gibson decided to donate a section of her four and half acres of land to the community to build a church separate from the lodge building.⁵⁰ The church property was located on Conroy Road (Seven Locks Road today) and a log cabin served as the church structure.⁵¹ In honor of Sarah’s generosity, the church was named Gibson Grove.⁵² The original church was built from logs harvested from the Gibson’s land, and baptisms took place in the Cabin John Creek which was about one-half mile to the south and east of the church.⁵³ There is a graveyard next to the original Gibson Grove log cabin church, and we are told that the last burial at that location occurred in 1912.⁵⁴ This area as one distinct from Moses Hall’s cemetery will hereinafter be referred to as Gibson Grove Cemetery. Services

³⁶ Jones (2010) at 15.

³⁷ Friends of Moses Hall Tabernacle No. 88, <https://www.friendsofmoseshall.org/history>.

³⁸ Jones (2010) at 52.

³⁹ Jones (2010) at 52.

⁴⁰ Jones (2010) at 52.

⁴¹ Jones (2010) at 52, footnote 4.

⁴² Jones (2010) at 52.

⁴³ Gray, Burr. “Unveiling of Panel for Meeting Hall and Cemetery Draws Dignitaries, Volunteers and Descendents.” *The Village News* Vol. 41, Issue 1 (2007), https://mcatlas.org/filetransfer/HistoricPreservation/Cemeteries/105_Moses-Hall_Cabin-John/105_Moses-Hall_2007-12.pdf at 7.

⁴⁴ Gray (2007) at 7.

⁴⁵ Jones (2010) at 53.

⁴⁶ Gray (2007) at 5.

⁴⁷ Gray (2007) at 9.

⁴⁸ Jones (2010) at 53.

⁴⁹ Jones (2010) at 53.

⁵⁰ Jones (2010) at 13.

⁵¹ Jones (2010) at 13.

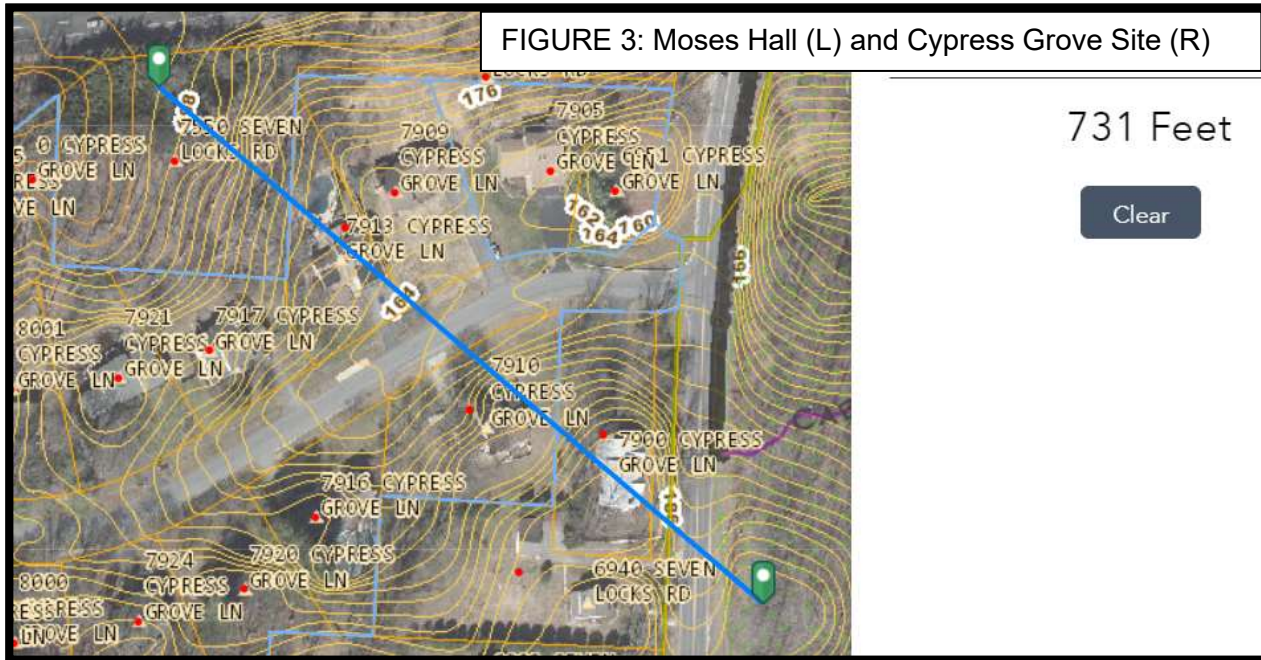
⁵² Jones (2010) at 14.

⁵³ Gray (2007) at 12.

⁵⁴ Gray (2007) at 12.

were held in the log cabin structure until 1923, when the new church building was completed.⁵⁵

As shown in Figure 3, the Cypress Grove site is only about 700 feet from the former site of Moses Hall and its associated cemetery. The site's close proximity to these features as well as to Gibson Grove church suggests a possible association *prima facie*.



4. Contemporary sources indicate that the Cypress Grove site area might contain as-yet-unlocated graves.

Two independent entities have conducted archeological surveys in the vicinity of the Cypress Grove Site within the past ten years, and both seem to hint at the presence of missing unmarked burials in the area. First, beginning in 2008 and concluding in 2010, the Gibson Grove property was the subject of archaeological excavations by Dr. Alexandra Jones and her team.⁵⁶ Dr. Jones' study catalyzed by a fire within the church and the resultant concerns that repairs might disturb undocumented burials, as one 1962 Maryland State Highway Administration (MSHA) map indicates that three burials are present near the rear of the current Gibson Grove church property.⁵⁷ **Despite extensive testing, however, the 2008-2010 archeological investigation revealed no evidence of graves in the aforementioned area.** Even more perplexing to Dr. Jones was the lack of artifacts on the current Gibson Grove property, which has reportedly been in constant use for over 100 years and yet had no

⁵⁵ Jones (2010) at 14.

⁵⁶ Jones (2010) at 2.

⁵⁷ Jones (2010) at 2, 18.

evidence of the landscape ever being utilized.⁵⁸ Based on the doctrines of the church there should have been continuous activity on the Gibson Grove A.M.E. Zion Church property.⁵⁹ Accordingly, Dr. Jones had expected to find some remnants of objects placed on or around the burials site near the church's current location.⁶⁰ If the church community had utilized the property in the rear of the church, materials symbolizing foodways, clothing or personal effects might have been recovered, Dr. Jones explains.⁶¹ The absences of archaeological evidence led Dr. Jones to believe that the remains had not been buried on the current Gibson Grove property.⁶² Another researcher, L. Paige Whitley, released a report on Gibson Grove and Moses Hall which hints at a possible explanation for Dr. Jones' findings. Ms. Whitley notes that the current Gibson Grove church was built northwest of its former, log cabin location.⁶³ This would put the original Gibson Grove church site and its associated cemetery right where the Cypress Grove site exists today.

More recently, in December 2019, MDOT released "Cultural Resources Technical Report Volume 4: Phase I Archaeological Report Number 543" as part of its I-495 & I-270 Managed Lanes Study. This report surveyed the parcel containing the Gibson Grove Church together with the parcel containing the remains of the Moses Hall and its associated cemetery, as all are located within the project's CSB.⁶⁴ Per MDOT's report, "Fieldstone, clay chimney parts and other building debris were identified within the CSB, **suggesting the potential for intact archaeological deposits associated with the late nineteenth and twentieth century use of Moses Hall.**"⁶⁵ Unfortunately, much of this report's key information (e.g., maps of sites) was redacted. In spite of this, I surmised one or more sites surveyed by MDOT researchers got very close to the Cypress Grove site without actually surveying it.

According to MDOT, "Area S-14 is entirely owned and administered by M-NCPPC, Montgomery County. The southernmost portion is open to the public, accessed by a footpath connected to a parking lot off Seven Locks Road."⁶⁶ The entire area of Area S-14 is wooded, with a section of Cabin John Creek running through its southern portion.⁶⁷ **The author was able to recognize a photo of a parking lot used by researchers to access S-14 as showing the exact same parking lot she had used to access the Cypress Grove site.**⁶⁸ It seems that the MDOT researchers missed the Cypress Grove site, as they traveled north/east on the path directly connected to the lot instead of south toward the Cypress Grove site.⁶⁹ Most notably, while the report states that **"It is unlikely but still possible that additional burials extend farther north...because a former structure, Moses Hall, once occupied the**

⁵⁸ Jones (2010) at 25.

⁵⁹ Jones (2010) at 25.

⁶⁰ Jones (2010) at 31.

⁶¹ Jones (2010) at 31.

⁶² Jones (2010) at 31.

⁶³ Whitley (2020, rev. 2021) at 17.

⁶⁴ Arnold, W. Brett et al. "Cultural Resources Technical Report, Volume 4: Phase I Archaeological Investigation for the I-495 & I-270 Managed Lanes Study, Montgomery and Prince George's County, Maryland and Fairfax County, Virginia; Maryland Department of Transportation State Highway Administration; Archaeological Report Number 543," (2019) https://oplanesmd.com/wp-content/uploads/2020/07/CulturalResourcesTR_Volume_4.pdf at 183.

⁶⁵ Arnold et al (2019) at 187.

⁶⁶ Arnold et al (2019) at 71.

⁶⁷ Arnold et al (2019) at 71.

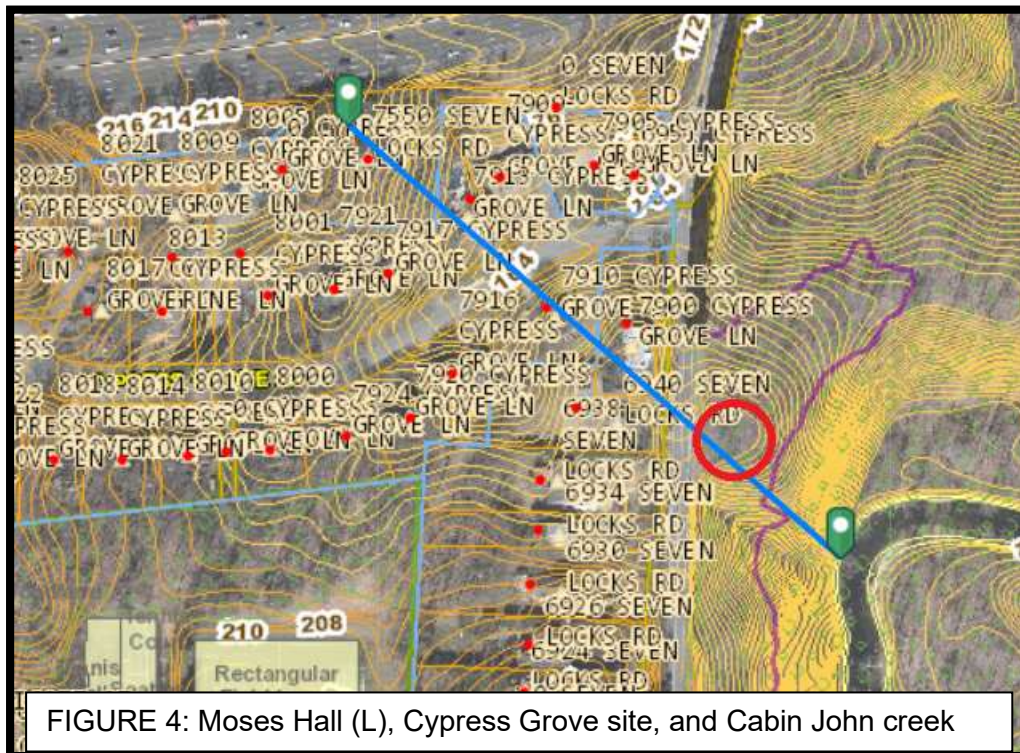
⁶⁸ Arnold et al (2019) at 74, Figure 51.

⁶⁹ Arnold et al (2019) at 73, Figure 50.

north boundary” of the cemetery, it says nothing about the likelihood burials would extend in the other direction, to the south (i.e. where the Cypress Grove site is).

5. Cypress Grove site lies midway between Moses Hall area and creek where parishioners performed baptisms.

As shown in Figure 4, the Cypress Grove site (red circle) lies almost exactly midway between Moses Hall and the nearby Cabin John creek. Dr. Jones tells us that “Church baptisms were performed in Cabin John creek.”⁷⁰ The fact that members of the Gibson Grove community were actively traversing the in the vicinity of the Cypress Grove site as part of



their religious ritual further suggests that this land was previously associated with this community.

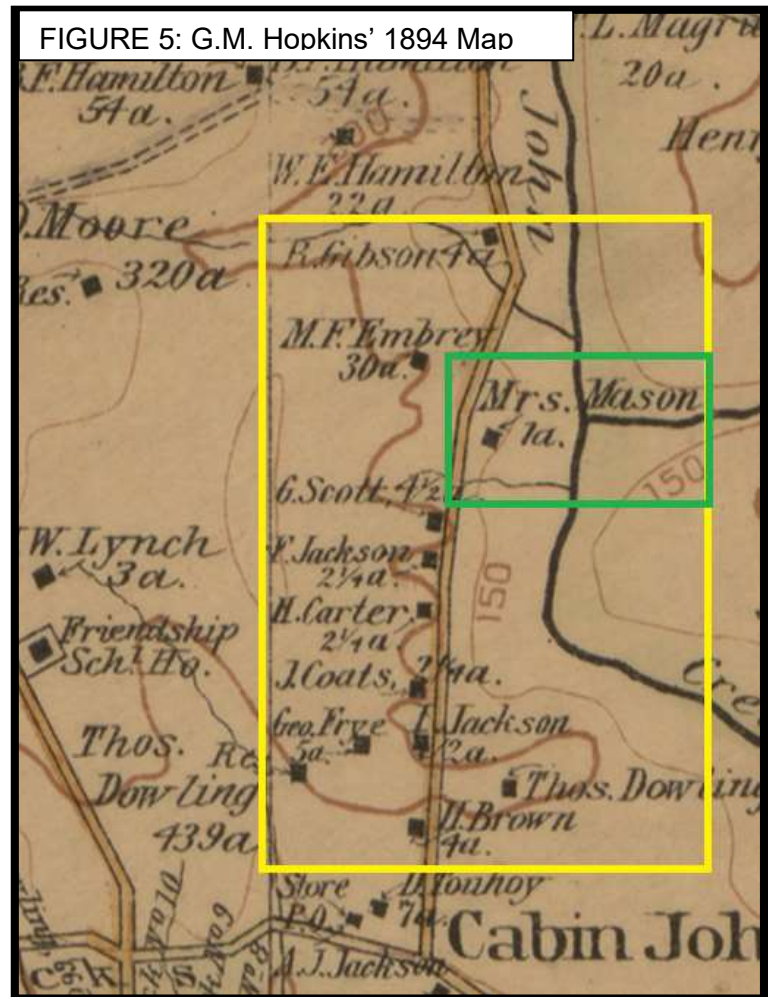
6. The Masons were a Black family with a historic presence in the area, and Cypress Grove site was formerly owned by a “Mrs. Mason.”

The Mason family is central to Montgomery County’s Black history, having founded the community of Scotland along Seven Locks Road north of Gibson Grove.⁷¹ In 1886,

⁷⁰ Jones (2010) at 14.

⁷¹ Rotenstein, David. “THE RIVER ROAD MOSES CEMETERY: A Historic Preservation Evaluation,” (2018) <https://montgomeryplanning.org/wp-content/uploads/2020/07/Moses-Cemetery-Report-FINAL-LR-with-MIHP-form.pdf> at 68.

Noah Mason acquired nine acres and Augustus Mason acquired six acres along the east side of Seven Locks Road.⁷² One of the only grave markers still visible in the Morningstar Cemetery is that of Scotland community leader Geneva Mason's⁷³ husband, Wallace Mason.⁷⁴ Geneva Mason was born in 1899 in Washington, D.C. and raised in Georgetown, graduating from the O Street Vocational School.⁷⁵ Ms. Mason moved to the Scotland community when she was just a teenager, in 1917.⁷⁶ She was the first African-American woman from her district to serve on the Montgomery County Government Committee, where she worked to improve health care, housing, education, and water and sewer services in her Scotland community.⁷⁷ In the 1950s, she worked with the Board of Education on integration of schools, and also spent 17 years fostering over 25 children in her community.⁷⁸ Figure 5 shows part of G.M. Hopkins' 1894 map⁷⁹ with Gibson Grove's community in yellow and a "Mrs. Mason" property (the sole dwelling mapped on Seven Locks Road's east side) in green. As mentioned above, the Gibsons, Scotts, Jacksons, Carters, and Browns were all prominent Black families who lived off Seven Locks Road.⁸⁰ The author's research confirmed that "Coats" and "Frye" are names of prominent Black families here, as well.⁸¹ The names of 1894 property owners in Figure 4 (R. Gibson, G. Scott, F. Jackson, H. Carter, J. Coats, Geo. Frye, L. Jackson, and H. Brown) indicate this was a Black community at this time.



⁷² Levine, Harvey. "THE RESURRECTION OF "SCOTLAND," *The Montgomery County Story*, Vol. 43 No. 2 (2000), http://montgomeryhistory.org/wp-content/uploads/2016/09/Vol43No2_MCStory.pdf at 126.

⁷³ Levine (2000) at 127.

⁷⁴ Whitley (2020, rev.2021) at 33.

⁷⁵ The Montgomery County Historical Society, "Guide to the Oral History of MASON, GENEVA (1899-1980)," (2017) http://montgomeryhistory.org/wp-content/uploads/2017/05/Mason_OH_outlineR.pdf.

⁷⁶ The Montgomery County Historical Society (2017).

⁷⁷ The Montgomery County Historical Society (2017).

⁷⁸ The Montgomery County Historical Society (2017).

⁷⁹ Available at <https://plats.msa.maryland.gov/>

⁸⁰ Jones (2010) at 45.

⁸¹ Whitley (2020, rev.2021) at 9.

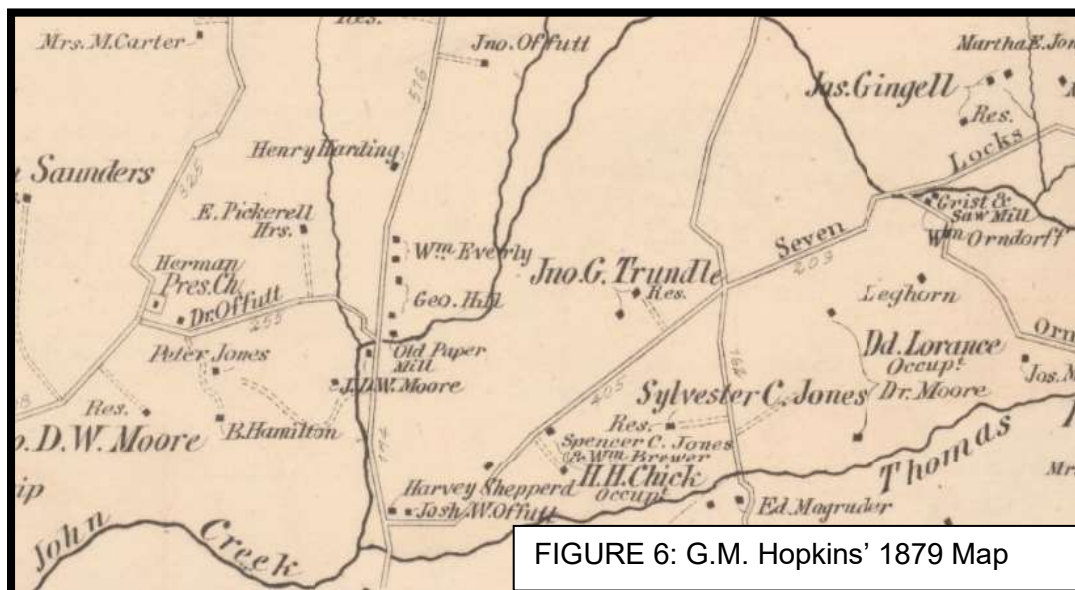


FIGURE 6: G.M. Hopkins' 1879 Map

Being that Mrs. Mason does not appear in the Hopkins' 1879 map (Figure 6), the Masons likely acquired this parcel between 1879 and 1894. This property does appear under Mrs. Mason's on Baist's 1904 map, (Figure 7) but by the time of Baist's next map's 1918 release, the property is simply marked "Mason" as opposed to "Mrs. Mason." (Figure 8). This suggests the Mrs. Mason who lived here died and bequeathed the parcel to an heir sometime after 1904 but before 1918.

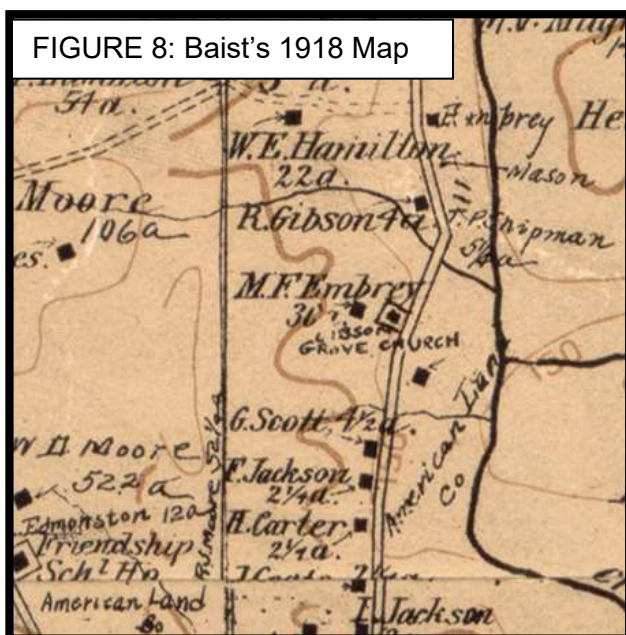


FIGURE 8: Baist's 1918 Map

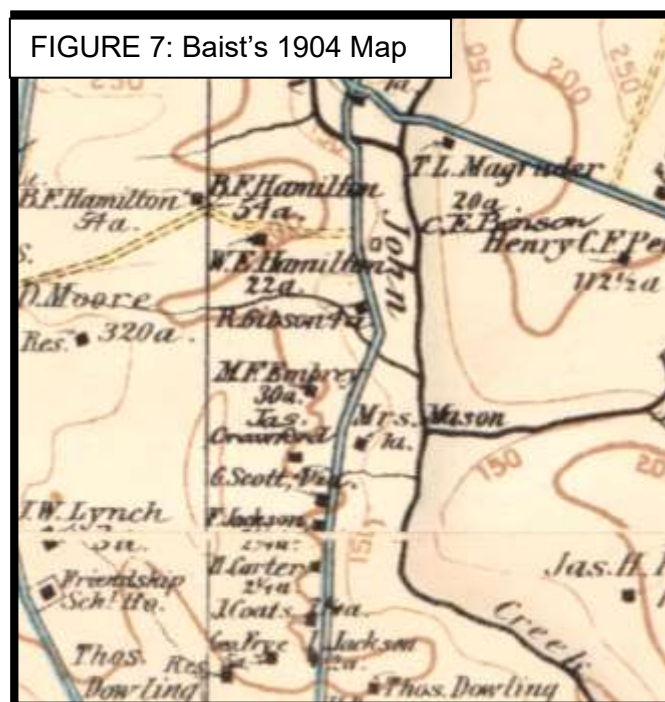


FIGURE 7: Baist's 1904 Map

Although the author failed to pinpoint who exactly this particular "Mrs. Mason" was, some facts about her can be deduced. First, Mrs. Mason must have been alive around 1894 or just beforehand to have appeared on the map as the property owner that year. Secondly, since "Mason" was

obviously not her maiden name, she must have been old enough to get married by 1894—so she likely could not have been born any later than about 1876. She was probably born earlier than this, however. Because men rather than women were traditionally listed as the property owners at the time, Mrs. Mason was most likely widowed—hence why the property is listed in her name rather than Mr. Mason’s by 1894. To recap: based on these maps, the Mrs. Mason in question must have been born before 1876 and have married and been widowed before 1894. She would likely have died sometime between 1904 and 1918.

One promising candidate who seems to meet all these criteria is Jenny (or Jennie) Mason, who died in February of 1912.⁸² Mrs. Jenny Mason was married to Noah Mason⁸³—presumably the same who in 1886 acquired property along Seven Locks Road.⁸⁴ This would make Noah and presumably, Jennie about the right ages to see the former pass away by 1894. We know that Jennie Mason on the other hand was alive and active as of November 20, 1905, when she was selected to be on Gibson Grove’s committee for Endeavor work.⁸⁵ In any case, given the demographic makeup of the immediate area, the Mrs. Mason on the 1894 map was most likely Black. Thus, the Cypress Grove site was in all likelihood owned by a member of the Black community.

7. A 1918 map shows the Gibson Grove church on the east side of Seven Locks Road, in the location of the Cypress Grove site.

Upon closer inspection, the same 1918 map of the area referenced in Figure 8 above also reveals the previous location of Gibson Grove church in nearly the exact location as the Cypress Grove site. Figure 9 shows this same 1918 map but with a focus on the point labeled in pen as “Gibson Grove Church” (white outline). This map uses a hollow line to represent Seven Locks Road, solid black lines to represent Cabin John Creek and its tributaries, and solid black squares to represent buildings. In addition, some of the property owners associated with buildings are labeled using a larger, bolder, more official-looking calligraphy (e.g., “R. Gibson,” “M.F. Embrey”) than others on this map—which look to be unceremoniously handwritten on the original

FIGURE 9: 1918 Map, focus on church



⁸² Whitley (2020, rev.2021) at 28.

⁸³ Whitley (2020, rev.2021) at 30.

⁸⁴ Levine (2000) at 126.

⁸⁵ Evening star (Washington, D.C.), 20 Nov. 1905. *Chronicling America: Historic American Newspapers, Lib. of Congress* <https://chroniclingamerica.loc.gov/lccn/sn83045462/1905-11-20/ed-1/seq-6/>.

map using a pen. Interestingly, even the more official-looking labels showing building owners also appear to have had these type of smaller pen marks added, in order to show which owner's name goes with what building point on the map. For example, although the names "G. Scott," "F. Jackson," and "H. Carter" all appear in the more official typography, all also feature an arrow drawn with a smaller point, indicating which dwelling is associated with the name.

Critically, it appears that under the penned-in label for "Gibson Grove Church" is an associated arrow pointing to a structure located on the *east* side of Seven Locks Road. This shows that the Gibson Grove church's pre-1923 location was in almost exactly the same location as the current Cypress Grove site.

8. Beyond the two plats showing graves near Gibson Grove and the Moses Hall already noted in the literature, a third plat shows additional graves in this area.

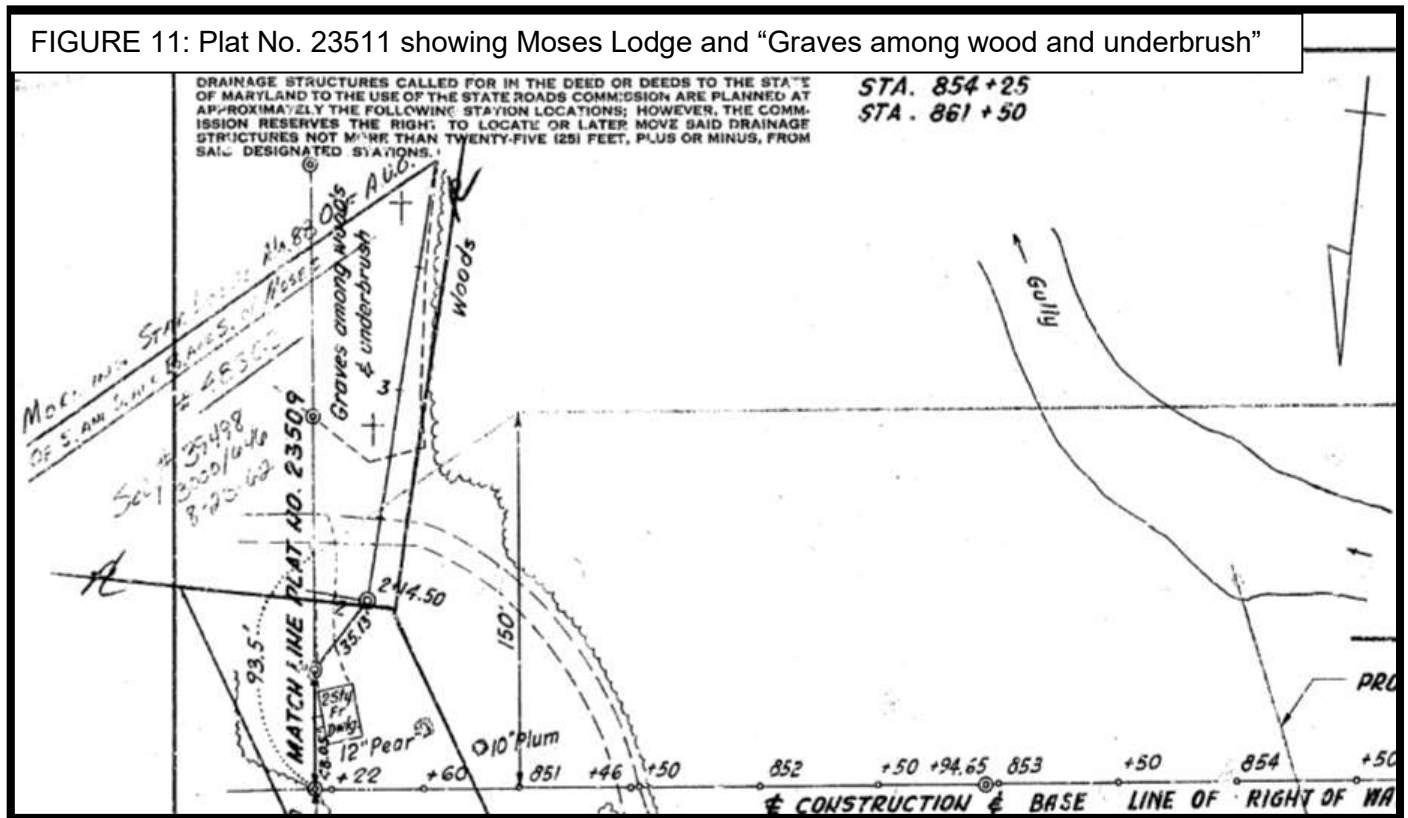
In her 2010 dissertation, Dr. Jones discusses a plat from the Maryland State Roads Commission that was released as part of I-495's construction in the 1960s⁸⁶ showing the current location of Gibson Grove church along with the three graves adjacent to it that prompted Dr. Jones' initial involvement. The specific plat discussed by Dr. Jones is Plat No. 23510, which is part of a series filed on March 2, 1961 that also includes Plat Nos. 23508, 23509, 23511, 23512, and 23513.⁸⁷ Accordingly, in her report from earlier this year, independent researcher L. Paige Whitley discusses Plat No. 23509 from this series, in the context of it showing the location of the Moses Hall building.⁸⁸

⁸⁶ Jones (2010) at 18.

⁸⁷ Available at <https://plats.msa.maryland.gov/>

⁸⁸ Whitley (2020, rev. 2021) at 22.

I have now found that a third plat in this same series, Plat No. 23511, which shows more graves in this same area. Figure 11 shows an excerpt from this plat, with “Morning Star Lodge No. 88” property and the associated graves (upper-left).



9. A heavy density of old objects concentrated over a small space, as at the Cypress Grove site, is associated with Black burial grounds, in particular.

Not long after I began picking up litter in Cabin John SVP, I began to consecutively number each object that appeared old—reaching a staggering count of *over 400 objects* within just a few months. A complete inventory of these objects is included here as an Appendix. When this collection started to grow faster than anticipated, I began cataloguing objects using small stickers of various colors to indicate differing methods by which I collected the objects.

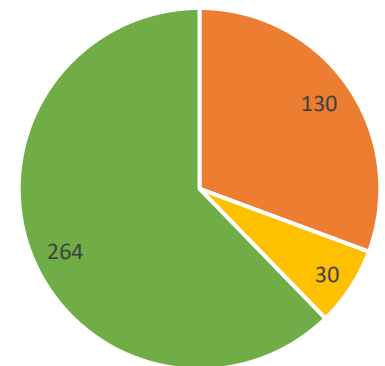
For example, I began with a “White set” (objects 1 through 125) and ended with a “Silver set” (objects 420 through 424). I recovered the 130 objects that comprise the White and Silver sets while hiking throughout Cabin John SVP during the summer of 2020, so no specific location within the park can be assigned to them. Between these two sets, however, I did attempt to employ more site- and time-specific collection methodologies.

My initial attempt at a collection methodology is represented by the 58 objects in the “Pink set” (numbered 209 through 266) as well as the 67 objects in the “Purple set” (352 through 419). Collection of Pink- and Purple-set objects was limited to the Cypress Grove site.

The objects in the “Green set,” “Orange set”, and “Red set” were all recovered through a methodology designed to better reflect that of a traditional field report. For each of these sets, object collection was confined to a particular time frame (i.e., minutes) as well as a specific area within Cabin John SVP (i.e., either the Arden Road site or the Cypress Grove site). Specifically, collection of the 30 objects in the Green set (126 through 155) occurred on October 6, 2020 in a time period of 30 minutes at the Arden Road site. The 53 objects in the Orange set (156 through 208) were collected from the Cypress Grove site the following day on October 7, 2020, also in a 30-minute period, to help enable a one-to-one comparison with regard to object density between the sites. Finally, the 85 objects comprising the Red set (numbered 267 through 351) were collected in a 40-minute time period from the Cypress Grove site on October 10, 2020, to show how object collection at this site increased exponentially over time.

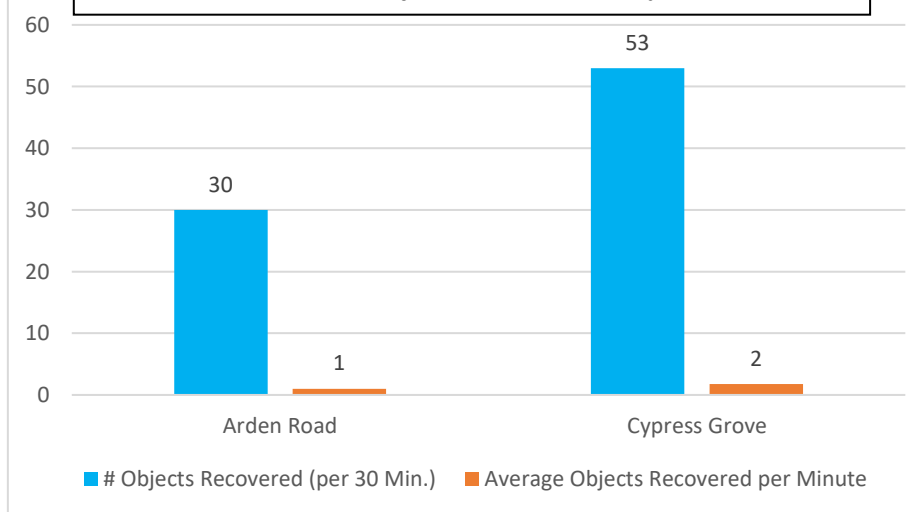
Indeed, as shown in Figure 11, a majority of the total objects I collected throughout *the entirety* of Cabin John SVP came from the Cypress Grove site. Figure 12 below compares my two 30-minute-long collection exercises at the Arden Road and Cypress Grove sites, respectively. Total objects recovered in a half hour at each site is shown by blue bars. The average number of objects recovered per minute at each of these two sites is shown by orange bars.

FIGURE 11: Objects Collected, by Location



Throughout Park Arden Road site
Cypress Grove site

FIGURE 12: Rate of Objects Recovered, by Location



Since my initial collection and labeling of these objects, I have come to understand through research that a high density of older wastes in a concentrated area is one sign that unmarked graves are also present. According to the Smithsonian, for example, it is not uncommon for archaeologists to find human bones in trash pits, old wells, or cellars.⁸⁹ During an interview earlier this year with a local Fox News affiliate regarding his work finding unmarked graves in his community, Karl Harrar explained older cemeteries were “usually placed on filled land or trash dumps.”⁹⁰ Harrar explains that because the ground has been unnaturally filled, gravestone markers placed therein “actually settle and when they settle, the grave markers being of granite and/or hard stone, they settle and sink into the ground.”⁹¹ Mr. Harrar’s company, Easy Radar USA, centers on the ground-penetrating radar device he developed. Harrar says “I built it primarily to find those old trash pits really, and these pits contain trash of that day but it’s incredibly historical now.”⁹²

Unfortunately (but not surprisingly), in yet another example of the U.S.’s visible systemic racism, it seems that the phenomenon of trash dumps marking otherwise unmarked burials is particularly associated with Black gravesites. One example is found in an archeological report from the U.S. Army Corps of Engineers identifying the boundaries of a family cemetery in Albemarle County, VA.⁹³ This report investigates a “parcel slated for high-density residential development,” and though the area initially targeted for investigation proved to contain no human burials, the later work “in and around an extensive late 20th century trash dump approximately 200 feet north of and upslope from the first locale...exposed the outlines of at least 53 systematically spaced grave shafts.”⁹⁴ The Corp notes that “Dumping as well as mechanical grading associated with burial of trash at the site appears to have displaced numerous rough fieldstone burial markers and otherwise obscured other potential surface evidence of the cemetery.”⁹⁵ The Corp also states that “Although not discovered in situ, a single hand-carved and inscribed grave marker bearing the text ‘Mary Bowles Died Dec. 6, 1882’ found within the cemetery area appears to confirm local testimony that the cemetery belongs to the free African-American family that owned and occupied this property from 1788 until the early 20th century.”⁹⁶

Another example of waste dumping at a historic Black burial site is found in the New York African Burial Ground Archaeology Final Report.⁹⁷ In its discussion of Burial #337, the report notes this burial “overlapped the southeastern quadrant of Feature 141, a pit that apparently predated the burial. The pit contained ash, animal bone, shell, and sherds of delft, white salt-glazed stoneware, and Jackfield ware, with an overall *terminus post quem* for the

⁸⁹ Smithsonian National Museum of Natural History. “Finding the Evidence,” <https://naturalhistory.si.edu/education/teaching-resources/written-bone/unearthing-chesapeake/finding-evidence>.

⁹⁰ Rioux, William. “Local man makes it his mission to track down old unmarked graves,” *WRDW*, (2021) <https://www.wrdw.com/2021/03/31/local-man-makes-it-his-mission-to-track-down-old-unmarked-graves/>.

⁹¹ Rioux (2021).

⁹² Rioux (2021).

⁹³ Thompson, Stephen. “Archaeological Identification of Cemetery Boundaries at the Bowles Family Cemetery within Site 44AB374, Tax Map Parcel 61-160, (Free State Road) Albemarle County, Virginia,” *U.S. Army Corps of Engineers*, (2006) <https://492nzz341b7zv7n2p3rfrebt-wpengine.netdna-ssl.com/wp-content/uploads/2017/03/Free-State-Bowles-Cemetery-Report.pdf> at i.

⁹⁴ Thompson (2006) at i.

⁹⁵ Thompson (2006) at i.

⁹⁶ Thompson (2006) at i.

⁹⁷ “New York African Burial Ground Archaeology Final Report Series, Volumes 1 to 4.” Part of: The Archaeology of African Burial Ground National Monument, New York City, NY. *The Digital Archeological Record (tDAR)*, (2006) <https://core.tdar.org/collection/23886/new-york-african-burial-ground-archaeology-final-report-series-volumes-1-to-4>.

fill of circa 1740. Its contents generally suggest a trash pit, but it may have been a pit dug for some other purposed that was later filled with household-type refuse.”⁹⁸

On the other hand, however, research has also revealed that if the site does indeed house Black burials, much of what I initially took as litter might actually be actually funerary offerings. In the time since encountering the site, I learned that “Probably the most commonly known African-American grave marking practice was the use of ‘offerings’ on top of the grave.”⁹⁹ John Michael Vlach notes that objects on graves typically include not only pottery,

but also “cups, saucers, bowls, clocks, salt and pepper shakers, medicine bottles, spoons, pitchers, oyster shells, conch shells, white pebbles, toys, dolls' heads, bric-a-brac statues,

light bulbs, tureens, flashlights, soap dishes, false teeth, syrup jugs, spectacles, cigar boxes, piggy banks, gun locks, razors, knives, tomato cans, flower pots, marbles, bits of plaster, [and] toilet tanks.”¹⁰⁰ Looking at other authors' photographs of gravesites bearing such offerings (e.g., Figure 13) in comparison to photos I took of the Cypress Grove Site (e.g., Figure 14) reveals a striking similarity. In accordance with these examples, while not determinative on its own, the density of objects at the Cypress Grove site supports the proposition that this area contains unmarked graves, and especially of Black people.

FIGURE 13: (Courtesy Chicora Foundation)



An African-American cemetery from the Beaufort County, South Carolina, area in the early twentieth century showing an array of grave goods - including bottles, plates and bowls. Also present are a large number of grave markers - stone monuments, wooden slabs, wooden stakes or posts, and even some ornamental plants.

FIGURE 14: Glass “Carpeting” Cypress Grove Site



⁹⁸ Perry, Warren et al. “NEW YORK AFRICAN BURIAL GROUND ARCHAEOLOGY FINAL REPORT VOLUME 3. DESCRIPTIONS OF BURIALS 201 THOUGH 435,” (2006) <http://npshistory.com/publications/afbg/archaeology-v3.pdf> at 272

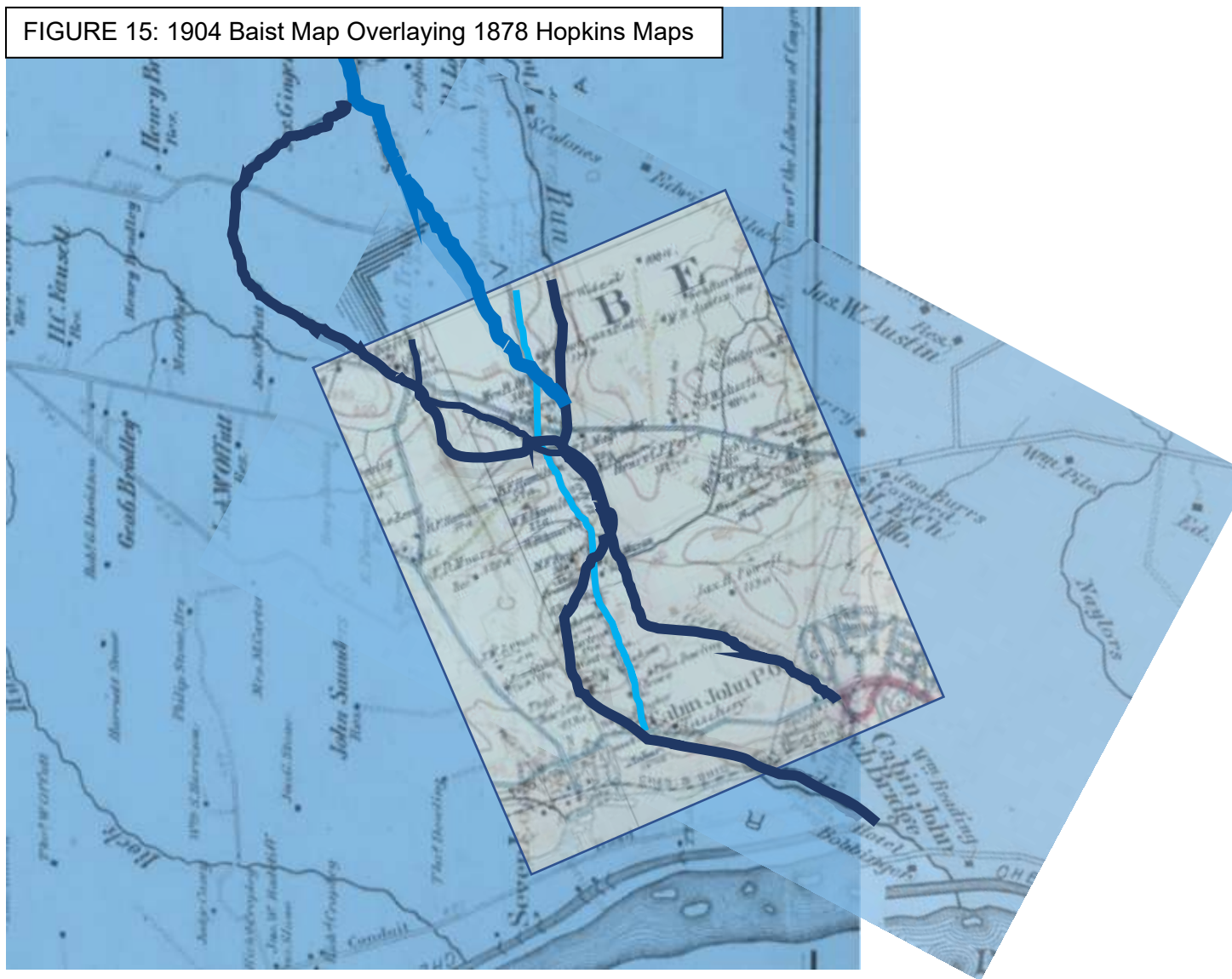
⁹⁹ Chicora Foundation. “Grave Matters,” <https://www.sciway.net/hist/chicora/gravematters-1.html>.

¹⁰⁰ Chicora Foundation. “Grave Matters,” <https://www.sciway.net/hist/chicora/gravematters-1.html>

10. As Seven Locks Road expanded, the Cypress Grove site would have become increasingly cut off from other community hubs.

The Seven Locks Road separates the Cypress Grove site on the east side from the other Black community hubs on the west. This road has also been expanded multiple times. One example is shown in Figure 15 below, which compares the underlying Hopkins 1879 maps for Rockville and Bethesda to Baist's 1904 map of the same area.¹⁰¹ The Seven Locks Road is shown in lighter blue on its 1879 path and on an even lighter blue on its extended path 25 years later as of 1904, while Cabin John creek is shown in a darker blue throughout. This initial southern expansion of Seven Locks Road between 1879 and 1904 was what initially cut off the Cypress Grove site on the road's east side from other Black community hubs on its west side—a trend which only worsened over time as the road's right-of-way further expanded its total footprint.

FIGURE 15: 1904 Baist Map Overlaying 1878 Hopkins Maps

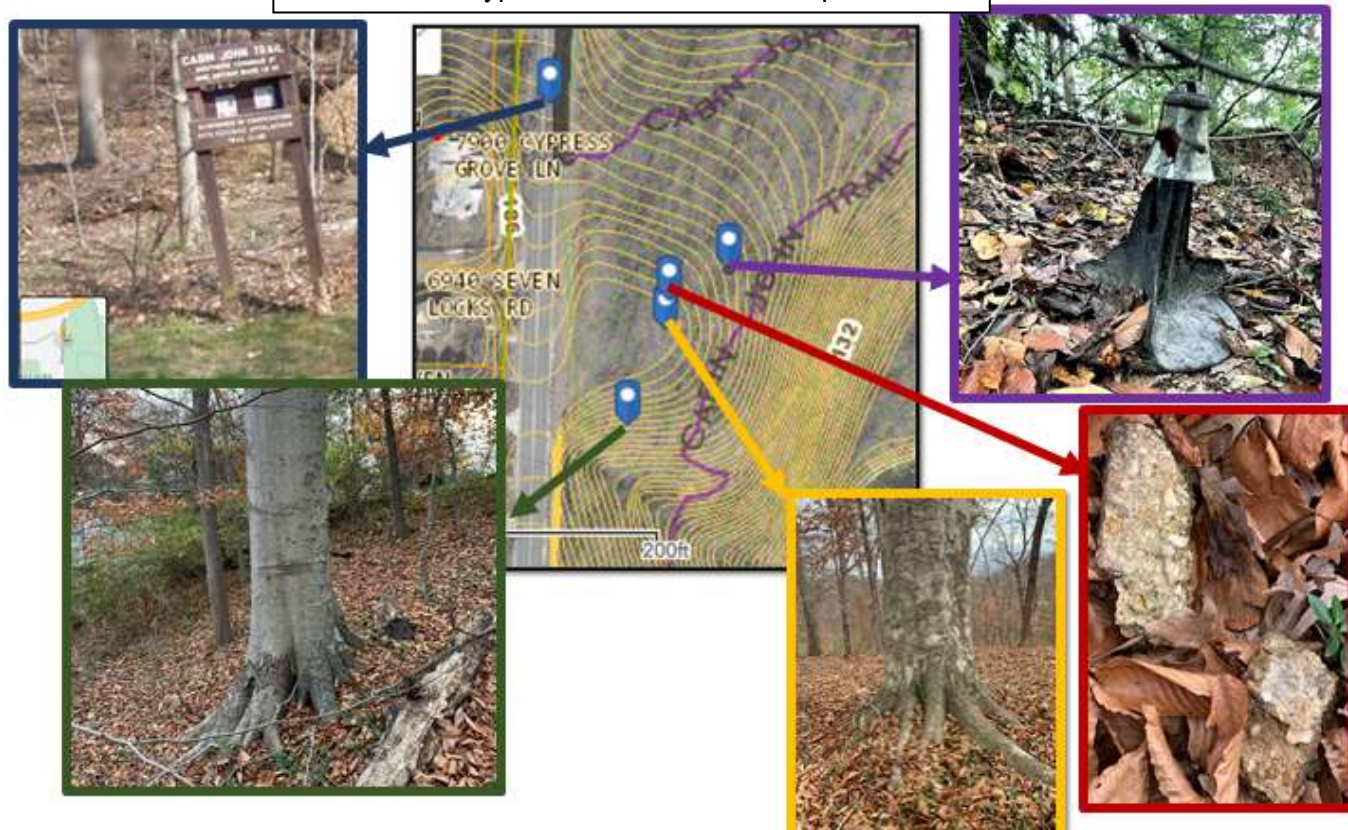


¹⁰¹ Available at <https://plats.msa.maryland.gov/>

11. The Cypress Grove site features possible grave curb, lantern, and Beech trees marking periphery and center—possibly shaped like a cosmogram.

As shown in Figure 16, several landscape features at Cypress Grove indicate it was once used as a graveyard. First, the site periphery and center appear marked with American Beech trees (Figure 16, green and orange insets). Beeches are not an uncommon choice for cemetery landscaping in this region,¹⁰² probably due to their affinity for the same kind of well-drained soils underlying hilltops,¹⁰³ which as discussed above were preferred sites for burial. It is possible the trees were planted in the shape of a cosmogram—a sacred African geometrical form comprising a circle inscribed with a cross.¹⁰⁴ The cosmogram would have delineated this as a sacred, ritual space.¹⁰⁵ The site center featured possible remains of a grave curb (Figure 16, red inset). A grave curb is a feature typical of older cemeteries consisting of a low border, usually of stone or concrete, surrounding a plot, beginning slightly underground and extending only a few inches above the surface of the ground.¹⁰⁶ Finally, as shown in Figure 16 (purple inset), the author also found two pieces (stacked together for photo and then replaced) of what looked like a lantern sitting feet apart near the

FIGURE 16: Cypress Grove site landscape features



¹⁰²See <https://www.wbaltv.com/article/prospect-hill-cemetery-centuries-old-historic-copper-beech-tree-removed-towson/34715511#> and <http://mounthopcecemetery.us/oldest-tree/>

¹⁰³ NC State Extension, "Fagus grandifolia (American Beech)" <https://plants.ces.ncsu.edu/plants/fagus-grandifolia/>

¹⁰⁴ Himelfarb, Elizabeth. "Hoodoo Cache." *Archology* Vol. 53 No. 3 (2000) <https://archive.archaeology.org/0005/newsbriefs/hoodoo.html>

¹⁰⁵ Himelfarb (2000).

¹⁰⁶ U.S. Dept of Natural Resources. "TERMS USED TO DESCRIBE CEMETERIES AND GRAVE MARKERS" https://www.in.gov/dnr/historic-preservation/files/cem_glossary.pdf at 2.

site's perimeter. Lamps or lights are often associated with graveyards, as well.¹⁰⁷

12. Certain types of objects found only at the Cypress Grove site are specifically indicative of Black burials.

During last fall (2020), in looking at my total catalogue of objects across Cabin John SVP (see Appendix), I quickly noticed that two general types of glass were *only* found at the Cypress Grove site (rather than at the Arden Road site or somewhere else in Cabin John SVP). The first type of object endemic to the Cypress Grove site is a deep blue material known as cobalt glass. The second type of object found only at Cypress Grove is a form of off-white glass, known as milk glass. Since then, I came to realize this pattern was likely not a coincidence, as the colors of both blue and white are significant in Black burial practices.

Blue beads are consistent finds at African-American burial sites and – beyond their significance as personal items that belonged to the deceased – some researchers also propose beads possessed additional cultural meaning among these communities.¹⁰⁸ For instance, Patricia Samford says that enslaved Black people from Africa believed these blue beads had protective powers.¹⁰⁹ According to Samford, this is because the ownership and wearing of beads – especially blue ones – were marks of high status and power in some West African societies.¹¹⁰ Other researchers have noted that the color blue is a “recurring and abundant motif in African-American folklore.”¹¹¹ The color white (evident in ceramics, shells, and pebbles) is also noted as being of importance to Black burials in the literature.¹¹²

13. A number of possible grave markers made of quarry stone and potential burial shroud or *nkisi* were observed at the site.

Large chunks of quartz and other stones were observed all around the Cypress Grove site. Figure 17 below shows five different instances of this exemplified by quartz rocks alone. These were notable because the quartz clearly originated *ex situ*—perhaps having been mined at the nearby quarry belonging to the Stone family. These rocks may have significance as grave markers, as well. In the slave cemetery of President James Madison's former Virginia plantation, Montpelier, for example, quartz headstones have been placed on the west end of the graves, allowing (according to ancient West African beliefs) the souls resting below to follow the sun as it rose on the morning of life beyond death.¹¹³

¹⁰⁷ Jeane, D. Gregory. “The Upland South Folk Cemetery Complex: Some Suggestions of Origin,” *Voices of American Culture* (Ann Arbor: UMI Research Press) (1989), 111 – 119, <https://www.jstor.org/stable/j.ctt46nqxw.11> at 121.

¹⁰⁸ Jamieson, Ross. “Material Culture and Social Death: African-American Burial Practices,” *Historical Archaeology*, 29(4) (1995) pp 39-58, <https://users.clas.ufl.edu/davidson/Historical%20archaeology%20fall%202015/Week%2012%20Mortuary/Jamieson%201995.pdf> at 49.

¹⁰⁹ Samford, Patricia. “The Archaeology of African-American Slavery and Material Culture,” *The William and Mary Quarterly* Vol. 53, No. 1, Material Culture in Early America (1996), pp. 87-114 <https://www.jstor.org/stable/2946825?seq=16> at 102.

¹¹⁰ Samford (1996) at 102.

¹¹¹ Jamieson (1995) at 49.

¹¹² Jameson (1995) at 51.

¹¹³ Kearsse, Bettye. “I Feared My Enslaved Ancestors Had Been Dishonored in Death—But the African Burial Ground in New York City Tells a Different Story,” *Time* (2020), <https://time.com/5808542/african-burial-ground-history/>.

Figure 17 (yellow inset) also shows a part of a knotted, blue fabric that was exposed at the ground surface near one of these quartz rocks. This is an especially important find, as it appears to potentially represent either a burial shroud or *nkisi*, both of which are associated with Black graves. In his work at ElMina, Ghana for example, researcher Christopher DeCorse noted that burials there were in a specially prepared shroud up until the introduction of coffins in the late 19th century.¹¹⁴ *Nkisi* have been found during the excavation of other Black burial sites, and originate with the Bakongo—an African society from which people were taken to be enslaved in the South.¹¹⁵ In practical terms, the *nkisi* is a container (possibly a bag made of fabric) containing a specific collection of objects believed to have spiritual significance.¹¹⁶ In spiritual or religious terms, a *nkisi* is a charm embodying the spirit of the deceased which can come back to serve the owner of the *nkisi*.¹¹⁷

FIGURE 17: Cypress Grove site object features



Conclusion

For the 13 reasons discussed herein, I believe the area termed the Cypress Grove site is an extension of adjacent Black burial grounds of Moses Hall/the original Gibson Grove church. Compelling evidence presented here in support of my belief shows this area warrants (at minimum) further investigation, especially if it is going to be affected either in association with construction at the “I-495/MD190/Cabin John Parkway Interchange” location (see SDEIS 2-7), or due to the “Widening the existing variable-width sidepath along Seven Locks Road under I-495 (Cabin John Trail),” which is part of point 1 on MDOT’s current list of proposed commitments and enhancements (SDEIS at 2-28).

¹¹⁴ Jamieson (1995) at 53

¹¹⁵ Samford (1996) at 107

¹¹⁶ Samford (1996) at 107

¹¹⁷ Jamieson (1995) at 50

Appendix

No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
1	White	Cabin John SVP	Sherd	Earthenware	Tin-glazed	Unknown	Green/Turquoise glaze	1687 - 1703
2	White	Cabin John SVP	Sherd	Porcelain	Hand-painted polychrome	Europe	European Hard Paste	1700 - 1810
3	White	Cabin John SVP	Sherd	Stoneware	North American Plain	North America	Salt-glazed (clear)	1720-1745
4 & 5	White	Cabin John SVP	Sherd	Earthenware	Buckley Utilitarian	North America	Storage Jar	1720 - 1775
6	White	Cabin John SVP	Sherd	Earthenware	Hand-painted chinoiserie	North America	Allertons England Onion	1800 - 1891
7	White	Cabin John SVP	Sherd	Porcelain	Bone China	Japan	Unpainted figurine	1820s
8	White	Cabin John SVP	Sherd	Porcelain	North American	Unknown	Scammell's Trenton China	1924 - 1938
9	White	Cabin John SVP	Small Finds	Marble	Handmade	Unknown	Cut-off marks visible at both "poles" of marble	1850s - 1890s
10	White	Cabin John SVP	Small Finds	Shoe Fragment	Toe Cap	Unknown	Features decorative broguing	1890s
11	White	Cabin John SVP	Small Finds	Light Bulb	Edison style	Mazda Brand	60 Watt	Approx. 1931
12	White	Cabin John SVP	Glassware (Flint)	Partial	Milk Bottle	Thompson's Honor Dairy	"TD" on base and partial address (2012-2026 11th St. NW) on heel	1915 - 1930
13&14	White	Cabin John SVP	Glassware (Flint)	Partial	Milk Bottle	Thompson's Honor Dairy	"Thompson's Dairy" / "TD" on side	1895 - 1934
15	White	Cabin John SVP	Glassware (Flint)	Partial	Milk Bottle	Thompson's Honor Dairy	"Thompson's Dairy" on side	1895 - 1934
16	White	Cabin John SVP	Glassware (Flint)	Partial	Milk Bottle	Thompson's Honor Dairy	Slanted "A" on base, address (2012-2026 11th St. NW) on heel	1915 - 1930
17	White	Cabin John SVP	Glassware (Flint)	Partial	Milk Bottle	Fairfax Farms Dairy	1620 First St. NW address on heel	1930s
18	White	Cabin John SVP	Glassware (Flint)	Partial	Milk Bottle	Chestnut Farms Chevy Chase Dairy	"Safe for Babies" on side, classic Owens Illinois logo pattern on base	1941
19&20	White	Cabin John SVP	Glassware (Flint)	Partial	Milk Bottle	Chestnut Farms Chevy Chase Dairy	"Chevy" & Neck fragment w/ company name	1930 - 1940
21 & 22	White	Cabin John SVP	Glassware (Flint)	Partial	Milk Bottle	Cream Top Bottle	Patent No. 1528480 received 3/25/1925	1938
23	White	Cabin John SVP	Glassware (Flint)	Intact	"100% Pure Wine" Bottle	Keystone Glass Works	Empty keystone. Could also be A.R. Samuels	1895 - 1900
24	White	Cabin John SVP	Glassware (Amber)	Intact*	Likely Beer Bottle	American Bottle Co.	*Found intact but dropped while cleaning in bathtub	1906 - 1909
25	White	Cabin John SVP	Glassware (Flint)	Intact	Soda Bottle	A.G. Herrmann	Stands for August G. Herrmann	1906 - 1913
26	White	Cabin John SVP	Glassware (Flint)	Intact	Catsup Bottle	Owens Bottle Co.	Toledo, OH Plant	1922
27	White	Cabin John SVP	Glassware (Flint)	Intact	O'Cedar Floor Polish Bottle	Likely Owens Bottle Co.	N/A	1920's

No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
28	White	Cabin John SVP	Glassware (Flint)	Intact	Drink Mix Bottle	Virginia Dare Extracts Co.	Extract side of the business was incorporated in 1923.	1923 - 1929
29	White	Cabin John SVP	Glassware (Flint)	Intact	Velva Oblong Toilet Bottle	Illinois Glass Co.	N/A	1900 - 1929
30	White	Cabin John SVP	Glassware (Flint)	Intact	Standard Wide-Mouth Blake Pharmaceutical	Owens Bottle Co.	N/A	1929
31	White	Cabin John SVP	Glassware (Flint)	Intact	Proprietary Poison Bottle for Vapo-Cresolene	Owens-Illinois Glass Co.	Vapo-Cresolene was "One of the many medically worthless turn-of-the-twentieth-century proprietary antiseptics"	1929
32	White	Cabin John SVP	Glassware (Flint)	Intact	Prescription Bottle	Likely American Glass Works	Paden City, WV	1927 - 1935
33	White	Cabin John SVP	Glassware (Flint)	Intact	"Barrel" Jar	Owens-Illinois Glass Co.	Mold No. C-48	1932
34	White	Cabin John SVP	Glassware (Flint)	Intact	Proprietary for Sauer's Extracts Co.	Owens-Illinois Glass Co.	Clarksburg, WV plant	1933
35	White	Cabin John SVP	Glassware (Amber)	Intact	Likely Beer Bottle	Obear-Nester Glass Co.	N/A	1932 - 1936
36	White	Cabin John SVP	Glassware (Flint)	Intact	Proprietary Hair Tonic Bottle	Owens-Illinois Glass Co.	Made for F.W. Fitch, a barber who developed some of the first non-wood alcohol hair products which became popular when people believed wood alcohol was making consumers blind.	1935
37	White	Cabin John SVP	Glassware (Amber)	Intact	Bottle, possibly for cleaning fluid	Anchor-Hocking Glass Co.	Found with a cloth/rag inside and stiff, shaped wire sticking out	1939
38	White	Cabin John SVP	Glassware (Flint)	Intact	Condiment Bottle	Armstrong Cork Co.	"A-in-a-circle" logo on base	1939
39	White	Cabin John SVP	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	Huntington, WV Plant	1939
40	White	Cabin John SVP	Glassware (Flint)	Intact	Fancy Jar	Owens-Illinois Glass Co.	Clarksburg, WV plant	1940
41	White	Cabin John SVP	Glassware (Flint)	Intact	Schenley Whiskey Bottle	Owens-Illinois Glass Co.	W.A. Jenson Bottle	1940
42	White	Cabin John SVP	Glassware (Amber)	Intact	Fancy Jar	Owens-Illinois Glass Co.	Found with metal screw-on lid that says "KEEP TIGHTLY CLOSED." Alton, IL Plant.	1941
43	White	Cabin John SVP	Glassware (Flint)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Owens-Illinois Glass Co.	Has a patent no. on base but can't make out what it is	1942

<u>No.</u>	<u>Code</u>	<u>Location</u>	<u>Category:</u>	<u>Type:</u>	<u>Subtype:</u>	<u>Manufacturer</u>	<u>Item Detail:</u>	<u>TPQ</u>
44	White	Cabin John SVP	Glassware (Flint)	Intact	Fancy Bottle	Owens-Illinois Glass Co.	Clarksburg, WV plant	1942
45	White	Cabin John SVP	Glassware (Amber)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Fairmount Glass Works	Hexagon "F" logo. Found intact but dropped while cleaning in bathtub	1943
46 & 47	White	Cabin John SVP	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	Clarksburg, WV plant. One found with part of metal screw-top lid.	1943
48	White	Cabin John SVP	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Owens-Illinois Glass Co.	Charleston, WV Plant	1943
49	White	Cabin John SVP	Glassware (Amber)	Intact	Wide-Mouth Blake Pharmaceutical Bottle	Owens-Illinois Glass Co.	Clarksburg, WV plant. One found with metal screw-top lid intact.	1943
50	White	Cabin John SVP	Glassware (Flint)	Intact	Proprietary Cosmetics Bottle	Owens-Illinois Glass Co.	Made for "Fitch's," which had expanded into other cosmetics after their success with a men's hair tonic line (see Item #36)	1943
51	White	Cabin John SVP	Glassware (Flint)	Intact	Oblong Toilet Bottle	Likely Owens-Illinois Glass Co.	Mold No. A-3009. See link at P 95.	1943
52	White	Cabin John SVP	Glassware (Flint)	Intact	Proprietary Bottle for "Mistol"	Owens-Illinois Glass Co.	Mistol was a decongestant that came with a patented metal-top glass dropper	1944
53	White	Cabin John SVP	Glassware (Flint)	Intact	Oblong Toilet Bottle	Likely Owens-Illinois Glass Co.	Mold No. A-3009. See link at P 95.	1947
54	White	Cabin John SVP	Glassware (Amber)	Intact	Proprietary for McCormick & Co.	Earliest possible manufacturing date is 1932	By the 1950s, the shape of McCormick extract bottles had changed	1932 - 1940s
55	White	Cabin John SVP	Glassware (Flint)	Intact	Fancy Bottle	Owens-Illinois Glass Co.	Charleston, WV Plant	1940s
56	White	Cabin John SVP	Glassware (Amber)	Intact	Likely Beer Bottle	Armstrong Cork Co.	Logo confirmed other "Circle-A" bottles (#60 & #61, etc.) were also likely Armstrong, see Discussion	1949
57	White	Cabin John SVP	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Metro Bottle Co.	See link at 227	1949 - 1956
58	White	Cabin John SVP	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	Could not make out date but has stippling on base	1940s

No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
59	White	Cabin John SVP	Glassware (Flint)	Intact	Proprietary Vaseline Jar	For Chesebrough Manufacturing Co. of NY	Vaseline was patented in 1872 by Robert Augustus Chesebrough as Chesebrough Mfg. Co. based in Perth Amboy, NJ	1945 - 1955
60	White	Cabin John SVP	Glassware (Flint)	Intact	Plain Jar	Armstrong Cork Co.	Circle-A logo. Item # 56 with full Armstrong logo confirmed this jar was also likely Armstrong	1950
61	White	Cabin John SVP	Glassware (Flint)	Intact	Plain Jar	Armstrong Cork Co.	Circle-A logo. Item # 56 with full Armstrong logo confirmed this jar was also likely Armstrong	1951
62	White	Cabin John SVP	Glassware (Flint)	Intact	Proprietary Hair Tonic Bottle	Owens-Illinois Glass Co.	Made for Fitch (see Item #36)	1951
63	White	Cabin John SVP	Glassware (Flint)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Anchor-Hocking Glass Co.	Found with plastic screw-on cap intact	1952
64	White	Cabin John SVP	Glassware (Amber)	Intact	Soda or Beer Bottle	Knox Glass Bottle Co. of Mississippi	J-in-a-keystone mark	1932 - 1952
65	White	Cabin John SVP	Glassware (Flint)	Intact	Plain Jar	Likely Owens Bottle Co.	Base has sloppy Square-O Logo(?) No Date Code	1919 - 1928
66 - 73	White	Cabin John SVP	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	All jars bear the "H over A" monogram	1923 - 1965
74	White	Cabin John SVP	Glassware (Flint)	Intact	Medicinal Bottle	Patent No. 83892	Found with metal lid intact and white powdery substance still inside	1931
76	White	Cabin John SVP	Glassware (Flint)	Intact	Canning or Preserves Jar	Unknown	Likely dates from prior to 1870 based on ground lip	
75	White	Cabin John SVP	Glassware (Flint)	Intact	Canning or Preserves Jar	Unknown	Machine-made, large bubbles	
77	White	Cabin John SVP	Glassware (Amber)	Intact	Medicinal Bottle	Unknown	Machine-made, flower or sunburst on base	
78	White	Cabin John SVP	Glassware (Flint)	Intact	Fancy Bottle	Unknown	Stoppered, possibly atomizer bottle based on shape	
79	White	Cabin John SVP	Glassware (Flint)	Intact	Canning or Preserves Jar	Unknown	N/A	
80	White	Cabin John SVP	Glassware (Flint)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Unknown	N/A	
81	White	Cabin John SVP	Glassware (Aqua)	Intact	Fancy Jar	Unknown	N/A	

<u>No.</u>	<u>Code</u>	<u>Location:</u>	<u>Category:</u>	<u>Type:</u>	<u>Subtype:</u>	<u>Manufacturer:</u>	<u>Item Detail:</u>	<u>TPQ</u>
82	White	Cabin John SVP	Glassware (Flint)	Intact	Fancy Bottle	Unknown	N/A	
83	White	Cabin John SVP	Glassware (Flint)	Intact	Medicinal Bottle	Unknown	N/A	
84	White	Cabin John SVP	Glassware (Flint)	Intact	Fancy Jar	Unknown	N/A	
85	White	Cabin John SVP	Glassware (Amber)	Intact	Medicinal Bottle	Unknown	Found with metal lid intact	
86	White	Cabin John SVP	Glassware (Aqua)	Intact	Plain Jar	Pierce Glass Co.	N/A	
87	White	Cabin John SVP	Glassware (Aqua)	Partial	Coca-Cola Bottle	Owens-Illinois Glass Co.	Side says "PAT D - 105529." Washington, DC on base	1948
88	White	Cabin John SVP	Glassware (Flint)	Partial	Bottle for The Julep Co.	Fairmount Glass Works	Hexagon "F" logo. base says "DES. PAT. 103535"	1937
89	White	Cabin John SVP	Glassware (Flint)	Partial	Eight-sided Bottle	Armstrong Cork Co.	Circle-A logo. Item # 56 with full Armstrong logo confirmed this bottle was also likely Armstrong, see Discussion	1941
90	White	Cabin John SVP	Glassware (Flint)	Partial	Base	Owens Bottle Co.	Base with Square-O Logo, No Date Code	1919
91 & 92	White	Cabin John SVP	Glassware (Flint)	Partial	Canning or Preserves Jar	Hazel-Atlas Glass Co.	"Atlas E-Z Seal"	1904 - 1931
93	White	Cabin John SVP	Glassware (Flint)	Partial	Milk Bottle	Owens-Illinois Glass Co. (Clarion, PA Plant)	Milk bottle, Cream-Top (Patent No. 1528480 Issued 3/3/1925)	1930 or 1940
94	White	Cabin John SVP	Glassware (Flint)	Partial	Milk Bottle	Owens-Illinois Glass Co. (Charleston, WV Plant)	Milk bottle, Cream-Top (Patent No. 1528480 Issued 3/3/1925)	1936
95	White	Cabin John SVP	Glassware (Flint)	Partial	Base	Anchor-Hocking Glass Co.	With Anchor logo	1944
96	White	Cabin John SVP	Glassware (Amber)	Partial	Base	Anchor-Hocking Glass Co.	With Anchor logo	1940
97 & 98	White	Cabin John SVP	Glassware (Flint)	Partial	Base	Anchor-Hocking Glass Co.	With Anchor logo	1951
99	White	Cabin John SVP	Glassware (Flint)	Partial	Jar base with J-in-a-Square logo	Jeanette Glass Co.	N/A	1940 - 1945
100	White	Cabin John SVP	Glassware (Amber)	Partial	Base	Brockway Glass Co.	With Circle-B logo	1941

No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
101	White	Cabin John SVP	Glassware (Flint)	Partial	Milk Bottle	Thatcher Manufacturing Co.	Milk bottle, Cream-Top (Patent No. 1528480 Issued 3/3/1925)	1923 - 1954
102	White	Cabin John SVP	Glassware (Flint)	Partial	Milk Bottle	Thatcher Manufacturing Co.	Milk bottle, Cream-Top (Patent No. 1528480 Issued 3/3/1925)	1923 - 1954
103	White	Cabin John SVP	Glassware (Flint)	Partial	Base	Thatcher Manufacturing Co.	With large "H" on base	1923 - 1954
104	White	Cabin John SVP	Glassware (Flint)	Partial	Base/Heel	Thatcher Manufacturing Co.	with double MTC	
105	White	Cabin John SVP	Glassware (Amber)	Partial	Base	Owens-Illinois Glass Co.	With "Saturn" logo	
106	White	Cabin John SVP	Glassware (Flint)	Partial	Base	Brockway Glass Co.	N/A	
107	White	Cabin John SVP	Glassware (Flint)	Partial	Base	Pierce Glass Co.	N/A	
108	White	Cabin John SVP	Glassware (Flint)	Partial	Base	Pierce Glass Co.	N/A	
109	White	Cabin John SVP	Glassware (Aqua)	Partial	Coca-Cola Bottle	Coca-Cola Washington	"C.C.W" on base	
110	White	Cabin John SVP	Glassware (Amber)	Partial	Base	Dominion Glass	D-in-a-Diamond logo on base	
111	White	Cabin John SVP	Glassware (Flint)	Partial	Jar	Unknown	N/A	
112	White	Cabin John SVP	Glassware (Flint)	Partial	Base	Unknown	Large "WB" on base	
113	White	Cabin John SVP	Glassware (Flint)	Partial	Base	Unknown	Large letters on base, either "MV" or "AW"	
114	White	Cabin John SVP	Glassware (Flint)	Partial	Base	Unknown	Large letters on base, either "ACD," "AGD" or "AOD"	
115	White	Cabin John SVP	Glassware (Flint)	Partial	Base	Unknown	Large raised cross on base	
116	White	Cabin John SVP	Glassware (Flint)	Partial	Base	Unknown	"ECDH" on base	
117	White	Cabin John SVP	Glassware (Flint)	Partial	Partial base	Unknown	Slanted "A" on base exactly like Artifact No. 16	
118, 119, 120	White	Cabin John SVP	Sherds	Porcelain	With Trellis and Fish Roe	Chinese	N/A	Trellis: 1715 - 1790 Fish Roe: 1740 - 1770
121	White	Cabin John SVP	Sherd	Porcelain	Canton	Chinese	N/A	1795 - 1853

No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
122	White	Cabin John SVP	Glassware (Flint)	Intact	Medicinal bottle	Unknown	Found with plastic lid intact and black, granular substance inside	
123	White	Cabin John SVP	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	"Duraglas" on heel and stippling	1955
124	White	Cabin John SVP	Glassware (Amber)	Intact	Soda or Beer Bottle	Owens-Illinois Glass Co.	"Duraglas" and stippling on base	1951
125	White	Cabin John SVP	Glassware (Flint)	Intact	Medicinal bottle	Burroughs-Wellcome & Co.	"B.W. and Co." on base (Burroughs-Wellcome & Co.)	c. 1980s (Approx)
126	Green	Arden Road site	Glassware (Flint)	Intact	Plain Jar	Knox Glass	"K-in-a-keystone" logo on base	1932 (Approx)
127	Green	Arden Road site	Glassware (Flint)	Intact	Plain Jar	Knox Glass	"K-in-a-keystone" logo plus stippling on base	1940s (Approx)
128	Green	Arden Road site	Glassware (Flint)	Intact	Plain Jar	Knox Glass	"K-in-a-keystone" logo plus stippling on base	1940s (Approx)
129	Green	Arden Road site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H-over-A" logo on base	1923 - 1965
130	Green	Arden Road site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H-over-A" logo on base	1923 - 1965
131	Green	Arden Road site	Glassware (Flint)	Partial	Mason jar top, lid attached	Ball Bros.	"Ball" on metal lid top	1910 - 1923
132	Green	Arden Road site	Glassware (Flint)	Intact	Plain Jar	Unknown	Small number "12" where lid screws on, Circle with dot on base	
133	Green	Arden Road site	Sherd	Porcelain	N/A	Jackson Vitirified China Co.	Popular hotel dishware, "Lined and Banded" pattern	1930s (Approx)
134	Green	Arden Road site	Sherd	Porcelain	N/A	Unknown	Handpainted underglaze, chrome colors	1830 - 1860
135	Green	Arden Road site	Glassware (Flint)	Partial	N/A	Unknown	Only numbers on base	
136	Green	Arden Road site	Glassware (Amber)	Partial	N/A	Brockway Glass Co.	Stippling on base	1950
137	Green	Arden Road site	Glassware (Green)	Partial	N/A	American Bottle Co.	A.B. Co. logo with "X"	1905 - 1916
138	Green	Arden Road site	Glassware (Flint)	Partial	N/A	Owens-Illinois Glass Co.	Fairmount, WV plant	1939 - 1949
139	Green	Arden Road site	Glassware (Amber)	Partial	N/A	Owens-Illinois Glass Co.	Clorox bottle, Clarksburg WV plant	1933 - 1943
140	Green	Arden Road site	Glassware (Amber)	Partial	N/A	Likely Owens-Illinois Glass Co.	Clorox bottle	1933 - 1943
141	Green	Arden Road site	Glassware (Flint)	Partial	N/A	Hazel-Atlas	"H-over-A" logo on base	1923 - 1965
142	Green	Arden Road site	Glassware (Flint)	Partial	N/A	Brockway Glass Co.	N/A	1940

No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
143	Green	Arden Road site	Glassware (Flint)	Partial	N/A	Knox Glass	"K-in-a-keystone" logo plus stippling on base	1940s (Approx)
144	Green	Arden Road site	Glassware (Flint)	Partial	N/A	F.E. Reed	N/A	1940
145	Green	Arden Road site	Glassware (Flint)	Partial	N/A	Universal Glass Products	"UGP51" on heel, plus "7" that is a possible date code	1927 (Approx)
146	Green	Arden Road site	Glassware (Flint)	Partial	N/A	Unknown	N/A	
147	Green	Arden Road site	Glassware (Green)	Partial	N/A	Unknown	"3 O F" on base	
148	Green	Arden Road site	Glassware (Green)	Partial	N/A	Owens-Illinois Glass Co.	Fairmount, WV plant	1940
149	Green	Arden Road site	Glassware (Flint)	Partial	Milk Bottle	Chestnut Farms Chevy Chase Dairy	Part of "Chestnut farms" and "Safe milk for babies" visible on neck	1930 - 1940
150	Green	Arden Road site	Glassware (Flint)	Partial	Milk Bottle	Chestnut Farms Chevy Chase Dairy	"Chestnut farms Chevy Chase dairy" on front	1930 - 1940
151	Green	Arden Road site	Glassware (Flint)	Partial	Milk Bottle	Chestnut Farms Chevy Chase Dairy	Cream-top bottle partial "Chestnut" and "Chevy" on front	1930 - 1940
152	Green	Arden Road site	Glassware (Flint)	Partial	Milk Bottle	Chestnut Farms Chevy Chase Dairy	Whole top, cream top bottle, company name partially visible	1930 - 1940
153	Green	Arden Road site	Glassware (Flint)	Partial	Milk Bottle	Cream Top Bottle	Patent No. 1528480 received 3/25/1925	1930 - 1940
154	Green	Arden Road site	Glassware (Flint)	Partial	Milk Bottle	Holbrook Farms Dairy	"H" on neck, "Mont Co. Permit 8" on front	1930 - 1940
155	Green	Arden Road site	Glassware (Flint)	Partial	Milk Bottle	Holbrook Farms Dairy	"H" on neck, "Mont Co. Permit 8" on front	1930 - 1940
156	Orange	Cypress Grove site	Small Finds	Frosted Flashbulb			-	
157	Orange	Cypress Grove site	Small Finds	Sole of shoe			-	
158	Orange	Cypress Grove site	Sherd	Porcelain	Soft Paste	Unknown	Tin-glazed, Fazakerly	1760 - 1770
159	Orange	Cypress Grove site	Sherd	Earthenware	Refined	Unknown	Periwinkle	
160, 161	Orange	Cypress Grove site	Sherd	Earthenware	Refined	Unknown	Whiteware, hand-painted polychrome	1830 - 1870
162, 163	Orange	Cypress Grove site	Glassware (Milk glass)	Milk Glass Jar with Metal Lid	Lustre-Crème Shampoo with Lanolin	Colgate-Palmolive Company.	Most likely 1950s style (paper label, smooth-edged lid)	Ca. 1940s - 1950s (by 1960s a new line had launched, see link)

<u>No.</u>	<u>Code</u>	<u>Location:</u>	<u>Category:</u>	<u>Type:</u>	<u>Subtype:</u>	<u>Manufacturer:</u>	<u>Item Detail:</u>	<u>TPQ</u>
164	Orange	Cypress Grove site	Glassware (Milk glass)	Milk Glass Jar with Metal Lid	Unknown	Unknown	"Made in U.S.A. on base"	
165	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas	Stippling on base; "H-over-A" logo on base	1923 - 1965
166	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	"Saturn" logo on heel with "53" to immediate right and "21" to immediate left, "2" to far left.	1953
167	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	"Saturn" logo on heel with "53" to immediate right and "1" to immediate left, "2" to far left.	1953
168	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	"Saturn" logo on base with "3" to right and "2" to left; small "30" on neck ring	1933 or 1943
169	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	"Saturn" logo on heel with "52" to immediate right, "36" to immediate left and on base, "2" to far left.	1952
170	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	"Saturn" logo on heel with "52" to immediate right, "29" to immediate left, "2" to far left.	1952
171	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Maywood Glass Co.	Rare "MG" in italics mark? See link at 130	1930
172	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Anchor-Hocking Glass Co.	"Anchor-H" monogram on heel, "6" to right of logo, "109" to left	Approx. 1946
173	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Anchor-Hocking Glass Co.	"Anchor-H" monogram on base, "58" (or 68) to right of logo, "6" to left, stippling on heel and upper	1958
174	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Anchor-Hocking Glass Co.	"Anchor-H" monogram on heel, "6" to right of logo, "25" to left, stippling on base	Approx. 1946
175	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Anchor-Hocking Glass Co.	"Anchor-H" monogram on heel, "5" to right of logo, "81" to left.	Approx. 1945

No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
176	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Anchor-Hocking Glass Co.	"Anchor-H" monogram on heel, "6" to right of logo, "20" to left, stippling on base	Approx. 1946
177	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	"Saturn" logo on base with "3" or "6" to right and "17" to left; stippling on heel & base	c. 1943 or 1946
178	Orange	Cypress Grove site	Glassware (Green)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Anchor-Hocking Glass Co.	"Anchor-H" monogram on base, "53" to right of logo, "5" to left, stippling on base, "50" on heel.	1953
179	Orange	Cypress Grove site	Glassware (Green)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Anchor-Hocking Glass Co.	"Anchor-H" monogram on base, "53" to right of logo, "5" to left, stippling on base & heel, heel says "Anchorglass"	1953
180	Orange	Cypress Grove site	Glassware (Green)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Anchor-Hocking Glass Co.	"Anchor-H" monogram on base, "53" to right of logo, "5" to left, stippling on base & heel, heel says "Anchorglass" & "91"	1953
181	Orange	Cypress Grove site	Glassware (Green)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Anchor-Hocking Glass Co.	"Anchor-H" monogram on base, "53" to right of logo, "5" to left, stippling on base & heel, heel says "Anchorglass"	1953
182	Orange	Cypress Grove site	Glassware (Green)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Anchor-Hocking Glass Co.	"Anchor-H" monogram on base, "53" to right of logo, "5" to left, stippling on base & heel, heel says "Anchorglass" & "106"	1953
183, 184, 185, 186	Orange	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Owens-Illinois Glass Co.	"Saturn" logo and stippling on base with "3" to right and "14" to left of logo; stippling on heel as well	1943 - 1953
187	Orange	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Armstrong Cork Co.	Circle-A logo with stippling on base, "53" to right of logo and "39" to left. Item #56 confirmed brand.	1953

No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
188	Orange	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Armstrong Cork Co.	Circle-A logo with stippling on base, "53" to right of logo and "40" to left. Item #56 confirmed brand.	1953
189	Orange	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Brockway Glass Co.	With Circle-B logo and stippling on base - "53" to right and "11" to left	1953
190	Orange	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Unknown	Circle around dot on base which says "I-WAY"	
191, 192	Orange	Cypress Grove site	Glassware (Flint)	Intact	Miller High Life beer bottle	Owens-Illinois Glass Co.	Base says "Miller High Life" and has "Saturn" logo with "3" to right, "12" to left, stippling.	1943 - 1953
193	Orange	Cypress Grove site	Glassware (Flint)	Intact	Puerto Rican Rum Bottle	Puerto Rico Glass Co.	"PRG" on base, "52" on one end. Found with red metal cap intact	1952
194	Orange	Cypress Grove site	Glassware (Amber)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Owens-Illinois Glass Co.	"D126 56-53" on base, found with black metal cap intact	1953
195	Orange	Cypress Grove site	Glassware (Flint)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Owens-Illinois Glass Co.	"D9 56-52" on base, found with yellow metal cap intact	1952
196	Orange	Cypress Grove site	Glassware (Amber)	Intact	"Kinsey: The Unhurried Whiskey - Since 1892" bottle	Owens-Illinois Glass Co.	"D90 57-52" on base, cork-top	1952
197	Orange	Cypress Grove site	Glassware (Flint)	Intact**	Medicinal Bottle	Owens-Illinois Glass Co.	**stick was forced through the hole in the bottle at time of collection. Heel says "Duraglas" x 2, base has "Saturn" logo with "3" to right and "12" to left. Found with black plastic cap intact.	1943 - 1953
198	Orange	Cypress Grove site	Glassware (Flint)	Intact	Medicinal Bottle	Fairmount Glass Works	Hexagon "F" logo and "3" on base, found with part of metal cap still intact	1933 - 1963
199	Orange	Cypress Grove site	Glassware (Flint)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Owens-Illinois Glass Co.	"60-D1-50" on base, cork-top	1950
200	Orange	Cypress Grove site	Glassware (Flint)	Intact	Gordon's Linden New Jersey Gin bottle	Diamond Glass Co.	Dragon head and diamond on base with "53" to right and "18" to left	1953
201	Orange	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Hazel-Atlas	"H-over-A" logo on base	1923 - 1965

<u>No.</u>	<u>Code</u>	<u>Location:</u>	<u>Category:</u>	<u>Type:</u>	<u>Subtype:</u>	<u>Manufacturer:</u>	<u>Item Detail:</u>	<u>TPQ</u>
202	Orange	Cypress Grove site	Glassware (Flint)	Intact	Canning jar with metal lid partially attached	Ball Bros.	"Ball" in <u>underlined script on base (to me looks most like No. 9 and No. 16 in link at Fig 17 on page 69)</u>	1909 - 1939
203	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Maryland Glass Corp.	"M-in-a-circle" logo and heavy stippling on base. Found with metal lid mostly intact - red, white, and blue color scheme on lid	1940 - 1951
204	Orange	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Knox Glass	"K-in-a-keystone" logo on base	1932 (Approx)
205	Orange	Cypress Grove site	Glassware (Flint)	Intact	Original Pepto Bismol bottle	Brockway Glass Co. (for Norwich Pharmaceutical Co.)	"Norwich" on three sides of neck, circle-B with serifs on base, "7" to right. No stippling. Black metal Cap intact.	1937 (approx)
206	Orange	Cypress Grove site	Glassware (Flint)	Intact***	Fancy Jar	Owens-Illinois Glass Co.	***found with part of side missing. "Saturn" mark on base, "2" to right and "2" to left, with stippling	1942
207	Orange	Cypress Grove site	Glassware (Amber)	Partial	Base	Owens-Illinois Glass Co.	"Saturn" logo on base with "53" to right, "6" to left. Stippling.	1953
208	Orange	Cypress Grove site	Glassware (Amber)	Partial	Base	Anchor-Hocking Glass Co.	"Anchor-H" monogram on basewith "53" to right, "6" to left. Stippling.	1953
209	Pink	Cypress Grove site	Small Finds	Frosted Light Bulb	60W 120V	General Electric	-	
210	Pink	Cypress Grove site	Small Finds	Flash bulb				
211	Pink	Cypress Grove site	Sherd	Porcelain	Cream/Yellow			
212	Pink	Cypress Grove site	Small Finds	Metal Lid				
213	Pink	Cypress Grove site	Glassware (Milk glass)	Milk Glass Jar with Metal Lid	Lustre-Crème Shampoo with Lanolin	Colgate-Palmolive Company.	Most likely 1950s style (paper label, smooth-edged lid)	Ca. 1940s - 1950s (by 1960s a new line had launched, see link)
214	Pink	Cypress Grove site	Glassware (Milk glass)	Milk Glass Jar	Unknown	Unknown	N/A	
215	Pink	Cypress Grove site	Glassware (Milk glass)	Milk Glass Jar	Unknown	Unknown	N/A	
216	Pink	Cypress Grove site	Glassware (Milk glass)	Milk Glass Jar	Unknown	Unknown	N/A	
217	Pink	Cypress Grove site	Glassware (Amber)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Lincoln Container Corp.	Square-L logo above "53"	1953

No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
218	Pink	Cypress Grove site	Glassware (Flint)	Intact	Utilitarian Bottle	Fairmount Glass Works	Hexagon "F" logo on base, made with two part mold	Ca. 1933 - 1943
219	Pink	Cypress Grove site	Glassware (Flint)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Ball Bros.	base has "Ball" logo as well as glass house liquor permit number 73, and "52." SHA records TPQ for this permit as 1953	1952
220	Pink	Cypress Grove site	Glassware (Flint)	Intact	Fancy Jar	Ball Bros.	"Ball" logo and "Pat. 90379" on base	TPQ 1933
221	Pink	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram with stippling on base	1923 - 1965
222	Pink	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram on base	1923 - 1965
223	Pink	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram with stippling on base	1923 - 1965
224	Pink	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram with stippling on base	1923 - 1965
225	Pink	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Armstrong Cork Co.	Found with metal cap intact that says "National Beer." Circle-A logo with stippling on base, "66" with two dots on top is to right of logo and "4" to left. Item #56 confirmed manufacturer.	1966 - 1968 (Approx)
226	Pink	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Armstrong Cork Co.	Found with metal cap intact bearing same design as #225 for "National Beer." Circle-A logo with stippling on base, "66" with two dots on top is to right of logo and "16" to left. Item #56 confirmed manufacturer.	1966 - 1968 (Approx)
227	Pink	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Armstrong Cork Co.	Found with metal cap intact and remains of something pink and fuzzy looking inside. Circle-A logo with stippling on base, "52" to right of logo and ".2" to left. Item #56 confirmed manufacturer.	1952
228	Pink	Cypress Grove site	Glassware (Flint)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Armstrong Cork Co.	Circle-A logo with stippling on base, "12-47" to right of logo and "D-90" to left. Item #56 confirmed manufacturer.	1947

<u>No.</u>	<u>Code</u>	<u>Location:</u>	<u>Category:</u>	<u>Type:</u>	<u>Subtype:</u>	<u>Manufacturer:</u>	<u>Item Detail:</u>	<u>TPQ</u>
229	Pink	Cypress Grove site	Glassware (Amber)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Armstrong Cork Co.	Found with plastic cap intact. Circle seal on neck. Circle-A logo over a "27" on far right of base, which has stippling & also says "MADE IN U.S.A" to far left, "D-126" on top right over "12" and "52." Item #56 confirmed manufacturer.	1952
230	Pink	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Metro Bottle Co., a subsidiary of the Metro Glass Co.	Stippling all over except for where paper label would have affixed. Hexagon-M on base, a mark "used by the Metro Bottle Co., a subsidiary of the Metro Glass Co., from 1949 to 1956," boxed "4" also on right side of base for year.	1954
231	Pink	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Metro Bottle Co., a subsidiary of the Metro Glass Co.	Stippling and Hexagon-M on base, a mark "used by the Metro Bottle Co., a subsidiary of the Metro Glass Co., from 1949 to 1956," boxed "9" also on right side of base for year.	1949
232	Pink	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Metro Bottle Co., a subsidiary of the Metro Glass Co.	Stippling and Hexagon-M on base, a mark "used by the Metro Bottle Co., a subsidiary of the Metro Glass Co., from 1949 to 1956," "53" also on right side of base for year.	1953
233	Pink	Cypress Grove site	Glassware (Flint)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Diamond Glass Co. for Gordon's Gin of Linden, New Jersey	Diamond Glass Co. Diamond logo is on base, "53" to right and "18" to left.	1953
234	Pink	Cypress Grove site	Glassware (Flint)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Brockway Glass Co. for Gordon's Gin of Linden, New Jersey	Circle-B logo and dragon on base, "52" to right and "105" to left above "R-514" user permit number	1952
235	Pink	Cypress Grove site	Glassware (Green)	Intact	"No Deposit, No Refill, Dispose of Properly" Bottle	Consumers Glass Co.	C-in-a-triangle logo on heel, "9" to right, "N 10" to left, "CANADA" with one dot on reverse	1969
236	Pink	Cypress Grove site	Glassware (Green)	Intact	"No Deposit, No Refill, Dispose of Properly" Bottle	Consumers Glass Co.	C-in-a-triangle logo on heel, "0" to right, "Y 5" to left, "CANADA" with one dot on reverse	1970
237, 238	Pink	Cypress Grove site	Glassware (Flint)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Obear-Nester Glass Co. for Miller High Life	"Miller High Life" along with N-in-a-square logo on base below, "30" above	1930

No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
239	Pink	Cypress Grove site	Glassware (Green)	Intact	Poison Bottle	Anchor-Hocking Glass Co.	Found with a stiff, shaped wire sticking out, "Anchor" monogram on base with "43" to right and "5" to left	1943
240	Pink	Cypress Grove site	Glassware (Green)	Intact	Poison Bottle	Anchor-Hocking Glass Co.	Found with a stiff, shaped wire sticking out, "Anchor" monogram on base with "35" to right and "5" to left	1935
241	Pink	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Brockway Glass Co.	Circle-B logo on base with "DES PAT 159616" and "1550" above, "4" to left and "4" below	Ca. 1954
242	Pink	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Maywood Glass Co.	"MG" logo on base with "DES PAT 159616" and "313 8" above, "4" to right	1938
243	Pink	Cypress Grove site	Glassware (Amber)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Thatcher Manufacturing Co.	With rare "serif MTC" logo, see link at 40 (new TPQ)	1953
244	Pink	Cypress Grove site	Glassware (Flint)	Intact	Utilitarian Bottle	Anchor-Hocking Glass Co.	Base has "Anchor" monogram with stippling, "3" to left, "5" below	Ca. 1945
245	Pink	Cypress Grove site	Glassware (Flint)	Intact	Syrup Bottle	Penick & Ford Ltd. Inc.	Presumably for Vermont Maid	TPQ 1928
246	Pink	Cypress Grove site	Glassware (Flint)	Intact	Medicinal Bottle	Owens-Illinois Glass Co.	"Saturn" and "Duraglas" logos on base with "1" to right and "3" to left; "3iv" on neck ring	1931
247	Pink	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Pierce Glass Co.	N/A	Unknown
248	Pink	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Anchor-Hocking Glass Co.	Heel has "Anchor" monogram with "5" to right, "88" to left	Ca. 1945
249	Pink	Cypress Grove site	Glassware (Flint)	Intact	Jergens Bottle	Carr-Lowry Glass Co. for Jergens	Base has "CL" monogram and says "DES PAT APPLIED FOR"	Ca. 1930s
250	Pink	Cypress Grove site	Glassware (Flint)	Intact	Cologne Bottle	Diamond Glass Co. for Mennen	Diamond Glass Co. Diamond logo is on base, "52" to right and "7" to left.	1952
251	Pink	Cypress Grove site	Glassware (Flint)	Intact	Fancy Jar	Owens-Illinois Glass Co.	"Saturn" logo on base, difficult to orient but seems to have "1" to right and "8" to left	Ca. 1931
252	Pink	Cypress Grove site	Glassware (Amber)	Intact	Extract Bottle	Owens-Illinois Glass Co.	"Saturn" logo on base, difficult to orient but seems to have "8" to right and "6" to left	Ca. 1938
253	Pink	Cypress Grove site	Glassware (Cobalt)	Intact	Proprietary Bromo-Seltzer Bottle	Maryland Glass Corp. for Emerson Drugs	"M-in-a-circle" on base. Heel says "BROMO-SELTZER" on one side and "EMERSON [indistinguishable]" on the other.	Ca. 1907

No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
254	Pink	Cypress Grove site	Glassware (Cobalt)	Intact	Proprietary for Vick's Vaporub	Vick's Vaporub	"VV" and "Vick's Vaporub" on base with "54" to right	1954
255	Pink	Cypress Grove site	Glassware (Amber)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Thatcher Manufacturing Co.	"MTC" logo on base with "53" to far right	1953
256	Pink	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Hazel-Atlas Glass Co.	"H over A" monogram with stippling on base	1923 - 1965
257	Pink	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Log Cabin	Crystal style, twist top, base has log cabin monogram with "5" to right, "38" to left	
258	Pink	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Armstrong Cork Co.	Circle-A logo with stippling on base (and all over bottle), "48" to right of logo and "1" to left. Item #56 confirmed manufacturer.	1948
259	Pink	Cypress Grove site	Glassware (Green)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Glenshaw Glass Co.	Square-G logo on base with "52" to immediate left, "2019-18" below	1952
260	Pink	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Hazel-Atlas Glass Co.	"H over A" monogram on base	1923 - 1965
261	Pink	Cypress Grove site	Glassware (Flint)	Intact	4/5 Quart Bottle	Indiscernible	Base says "WINE" with whats likely a logo below, stippling makes difficult to see logo (if there)	
262	Pink	Cypress Grove site	Glassware (Amber)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	John Gillon & Co. Ltd.	Heel lists manufacturer and identifies location of production as Glasgow, Scotland	1900 - 1910
263	Pink	Cypress Grove site	Glassware (ACL - Flint)	Intact	Applied Color Label	Sterling Beverages	Base has "52" to far right	1952
264	Pink	Cypress Grove site	Glassware (Flint)	Intact	Medicinal Bottle	Sterling Glass Co.	Remnants of white powdery substance are still inside bottle, circle-S logo on base	1914 - 1951
265	Pink	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Hazel-Atlas Glass Co.	"H over A" monogram on base	1923 - 1965
266	Pink	Cypress Grove site	Glassware (Flint)	Intact	Tonic Bottle	Unknown	Only "1" or "I" on base	
267	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Ball Bros.	"Ball" logo and stippling on base	
268	Red	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Ball Bros.	"Ball" logo and stippling on base, "53" to left	1953
269	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Ball Bros.	"Ball" logo and stippling on base	
270	Red	Cypress Grove site	Glassware (Flint)	Intact	Milk Bottle	Thompson's Honor Dairy	"TD" on base and address (2012 11th St. NW) on heel	1915 - 1930
271	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Anchor-Hocking Glass Co. for Bosco	Base has "Anchor" monogram with "Bosco" in an X pattern	
272	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Anchor-Hocking Glass Co.	Base has "Anchor" monogram with stippling	
273	Red	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Anchor-Hocking Glass Co.	Base has "Anchor" monogram with stippling, "52" to right and "5" to left	1952

No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
274	Red	Cypress Grove site	Glassware (Amber)	Intact	Fancy Jar	Anchor-Hocking Glass Co. for SC Johnson & Son, Inc	Base has "Anchor" monogram with stippling, "2" to right and "5" to left, says "S.C. JOHNSON & SON, INC."	1952
275	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Anchor-Hocking Glass Co.	Found with metal cap intact. Base reads "81-46" and bears "Anchor" monogram with "6" to left & stippling	1946
276	Red	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Anchor-Hocking Glass Co.	Base has "Anchor" monogram with stippling, "53" to right and "6" to left	1953
277	Red	Cypress Grove site	Glassware (Green)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Anchor-Hocking Glass Co.	Base has "Anchor" monogram with stippling, "52" to right and "5" to left	1952
278	Red	Cypress Grove site	Glassware (Green)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Anchor-Hocking Glass Co.	Base has "Anchor" monogram with stippling, "53" to right and "5" to left	1953
279	Red	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Tygart Valley Glass Co.	Base has "TV" logo with stippling	Likely 1930 - 1950
280	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	Heel has "Saturn" monogram with "53" to right, "16" to left	1953
281	Red	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Owens-Illinois Glass Co.	Base has "Saturn" logo with ".6" to right. Also says "DES. PAT 94824" on base marking TPQ as 1935	1936 - 1946
282	Red	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Owens-Illinois Glass Co.	Base has "Saturn" logo with stippling, "2" to right and "14" to left	1932 - 1942
283	Red	Cypress Grove site	Glassware (Flint)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Owens-Illinois Glass Co.	Base has "Saturn" logo with stippling, says "D-1 54-52"	1952
284	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	Base has "Saturn" logo with "2" to right and "2" to left	1932
285	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	Base has "Saturn" logo with stippling, "49" to right and "2" to left	1949
286	Red	Cypress Grove site	Glassware (Flint)	Intact	Fancy Jar	Owens-Illinois Glass Co.	Base has "Saturn" logo with stippling, "53" to right and "7" to left	1953
287	Red	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Owens-Illinois Glass Co.	Base has "Saturn" logo with stippling, "52" to right and "2" to left	1952
288	Red	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Owens-Illinois Glass Co.	Base has "Saturn" logo with stippling, "3" to right and "14" to left	1953
289	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Unknown	Only numbers on heel	
290	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	"Saturn" logo on heel with heavy stippling and "15" at reverse	1930s - 1940s

No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
291	Red	Cypress Grove site	Glassware (ACL - Flint)	Intact†	Applied Color Label	Owens-Illinois Glass Co. for The Rock Creek Ginger Ale Co.	† Neck was cracked off when found. One side (back) says "ROCK CREEK" over a seal, under which it says "THE OZONIZED SEAL IS YOUR ASSURANCE OF PURITY/ THIS BEVERAGE IS A BLEND OF THE FINEST INGREDIENTS BOTTLED UNDER THE MOST EXACTING SANITARY CONDITIONS TO ASSURE YOU A PRODUCT OF QUALITY/ THE ROCK CREEK GINGER ALE CO./ WASHINGTON, D.C./ THE NATION'S CAPITAL." Says "OZONIZED" on other (front) shoulder, ACL reads "ROCK CREEK BEVERAGES." Base has "Saturn" logo with "48" to right and "2" to left.	1948
292	Red	Cypress Grove site	Glassware (ACL - Flint)	Intact	Applied Color Label	Owens-Illinois Glass Co. for Suburban Club	Red and white ACL resembles that in link, Base has "Saturn" logo with "51" to right and "4" to left.	1951
293	Red	Cypress Grove site	Glassware (ACL - Green)	Intact	Applied Color Label	Anchor-Hocking Glass Co. for Turpentine & Rosin Factors, Inc.	Base bears the "Anchor" monogram. Similar (but not identical) to the bottle shown in link - these bottles have different shapes; the "Approved by the American turpentine farmers association cooperative" seal is on both front and rear of bottle in link image, but just the rear here; sample at hand also lacks the "Copyright 1939 by American Turpentine farmers Association Cooperative" text shown in image.	TPQ 1923, Presumably issued before 1939 copyright
294	Red	Cypress Grove site	Glassware (ACL - Green)	Intact	Applied Color Label	Owens-Illinois Glass Co. for Turpentine & Rosin Factors, Inc.	Appears to be identical to bottle in link. "Saturn" logo on base with "50" to right, "3" to left.	1950
295	Red	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Pierce Glass Co.	N/A	
296	Red	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Pierce Glass Co.	N/A	
297	Red	Cypress Grove site	Glassware (Green)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Glenshaw Glass Co.	Square-G logo on base with "52" to immediate left, "2013-17" below	1952
298	Red	Cypress Grove site	Glassware (Green)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Glenshaw Glass Co.	Square-G logo on base with "52" to immediate left, "2019-20" below	1952
299	Red	Cypress Grove site	Glassware (Green)	Intact	Champagne Bottle	Owens-Illinois Glass Co.	Inner part of "kick up" base bears "Saturn" logo with "51" to right and "12" to left	1951
300	Red	Cypress Grove site	Glassware (Black)	Intact	Wine Bottle	Unknown	Mouth-blown (handmade) bottle as shown by discontinuous side seam (collar) with tooled finish	1890 - 1915

No	Code	Location	Category	Type:	Subtype:	Manufacturer	Item Detail:	TPQ
301	Red	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Armstrong Cork Co.	Circle-A logo on base, "52" to right of logo and "58" to left. Stippling all over bottle. Item #56 confirmed brand.	1952
302	Red	Cypress Grove site	Glassware (Flint)	Intact	"Handee" Bottle	Armstrong Cork Co.	Circle-A logo on stippled base, "52" to right of logo and "4" to left. Item #56 confirmed brand.	1952
303	Red	Cypress Grove site	Glassware (Amber)	Intact	Plain Jar	Brockway Glass Co.	Circle-B logo and stippling on base	
304	Red	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Brockway Glass Co.	Circle-B logo, "Temperglas," "I-WAY," and stippling on base with "52" to right and "3." to left.	1952
305	Red	Cypress Grove site	Glassware (Flint)	Intact	One Pint Flask	Brockway Glass Co.	B logo (sans serifs) and "WINE" on base with "52" to right and "58-4" to left.	1952
306	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Brockway Glass Co.	Circle-B logo on base	
307	Red	Cypress Grove site	Glassware (Amber)	Intact	Proprietary for Lysol	Brockway Glass Co. for L & F Prod. Corp.	Neck says "Lysol" x 4. Base has circle-B logo with "8" below and "L & F PROD. CORP. / MADE IN U.S.A. / BLOOMFIELD N.J." in circle pattern following photo in link	Ca. 1940s
308	Red	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Unknown	Base has "V" with stippling and "3" in circle	Ca. 1930s
309	Red	Cypress Grove site	Glassware (Flint)	Intact	Soda or Beer Bottle	Knox Glass Bottle Co. of Mississippi	J-in-a-keystone mark	1932 - 1952
310	Red	Cypress Grove site	Glassware (Flint)	Intact	Petroleum Jelly Jar	Lander Co.	Base has a "4" with "LANDER" under it	Ca. 1950s
311	Red	Cypress Grove site	Glassware (Flint)	Intact	Petroleum Jelly Jar	Lander Co.	Base has a "10" with "LANDER" under it	Ca. 1950s
312	Red	Cypress Grove site	Glassware (Flint)	Intact	Full Quart Bottle	Gayner Glass Works	Base has "G in a bottle" logo plus stippling (extends TPQ?)	Ca. 1930s
313	Red	Cypress Grove site	Glassware (Flint)	Intact	Medicinal Bottle	Unknown	Found with rubber stopper and plastic lid intact as well as what looks like remains of a prescription sticker on side	
314	Red	Cypress Grove site	Glassware (Amber)	Intact	Tonic Bottle	Fairmount Glass Works	Hexagon "F" logo on base, made with two part mold	
315	Red	Cypress Grove site	Glassware (Flint)	Intact	Fancy Jar	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
316	Red	Cypress Grove site	Glassware (Flint)	Intact	Fancy Jar	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
317	Red	Cypress Grove site	Glassware (Cobalt)	Intact	Milk of Magnesia Jar	Hazel-Atlas Glass Co.	"H over A" monogram on base which also says "Genuine Phillips"	1923 - 1965
318	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
319	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
320	Red	Cypress Grove site	Glassware (Flint)	Intact	Atlas Mason Jar	Hazel-Atlas Glass Co.	"H over A" monogram on base, side says "ATLAS MASON" with "dropped A" design	1913 - 1924

No	Code	Location	Category	Type	Subtype	Manufacturer:	Item Detail:	TPQ
321	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram on base	1923 - 1965
322	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram on base	1923 - 1965
323	Red	Cypress Grove site	Glassware (Amber)	Intact	Utilitarian Bottle	Hazel-Atlas Glass Co.	"H over A" monogram on base	1923 - 1965
324	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
325	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
326	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
327	Red	Cypress Grove site	Glassware (Flint)	Intact	4/5 Quart Bottle	Hazel-Atlas Glass Co.	"H over A" monogram on base	1923 - 1965
328	Red	Cypress Grove site	Glassware (Amber)	Intact	Soda/Beer Bottle	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
329	Red	Cypress Grove site	Glassware (Amber)	Intact	Soda or Beer Bottle	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
330	Red	Cypress Grove site	Glassware (Amber)	Intact	Soda or Beer Bottle	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
331	Red	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
332	Red	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Foster-Forbes	Circle "FF" logo on base	1942 - 1983
333	Red	Cypress Grove site	Glassware (Flint)	Partial	4/5 Quart Bottle	Owens-Illinois Glass Co. for Bellows & Co.	Heel says "BELLOWS & COMPANY" on reverse of "4/5 Quart". Saturn logo w/ stippling, "D-1 56 53" on base, "16-" other side	1953
334	Red	Cypress Grove site	Glassware (Flint)	Partial	4/5 Quart Bottle	Owens-Illinois Glass Co. for Bellows & Co.	Heel says "BELLOWS" (the rest is cracked off). Saturn logo with stippling and "D-1 56 53" on base, "18-" off to other side	1953
335	Red	Cypress Grove site	Glassware (Amber)	Partial	Base	Anchor-Hocking Glass Co.	Base has "Anchor" monogram with stippling, "53" to right and "6" to left	1953
336	Red	Cypress Grove site	Glassware (Flint)	Partial	Rim, Sides, Base	Ball Bros.	"Ball" logo and stippling on base	
337	Red	Cypress Grove site	Glassware (Flint)	Partial	Sun's Miniature Nursing Bottle for Baby Dolls	Brockway Glass Co. for Sunco	Puppy dog logo on one side, measuring lines on reverse as shown in link	Ca. 1940s - 1963
338	Red	Cypress Grove site	Glassware (Flint)	Partial	Applied Color Label (Base)	Unknown	White ACL star with letters inside	
339	Red	Cypress Grove site	Glassware (Flint)	Partial	One Pint Flask	Star City Glass Co. (a subsidiary of Coshocton Glass Co.)	Star-C mark on base used from 1949 - 66 by Star City Glass WV "52" to right	1952
340	Red	Cypress Grove site	Glassware (Flint)	Partial	Neck and Shoulder	Unknown	Garrett's Virginia Dare wine bottle as shown in link	Ca. 1936
341	Red	Cypress Grove site	Glassware (Flint)	Partial	Sides and Base	Robert McNish Co.	Base says "Reg. No. 729273 in Gt Britain." on one side and "Reg. U.S. Pat. Off. Bottle made in Gt Britain" on the other	

342	Red	Cypress Grove site	Glassware (Amber)	Partial	Side and Base	Unknown	Base says "D-90" with "53" to right and "12" to left	1953
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No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
343	Red	Cypress Grove site	Small Finds	Frosted Light Bulb	25 W 120 V	Westinghouse USA	N/A	
344	Red	Cypress Grove site	Sherd	Porcelain	Robins egg blue	Unknown	N/A	
345	Red	Cypress Grove site	Glassware (Milk glass)	Milk Glass Jar	Unknown	Unknown	N/A	
346	Red	Cypress Grove site	Glassware (Milk glass)	Milk Glass Jar	Unknown	Unknown	N/A	
347	Red	Cypress Grove site	Small Finds	Shoe Fragment	Boot flap	Unknown	Features decorative broguing	1890s
348	Red	Cypress Grove site	Small Finds	Shoe Fragment	Sole insert	Unknown	Rivets near inner and outer sides "Welted sole"	
349	Red	Cypress Grove site	Small Finds	Shoe Fragment	Heel	Unknown	Heavily nailed	Ca. 1860s
350	Red	Cypress Grove site	Glassware (Flint)	Partial	Base	Hazel-Atlas Glass Co.	"H over A" monogram on base	1923 - 1965
351	Red	Cypress Grove site	Glassware (Flint)	Partial	Base	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
352	Purple	Cypress Grove site	Glassware (Amber)	Intact	Jar with Crackle Finish	Anchor-Hocking Glass Co.	Bottom has "Anchor" logo and says "DES PAT 113299"	TPQ 1939
353	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Anchor-Hocking Glass Co.	Anchor logo, heavy stippling on heel, "6" to right and "34" to left	1936
354	Purple	Cypress Grove site	Glassware (Amber)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Anchor-Hocking Glass Co.	Anchor logo on base with "9" to right and "53" to left	1953
355	Purple	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Anchor-Hocking Glass Co.	Found with plastic cap intact that says "Joy," Anchor logo on base with "Patent D-161825"	TPQ 1951
356	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Anchor-Hocking Glass Co.	Anchor logo and stippling on heel, "6" to right and "10" to left	1936
357	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Anchor-Hocking Glass Co. for Bosco	Base has "Anchor" monogram with "Bosco" in an X pattern, "20" to right and "6" to left	1920?
358	Purple	Cypress Grove site	Glassware (Amber)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Ball Bros.	"Ball" on base with stippling, "52" to right and "76" to left	1952
359	Purple	Cypress Grove site	Glassware (Flint)	Intact	Fancy Jar	Ball Bros.	"Ball" on base with stippling	
360	Purple	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Brockway Glass Co.	Circle-B logo stippled base, grapes on shoulder	
361	Purple	Cypress Grove site	Glassware (Amber)	Intact	3 Oz. Bottle	Brockway Glass Co.	Circle-B logo on base with stippling	
362	Purple	Cypress Grove site	Glassware (Flint)	Intact	Original Pepto Bismol bottle	Brockway Glass Co. (for Norwich Pharmaceutical Co.)	"Norwich" on three sides of neck, circle-B with serifs on base.	1937 (approx)
363	Purple	Cypress Grove site	Glassware (Flint)	Intact	Fancy Jar	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
364	Purple	Cypress Grove site	Glassware (Flint)	Intact	Utilitarian Bottle	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965

365	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram on base	1923 - 1965
366	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965

<u>No.</u>	<u>Code</u>	<u>Location:</u>	<u>Category:</u>	<u>Type:</u>	<u>Subtype:</u>	<u>Manufacturer:</u>	<u>Item Detail:</u>	<u>TPQ</u>
367	Purple	Cypress Grove site	Glassware (Flint)	Intact	Fancy Jar	Hazel-Atlas Glass Co.	"H over A" monogram on base	1923 - 1965
368	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
369	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Hazel-Atlas Glass Co.	"H over A" monogram plus stippling on base	1930 - 1965
370	Purple	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Hazel-Atlas Glass Co.	"H over A" monogram on base	1923 - 1965
371	Purple	Cypress Grove site	Glassware (Flint)	Intact	Fancy Jar	Lummis Pennsylvania (a subsidiary of Knox Glass Co.)	LP-in-a-keystone mark on base	1940 - 1952
372	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Lummis Pennsylvania (a subsidiary of Knox Glass Co.)	LP-in-a-keystone mark on base	1940 - 1952
373	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Lummis Pennsylvania (a subsidiary of Knox Glass Co.)	LP-in-a-keystone mark on base	1940 - 1952
374	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Keystone Glass Works	Empty keystone. Could also be A.R. Samuels	1895 - 1900
375	Purple	Cypress Grove site	Glassware (Flint)	Intact	5 Oz. Bottle	Keystone Glass Works	Empty keystone. Could also be A.R. Samuels	1895 - 1900
376	Purple	Cypress Grove site	Glassware (Flint)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Armstrong Cork Co.	Circle-A logo on heel, "52" to right of logo and "3" to left. Item #56 confirmed brand.	1952
377	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Armstrong Cork Co.	Circle-A logo on base, "51" to right of logo and "12" to left. Item #56 confirmed brand.	1952
378	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Armstrong Cork Co.	Circle-A logo on heel, "52" to right of logo and "38" to left. Item #56 confirmed brand.	1952
379	Purple	Cypress Grove site	Glassware (Flint)	Intact	Hind's bottle	Armstrong Cork Co. for L & F Prod. Corp.	Found with pink plastic cap that says "HINDS" Circle-A logo on base with "52" to right, ".3" to left, also says "L. & F. PROD. CORP"	1952
380	Purple	Cypress Grove site	Glassware (Amber)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Armstrong Cork Co.	Circle-A logo on stippled base, "53" to right of logo and "12" to left. Item #56 confirmed brand.	1953
381	Purple	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Armstrong Cork Co.	Circle-A logo on base, "52" to right of logo and "21" to left. Item #56 confirmed brand.	1952
382	Purple	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Armstrong Cork Co.	Circle-A logo on stippled base, "53" to right of logo and "52" to left. Item #56 confirmed brand.	1953

383	Purple	Cypress Grove site	Glassware (Amber)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Armstrong Cork Co.	Circle-A logo on stippled base, "53" to right of logo and "5" to left. Item #56 confirmed brand.	1953
384	Purple	Cypress Grove site	Glassware (Flint)	Intact	Fancy Jar	Owens-Illinois Glass Co.	Base bears "Saturn" logo with "52" to right and "3" to left, says "DES. PAT. 86565"	1952

No.	Code	Location:	Category:	Type:	Subtype:	Manufacturer:	Item Detail:	TPQ
385	Purple	Cypress Grove site	Glassware (Light Green)	Intact	Wine Bottle	Owens-Illinois Glass Co.	Found with black metal cap that says in part "WINES." Inner part of "kick up" base bears "Saturn" logo with "52" to right and "2" to left	1952
386	Purple	Cypress Grove site	Glassware (Flint)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Owens-Illinois Glass Co.	"Saturn" logo with stippling on base which also says "D-1 54 52" and has "10." on opposite side by itself	1952
387	Purple	Cypress Grove site	Glassware (Flint)	Intact	Cooking extract bottle	Owens-Illinois Glass Co. for FURST-McNESS	Side panel reads " FURST-McNESS CO. / FREEPORT ILL. U.S.A" while base bears "Saturn" logo with "8." to right "12" to left	1938 - 1948
388	Purple	Cypress Grove site	Glassware (Flint)	Intact	Syrup Bottle	Owens-Illinois Glass Co. for Karo	"Saturn" logo on base with "51" to right, "9" to left, says "Karo syrup" and "DES. PAT. 127618"	1951
389	Purple	Cypress Grove site	Glassware (Flint)	Intact	Fancy Jar	Owens-Illinois Glass Co.	"Saturn" logo on base with "3" to right, "17" to left	1933 - 1943
390	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Owens-Illinois Glass Co.	"Saturn" logo on heel with "52" to right and "17" to left	1952
391	Purple	Cypress Grove site	Glassware (Flint)	Intact††	Plain Jar	Owens-Illinois Glass Co.	††Fell and broke during move. "Saturn" logo on base with "2" to right, "2" to left	1932
392	Purple	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Owens-Illinois Glass Co.	Found with plastic cap intact, "Saturn" logo on base with "3" to right, "17" above	1933 - 1943
393	Purple	Cypress Grove site	Glassware (Flint)	Intact	Fancy Bottle	Owens-Illinois Glass Co.	"Saturn" logo on base with "1" to right, "2." to left	1931 - 1941
394	Purple	Cypress Grove site	Glassware (Flint)	Intact	Duke's Mayo Jar	Owens-Illinois Glass Co. for C.F. Sauer	Stippled base says "Duke's" and bears "Saturn" logo with "60" to right and "3" to left. "DES. PAT. 112381"	1960
395	Purple	Cypress Grove site	Glassware (Light Green)	Intact	Wine Bottle	Owens-Illinois Glass Co.	Inner part of "kick up" base bears "Saturn" logo with "52" to right and "23" to left	1952
396	Purple	Cypress Grove site	Glassware (Flint)	Intact	Wildroot Hair Tonic	Owens-Illinois Glass Co.	"Saturn" logo and stippling on base with "1" to right and "17" to left	1941 - 1951
397	Purple	Cypress Grove site	Glassware (Flint)	Intact	Fancy Jar	Owens-Illinois Glass Co.	Base bears "Saturn" logo with "52" to right, "3" to left. "DES. PAT. 86565"	1952
398	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Thatcher Manufacturing Co.	"MTC" logo on heel	
399	Purple	Cypress Grove site	Glassware (Flint)	Intact	Proprietary Vaseline Jar	For Chesebrough Manufacturing Co. of NY	Vaseline was patented in 1872 by Robert Augustus Chesebrough as Chesebrough Mfg. Co. based in Perth Amboy, NJ	1945 - 1955
400	Purple	Cypress Grove site	Glassware (Flint)	Intact	Proprietary Jar	Gorham	Base says "Gorham Silver Polish" and "25"	1925?
401	Purple	Cypress Grove site	Glassware (Flint)	Intact	Miller High Life beer bottle	Foster-Forbes	Base says "Miller High Life" and has circle-F logo with "24" above it, proving earlier TPQ for logo?	1924

402	Purple	Cypress Grove site	Glassware (Flint)	Intact	Miller High Life beer bottle	Foster-Forbes	Base says "Miller High Life" and has circle-F logo with "29" above it, proving earlier TPQ for logo?	1929
403	Purple	Cypress Grove site	Glassware (Green)	Intact	"No Deposit, No Return, Not to be Refilled" Bottle	Glenshaw Glass Co.	Square-G logo on base with "51" to immediate left, "2019-18" below	1951
404	Purple	Cypress Grove site	Glassware (Flint)	Intact	Proprietary	Metro Bottle Co., a subsidiary of Metro Glass for Parsons Ammonia Co.	Stippling and Hexagon-M on base, a mark "used by the Metro Bottle Co., a subsidiary of the Metro Glass Co., from 1949 to 1956."	1949 - 1956
405	Purple	Cypress Grove site	Glassware (Flint)	Intact	Proprietary	Diamond Glass Co. for Pierre Smirnoff	Intricate side designs. Diamond logo on base with "52" to right.	1952

<u>No.</u>	<u>Code</u>	<u>Location</u>	<u>Category</u>	<u>Type:</u>	<u>Subtype:</u>	<u>Manufacturer</u>	<u>Item Detail:</u>	<u>TPQ</u>
406	Purple	Cypress Grove site	Glassware (Flint)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Foster-Forbes	Circle "FF" logo on base below "69-52"	1952
407	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Pierce Glass Co.	N/A	
408	Purple	Cypress Grove site	Glassware (Flint)	Intact	"Federal Law Forbids Sale or Reuse" Bottle	Unknown	Base says "D-2 / 40 53"	1953
409	Purple	Cypress Grove site	Glassware (Flint)	Intact	Medicinal Bottle	Unknown	Only "7" on base	
410	Purple	Cypress Grove site	Glassware (Flint)	Intact	Plain Jar	Unknown	Only numbers on heel	
411	Purple	Cypress Grove site	Glassware (Flint)	Partial	Missing side panel	Knox Glass Bottle Co. of Mississippi	J-in-a-keystone mark	1932 - 1952
412	Purple	Cypress Grove site	Glassware (Cobalt)	Partial	Base and heel, part of side	Maryland Glass Corp. for Phillips	Base says "Genuine Phillips Milk of Magnesia" and bears "M" logo	Ca. 1900 - 1910
413	Purple	Cypress Grove site	Glassware (Flint)	Partial	Neck and Shoulder, Sides, and part of Heel	Unknown	Gulden's Mustard	
414	Purple	Cypress Grove site	Small Finds	Frosted Light Bulb	25 W 120 V	General Electric	N/A	
415	Purple	Cypress Grove site	Small Finds	Light Bulb Base?	Unknown	Pyrex	Says on galss part "PYREX EAGLE USA O.K."	
416	Purple	Cypress Grove site	Sherd	Whiteware	Hand-painted polychrome Sprig	Unknown	N/A	1835 - 1870
417	Purple	Cypress Grove site	Sherd	Whiteware	Tin glazed, glaze only	Unknown	N/A	
418	Purple	Cypress Grove site	Sherd	Whiteware	Tin glazed, glaze only	Unknown	N/A	
419	Purple	Cypress Grove site	Small Finds	Possible Lighting Fixture?				
420	Silver	Cabin John SVP	Glassware (Amber)	Intact	Fancy Bottle	Unknown	Stippling and keystone logo on heel, "L-66 / 6" on base	Ca. 1966

421	Silver	Cabin John SVP	Glassware (Flint)	Intact	Mini Liquor Bottle	Unknown	Stippling on base, found with plastic cork intact	
422	Silver	Cabin John SVP	Glassware (Flint)	Intact	Drinking glass	Unknown	N/A	
423	Silver	Cabin John SVP	Sherd	Porcelain	Periwinkle			
424	Silver	Cabin John SVP	Sherd	Porcelain	Periwinkle			

From: maria fergusson [REDACTED]
Sent: Thursday, November 11, 2021 3:26 PM
To: SHA OPLANESMLS
Subject: 495 expansion

Dear MDOT,

I am writing to express my dismay at the possibility of the expansion of the beltway in Maryland and the construction of the toll lanes. What we need is clean mass transportation. Right now is almost impossible to live in the suburbs of Washington DC and not to have a car given how inefficient public transportation is. So instead of building this expansion and incentivizing private car use, improve our public transportation and decrease pollution and traffic.

Climate change is REAL and such a big deal that I can't imagine Maryland is going for the business as usual approach to transportation contributing to fossil fuel use and walking away from a more civilized and less harmful approach.

I definitely oppose the toll lanes and support the no-build option. Give people the possibility of having a reliable and clean way of transportation by investing taxpayer money in needed projects and not for the benefit of private interests.

Thank you

Maria Fergusson
Rockville MD
20852

Kathleen Field

This solution does not affect the cause of the problem. I270 backs up beginning where the lanes end south of Frederick. Extending lanes to or beyond I70 would help traffic flow further south.

From: RField & MMcGrath [REDACTED]
Sent: Tuesday, November 30, 2021 8:49 AM
To: SHA OPLANESMLS
Subject: Supplemental Draft Environmental Impact Statement (SDEIS) for the I-495/I-270 Toll Lanes

To Whom It May Concern,

I strongly oppose the toll lanes and strongly support the no-build option. The State's project to expand the Beltway by adding four new expensive toll lanes would necessitate removing much needed parkland at a time when the UN's Intergovernmental Panel on Climate Change (IPCC) just issued a report that is a code red for humanity. the project also is likely lead to the destruction of homes. For homes not right along the highway, it will bring the road closer, adding noise and pollution. There are numerous deficiencies with the Supplemental Draft Environmental Impact Statement (SDEIS) for the I-495/I-270 Toll Lanes.

1. Toll Lanes Would Not Improve Daily Commutes

The Maryland Department of Transportation (MDOT) has issued a Supplemental Draft Environmental Impact Statement for its plan to add private, toll lanes to I-495 and I-270. A key table on page 3-9 of the SDEIS shows that the toll lanes would fail to ease congestion during evening rush hour. According to the table, there will be virtually no change in traffic speeds from the George Washington Memorial Parkway up I-495 and I-270 to the end of the toll lanes at I-370. Travel speed on the Beltway from the GW Memorial Parkway to the I-270 spur would be the same in the year 2045, whether the toll lanes were added or not. Traffic speed on I-270 North, from the spur to I-370 would be 29 miles per hour if no lanes were added and 28 miles per hour if the lanes were added. The bottom line: After putting up with five years of construction delays, drivers traveling north during evening rush hour would see no improvement in their commute home from work.

2. Taxpayer Subsidies

Last year's Draft Environmental Impact Statement (DEIS) provided the range of public subsidies that would be needed to fund the various alternative for private toll lanes. The SDEIS does not include an estimate of the subsidies that may be necessary under the alternative MDOT selected (the Preferred Alternative). The extent to which the State will be subsidizing this project is of immense concern to Maryland taxpayers, who could be on the financial hook for 50 years. The estimate of subsidies should have been included in the SDEIS and its omission suggests that MDOT is not willing to share it with the public.

3. Utility Relocations

The SDEIS fails to describe the utility relocations that will be required to make way for the toll lanes. Nor does it address who will bear the cost of moving water, sewer, cable, gas, electric and other utility lines.

4. Pollution and Global Warming

Inadequate Stormwater Treatment: The addition of lanes will drastically increase stormwater runoff, increasing water pollution and flash flood risk for local communities. MDOT plans to treat only 45% of the stormwater runoff onsite. These highways already contribute substantially to the degradation of water quality in nearby waterways. By failing to treat most of the stormwater onsite, the toll lanes would further degrade local streams, creeks and the Potomac River.

Air Pollution and Global Warming Analyses Not Included: The SDEIS does not include an analysis of greenhouse emissions and the impact they would have on global warming. There is also no analysis of other pollutants such as particulate matter or ozone. All of these analyses are deferred until later. Omitting these analyses from the SDEIS denies the public the opportunity to understand the risks while there is still time to influence the project.

5. Harm to Parks and Other Greenspaces

The toll lanes would impact 15 parks, including three national parks. Over 1,200 trees would be removed from national parks alone. The other parks impacted include five owned by the Maryland-National Capital Park and Planning Commission, five parks owned by the City of Rockville and two parks owned by the City of Gaithersburg. A total of 36.1 acres of parkland would be negatively impacted. There would be a total loss of 500 acres of forest canopy from parkland and other greenspaces, including from strips of greenspace that provide a buffer between the highways and nearby neighborhoods. These communities would be harmed by increased noise, air and water pollution and the increased risk of flooding. In addition, 389 homeowners from Gaithersburg to Potomac would lose part of their property to toll lanes.

6. Environmental Justice

Environmental Justice Analysis Not Included. Similar to the DEIS, the SDEIS fails to provide an Environmental Justice analysis comparing whether the negative impacts of the project would be borne disproportionately by low-income communities or communities of color. For example, there is no discussion of whether Environmental Justice communities would be more likely to experience an increase in polluted air and its harmful impacts on health. Instead, the SDEIS defers this analysis to the Final Environmental Impact Statement. This cheats the public out of the opportunity to know and react to the Environmental Justice impacts while there is still time to influence the project.

Impact on Morningstar Tabernacle No. 88 Moses Hall and Cemetery and Gibson Grove A.M.E. Zion Church: The boundaries of permanent or temporary construction activity along the highways will not be finalized until after the environmental review process is completed. If the boundaries or limits of disturbance are expanded at this location, it puts the Cemetery at great risk of graves being disturbed by the project. While MDOT has shifted the proposed highway to avoid impact on the Cemetery, the shift also increases the impact on the Gibson Grove A.M.E. Zion Church.

7. Failure to Study Alternatives to Toll Lanes

The SDEIS fails to consider alternatives to private toll lanes to address traffic congestion. Rail transit was not studied nor were operational improvements and policies to encourage more telework.

According to a 2017 report by the regional Transportation Planning Board (TPB), traffic demand management strategies, including a substantial increase in telework, would be the most effective mechanism to reduce traffic delays. Based on their research during the COVID pandemic, the Maryland Transportation Institute testified at a General Assembly hearing in August 2020 that “just a 5% reduction in travel demand could lead to 32%-58% reduction in traffic congestion on major freeways.” The federal government has already announced that it will implement permanent policies to increase telework by the federal workforce. The State could build on this with policies to encourage private employers to implement more telework in the I-495/I-270 corridor. However, the SDEIS does not assess whether the change in federal telework policy, along with changes in state policy, could reduce congestion on the two highways.

Thank you for your consideration.

Sincerely,

Randi Field

Long Branch Parkway
Silver Spring, MD 20901

From: outlook_AD2E3904A87DC360@outlook.com [REDACTED]
Sent: Monday, November 8, 2021 10:45 AM
To: SHA OPLANESMLS
Subject: toll lane project

I am writing to oppose the I495/270 toll lane project and to support the no build option.

I believe strongly that the negatives of this project far outweigh any possible relief in traffic! You do not have to look far to see that toll roads do not improve daily commutes unless you are wealthy enough to pay the ridiculous toll fees – few daily commuters can afford this on a daily basis. This is just another example of societal injustices.

In addition the costs of having to address infrastructure issues, utility issues, harm to green spaces, and other environmental issues is enormous. As a Rockville resident, I am seriously concerned about the impacts on property values.

There has been a shortsighted view on this project without really studying the need for public transit for this area.

Ronnie Fields
[REDACTED] Winding Rose Dr
Rockville MD 20850

Sent from [Mail](#) for Windows



This email has been checked for viruses by Avast antivirus software.

www.avast.com

Ronnie Fields

I support the no-build option. I strongly oppose the I495/270 toll lane project. Toll lanes will not address the daily commuter issues; addressing bottle necks and public transit alternatives is a better option. The negative effects on infrastructure, green spaces, utilities and pipes, along with the effects on the existing property within the city of Rockville is overwhelming

From: Maureen Fine [REDACTED]
Sent: Saturday, November 6, 2021 9:02 PM
To: SHA OPLANESMLS
Subject: I Oppose the Toll Lanes

To MDOT and FHA:

I have serious concerns about the toll lanes and the SDEIS. Instead of helping to solve traffic congestion and help fight Climate Change, this project will seriously erode the quality of life and health of our communities.

The highway expansion project will pollute our air and water. It will destroy our wetlands and forests, and it will negatively impact communities of color.

Vehicle emissions, sprawl development, and stormwater runoff will all increase.

Toll lanes will not improve daily commutes.

The SDEIS does not include an estimate of taxpayer subsidies under the Preferred Alternative. And who will be paying to relocate utilities? Alternatives to the private toll lanes were not considered.

Please focus on more equitable, climate friendly, and transit-oriented solutions to the region's traffic congestion problems.

Maureen Fine
[REDACTED] Knighthill Lane
Bowie, MD 20715

From: Maureen Fine <info@email.actionnetwork.org>
Sent: Monday, November 1, 2021 6:54 PM
To: SHA OPLANESMLS
Subject: I Oppose the Beltway/270 Widening Project

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

To MDOT, SHA, and other agencies involved,

This highway expansion project will pollute our water and air.

It will destroy our waterways, forests, and stream valley parks.

Communities of color will be negatively impacted.

This project will decrease our quality of life, and at the same time vehicle emissions, sprawl development, and stormwater runoff will all increase.

Please focus on more equitable, climate change-resistant and transit-oriented solutions to the region's traffic congestion problems.

Thank you,

Maureen Fine

██████ Knighthill Lane

Bowie, MD 20715

Maureen Fine

████████████████████

██████ Knighthill Ln

Bowie, Maryland 20715

Name: Joel Finkleman

Agency/Organization/Jurisdiction, if applicable: N/A

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail (11/24/2021)

Transcription:

My name is Joel Finkleman, F-I-N-K-L-E-M-A-N. I live in [REDACTED] Dilstond Road, D-I-L-S-T-O-N-D as in dog, Silver Spring, Maryland 20903. I want to express my regret that they're still considering and spending \$45 million more on studying a project which can't possibly work in any way, shape, or form, meaning the toll lanes. Just recently, I saw a marvelous article where Elrich was interviewed about an extra crossing over the Potomac, which would be vitally needed because of the development on both sides, especially Loudoun County, and would complete an outer loop of the beltway, which was planned in 1967, which would relieve a great deal of traffic from the beltway in Montgomery County. So, this is the route we have to go eventually.

The toll lanes are unworkable. They don't work in Virginia. Every time I go over into Northern Virginia, they're empty and traffic is still clogged up to the max. They're building a massive toll lane infrastructure on 66, which will never be used. It's just a divisive mode of put of whining other people's pockets. And I won't mention any names. Okay, so that is my complaint. Let them build other crossings across the Potomac and outer beltway. Keep the, the, the heavily populated area within Silver Spring, Montgomery County, the 270 corridor through Rockville and Gaithersburg. Keep that the way it is without disturbing homes, tens of thousands of them, institutions, hospitals, schools, parks, just ruining whatever's left to the infrastructure there. You know, it's no time to be tearing up everything and then laying more concrete where it won't do any good for anybody except the people doing the building and getting the contracts. Okay. Thank you for your time, and I understand there was an extension for these comments, and I hope it doesn't fall on deaf ears. Okay. Thank you very much. That's Joel Finkleman, [REDACTED] Dilstond Road, Silver Spring, Maryland. Thank you.

From: David Fishback [REDACTED]
Sent: Tuesday, October 26, 2021 8:46 PM
To: SHA OPLANESMLS
Subject: Comment in opposition to the I-495 & I-270 Managed Lanes Study

I fully agree with Ben Ross's letter in opposition. See <https://www.marylandmatters.org/2021/10/21/seizing-on-mdots-own-analysis-toll-lane-foes-urge-feds-to-reject-project-study/?fbclid=IwAROSruUI7fBcet8K-SiVMKrY1xADDAnYEKShHdW-gy7LOI4-1YGITYZleYo> This enterprise is a terrible idea, and will put us in hock to Trans-Urban for decades to come, while not significantly helping anyone except the extremely wealthy.

David S. Fishback
Olney MD

From: Stephen Fisher [REDACTED]
Sent: Monday, November 29, 2021 9:50 PM
To: SHA OPLANESMLS
Subject: Toll lanes on I-270

To Whom It May Concern:

I wish to state my opposition to the planned toll lanes on I-270. As a resident of Rockville, for 64 years, I find this proposal to be an affront to good governance as it makes a 50 or 60 year commitment to a private consortium to pay for modifications to a road that is already owned by the taxpayers of Maryland - and I would note that the Governor who signed off on this atrocity will be leaving office in just one year.

Furthermore, the proposed widening and possible alteration in lane markings will have an adverse impact upon adjacent residential and commercial areas of Rockville, possibly impact local residents with fees to use a road that was originally built with their own tax dollars - not to mention the bridge overpasses at Wootton Parkway and West Gude Drive that would have to be reconstructed to accommodate any additional lanes of traffic beneath them, and that such reconstruction would disrupt the flow of municipal traffic in our area for a considerable number of years.

Sincerely yours,

Stephen H. Fisher
[REDACTED] Neal Drive
Rockville, MD 20850-1436

Andrew Flatness

I think the analysis is incomplete as it does not have any data on local effects at the new bottleneck at 495 and 187. There would be local road traffic, health, and environmental effects due to the change in the highways and moving traffic to this point and stopping road work there. I also think the traffic analysis seems flawed

From: Stuart Flatow [REDACTED]
Sent: Tuesday, October 26, 2021 11:11 AM
To: SHA OPLANESMLS
Subject: Opposition to widening I-270

Good morning, as tax paying, law abiding resident of Montgomery Village for over 30 years I am formal registration of my opposition to the plan to widen I-270.

Over the past 30 years i have seen traffic on I 270 grow exponentially. Except during the pandemic when those who could were able to telecommute.

This resulted in practically zero congestion and likely an immense reduction in air pollution.

I'll get back to telecommuting in a bit.

The idea of reducing overwhelming and growing congestion by adding toll lanes to I-270 may be the dumbest idea I have heard. I cannot imagine too many commuters approving of it, expect perhaps for those that would profit from it.

In addition to the environmental and financial impact on folks, especially those of lower income, and increased air pollution, the proposed widening will do nothing to ease congestion or reduce air pollution.

Why do I say that?, because the tolls will become unaffordable to most working folks who will not use them. Same as the case in Virginia.

For such a seemingly progressive state, this ill-advised course of action is quite regressive as it will harm those folks its supposedly aimed at helping.

Now back to telecommuting...a solution to congestion and air pollution that has proven to be effective.

So, instead of holding commuters hostage to the whims of private for profit companies why not devise a way whereby employers who allow their employees to telecommute receive a tax credit based on the number of employees and days of the week they telecommute. Sort of similar to the tax benefit employers enjoy for providing metro trip cards to their employees. Now that's progressive.

I am certain that others have viewed this as the way to reduce congestion and air pollution. Employers and Maryland commuters will reap the benefits as opposed to private companies who will reap profits at our expense.

I urge the powers that be to reconsider this really dumb idea.

Stuart Flatow
[REDACTED]

Name: Jocelyn Flores

Agency/Organization/Jurisdiction, if applicable: N/A

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail (11/25/2021)

Transcription:

Hello. My name is Jocelyn Flores, and I am against any toll lanes on 270 or 495. It is very expensive to live and drive in this area to begin with, and being on a fixed income, this would create a hardship for me even more to travel and work and live in this area. So, I am definitely opposed to having any kind of toll lanes on 495 or 270. Thank you. Have a good day.

Name: Raul Flores

Agency/Organization/Jurisdiction, if applicable: N/A

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail (11/25/2021)

Transcription:

My name is Raul Flores. I don't want any toll lanes on 495 or 270. No toll lanes, please. Thank you.

David Fouse

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

From: Ann Foxen [REDACTED]
Sent: Tuesday, November 30, 2021 8:50 AM
To: SHA OPLANESMLS
Subject: No-Build Option

I definitely support the No-Build Option for our county and for our state. Can't we act like we care even a little about the environment (less time idling engines--that's a solution?) and the world our children will inherit?

Ann Foxen

From: M France [REDACTED]
Sent: Sunday, November 14, 2021 6:16 PM
To: SHA OPLANESMLS
Subject: Beltway expansion and toll lanes

Dear Maryland Department of Transportation

We implore you and your agency to live up to your mandate to provide transportation that works for the public, not against it, and to withstand the pressure to sell the public out to an international conglomerate and a governor's political ambition.

We oppose the toll lanes and support the no-build option.

Sincerely,

Marie and Steve France
Cabin John MD

From: Barbara Francisco <info@email.actionnetwork.org>
Sent: Saturday, November 6, 2021 10:55 AM
To: SHA OPLANESMLS
Subject: Keep No-Build alternative

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

I am a Montgomery County weed warrior and trash-picker-upper in Sligo Creek and Long Branch Creek parks. I work hard to save existing trees from threatening vines and to clean up the parks for the enjoyment of the public. I am concerned about the proposed expansions of the Beltway and 270.

I am writing to you to urge you to keep last year's DEIS No Build alternative as the preferred alternative to the Beltway/270 highway expansion project.

Please find, promote and actualize more equitable, more climate change-resilient and more transit-oriented solutions for the traffic congestion problems facing the region.

Most sincerely,

Barbara Francisco

[REDACTED]

[REDACTED] GLENVILLE RD

SILVER SPRING, Maryland 20901

Becky Frank

Please do not widen 270 or add toll lanes. Both of these will negatively impact local communities and do nothing more than funnel our community resources into private ventures who do not serve our community's interests. Please listen to your constituents and do not widen 270.

From: Mark Frey [REDACTED]
Sent: Friday, November 12, 2021 9:13 AM
To: SHA OPLANESMLS
Subject: DEIS comments

Mr. Folden

I believe the state has been pre-decisional during the NEPA process but I will leave that legal argument to others. Today I write to you about my specific concerns on the DEIS.

Land impacts

The state should mitigate for the short and long term impacts to federal and county park land by investing project funds in habitat restoration activities along the project area of \$25,000 per year for NPS lands and \$100,000 per year for County lands for life of the roadway (annually adjusted for inflation). These funds should go primarily to invasive species control. This investment is needed to counteract the impacts of increased light, nitrogen deposition, salt, and noise.

Stormwater Impacts

There are 98.2 acres of new impervious surface added in the Cabin John Creek watershed. However, Appendix C, the Compensatory Stormwater Mitigation Plan, indicates that only 44% of stormwater mitigation activities would be completed on-site. The watershed is already suffering from erosion, flashy streams, and impaired water quality. In addition, all existing impervious surfaces require stormwater mitigation. The fact that mitigation is challenging and expensive is an indication that the project as described is ill-conceived. There are expensive under-road mitigation strategies that should be employed. Including these options would reduce the economic externalities and therefore better reflect the inordinate cost of the project. For every unmitigated acre of existing and new impervious surfaces the project should allocate to the county stormwater program \$10,000 per year for the life of the roadway (annually adjusted for inflation).

Mark Frey

From: steve friedman [REDACTED]
Sent: Monday, October 4, 2021 10:01 PM
To: SHA OPLANESMLS
Subject: 270 toll lanes

The report which was released after the forced vote for toll lanes prove that there is politics involved in this decision. Since the toll lanes will not significantly improve the flow of traffic, giving an Australian company a franchise to charge Maryland drivers does nothing but enriches the toll operator and those who will receive continuing political contributions for making this BAD deal. please do the right thing and cancel the contract.

From: Diane F [REDACTED]
Sent: Sunday, November 14, 2021 8:46 AM
To: SHA OPLANESMLS
Subject: I support the no-build option and oppose the I-495/I-270 Toll-lane project.

Jeffrey T. Folden, P.E., 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

Mr. Folden,

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

Jeremy Mohler of In The Public Interest covers all the arguments for opposing Gov. Hogan's plan for new toll lanes that I have been saying for months. I hope you have had a chance to read Mr. Mohler's piece, **The true cost of Maryland's toll-road plan**, in today's *Washington Post*.

We cannot afford to be blind to the disruption and cost of this proposed project. It is too expensive and destructive!

Please heed the protests by the public whose lives will be effected by a bad decision to go forward with Gov. Hogan's plan.

Sincerely yours,

Diane Fuchs
[REDACTED] Carnegie Ct.
Rockville MD 20850

From: Brittany Fulton [REDACTED]
Sent: Tuesday, November 9, 2021 10:56 PM
To: SHA OPLANESMLS
Subject: I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

Brittany Fulton
[REDACTED] Loma St, Silver Spring, MD 20902

Tyler Gable

Toll lanes are a terrible idea. Maintain and improve HOV and alternative modes of mobility and transportation. These changes will not lead to improved mobility by DOT own studies. Invest in infrastructure repair for current automotive modes. But all other concerted efforts and resources should be directed to non automotive modes of mobility. The region is swimming in cars and rather needs directed planning and execution of modes such as light rail and high-capacity, high-reliability infrastructure including expanded metro, biker and bus services that improve local mobility over inter-regional travel. Please listen to the public and finally drop these greedy money grabbing HOT proposals. Strive to make the mobility experience significantly closer to European pedestrian and high-capacity travel experiences. Use the mapped space of this HOT proposal to plan light rail and bike trails. Incentives for non-automobile modes need to be prioritized over all other modes. Efforts should be made to actively plan for targeted REMOVAL of highway infrastructure, not adding more of it.

From: Carole Galati [REDACTED]
Sent: Wednesday, November 24, 2021 12:07 PM
To: SHA OPLANESMLS
Subject: NO TOLL LANES OR EXPANDING BELTWAY OR 270

MDOT, First, let me say **I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.....**

I have lived in the Sligo-Branview area for over 50 years. I strongly oppose widening the Beltway and 270 or adding any toll lanes.

We need to address our pollution and traffic congestion problems in other ways!! Are there any creative, informed people at MDOT??

How about rewarding businesses that change their work hours to help reduce rush hour traffic or increase working at home incentives?

I am a gardener. I live close enough to the Beltway that the traffic noise is almost deafening when I am out in the garden.

I love the wooded areas around us and the YMCA.

I hate the traffic patterns and signage on 270. I find them dangerous and confusing. It was very poorly designed. I can't imagine the same MDOT organization would do any better by redesigning our Beltway. VA Beltway is a mess. It is a tangle of confusing, ever expanding ribbons of asphalt. I hate to drive the Beltway over there. Is that your mission - to look more like the Virginia Beltway? I say NO WAY!!! I hear the toll lanes are losing money.

Please listen to citizens like me - who pay your salaries and give you TOO MUCH POWER over our daily lives. We love nature and care about the air we breathe.

Carole Galati

[REDACTED] Melbourne Ave.

Silver Spring MD 20901

From: Ana Galeano <info@email.actionnetwork.org>
Sent: Sunday, November 7, 2021 11:33 AM
To: SHA OPLANESMLS
Subject: Don't Move Forward with Beltway & I-270 Widening!

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

MDOT SHA keeps last year's DEIS "No Build" alternative as the preferred alternative to the highway expansion

The highway expansion project will pollute our water and air, destroy our waterways, forests, & stream valley parks, and negatively impact communities of color.

The highway expansion will decrease quality of life and increase vehicle emissions, induce sprawl development, and increase stormwater and saltwater runoff.

MDOT SHA, FHWS, and the State focus on finding more equitable, climate change-resistant, and transit-oriented solutions to the region's traffic congestion problems.

Ana Galeano

[REDACTED]

[REDACTED] New Mark Esplanade

Rockville, Maryland 20850

From: Ana Galeano <info@email.actionnetwork.org>
Sent: Monday, November 22, 2021 9:54 PM
To: SHA OPLANESMLS
Subject: Don't Move Forward with Beltway & I-270 Widening!

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Expanding I495 and I270 yet again is a bad idea

The increase in greenhouse gas emissions will fuel climate change combined with increased air and water pollution from storm runoff.

Funds should be directed to Increase mass transit which includes expanding the Purple Line as well as electric and green hydrogen bus lines.

The expensive tolls are not fair for low and moderate income populations

Ana Galeano

[REDACTED]

[REDACTED] New Mark Esplanade

Rockville, Maryland 20850

From: [REDACTED]
Sent: Monday, November 29, 2021 3:18 PM
To: SHA OPLANESMLS
Subject: Comments to the SDEIS

I oppose the I-495/I-270 Public Private Partnership (P3) Program. I support the No Build option. The SDEIS should be rejected. Any ROD based on current studies is premature and should not be taken. The entire program should be reset and restarted.

1. The entire P3 process is fatally flawed.

- The fundamental criteria were never open to review. They were forced on the public.
- The requirements for a P3 (rather than public funding) and for financial viability constrained accepted alternatives to those with HOT lanes.
- The limited scope of the study, plus the financial viability requirement, eliminated all transit alternatives.
- The financial viability requirement eliminated widening Upper I-270. Mr. Folden stated in a public meeting that widening Upper I-270 would never pay for itself.
- The public and the legislature were never able to debate the fundamentals of the P3 program.
- Comments were collected but were rarely addressed.
- In fact, for the DEIS, the comments already submitted have never addressed, and no work on them, if any, has yet been made public.
- The project changed several times – e.g., eliminating the northern beltway, adding the ALB – but the fundamental requirements for a P3 and for financial viability never changed.
- Indeed, monetizing the traffic on lower I-270 has always been a fundamental intention.
- Essentially the P3 program was an exercise in political power, intended to further privatization, monetize congestion, and impose construction.
- The project used congestion mitigation as a convenient fiction to justify its aims.
- The short timeline for the SDEIS limited the ability for detailed review and comment.
- There is a rush to get to the FEIS and the ROD under the current administration.
- The public is not served by this P3 Program and the manner in which it is being handled.

2. The Toll Planning Process only served the criteria of the P3 Program and is not in the public interest.

- The Value of Time study results are flawed and are biased towards higher income drivers. The biased sample doesn't represent the residents or driving population.
- Tolling has only one explicitly stated goal – to maximize revenue, not to relieve congestion or help the environment. This is explicitly stated in program documents.
- Driving in the free lines must be badly congested enough to push drivers into paying to use the HOT lanes.
- There is no relationship between tolling and actual project costs. There is no relationship to overall traffic management and congestion.
- There is no indication of how the generated revenues will be used. Although the "minimum toll rate is intended to cover toll capture, processing and collection costs," there is apparently no such cost analysis available to the public.

3. The "Preferred Alternative" design undermines current benefits and imposes severe burdens on drivers and local jurisdictions.

- All of the benefits of the current ICM (Innovative Congestion Management) program would be wiped out by the proposed design.
- Virtually every overpass and bridge on lower I-270 would have to be replaced in order to make room for the proposed HOT lanes going down the middle of the roadway.
- Area roads near entrances and exits would be severely impacted by the construction needed to accommodate the proposed design and the burdens of increased local traffic.
- Finally, the “taking” of the current HOV-2 lanes appears to be illegal, and it would sharply increase the congestion on the proposed general-purpose lanes. The current HOV-2 lanes are free, and use of those lanes is unrestricted 91% of the time.

In summary, the current P3 Program is risky and flawed. The program needs to be reset and restarted.

Andrew Gallant
Rockville, MD 20850
[REDACTED]

Andrew Gallant

I support the no-build option. I oppose the current project, which needs to be redone properly.

The following comments were my response to a recent Washington Post editorial, <https://www.washingtonpost.com/opinions/2021/11/20/no-one-welcomes-tolls-maryland-highways-alternative-would-be-worse/>, which supports the current project, but is, in my opinion, inaccurate, biased, and flawed.

Please consider the comments below as my comments on the SDEIS as well.

"This editorial needs to be fact-checked. Consider these points.

"1. The project was always about monetizing congestion - MDOT's own documents clearly say the choice was to maximize revenue rather than throughput. Toll lanes only work when the congested free lanes are worse.

"2. In a public session, MDOT's Jeffrey Folden clearly said that upper 270 would not be part of the project because it couldn't pay for itself - recall that "financial viability" was always a key criterion. The need for upper 270 congestion relief wasn't enough. Can anyone project Frederick-to-ALB tolls and believe they'll be affordable?

"3. The project includes a possibly illegal taking of an HOV-2 lane - currently free! - which is open to all traffic 91% of the time. Of course, increased congestion on free lanes helps the logic of the P3 project.

"4. The state denied Treasurer Kopp the means to perform a financial analysis of the P3 agreement - and it is well-known that P3 money is more expensive than public funding. The state have never, repeat never, been open about sharing projected costs and revenues as the basis for planning toll rates.

"This editorial continues to cast aspersions rather than address the fundamental issues, including the convenient blaming of opponents who believe that this particular project is a bad deal and a bad idea.

"Finally, consider that MDOT has already "spent" the money this project is supposed to raise. Recall the threats to withhold funding for certain road projects unless an earlier negative vote was overturned - and recall that the funding was essentially never provided anyway.

"Hogan and MDOT are engaged in power politics. The appearance of working to mitigate congestion is merely a useful fiction. You could look it all up.

"There have to be better solutions and better ways of working on them.

"The editorial board should be ashamed. But it's not - it continues to act irresponsibly in support of this political and financial boondoggle."

Janet Gallant

I support the No Build option and oppose the I-495/I-270 toll-lane project on multiple grounds, including those detailed in comments submitted by the Sierra Club Maryland Chapter, the Maryland Transit Opportunities Coalition, and DontWiden270.org.

My comments here focus on public financial risks of the project. Despite the Governor's promises, the public will pay for the toll-lane project one way or another: through sky-high tolls, taxes, fees, state payments to the Australian contractor Transurban for revenue shortfalls and contractual compensation events, costs associated with irreparable harm to the environment and public health, and much more. Yet MDOT, including in the SDEIS, has not detailed or adequately addressed the financial risks and costs.

MDOT's toll-setting process was based on a flawed and biased study and dishonest findings. According to the results of MDOT's key Value of Time study, even the project's targeted, high-income demographic would not pay the sky-high tolls approved by the MDTA.

According to MDTA documentation, the median household income of those among VOT's invited study respondents who indicated they would take express lanes for work trips is \$146,582. The median income of those who would take express lanes for non-work trips is \$134,997. Both are far above the \$108,820 median household income in Montgomery County.

MDTA's final determination of the Value of Time shows the median and mean toll amounts that study participants would be willing to pay for work trips: Mean = \$23.62; Median = \$19.68.

If MDOT's targeted drivers won't pay more than \$23.62 per trip, they can travel only 6 miles at MDTA's projected maximum rate of \$4 /mile when the toll lanes open in 2026. That means MDOT and MDTA know that the toll road project will not meet its revenue target. They know the current toll schedule is nothing more than a placeholder for the higher tolls and state subsidies necessary to provide the promised revenue to Transurban over the next 50 years.

Transurban explicitly stated the need for higher tolls in a 2020 letter to MDOT: "The growing level of HOV 3 demand will reduce the managed lanes capacity for toll paying customers...tolls growth will need to accelerate."

The SDEIS does not address the inevitability of raising the toll structure. This is consistent with MDOT's overall refusal to share financial cost and risk information with the public and elected officials.

As an example, when State Treasurer Nancy Kopp determined that the toll-lane project's Public Private Partnership (P3) Agreement contained, "significant uncertainties around the costs, risks and ultimate benefits..." she requested funds for review of the document by the State's Bond Counsel and Financial Advisor ♦ experts in analyzing and negotiating P3s. Among the issues she cited were cost caps that can be exceeded or renegotiated, undefined costs, and non-competitive awards. The Governor rejected her request and the Board of Public Works approved the Agreement without seeing an

independent financial and legal analysis.

MDOT's failure to provide in this SDEIS the comprehensive and accurate financial picture of the project that the Treasurer, other officials, advocacy groups, and the public have repeatedly sought, is a denial of the public's right to know and right to comment knowledgeably, as required under NEPA.

From: Linda Galloway [REDACTED]
Sent: Wednesday, November 24, 2021 12:59 PM
To: SHA OPLANESMLS
Subject: Oppose the toll beltway/270 road construction

I am opposed to the widening of the beltway and 270 highway. The tolls will make it too expensive for the majority of people to afford in the first place.

This will be another big disaster like the Purple Line.
It will destroy property cause major traffic disruptions.

I am especially worried about have to move the WSSC water pipes along 270. Who is paying for this? My water bill is already too high, with all these fees/taxes they stick on the bill. I cannot afford to pay for this. I know they will make us pay for this, no matter what they say.

Please note my opposition to this horrible idea.

Linda Galloway
[REDACTED] Franklin Ave.
Silver Spring, Md. 20901

From: Katie Garber <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 4:45 PM
To: SHA OPLANESMLS
Subject: Stop the expansion

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

To Mr. Folden,

I am a life-long Montgomery county resident, and my husband and I have been fortunate enough to choose to continue living here and raise our family here.

I spent many formative years, including learning how to drive, in traffic on the 270/495 spur. I know as well as anyone how awful the traffic there is.

Widening the road will serve one purpose: a make-shift bandaid on a gaping wound of a transportation infrastructure. Not only will widening not solve the problem, it is just adding time onto the issue rather than solving it at the source.

I urge you to think about the children and young families who want Montgomery County to be a long term sustainable place to live fully and healthfully. Invest in true sustainable infrastructure solutions, not bandaids like this widening project, which will only need solving again in a few years.

Thank you for your consideration.

The sustain

Katie Garber

[REDACTED]

[REDACTED] Sherman Ave

Takoma Park, Maryland 20912

From: Arturo Garcia [REDACTED]
Sent: Saturday, November 6, 2021 6:47 PM
To: SHA OPLANESMLS
Subject: OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

Dear Sir or Madam,

Please OPPOSE the toll lanes and SUPPORT THE NO-BUILD OPTION.

Thank you. I sincerely apologize for the caps.

With great affection and appreciation,
Arturo

Sent from ProtonMail

From: Maria Cristina Garcia [REDACTED]
Sent: Tuesday, November 30, 2021 8:49 AM
To: SHA OPLANESMLS
Subject: Please do not expand or widen 495

Dear Friends,

I am writing to voice my opposition for the expansion of 495.

Thank you,

M. Cristina Garcia

From: Chris Gardner [REDACTED]
Sent: Thursday, November 18, 2021 2:15 PM
To: SHA OPLANESMLS
Subject: Oppose the Toll Lanes

Hello,

I oppose the toll lanes and support the no-build option.

According to the Supplemental Draft Environmental Impact Statement:

- The addition of toll lanes would not improve daily commutes between Gaithersburg and the American Legion Bridge
- 500 acres of tree canopy would be cut down to make way for the toll lanes
- There is no estimate of the subsidies that taxpayers could be forced to pay Transurban

I do NOT like the way Virginia has implemented their highway & toll lanes, and I do not want to see MoCo do the same thing. Virginia traffic is still awful despite their sprawling highways and toll lanes. Why would this be any better for MoCo?

This is not a good use of taxpayer money.

I oppose the toll lanes and support the no-build option.

-Chris

Kathryn Garguervich

Subject: Hogan's Boondoggle Is MDOT trying to hide something from the taxpayers that will wind up footing this bill? Last year's Draft Environmental Impact Statement (DEIS) provided the range of public subsidies that would be needed to fund the various alternative for private toll lanes, however, the Supplemental Draft Environmental Impact Statement (SDEIS) does not include an estimate of the subsidies that may be necessary under the alternative MDOT selected. The extent to which the State will be subsidizing this project is of immense concern to Maryland taxpayers, of which I am one, and who could be on the financial hook for 50 years. The estimate of subsidies should have been included in the SDEIS and its omission suggests that MDOT is not willing to share it with the public.

From: Kathryn Gargurevich [REDACTED]
Sent: Friday, November 5, 2021 12:25 PM
To: SHA OPLANESMLS
Subject: I 495-270 widening

To Whom It May Concern (and it should concern us all):

According to the Maryland Department of Transportation (MDOT) uses projections for the year 2045 to demonstrate the impact of toll lanes on travel times it can be determined that after enduring 5 years of construction delays, drivers who use the general lanes will be rewarded with a 7 minute and 30 second increase in their daily commute, round trip. Building the toll lanes will cause substantial harm to our communities while failing to help the majority of drivers who would use the general lanes. Thus the term "Lexus Lanes". How is this social equity and justice? And of course this increased travel time adds to the GHG emissions, exactly the opposite direction we should be heading. This is progress? It is regression!

Concerned Citizen
Kathryn Gargurevich
Climate Activist, Science Teacher, MoCo-Faith Alliance for Climate Action
[REDACTED] Bradley Blvd
Bethesda, MD 20817

Lindsay Garmirian

I support the NO build option due to loss of land from my neighborhood and increased traffic. We should be spending money on GREEN transportation solutions.

From: Patrick Garvey [REDACTED]
Sent: Monday, November 29, 2021 11:07 AM
To: SHA OPLANESMLS
Subject: Against the Current Proposal of Beltway Toll Lanes.

To who is May Concern:

I want to register my disapproval on the current proposal for Toll Lanes on the Beltway and I-270.

We can assist on better flow of traffic and cars with much better proposals.

The HOT lanes are not the best solution.

The Virginia HOT lanes on I-95 have not offered the relief promised.

The Maryland proposal does offer sufficient relief to justify the enormous amount of money and time that the HOT lanes require. Maryland must examine and design a better solution than the HOT lane proposal.

Better ramp design, ramp metering, better lane design for trucks and heavy vehicles, better merge options especially at River Road and I-495 and off the I-270 Spur would offer better traffic flow. The congestion above I-270 and I-370 must be addressed to offer better ride times north and south.

The I-495 chock point at Rockville Pike must be addressed for the regular car traveler. The curve between Connecticut Ave and Georgia Ave is an obvious place to re-engineer for better traffic flow.

HOVt lanes are not the answer to our metropolitan traffic problems.

I am opposed to the current proposal.

Patrick Garvey

[REDACTED] Saratoga Ave
Bethesda, MD. 20816

Patrick Garvey

Sent from my iPad.

Richard Geltman

I am in favor of repairs and replacements of I-495 and I-270. However, maximum funding of improvements should be provided by federal government infrastructure financing not state, local or private funding. While I support the use of HOV lanes, I emphatically oppose the use of toll lanes and the use of public-private-partnerships in the planning, construction and/or operation of the roads. The long run costs for the employment of a p- p-p will be exorbitant and lower income individuals will bear inequitable burdens. Planning, construction and operation of the improvements should all be performed by public sector employees. There are too many examples of private sector p-p-p projects failing, going over budget, resulting in private sector partners going through bankruptcy, involving corruption, fraud and overcharging. The size, complexity and costs are an invitation for private sector wrongdoing. The inevitable conflicts with private sector partners will result in higher costs, delay and further disruptions for the using public.

Donna Gentry

The I-495 and I-270 Managed Lanes Study Supplemental Draft Environmental Impact Statement (SDEIS) is inadequate. The SDEIS does not support proceeding with a proposed Phase 1 SOUTH project to widen I-270 up to I-370, using toll lanes. Widening presents environmental impacts that lead to natural disasters such as flooding. Furthermore, additional lanes contribute to global warming because of such reflective surfaces, rather than the trees they replace. Trees provide shade, absorb CO₂, filter runoff, thereby having both a cleansing and cooling impact. Another reason I oppose the I-495/I-270 P3 PHASE I South project is because there will be no improvement of average speed south of I-370, according to SDEIS page 10, section 3.3.1 Speed. Finally, Induced Demand results in additional traffic when lanes are added, as has been shown in regional and national studies. For all these reasons I believe the SDEIS does not provide adequate support for proceeding with the PHASE 1 SOUTH P3. Thank you

Craig George

Adding additional lanes is simply going to create induced demand - encourage more people to drive. This is unsustainable. A forward thinking regional plan would encourage new and alternative transportation technologies as well as improvement of mass and commuter transit options. Induced demand principles also work for other transit methods. Improving access to bus and rail will encourage people to take those modes of transportation and limit the need to continually add highway lanes. This study does not do an adequate job of looking beyond 2045.

From: Jody George [REDACTED]
Sent: Monday, November 29, 2021 10:15 AM
To: SHA OPLANESMLS
Subject: Toll lanes: comments on Supplemental Draft Environmental Impact Statement

Dear Maryland Department of Transportation,

First, let me say I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

The reason are numerous:

1. Appendix A of the Supplemental Draft shows the toll lanes would not improve daily commutes in the general lanes.
2. Five hundred acres of tree canopy would be cut down.
3. Fifteen 15 parks would be harmed, including three national parks.
4. Your department would not treat most of the storm-water runoff, which would further degrade local waterways.
5. Your office did not analyze the impact on global warming.
6. There is no assessment of whether low-income communities or communities of color would suffer more of the harmful impacts.

Furthermore, I read a book recommended by a neighbor, The Privatization of Everything by Donald Cohen and Allen Mikaelian. As my neighbor suggested to you in his own email: "Chapter 7 is titled "Toll Roads at America's Crossroads." Every decision maker involved in the "op lanes" proposal should read its clear and concise nine pages (pp. 89--98). The authors brilliantly analyze and expose the hidden dangers buried in these many decades-long deals, using the Indiana Toll Road as their example.

"Indiana leased a public toll highway to a private consortium of Australian companies for 75 years, with many adverse and undesirable results (even leaving aside the damage to the environment and the climate). The public was cut out of the decision process and deprived of key facts; complex behind-the-scenes financial maneuvers by investment banks including interest rate swaps added risks; a glaring conflict of interest by one of the investment banks, bankruptcy of the initial concessionaire company after eight years' operation (with declining maintenance in the last two of those years), gross under-valuation of the concession contract giving a huge windfall to the private consortium at the expense of future generations; and drastically increased tolls.

"Toll roads using a P3 are a travesty: just don't do it!"

Sincerely,

Jody George
[REDACTED]

[REDACTED] Beech Avenue
Bethesda, MD 20817

Joshua Gershone

I am opposed to the planned expansions of I495 and I270, for the following reasons:

(1) INSUFFICIENT BENEFIT AS COMPARED TO COST and IMPACT

The most critical congestion and location periods are PM, inner loop on 495 and northbound on 270. However, the SDEIS shows:

PM Peak

I-495 Inner Loop from George Washington Memorial Parkway to I-270 West Spur

GP Lanes NO IMPROVEMENT

HOT LANES only 23 mph

To quote the SDEIS: "On the I-495 inner loop, average speeds in the GP lanes are projected to remain unchanged (7 mph) between the George Washington Memorial Parkway and the I-270 west spur under the Preferred Alternative during the 2045 PM peak hour compared to the No Build Alternative"

PM Peak

I-270 Northbound from I-495 to I-370

GP Lanes NO IMPROVEMENT

HOT lanes 37 mph only 8 mph greater than no-build

The SDEIS states: "On I-270 northbound, average speeds in the GP lanes would be similar for the Preferred Alternative compared to the No Build Alternative in the 2045 PM peak"

In other words, at the most peak usage periods and segments, the Preferred Alternative delivers no benefit to the overwhelming majority of users. OVERALL delay predicted improvements are in the single digits of minutes.

(2) INDUCED DEMAND

Figure ES-1 suggests that the built Preferred Alternative will result in less traffic congestion than the rest of 495, where no action is being taken in Phase 1. While this may be *initially* true, experience in other large metro areas has shown that in the long term, these widening projects do not reduce traffic. They increase road supply, and the demand increases to fill that supply until congestion returns. At that point, drivers who cannot afford exorbitant tolls during high-traffic periods will be no better off than currently, and are often worse-off.

(3) SPRAWL INCENTIVIZATION

This plan will also induce further Sprawl Development along the northern areas of I270 included in this Alternative. This suburban sprawl distant from job and other activity centers is a poor use of land resources in Montgomery County and in the State.

(4) PHASE 2 NECESSITY FOR ANY SUBSTANTIAL BENEFIT

Despite the fact that Phase 1 does not directly impact 495 from Rockville Pike around to MD 5, the presentation of the project in the SDEIS, and the data on impact makes it plain that this project is of little benefit WITHOUT a "Phase 2" that has been delayed precisely because of its significant impact on neighborhoods near the current Beltway, including substantial years-long disruption to interchanges, destruction of neighborhoods, and substantial private property eminent domain acquisitions.

This Phase 1 is merely a "Gateway drug" to similar modifications to the rest of 495 in MD, which are objectionable for all the reasons stated here, and more.

(5) DEMONSTRATED INABILITY OF THE STATE TO MANAGE A P3 TRANSPORTATION PROJECT

The Purple Line situation has demonstrated the State's inability to adequately manage a P3 for transportation construction. Despite known concerns on the part of the construction contractor, and requests for additional funds due to delays and scope creep, the State chose to ignore those concerns. This led to the current situation in which ~20 miles of construction sites sit idle while the State has to redo contracts with new contractors.

The proposed project in the SDEIS is an even larger project over a broader geographic scope, and is likely to encounter similar delays and scope changes. I do not have confidence that the State will be able to deal appropriately with management of this P3 project either.

(6) INCORRECT FOCUS

If implemented, the Phase 1 project would simply make it easier for Maryland residents to reach jobs in Northern Virginia. This is an unwise use of public funds. Better to focus on building a diverse economy in MD and attracting businesses here. Maryland residents able to work closer to their communities would reap numerous benefits.

From: Russell Gestl [REDACTED]
Sent: Monday, November 15, 2021 7:18 PM
To: SHA OPLANESMLS
Cc: Russell Gestl
Subject: Alternative 9 Phase 1 South

Sir/Madam

As a resident of Montgomery County, a business owner with locations in both Maryland and Virginia, and a frequent traveler on 270, 495 and the American Legion Bridge I am writing to voice my **Support for Alternative 9 Phase 1 South**. I look forward to the reduction in systemwide delays by reducing chokepoints and vehicle hours spent on the roads while improving peak hour speeds that this Alternative will facilitate, while also providing necessary transit, bike and pedestrian improvements.

Please help our region's businesses, economy, residents and quality of life by bringing this critical infrastructure improvement to fruition.
Thank you for your support and your service.

Sincerely,

Russ Gestl
[REDACTED] Haddonfield Way
Darnestown, MD 20878

From: Anna Gilcher [REDACTED]
Sent: Friday, November 26, 2021 7:57 PM
To: SHA OPLANESMLS
Subject: OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

I am deeply opposed to the toll lanes plan. I cannot believe that, at this time in our history, with all of the evidence showing that adding lanes does NOT alleviate traffic, we would consider adding additional lanes to an already congested Beltway.

We are at a crisis point. And even if we weren't, this plan wouldn't make sense -- because when lanes are added, traffic increases.

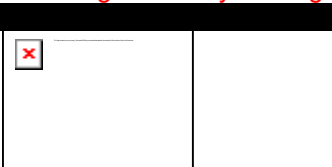
It's time to think differently.

I cannot tell my children that we are going to continue with "business as usual" when, clearly, business as usual does not work.

Thank you.

Anna Gilcher
Silver Spring

Anna Gilcher, PhD, Co-Director
Elevate Education Consulting
Elevating Humanity Through Language Education



Name: Thomas Goldberg

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Testimony

Transcription:

Good evening. My name is Thomas Goldberg, T-H-O-M-A-S. Goldberg, G-O-L-D-B-E-R-G. I live at [REDACTED] Longwood Drive, adjacent to I-495. I'm speaking on behalf of myself and my wife and a few neighbors. My purpose for commenting is to address the impacts to the health of our community. For those of us who live adjacent to I-495, just north and east of the I-270 spur, EPA has amply identified significant health impacts for those of us who live within five to 600 feet of such roadways. The proposed benefits to users of these highways anticipated by the state's expansion proposal remain in dispute. There is but one area of agreement that more traffic and more health impacts will result from this expansion. The EIS did not measure pollutants as EPA has recommended for impacted setback areas. And instead, focused on statewide assessment criteria.

This eliminates any consideration of any and all local impacts since none of the roadway expansion options, including this one, will in any way be beneficial to those of us who live along segments of the proposed project as the amount of land available for the proposed lane expansions along the I-495 portion must impinge upon private property and will the lastly reduce setbacks. This being the case, the State cannot ignore its responsibility to the health of its citizens whose properties border I-495 or I-270. By way of example, I'm 67 years of age, my wife is 63, like many in our age group we've suffered from cancer and other serious illness, and like others, we do not want to be exposed to greater dangers as we age. EPA's freight and air quality analysis project that projects truck traffic doubling nationwide by 2035, 14 years hence, by expanding roadway access, my neighborhood will see dramatic increases in criteria, pollutants, greenhouse gases, MSATs, and particulate matter. The State's SDEIS claim that that is not so is a hollow claim since their assessment and data gathering left all local impact analysis out. So just to summarize, we think that the State cannot escape these outcomes and therefore, must remedy the situation to ensure that those of us who will be exposed to unacceptable increases in levels of pollutants that are projected are fairly compensated. And that means that the State must acquire our properties at or above fair market value and pay for our moving before any construction can begin. Thank you for your time. I appreciate your listening. Okay.

From: Robin Goldstein [REDACTED]
Sent: Sunday, November 21, 2021 11:16 AM
To: SHA OPLANESMLS
Subject: I support the no-build option and oppose the I-495/I-270 toll-lane project

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

- “It is critical that MDOT and [the Federal Highway Administration] reinstate transit as a key project element...”
- “The Purpose and Need omits safety considerations typically featured for transportation projects...”
- “...implementing only Phase 1 South will create a major congestion and bottleneck in the eastbound direction at the points where the managed lanes end...and cause an existing chokepoint to get even worse.”
- “The issue of economically challenged populations or social equity continues not to be adequately addressed by the SDEIS.”

Innovative Congestion Management (ICM) on lower I-270 works; toll lanes won't!

- If you use **lower** I-270 now, you know that barring an accident, construction, or storm, traffic is generally free-flowing.
- The welcome congestion relief was created by [MDOT's ICM program](#), which began in 2017 and is now 77% complete.
- The ICM program installed ramp metering, extended merge lanes to create extra through lanes, converted a shoulder to an HOV-2 lane, and turned an old HOV-2 lane into an extra through lane.
- But the toll-lane project would destroy the taxpayer-funded ICM improvements on **lower** I-270, create congestion where there is none, and make the notorious I-270 northern bottleneck even worse.
- **Lower** I-270 will be irreparably harmed by toll lanes.

Thank you for your consideration,

Robin Goldstein

Bethesda, Maryland

From: G Squared [REDACTED]
Sent: Sunday, November 14, 2021 6:16 PM
To: SHA OPLANESMLS
Subject: Tolls -NO NO NO

I am vehemently opposed to any tolls on the Beltway which you are apparently considering.

This is unsound from every which way. It is contra to common sense, will only have a disparate impact on those who can least afford them(read: lower income, minority) and will not reduce traffic on the Beltway. Luxury lanes are not needed. Roads must be utilized. The proposed lane structure will benefit the elite, wealthy few, while the vast majority pays the price for this project and does not/cannot afford to use the toll lanes and whose commute would not be impacted. Park lands would be sacrificed on the altar of elite traffic convenience. The old sportscaster, Warner Wolf, would give this idea "The Boo of the Week" or "Boo of the Month". This has all the makings of a major financial debacle with significant adverse environmental impact.

Stop while you can.

Respectfully submitted,

/s/

Charles Goldman, Silver Spring MD

Sнна Gordin

I support the NO BUILD option

From: H [REDACTED]
Sent: Tuesday, November 30, 2021 9:51 PM
To: SHA OPLANESMLS
Cc: ddumais; Amy Gordon
Subject: Comment on Beltway toll lane SDEIS

I am writing to express concerns about MDOT's plans to add toll lanes to the Beltway and I-270, as laid out in the recent SDEIS.

My objection to the report stems from the following observations:

- travel times improvements during the AM and PM rush hours in the general lanes are projected to be insignificant.
- there is no analysis of air pollution or greenhouse gas effects in the report - hard to excuse in this day and age.
- the report lacks discussion of future taxpayer subsidies that the project may require.
- perhaps most importantly, there is no consideration of alternative options, especially public transport, to reduce traffic congestion.

Henry Gordon, the World Bank (retired)
[REDACTED] Dartmouth Avenue
Silver Spring, MD

From: Tina Slater [REDACTED]
Sent: Tuesday, November 30, 2021 12:29 AM
To: SHA OPLANESMLS
Subject: Comments on SDEIS for "Op Lanes Maryland" - 270/495 highway expansion project

FROM: Christine Gorham Slater, [REDACTED] Mansfield Rd, Silver Spring MD 20910-5515

Let me be clear: **I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.**

Climate change is breaking down the systems that support life on Earth. Floods, droughts, wildfires, rising temperatures, crop failures, intense rains, rising sea levels. This is our proof. The world has changed radically since this project was proposed in 2017. Circumstances have changed and we have learned a lot, or should have.

We must reduce greenhouse gas emissions. This is a climate emergency. Why aren't we mobilizing? Employers can promote telework in lieu of commuting. We know that it works. We did it throughout COVID. End free parking. Instead, charge employees to park their cars and use the fees to subsidize fares for employees who use transit.

Failure to Study Alternatives to Toll Lanes - The SDEIS fails to consider alternatives to private toll lanes to address traffic congestion. Rail transit was not studied nor were operational improvements and policies to encourage more telework. According to a 2017 [report](#) by the regional Transportation Planning Board (TPB), traffic demand management strategies, including a substantial increase in telework, would be the most effective mechanism to reduce traffic delays. Based on their research during the COVID pandemic, the Maryland Transportation Institute [testified](#) at a General Assembly hearing in August 2020 that "just a 5% reduction in travel demand could lead to 32%-58% reduction in traffic congestion on major freeways." The federal government has already announced that it will implement permanent policies to increase telework by the federal workforce. The State could build on this with policies to encourage private employers to implement more telework in the I-495/I-270 corridor. However, the SDEIS does not assess whether the change in federal telework policy, along with changes in state policy, could reduce congestion on the two highways.

MDOT wants to sign a 50-year contract (with a foreign private company) to build more lanes, doing nothing for GHG emissions. Today, 2% of vehicles on the road are electric. Assume 15-year fleet turnover. When will we reach 100% electric? In 30 years?

Many people anticipate "congestion relief", but reducing congestion is a lie. Note that two existing I-270 free lanes (HOV in the rush hour peak direction) will become toll lanes. Fewer regular lanes, joined by very high truck tolls, will ensure that big trucks crowd into the slower free lanes. Toll operators benefit from maintaining a significant level of congestion in the free lanes in order to incentivize enough people to pay the very high tolls planned for the toll lanes.

The toll lanes fail the Equity test. High tolls (as much as \$4 per mile during peak times) can be borne by the wealthy or by those fortunate enough to be reimbursed. But for the rest of us? -- there is no equity here. The state is allowing Transurban to charge the tolls needed to make their financial projections work. The issue of economically challenged populations or social equity continues not to be adequately addressed by the SDEIS

Utility Relocations - The SDEIS fails to describe the utility relocations that will be required to make way for the toll lanes. Nor does it address who will bear the cost of moving water, sewer, cable, gas, electric and other utility lines. (For reference: the CEO of the Purple Line P3 project stated that 75% of the work on the project is "utility relocation".)

Pollution and Global Warming - Air Pollution and Global Warming Analyses Not Included: The SDEIS does not include an analysis of greenhouse emissions and the impact they would have on global warming. There is also no analysis of other pollutants such as particulate matter or ozone. All of these analyses are deferred until later. Omitting these analyses from the SDEIS denies the public the opportunity to understand the risks while there is still time to influence the project.

Finally, it is interesting that we were led to believe that the state had backed away from the full-scale toll road project (I-270 *plus* the Maryland 495 Beltway). Yet the SDEIS map should be an eye-opener for every elected official who acted on the belief that the Beltway would be spared. The map says be careful --- our elected officials must stop this P3 before the State hands over our public infrastructure, transportation policy, and options to Transurban, the Australian conglomerate that makes no secret of its ambitions. There are smarter, fairer, better ways to improve regional transportation. This P3 is perhaps the worst choice our state can make.

Christine Gorham Slater

Vijay Goswami

We are opposed to the proposed Toll Road Beltway/270 expansion because the added lanes will be exorbitantly expensive and do nothing to aid the transportation needs of the average commuter in the coming century. The State should look at mass transit options similar to the silver line in Virginia.

Rachel Goutos

Adding HOT lanes in MD is a terrible idea and a huge slap in the face to Montgomery County and MD residents. Residents already pay high taxes, and there is no room to expand 495 or 270 to accommodate these new lanes while still enabling non toll lanes for normal commuting and travel. In addition, studies are being completed on road usage while a majority of the local workforce, federal employees, are teleworking. How can an accurate study be completed knowing that a huge number of commuters aren't currently commuting. This is all in addition to the environmental impact. 270 and 495 in MD lacks the space and room for the number of lanes that the VA side of 495 has, so the addition of HOT lanes will force MD commuters to pay to commute, due to the lack of lanes on the road especially if there is an accident or road closure.

Barry Graham

I am very pleased that phase 1 is taking place. The rest of the project must take place. With the pandemic basically over in Maryland, traffic is just as it was before and now we need 495 widened between 270 and College Park.

From: Robert Krahe [REDACTED]
Sent: Monday, November 15, 2021 2:35 PM
To: SHA OPLANESMLS
Subject: Comments to the I-495/I-270 Managed Lane Study Supplemental Draft Environmental Impact Statement
Attachments: Beltway_270 Project SDEIS Comments Grant Krahe Cabin John.docx

Please see the attached comments.

Respectfully,

Danielle Grant
Robert Krahe
Cabin John Maryland

November 15, 2021

Jeffrey T. Folden, P.E., DBIA
Deputy 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

Subject: I-495/I-270 Managed Lane Study Supplemental Draft Environmental Impact Statement and Updated Draft Section 4(f) Evaluation

Dear Mr. Folden,

As almost 20 year residents of Cabin John, we would like to echo the concerns expressed by the Cabin John Citizens Association with respect to the subject Supplemental Draft Environmental Impact Statement. It is clear that the aggregate environmental harm, both long-term and short-term, associated with the I-495/I-270 Managed Lane Study has not adequately addressed. The very constrained nature of this community, with hard boundaries of I-495, the Potomac River, and Cabin John Creek, puts us in a most vulnerable position; these vulnerabilities include, but are not limited to:

- Increased traffic on local roads, specifically, MacArthur Boulevard, Seven Locks Road, and the Clara Barton Parkway;
- Impacts to the C&O Canal National Historic Park and Cabin John Park;
- Impacts to historically and culturally sensitive areas such as the Gibson Grove Church and Morningside Moses Cemetery;
- Any number of additional major impacts during construction- traffic, noise, air and water pollution. One might be inclined to term these short-term, but in fact will last multiple years during the project.

The Supplemental Draft Environmental Impact Statement, despite its size, sidesteps these important issues. For example, with respect to the Gibson Grove Church, the document states, "MDOT SHA and FHWA are currently assessing the potential for an adverse effect to Gibson Grove AME Zion Church..." (para 5.2.6). No indication is provided as to when this assessment might be completed.

To reiterate, the proposed project will have multiple, significant negative environmental impacts on this community, touching upon a diverse range of critical issues. Before meaningful decisions can be made about the future course of this projects, these issues must be more thoroughly understood and documented.

Thank you for consideration of these comments.

Respectfully,

Danielle Grant
Robert Krahe

█ Cabin Road
Cabin John, Maryland

From: Cynthia Green [REDACTED]
Sent: Saturday, November 13, 2021 12:05 PM
To: SHA OPLANESMLS
Subject: I-495 & I-270 Managed Lanes Study SDEIS

I-495 & I-270 Managed Lanes Study SDEIS

This transportation project is ill-conceived and poorly planned. It should not go forward.

I would first point out that toll roads are not an incentive; rather, an aggressive move and inequitable to travelers. Second, I am concerned about the course of proposals and approvals that has taken place ... it is a history of political maneuvering and questionable lobbying diversions.

There are several key issues about which I am concerned.

--Fundamental flaws: Inherent flaws of omissions and undeveloped or underdeveloped plans cannot be fixed. They must be addressed directly and vetted with the public and the communities affected by the toll lanes construction.

--Equity: It creates another "have and have-not" situation for residents who need reasonably priced access to jobs, schools, and businesses and other locations that are part of their daily lives. We need multi-modal transportation.

--Foreign economic foothold: Australian Transurban does not have an interest in what the people need; rather, its incentive is to make a profit and establish a footprint in Maryland by creating a significant economic operational role in the state. It would effectively create a foothold for a foreign actor in our state taking an economic piece of the pie.

--Diversity in Maryland: According to the recent Census, Maryland is in the top four states in the United States in diversity. This quality extends to the needed modes of transportation. Communities of color rely heavily on transit, yet many will not be able to afford the tolls.

--More vehicles on the road: Toll roads encourage more vehicular traffic, which also leads to more pollution, which further leads to negative effects in communities of color located along the path of the toll lanes, not to mention the effect on local roads, particularly in these communities whose infrastructure issues are often last on the list for attention.

--Environmental Justice issues: As explicated by the federal government, the needs of communities must be determined at the beginning of the process. This has not occurred, and it is apparent at this juncture that environmental justice is not a concern of the developers or the state government. As you well know, communities of color and low-income communities are especially challenged with these kinds of transportation projects.

--Big trucks: These vehicles will use the free lanes to avoid the high cost of the toll lanes, which will make those lanes less safe. These lanes will face increased wear-and-tear. Repairing them will cost more. The net effect will be the creation of two transportation systems.

--Shifting bottlenecks: The Managed Lanes project should be viewed as a single project rather than be broken up. Phase I will worsen travel through the Northern part of Maryland. One wonders whether the strategy is to create this very situation, with a goal of "pushing" this future transit project as a remedy for a problem purposely created.

--Local road impact analysis: This analysis has not been undertaken. It is indicated that this will be done afterward and, in fact, will not be comprehensive. This is a serious flaw and unacceptable.

--Non-vehicular traffic: There is no commitment to addressing or assisting with plans for non-vehicular traffic. Alternate transportation modes are increasingly being addressed in Maryland, as are livable, walkable communities. This must be taken into consideration.

--Environmental impact: This is not addressed, a significant flaw. Stormwater mitigation, runoff from adding extensive impermeable surfaces, tree removal, wildlife, and more are not discussed. We are in a particularly rich environmental area of importance to residents and visitors--locally, statewide, nationally, and internationally--both for research and recreation, and this issue must be taken seriously. The can is

being kicked down the road, much like the local road impact analysis.

--Historical impact: This impact is not discussed. We are in a particularly rich historical area of importance locally, statewide, nationally, and internationally, and this issue must be taken seriously.

--Changing travel priorities: The jury is still out on how the pandemic has affected work and travel patterns. To make major transportation decisions at this juncture is premature. While there has been an uptick in traffic, many are still working remotely or have even quit their jobs and started to work out of their homes or in other careers.

--Climate change: As stated previously, this plan will encourage more vehicular traffic. Maryland must proactively reduce greenhouse gas emissions and strategically designing mass transit systems that reduce vehicle use is critical.

Thank you for considering my comments.

First Name: Cynthia

Last Name: Green

Address: NA

City: Bethesda

State: MD

ZIP: 20816

Cynthia Green

From: Linda Green [REDACTED]
Sent: Friday, November 19, 2021 10:35 PM
To: SHA OPLANESMLS
Cc: governor.mail@maryland.gov; pfranchot@comp.state.md.us; treasurer@treasurer.state.md.us
Subject: Beltway Expansion

Susan Shipp, our Citizen's Assoc. president in Cabin John, has tirelessly worked for the betterment of neighborhoods and nature. She speaks up for those of us who need help and protection. Now she addresses the problems presented by the expansion of the beltway in the area of the American Legion Bridge.

Her letter to you speaks for all of us.

Linda Green

Harry Greenspun

I opposed to the proposed Toll Road Beltway/270 expansion because the added lanes will be exorbitantly expensive and extremely inequitable. All taxpayers may be responsible for paying off huge debt for luxury lanes that most commuters cannot afford to use. As we face climate change, I am shocked by that irresponsible and short-sighted attempt to solve our transportation problems by making a long-term commitment to highways. We should be adopting multi-modal solutions that are more sustainable now -- and provide the flexibility to adopt new and more sustainable transportation solutions in the future.

From: CarolynG [REDACTED]
Sent: Wednesday, November 17, 2021 9:40 AM
To: SHA OPLANESMLS
Subject: Toll lane environmental impact

I oppose the additional toll lanes. It is inconceivable that there was no analysis of the impact on global warming. MC should be encouraging and improving accessible public transportation, not more private cars.

Carolyn Grillo
Hartford Ave
Silver Spring

Sent from my iPhone

Susan Grodsky

This boondoggle uses flawed data to reach its desired conclusions.

These issues are either inadequately addressed or not addressed at all in the SDEIS:

Impact of telework on congestion

Impact of induced demand

Increased traffic on local roads

Impact of 5 years of construction, and related disruptions, noise, pollution

Unspecified/underestimated Limits of Disturbance

Necessity of relocating utilities – and determining who pays

Air quality/air emissions, including particulate matter and the cumulative impacts of greenhouse gases

Climate change analysis

Stormwater management and water quality monitoring

Issues of environmental justice

Significant loss of tree cover, park land, and wildlife

Loss of portions of homeowner property (note that MDOT has said no homes will be taken for Phase 1 South)

Susan Grodsky

I've made this comment many times, and yet you folks don't listen and just forge ahead with a billion dollar boondoggle.

We don't need Lexus lanes. We need to encourage work from home, compact development, smaller cars. These would SOLVE the transportation issue.

You are applying an expensive and ineffective non-solution. Why do you pursue a failed technology?

From: Susan Grodsky [REDACTED]
Sent: Tuesday, November 2, 2021 11:02 PM
To: SHA OPLANESMLS
Cc: bcoufal10@aol.com
Subject: Stop the boondoggle!

I am submitting this comment via email because your public commenting system is broken. I tried for 30 minutes to upload a comment tonight. Just got the rotating circle, comment NEVER uploaded. :(

Here is my comment:

I support the no-build option and oppose MDOT's toll lanes proposal.

A few of my reasons for opposing this boondoggle are stated below:

1

—

The SDEIS fails to consider alternatives to private toll lanes to address traffic congestion. Rail transit was not studied nor were operational improvements and policies to encourage more telework

2

—

According to a 2017 report by the regional Transportation Planning Board (TPB), traffic demand management strategies, including a substantial increase in telework, would be the most effective mechanism to reduce traffic delays.

So why are you pursuing an expensive, destructive alternative that is guaranteed to fail?

--Susan

"Bad officials are elected by good citizens who do not vote."

George Jean Nathan, author and editor (14 Feb 1882-1958)

From: Beth Grupp <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 2:44 PM
To: SHA OPLANESMLS
Subject: Say NO to highway expansion

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

In this emergency crises of global warming, I URGE you to support the "No Build" alternative. Highway expansion just means more cars. It always has and it will be no different here. Please stop the madness of more roads and more cars. We can do better in this county and we can be a leader for the country on how it gets done.

Beth Grupp

[REDACTED]

[REDACTED] Beech Ave

Takoma Park, Maryland 20912

From: Bob [REDACTED]
Sent: Tuesday, November 30, 2021 10:37 PM
To: SHA OPLANESMLS
Subject: I oppose the building of the toll-lane project on Routes 495 and I 270

To the Maryland Dept. of Transportation,

As a long-time resident of Montgomery County, I'd like to state my strong opposition to the construction of additional lanes on the I-495 and I-270, especially under the current plan to build toll lanes. I feel strongly that the way forward for our region is NOT building more and bigger highways, to accommodate ever more numbers of cars.

Rather, I think we should be look toward alternatives to single-occupant cars and trucks, including public transportation and reducing the number of private vehicle trips.

I lobbied for years against the ICC. I lost that battle, but I believe that the ICC has not relieved traffic on the Beltway, as was promised.

To be quite clear about it, I support the no-build option for the roads around the Beltway, I-270, and the American Legion Bridge.

Thank you for your consideration.

Sincerely,

Bob Guldin

Takoma Park, Md.

beginning of your comment so MDOT cannot misrepresent your intent (something they've done before) when they tally public opinion: "I support the no-build option and oppose the I-495/I-270 toll-lane project."

Carl Gunther

The toll lane proposed will be very costly for the average driver and benefit the few and demonstrated by the toll lanes on 95 south of the city. Far better to strategically widen the roads where necessary and focus resources on improving mass transport in the area.

Liza Gunther

We are opposed to the proposed Toll Road Beltway/270 expansion because the added lanes will be exorbitantly expensive, provide a short-term fix to a wider transportation problem, and will irreparably damage the environment. There are so many better options to lessen congestion. More lanes make traffic drastically worse in the long run.

From: Ross Gunther [REDACTED]
Sent: Tuesday, November 30, 2021 12:24 PM
To: SHA OPLANESMLS
Subject: Opposing Beltway Expansion

Hello,

I am Ross Gunther, [REDACTED] Seven Locks Road, Bethesda, MD 20817.

I think that we should not expand the beltway because it is very expensive and environmentally detrimental. Technology is moving very quickly, including changes to transportation. By the time the beltway expansion is open for use, transportation could look very different than it is now. Better to invest in public transportation or other environmentally conscious avenues.

Thank you.

Suzanne K Gunther

I opposed to the proposed Toll Road Beltway/270 expansion because the added lanes will be exorbitantly expensive and extremely inequitable. All taxpayers may be responsible for paying off huge debt for luxury lanes that most commuters cannot afford to use. As we face climate change, I am shocked by that irresponsible and short-sighted attempt to solve our transportation problems by making a long-term commitment to highways. We should be adopting multi-modal solutions that are more sustainable now -- and provide the flexibility to adopt new and more sustainable transportation solutions in the future.

From: Walter Gunz [REDACTED]
Sent: Wednesday, November 10, 2021 10:18 PM
To: SHA OPLANESMLS
Subject: I-270 Expansion - Comment Period - Sound Barrier for Falls Ridge Community - Southbound between Falls and Montrose

I-270 Expansion Project,

As part of the consultation period of the I-270 expansion project, I want to request a sound barrier for the Falls Ridge community, the barrier needs to be placed on the south bound side of I-270 between the Falls and Montrose exits.

Currently there is a significant noise problem for this community which will be exacerbated with the new lanes of the highway, without this sound barrier there will be a significant reduction of value of our properties.

My address is: [REDACTED] Big Tree Court, Rockville, MD 20854
Walter Gunz
Cel + [REDACTED]

Thank you,

From: Raj [REDACTED]
Sent: Tuesday, November 30, 2021 12:36 PM
To: SHA OPLANESMLS
Subject: Comments on Supplemental Draft Environmental Impact Statement - re expansion of lower I-270

TO WHOM IT MAY CONCERN

I fully agree we need a solution to the congestion on I-270 between Gaithersburg and the Beltway. And I think time is of the essence. We cannot wait another 5 or more years of studies and potential litigation to address the real transit problem we have in this corridor. But the proposed solution to build toll lanes first in this lower I-270 corridor instead of from Gaithersburg to Frederick is counter-productive and not justified on a simple cost benefit basis. It will also only compound the environmental problems. I have no doubt in the sincerity of the dedicated DOT staff that has been working tirelessly on this project. And yet, one is left to wonder why citizen input is being disregarded, perhaps more at the political level.

We have lived off of exit 5 on I-270 in Rockville for almost 5 decades, and are witness to the increasing congestion in this corridor, especially during morning and evening rush hours.

For some of the following reasons, we find the proposed solution for toll lanes in this lower I-270 corridor will add to the existing problems.

1. Appendix A of the SDEIS shows that instead of relieving congestion, the proposed development would add more than 10 minutes to the evening commute in this corridor. How does that qualify as a solution to our much needed relief? Also, the idling of cars for that period will do nothing to improve air quality in our neighborhoods.
2. The study fails to share the taxpayer subsidies needed to support the DOT's Preferred Alternate. Nor does the study address the hidden costs the taxpayers will be expected to incur for relocating water, sewer, cable, gas, electric and other utility lines. Would that taxpayer money be spent better toward the expansion of I-270 corridor above Gaithersburg/Germantown where the real bottlenecks are, and at likely lower cost to the taxpayers because there may be fewer such utility lines in that less populated area?

Thank you for your consideration.

Raj K Gupta, Esq.
[REDACTED] Cumbernauld Court
Rockville, MD 20850
[REDACTED]

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From: Yesvy Gustasp [REDACTED]
Sent: Monday, November 15, 2021 2:34 PM
To: SHA OPLANESMLS
Subject: I oppose toll lanes

I oppose toll lanes

Yesvy Gustasp
[REDACTED] Ravenwood Ct
Silver Spring MD 20902

Ariane Gutierrez

Please do not put TOLL roads around the DMV. It is already a burden on our town if we have to go into VA and have to take the toll road. If we wanted to do an EZPass Lane so people could have the CHOICE to pay if they wanted to go faster that would be much better than forcing everyone to have to pay to use a public road. PLEASE stop trying to privatize our Roads. This is not what we want.

From: Stacie Gutowski [REDACTED]
Sent: Friday, November 26, 2021 8:37 PM
To: SHA OPLANESMLS
Subject: Don't Widen 270!

I support the no-build option and oppose the I-495/I-270 toll-lane project. This project will NOT help alleviate the commuting issues in this area. We need increased reliable public transit options. Montgomery County residents already pay very high taxes just to live here, there shouldn't be an additional toll simply to use the full availability of the existing road lanes that we've already paid for with our tax dollars. Aside from the additional construction and costs to taxpayers and drivers, this project also destroys the environment in multiple ways, including removing trees, damaging parks, and not treating storm runoff. We need to do all we can to HELP our environment, not hurt it. Additionally, I live in a building that lies directly on the 495/270 interchange - I can literally see the cars on the highway from my living room. The noise from the highway is always significantly worse when there is congestion, from horns, sirens, truck brakes, etc. We do not need more noise pollution in this area! Invest in transit options, do NOT add toll lanes or widen 495/270!

Stacie Gutowski
Resident of Montgomery County - [REDACTED] Pooks Hill Rd

Jaclyn Halpern

There are so many reasons not to move forward!

Toll lanes won't improve daily commutes

Utilities will have to be relocated

Damage to the environment in the form of increased pollution and impacts on global warming

Harm to parks and other greenspaces

Negative impacts on the Rockville community

From: B Harpster [REDACTED]
Sent: Tuesday, November 30, 2021 10:18 PM
To: SHA OPLANESMLS
Subject: Support no-build option

Please support the no-build option.

Building more lanes is shortsighted. Our community needs other means of transport, rather than constantly adding more and more lanes. The new lanes always fill up, and then more lanes are needed. It is not a solution

Anne Harpster
[REDACTED] Clifton Rd
Silver Spring, MD 20904

Ben Harris

As a Maryland Tax Payer, I fully object to my tax dollars being used in any way shape or form to remove parkland from our state for any reason. I furthermore object to the expansion of roads via high occupancy toll lanes when funding would be better used to expand public transit such as buses, Metro, WMATA, MARC, and other features that would allow better access to jobs to those who are economically disadvantaged. Lastly I specifically reject the notion that the state proposes to remove parkland in Rock Creek at the expense of creating more impervious surfaces, leading to a double whammy of more pollution into a body of water which is less capable of handling the increased flow due to the removal of trees. For Shame, Maryland. We can, no we MUST do better.

From: Howard Verizon [REDACTED]
Sent: Tuesday, November 30, 2021 5:34 PM
To: SHA OPLANESMLS
Subject: I-495 and I-270 Managed Lanes Study Supplemental Draft Environmental Impact Statement

It would be easy to forget what a request for public comment on the I-495 & I-270 Managed Lanes Study: Supplemental Draft Environmental Impact Statement and Updated Draft Section 4(f) Evaluation, October 2021 asks. Let's not. If it is a valid request for comment it is asking whether the state of planning for the project at hand is adequate or not. It is not.

It's clear that the American Legion Bridge needs to be rebuilt. The preferred alternative under the "Managed Lane Study" grafts expansion of sections of I-495 and I-270 onto that need.

This proposal cloaked in its most recent guise as a Environmental Impact Study projects business as usual with unaltered growth in the local economy throughout its planning horizon to 2040 and 2045. It ignores the existential crisis of global warming and consequent climate change attributed in large part to the burning of fossil fuels which pose a threat to continued life on Earth. It assumes that making travel less congested and therefore faster and more reliable, largely for those commuting to distant workplaces represents a paramount goal.

If the past is any guide to the future expanding capacity of the subject roadways will increase traffic and do nothing to reduce the burning of fossil fuels.

The environmental factors not taken into consideration by this Impact Statement are:

Global Warming attributable to fossil fuel burning

Climate Change

Mobility as a Service (MAAS) notwithstanding the small inset devoted to it

Global Health Trends which suggest the prospect of additional pandemic type disease phenomena and needs to reshape thinking about workforce reshaping, time sharing, and virtualization

Substantial changes in where work can be performed for many types of jobs

The goal for transportation should be to provide transportation systems for the movement of people and goods which contain the increase in global warming consistent with continued habitability of the Earth by reducing and eliminating fossil fuels from our transportation system not building roads.

Best regards,

Howard
Howard Harris

From: [Howard Verizon](#)
To: [SHA OPLANESMLS](#)
Subject: I-495 and I-270 Managed Lanes Study Supplemental Draft Environmental Impact Statement
Date: Tuesday, November 30, 2021 8:43:46 PM

In Appendix D Map 7 and elsewhere in the DEIS there is a failure to document and acknowledge existing SHA infrastructure which currently provides drainage of a portion of I-495.

I do not see existing environmental infrastructure as recorded in the attached SHA plats documented in the Draft Environmental Statement. Infrastructure in the below jpg Plats currently provides drainage for I-495 and courses into and through what then was WSSC Storm Sewer infrastructure and since has become Montgomery County Storm Sewer infrastructure.

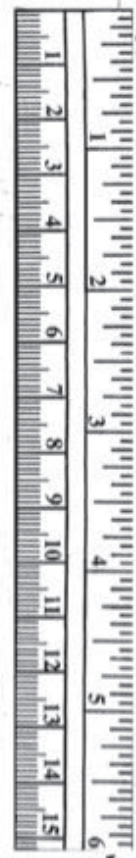
Comparable to the American Legion Bridge and other components of the I-495 Beltway such infrastructure including storm sewers under county administration are now 60 plus years old. I have not seen in the Draft Environmental Impact Statement any analysis of the condition of such infrastructure, its capacity to accommodate the expansion of I-495, or any other effect of proposed I-495 drainage requirements on this aged infrastructure.

How is such infrastructure accounted for in the Draft Environmental Statement? Is such infrastructure as shown for example (but also elsewhere in other SHA Plats) in SHA Plats 23511 and 23512 to be abandoned, retained, enhanced? And, if retained as part of the drainage system for I-495 to what degree is the expansion project responsible for the additional load placed on the Montgomery County storm sewer system leading from such "drainage ditches" to their ultimate sinks? The adequacy of Montgomery County storm sewers conducting I-495 drainage to accommodate the expansion of I-495 does not seem to have been treated in the Draft Environmental Statement. Where is such an environmental impact addressed?

Best regards,
Howard
Howard Harris



MONTGOMERY COUNTY CIRCUIT COURT (Right of Way Plats, State) MSA_C2162_883, Date available 1961/3/2, Printed 04/25/2021.

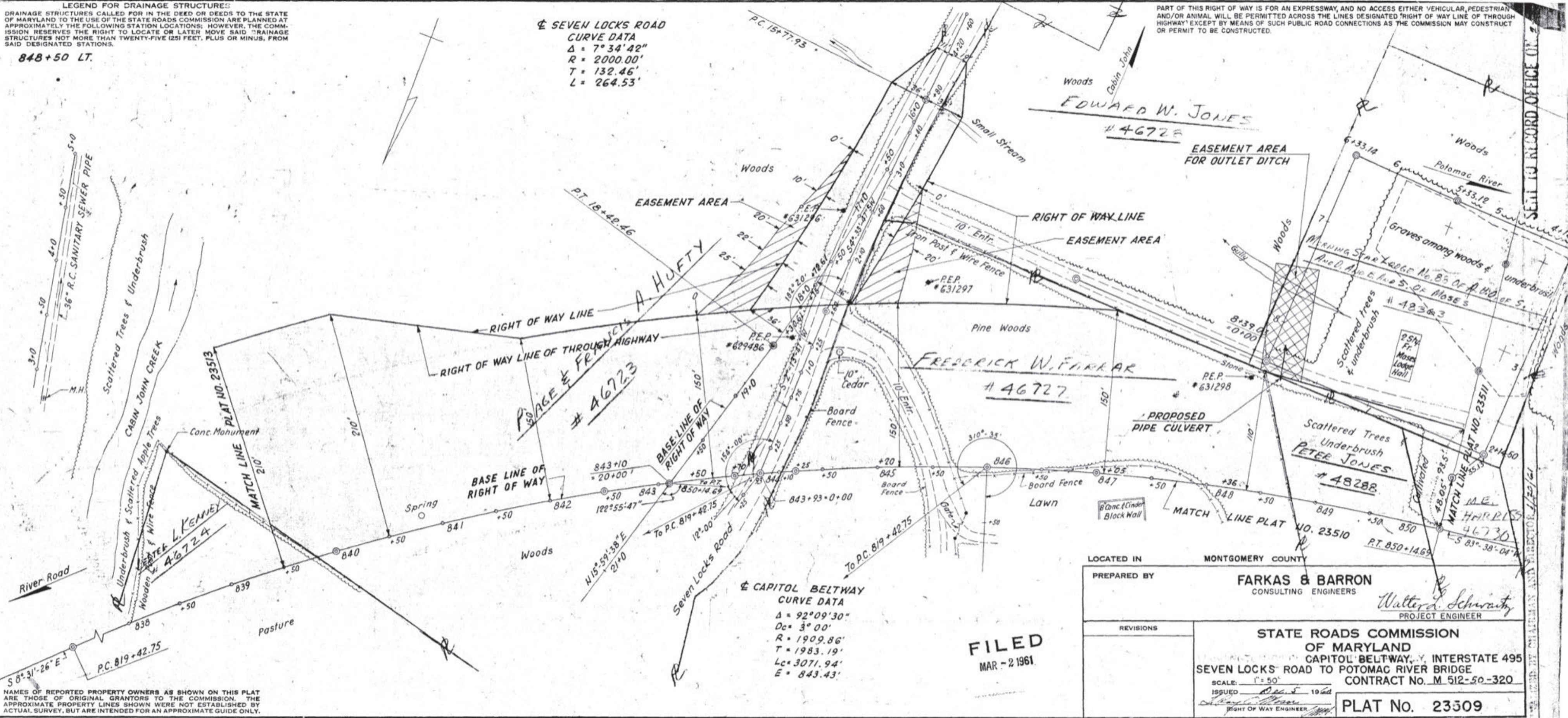


LEGEND FOR DRAINAGE STRUCTURES:
DRAINAGE STRUCTURES CALLED FOR IN THE DEED OR DEEDS TO THE STATE OF MARYLAND TO THE USE OF THE STATE ROADS COMMISSION ARE PLANNED AT APPROXIMATELY THE FOLLOWING STATION LOCATIONS: HOWEVER, THE COMMISSION RESERVES THE RIGHT TO LOCATE OR LATER MOVE SAID DRAINAGE STRUCTURES NOT MORE THAN TWENTY-FIVE (25) FEET, PLUS OR MINUS, FROM SAID DESIGNATED STATIONS.

848+50 LT.

SEVEN LOCKS ROAD
CURVE DATA
 $\Delta = 7^\circ 34' 42''$
 $R = 2000.00'$
 $T = 132.46'$
 $L = 264.53'$

PART OF THIS RIGHT OF WAY IS FOR AN EXPRESSWAY, AND NO ACCESS EITHER VEHICULAR, PEDESTRIAN AND/OR ANIMAL WILL BE PERMITTED ACROSS THE LINES DESIGNATED RIGHT OF WAY LINE OF THROUGH HIGHWAY EXCEPT BY MEANS OF SUCH PUBLIC ROAD CONNECTIONS AS THE COMMISSION MAY CONSTRUCT OR PERMIT TO BE CONSTRUCTED.



NAMES OF REPORTED PROPERTY OWNERS AS SHOWN ON THIS PLAT ARE THOSE OF ORIGINAL GRANTORS TO THE COMMISSION. THE APPROXIMATE PROPERTY LINES SHOWN WERE NOT ESTABLISHED BY ACTUAL SURVEY, BUT ARE INTENDED FOR AN APPROXIMATE GUIDE ONLY.

CAPITOL BELTWAY
CURVE DATA
 $\Delta = 92^\circ 09' 30''$
 $Dc = 3^\circ 00'$
 $R = 1909.86'$
 $T = 1983.19'$
 $Lc = 3071.94'$
 $E = 843.43'$

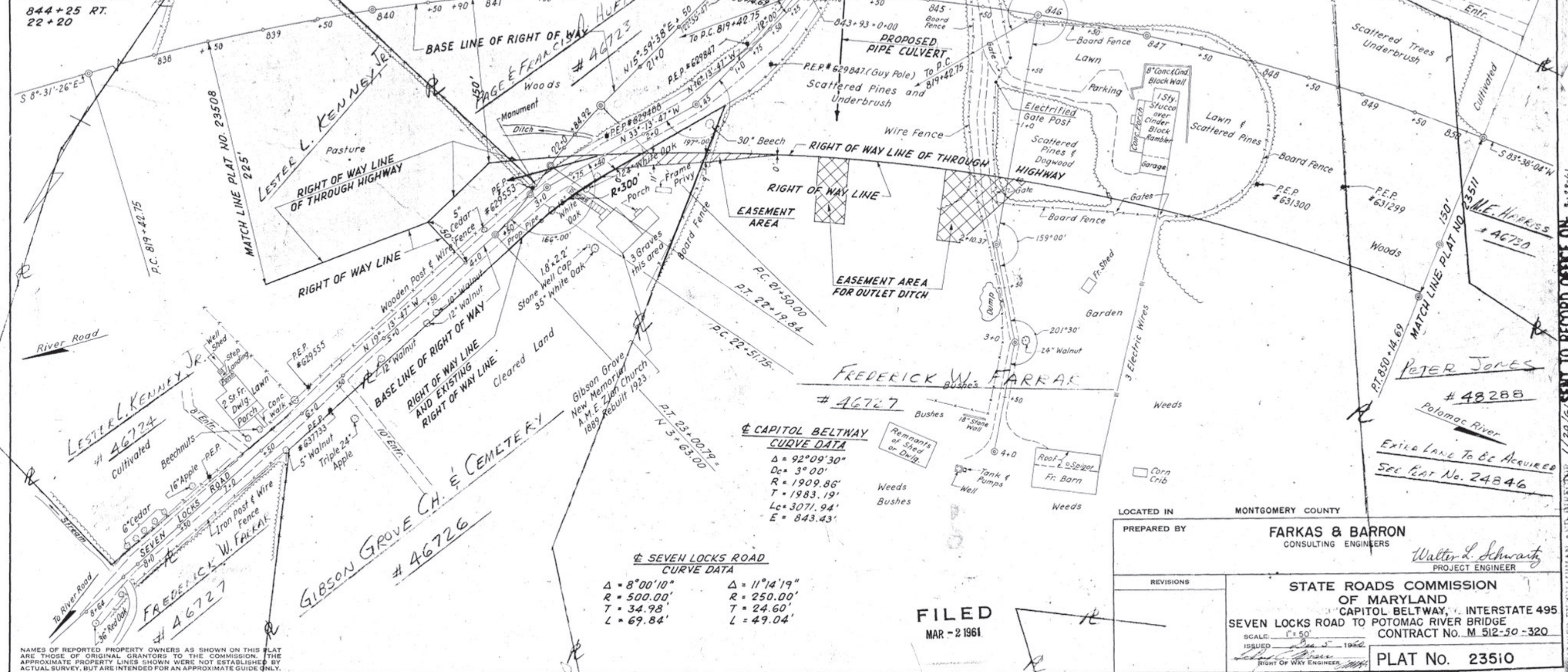
FILED
MAR - 2 1961

LOCATED IN		MONTGOMERY COUNTY	
PREPARED BY		FARKAS & BARRON CONSULTING ENGINEERS	
REVISIONS		PROJECT ENGINEER <i>Walter A. Schwartz</i>	
STATE ROADS COMMISSION OF MARYLAND CAPITOL BELTWAY, INTERSTATE 495 SEVEN LOCKS ROAD TO POTOMAC RIVER BRIDGE CONTRACT NO. M 512-50-320			
SCALE: 1" = 50'		ISSUED: <i>Apr 5 1961</i>	
RIGHT OF WAY ENGINEER		PLAT NO. 23509	

MSA C5 U 2162-883-2

MONTGOMERY COUNTY CIRCUIT COURT (Right of Way Plat, State) Right of Way 23510

LAND FOR DRAINAGE STRUCTURES
DRAINAGE STRUCTURES CALLED FOR IN THE DEED OR DEEDS TO THE STATE OF MARYLAND TO THE USE OF THE STATE ROADS COMMISSION ARE PLANNED AT APPROXIMATELY THE FOLLOWING STATION LOCATIONS; HOWEVER, THE COMMISSION RESERVES THE RIGHT TO LOCATE OR LATER MOVE SAID DRAINAGE STRUCTURES NOT MORE THAN TWENTY-FIVE (25) FEET, PLUS OR MINUS, FROM SAID DESIGNATED STATIONS.



**§ CAPITOL BELTWAY
CURVE DATA**
Δ = 92°09'30"
Dc = 3°00'
R = 1909.86'
T = 1983.19'
Lc = 3071.94'
E = 843.43'

**§ SEVEN LOCKS ROAD
CURVE DATA**
Δ = 8°00'10" Δ = 11°14'19"
R = 500.00' R = 250.00'
T = 34.98' T = 24.60'
L = 69.84' L = 49.04'

FILED
MAR - 2 1961

LOCATED IN		MONTGOMERY COUNTY	
PREPARED BY		FARKAS & BARRON CONSULTING ENGINEERS <i>Walter L. Schwartz</i> PROJECT ENGINEER	
REVISIONS		STATE ROADS COMMISSION OF MARYLAND CAPITOL BELTWAY, INTERSTATE 495 SEVEN LOCKS ROAD TO POTOMAC RIVER BRIDGE CONTRACT NO. M. 512-50-320 SCALE: 1" = 50' ISSUED: <i>Dec 5</i> 1960 RIGHT OF WAY ENGINEER	
		PLAT NO. 23510	

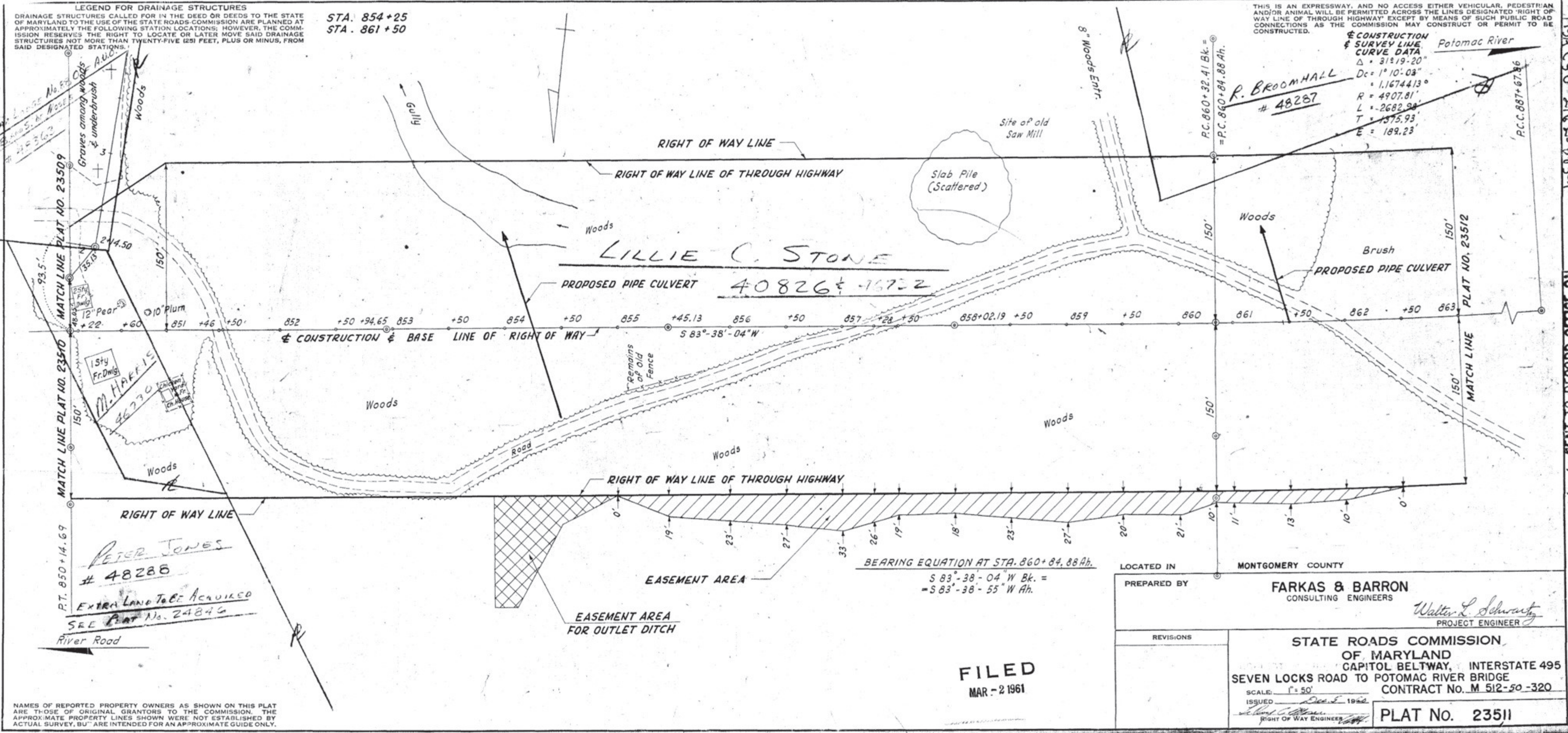
MONTGOMERY COUNTY CIRCUIT COURT (Right of Way Plats, State) Right of Way 23508-23513, MSA_C2162_883; Date available 1961/3/24; Entered 04/26/2021.

LEGEND FOR DRAINAGE STRUCTURES
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STA. 854+25
STA. 861+50

THIS IS AN EXPRESSWAY, AND NO ACCESS EITHER VEHICULAR, PEDESTRIAN AND/OR ANIMAL WILL BE PERMITTED ACROSS THE LINES DESIGNATED 'RIGHT OF WAY LINE OF THROUGH HIGHWAY' EXCEPT BY MEANS OF SUCH PUBLIC ROAD CONNECTIONS AS THE COMMISSION MAY CONSTRUCT OR PERMIT TO BE CONSTRUCTED.

CONSTRUCTION & SURVEY LINE CURVE DATA
 $\Delta = 315^{\circ}19'20''$
 $Dc = 1^{\circ}10'03''$
 $R = 1,167,441.3'$
 $L = 2682.98'$
 $T = 1575.93'$
 $E = 189.23'$



FILED
MAR - 2 1961

LOCATED IN MONTGOMERY COUNTY	
PREPARED BY FARKAS & BARRON CONSULTING ENGINEERS	
PROJECT ENGINEER <i>Walter L. Schwartz</i>	
STATE ROADS COMMISSION, OF MARYLAND CAPITOL BELTWAY, INTERSTATE 495 SEVEN LOCKS ROAD TO POTOMAC RIVER BRIDGE CONTRACT NO. M 512-50-320	
REVISIONS	PLAT No. 23511



LEGEND FOR DRAINAGE STRUCTURES
DRAINAGE STRUCTURES CALLED FOR IN THE DEED OR DEEDS TO THE STATE OF MARYLAND TO THE USE OF THE STATE ROADS COMMISSION ARE PLANNED AT APPROXIMATELY THE FOLLOWING STATION LOCATIONS; HOWEVER, THE COMMISSION RESERVES THE RIGHT TO LOCATE OR LATER MOVE SAID DRAINAGE STRUCTURES NOT MORE THAN TWENTY-FIVE (25) FEET, PLUS OR MINUS, FROM SAID DESIGNATED STATIONS.

STA. 868+50

CABIN JOHN PARK

SEC. 2

CONSTRUCTION & SURVEY LINE CURVE DATA

$\Delta = 31^{\circ} 19' 20''$
 $Dc = 1^{\circ} 10' 03''$
 $R = 4907.81'$
 $L = 2682.98'$
 $T = 1375.93'$
 $E = 189.23'$

Potomac River

P.C.C. 887+67.66

PLAT NO. 18595

MATCH LINE

$S 83^{\circ} 38' 04'' W$
 $S 83^{\circ} 38' 55'' W$
 $S 52^{\circ} 19' 35'' W$
P.I.



River Road

BEARING EQUATION AT STA. 860+84.88 Ah.

$S 83^{\circ} 38' 04'' W$ Bk. =
 $S 83^{\circ} 38' 55'' W$ Ah.

NAMES OF REPORTED PROPERTY OWNERS AS SHOWN ON THIS PLAT ARE THOSE OF ORIGINAL GRANTORS TO THE COMMISSION. THE APPROXIMATE PROPERTY LINES SHOWN WERE NOT ESTABLISHED BY ACTUAL SURVEY, BUT ARE INTENDED FOR AN APPROXIMATE GUIDE ONLY.

EASEMENT AREA FOR OUTLET DITCH

LILLIE C. STONE
40826 & 46732

FILED
MAR - 2 1961

LOCATED IN		MONTGOMERY COUNTY	
PREPARED BY		FARKAS & BARRON CONSULTING ENGINEERS <i>Walter L. Schwartz</i> PROJECT ENGINEER	
REVISIONS		STATE ROADS COMMISSION OF MARYLAND CAPITOL BELTWAY, INTERSTATE 495 SEVEN LOCKS ROAD TO POTOMAC RIVER BRIDGE CONTRACT NO. M 512-50-320 SCALE: 1" = 50' ISSUED: Dec 5 1960 RIGHT OF WAY ENGINEER	
		PLAT No. 23512	

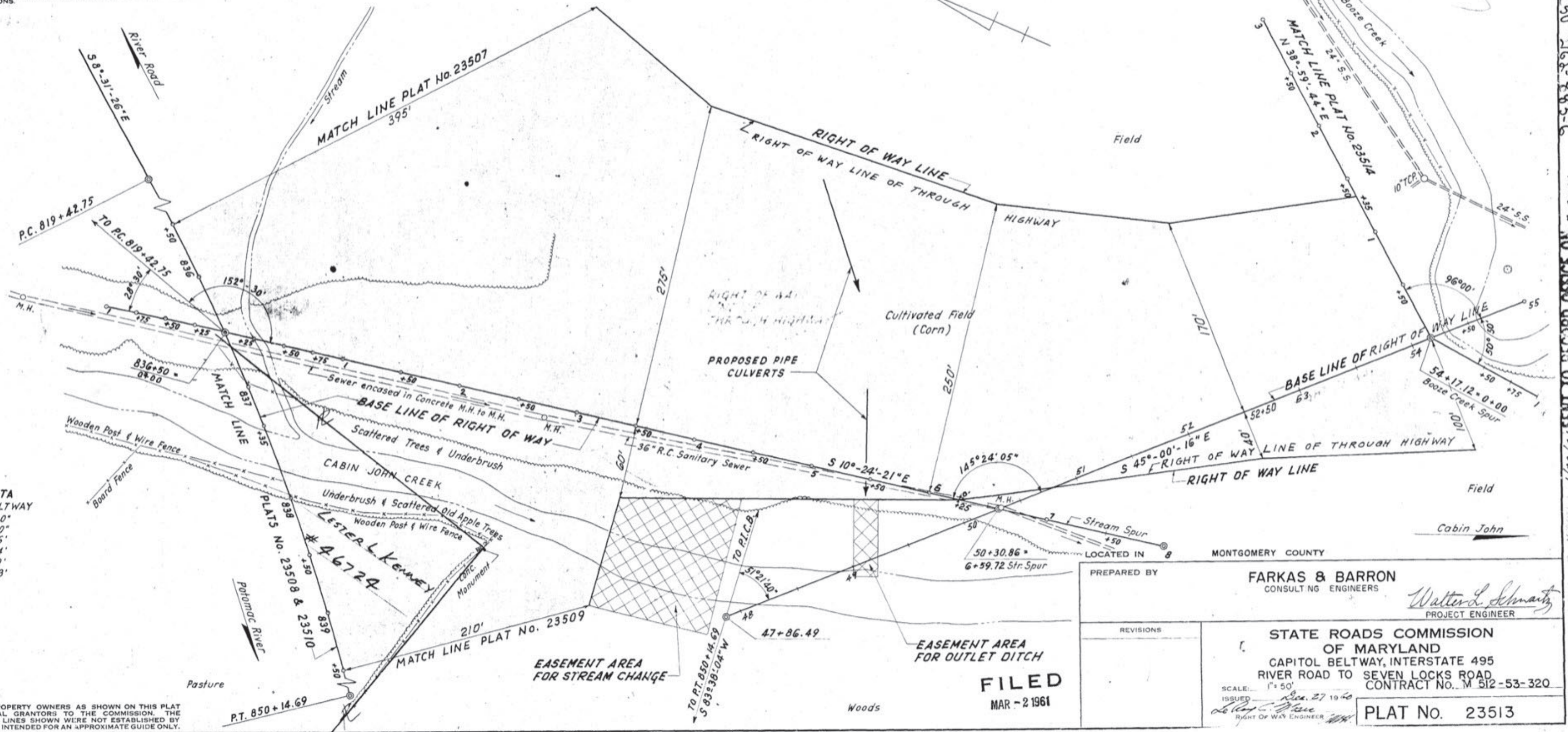
MSA CSU 2162-483-5

LEGEND FOR DRAINAGE STRUCTURES
DRAINAGE STRUCTURES CALLED FOR IN THE DEED OR DEEDS TO THE STATE OF MARYLAND TO THE USE OF THE STATE ROADS COMMISSION ARE PLANNED AT APPROXIMATELY THE FOLLOWING STATION LOCATIONS; HOWEVER, THE COMMISSION RESERVES THE RIGHT TO LOCATE OR LATER MOVE SAID DRAINAGE STRUCTURES NOT MORE THAN TWENTY-FIVE (25) FEET, PLUS OR MINUS, FROM SAID DESIGNATED STATIONS.

SPUR 5+50
SPUR LT. 5+00

CURVE DATA
CAPITOL BELTWAY
 $\Delta = 92^{\circ}09'30''$
 $Dc = 3^{\circ}00'00''$
 $R = 1909.86'$
 $L = 3071.94'$
 $T = 1983.19'$
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PREPARED BY	FARKAS & BARRON CONSULTING ENGINEERS
REVISIONS	
STATE ROADS COMMISSION OF MARYLAND CAPITOL BELTWAY, INTERSTATE 495 RIVER ROAD TO SEVEN LOCKS ROAD CONTRACT NO. M 512-53-320	
SCALE: 1" = 50'	PLAT NO. 23513
ISSUED: Dec. 27 1960	
RIGHT OF WAY ENGINEER	

FILED
MAR - 2 1961

From: Alex Hartzman [REDACTED]
Sent: Tuesday, November 30, 2021 9:11 AM
To: SHA OPLANESMLS
Subject: Support the no-build option / inquiry into public corruption

Hello,

Widening the beltway would disrupt local communities without providing any benefit. The beltway on/off ramp system and merges and interchanges are poorly designed for peak flow - adding lanes or tolls will only serve to exacerbate problems. What is needed are more bridges out of VA or VA cooperation (reopen White's Ferry, stand up new bridges).

A fundamental issue is that NOVA has many high paying contractor jobs, homes are much more affordable in MOCO and the neighborhoods are more pleasant to live in. The misallocation of workers relative to housing is a fundamental problem of the region that lacks adequate transit infrastructure across natural boundaries.

All that said, I oppose all proposed changes to 495/270 - they are evidence of public corruption by the sitting governor who stands to monetarily benefit from their construction as well as the widening of the beltway.

Alex

Alex Hartzman

The problem with American Legion Bridge-to-270 interchange on 495 isn't road width and will not be solved by adding hot lanes. The problem is that 1) 270 narrows to 2 lanes in an odd spot in the merge, causing back ups and 2) there are multiple major arteries out of DC that drop people off on the right side of the merge with a mile or less to cross nearly 6 lanes of traffic. Replacing the solid lines with a jersey barrier and forcing Clara Barton Pkwy and River Rd to enter only the inner loop (go to Old Georgetown/Democracy to enter 270) - or creating a new set of ramps to enter directly onto 270 - would largely alleviate the problem without botching up traffic for everyone else.

From: Molly Hauck [REDACTED]
Sent: Sunday, November 28, 2021 7:33 PM
To: SHA OPLANESMLS
Subject: Deficiencies Supplemental Draft Environmental Impact Statement (SDEIS) for the I-495/I-270 Toll Lanes

I agree with CABE.
Molly Hauck [REDACTED] Decatur Ave., Kensington, MD 20895-1521

**Deficiencies
Supplemental Draft Environmental Impact Statement (SDEIS)
for the I-495/I-270 Toll Lanes**

Toll Lanes Would Not Improve Daily Commutes

Appendix A of the SDEIS shows travel times if the lanes are built compared to not building the lanes. If the toll lanes are built, MDOT projects that 2 minutes and 36 seconds would be saved during the morning rush hour by drivers who travel in the general (non-tolled) lanes on I-270 from where it intersects with I-370, down to the American Legion Bridge. However, when drivers return home during the evening rush hour, their travel time would increase by 10 minutes and 6 seconds. So, after enduring 5 years of construction delays, drivers who use the general lanes will be rewarded with a 7 minute and 30 second increase in their daily commute, round trip. The toll lanes would cause substantial harm to the environment and our communities while failing to help the majority of drivers who would use the general lanes.

Taxpayer Subsidies

Last year's Draft Environmental Impact Statement (DEIS) provided the range of public subsidies that would be needed to fund the various alternative for private toll lanes. The SDEIS does not include an estimate of the subsidies that may be necessary under the alternative MDOT selected (the Preferred Alternative). The extent to which the State will be subsidizing this project is of immense concern to Maryland taxpayers, who could be on the financial hook for 50 years. The estimate of subsidies should have been included in the SDEIS and its omission suggests that MDOT is not willing to share it with the public.

Utility Relocations

The SDEIS fails to describe the utility relocations that will be required to make way for the toll lanes. Nor does it address who will bear the cost of moving water, sewer, cable, gas, electric and other utility lines.

Pollution and Global Warming

Inadequate Stormwater Treatment: The addition of lanes will drastically increase stormwater runoff, increasing water pollution and flash flood risk for local communities. MDOT plans to treat only 45% of the stormwater runoff onsite. These highways already contribute substantially to the degradation of water quality in nearby waterways. By failing to treat most of the stormwater onsite, the toll lanes would further degrade local streams, creeks and the Potomac River.

Air Pollution and Global Warming Analyses Not Included: The SDEIS does not include an analysis of greenhouse emissions and the impact they would have on global warming. There is also no analysis of other pollutants such as particulate matter or ozone. All of these analyses are deferred until later. Omitting these analyses from the SDEIS denies the public the opportunity to understand the risks while there is still time to influence the project.

Harm to Parks and Other Greenspaces

The toll lanes would impact 15 parks, including three national parks. Over 1,200 trees would be removed from national parks alone. The other parks impacted include five owned by the Maryland-National Capital Park and Planning Commission, five parks owned by the City of Rockville and two parks owned by the City of Gaithersburg. A total of 36.1 acres of parkland would be negatively impacted. There would be a total loss of 500 acres of forest canopy from parkland and other greenspaces, including from strips of greenspace that provide a buffer between the highways and nearby neighborhoods. These communities would be harmed by increased noise, air and water pollution and the increased risk of flooding. In addition, 389 homeowners from Gaithersburg to Potomac would lose part of their property to toll lanes.

Environmental Justice

Environmental Justice Analysis Not Included. Similar to the DEIS, the SDEIS fails to provide an Environmental Justice analysis comparing whether the negative impacts of the project would be borne disproportionately by low-income communities or communities of color. For example, there is no discussion of whether Environmental Justice communities would be more likely to experience an increase in polluted air and its harmful impacts on health. Instead, the SDEIS defers this analysis to the Final Environmental Impact Statement. This cheats the public out of the opportunity to know and react to the Environmental Justice impacts while there is still time to influence the project.

Impact on Morningstar Tabernacle No. 88 Moses Hall and Cemetery and Gibson Grove A.M.E. Zion Church: The boundaries of permanent or temporary construction activity along the highways will not be finalized until after the environmental review process is completed. If the boundaries or limits of disturbance are expanded at this location, it puts the Cemetery at great risk of graves being disturbed by the project. While MDOT has shifted the proposed highway to avoid impact on the Cemetery, the shift also increases the impact on the Gibson Grove A.M.E. Zion Church.

Failure to Study Alternatives to Toll Lanes

The SDEIS fails to consider alternatives to private toll lanes to address traffic congestion. Rail transit was not studied nor were operational improvements and policies to encourage more telework

According to a 2017 [report](#) by the regional Transportation Planning Board (TPB), traffic demand management strategies, including a substantial increase in telework, would be the most effective mechanism to reduce traffic delays. Based on their research during the COVID pandemic, the Maryland Transportation Institute [testified](#) at a General Assembly hearing in August 2020 that “just a 5% reduction in travel demand could lead to 32%-58% reduction in traffic congestion on major freeways.” The federal government has already announced that it will implement permanent policies to increase telework by the federal workforce. The State could build on this with policies to encourage private employers to implement more telework in the I-495/I-270 corridor. However, the SDEIS does not assess whether the change in federal telework policy, along with changes in state policy, could reduce congestion on the two highways.

From: Molly Hauck [REDACTED]
Sent: Sunday, November 28, 2021 9:16 PM
To: SHA OPLANESMLS
Subject: Widening the Beltway

The State's plan to add 4 private toll lanes to 495 and 270 would 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.

Molly Hauck
[REDACTED] Decatur Ave.
Kensington, MD 20895-1531

From: Molly Hauck [REDACTED]
Sent: Thursday, November 11, 2021 7:55 AM
To: SHA OPLANESMLS
Subject: Support no-build option and oppose MDOT's toll lane proposal

Cancel this terrible proposal. No one wants it. You have heard people's objections for years. It's just a money making scheme for developers.

Molly Hauck
[REDACTED] Decatur Ave.
Kensington, MD 20895

Molly Hauck

1. See selected findings from the SDEIS here. According to the SDEIS:

The addition of toll lanes would not improve daily commutes between Gaithersburg and the American Legion Bridge;

500 acres of tree canopy would be cut down to make way for the toll lanes;

15 parks would be harmed, including 3 national parks; and

MDOT would not treat most of the stormwater which would further degrade local waterways.

Just as important is what the SDEIS fails to tell us:

There is no estimate of the subsidies that taxpayers could be forced to pay Transurban;

The SDEIS does not address who will pay for relocating water, sewer and other utilities;

MDOT failed to assess whether rail transit, ramp metering and incentives to increase telework would be more effective steps to address congestion;

There is no assessment of whether low-income communities and communities of color would suffer more of the harmful impacts, as required by federal law; and

MDOT did not analyze the impact of the toll lanes on global warming.

Steven Hausman

I am absolutely opposed to having toll lanes on I-495 and I-270 since it is extremely unlikely that they will result in any amount of reduced traffic. In addition, the cost estimates are being greatly underestimated since the tolls will only increase over time to unacceptably high levels and the cost to move utilities is greatly underestimated. Furthermore, the politicians who propose these changes will be long out of office when the public has to deal with the exorbitant cost. Please do not burden the taxpayers with yet another expensive useless project. Rather invest the money in mass transit projects that are more likely to succeed.

From: Jared Hautamaki [REDACTED]
Sent: Tuesday, October 19, 2021 6:30 PM
To: SHA OPLANESMLS
Subject: Private for profit toll lanes are theft of public right of way

I am completely opposed to the toll lanes. The tolls are not affordable, they will not reduce traffic and they do not provide environmental benefit by increasing use of public transit options. This is theft of a public resource for private profit with no benefit to the public.

Leslie Haynes

I support the No-build option and oppose the I-495/I-270 toll-lane project. Further, I chose to live in Montgomery County because of its fairness and economic considerations to its residents by providing a reasonable transit and roads system WITHOUT infringing massive costs on a daily basis, unlike Virginia!! Though Virginia offers lowers housing costs, it takes twice as long to move around that State because their current residents AVOID all toll roads and clog up all through streets! That is the Exact same thing that will happen if this toll-lane project moves forward for I-495/I-270! And Maryland WILL lose its residents because there will no longer be an advantage to living in an area with higher housing costs ON TOP OF toll lanes which may move us quickly but with congested through roads for all those who will NOT PAY and will avoid the tolls. Say Goodbye to your residents Montgomery County, if this passes!!!

From: Amy Heller [REDACTED]
Sent: Tuesday, November 30, 2021 9:05 AM
To: SHA OPLANESMLS
Subject: Public comment on Beltway toll lanes

Deficiencies
Supplemental Draft Environmental Impact Statement (SDEIS)
for the I-495/I-270 Toll Lanes

Toll Lanes Would Not Improve Daily Commutes

Appendix A of the SDEIS shows travel times if the lanes are built compared to not building the lanes. If the toll lanes are built, MDOT projects that 2 minutes and 36 seconds would be saved during the morning rush hour by drivers who travel in the general (non-tolled) lanes on I-270 from where it intersects with I-370, down to the American Legion Bridge. However, when drivers return home during the evening rush hour, their travel time would increase by 10 minutes and 6 seconds. So, after enduring 5 years of construction delays, drivers who use the general lanes will be rewarded with a 7 minute and 30 second increase in their daily commute, round trip. The toll lanes would cause substantial harm to the environment and our communities while failing to help the majority of drivers who would use the general lanes.

Taxpayer Subsidies

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Air Pollution and Global Warming Analyses Not Included: The SDEIS does not include an analysis of greenhouse emissions and the impact they would have on global warming. There is also no analysis of other pollutants such as particulate matter or ozone. All of these analyses are deferred until later. Omitting these analyses from the SDEIS denies the public the opportunity to understand the risks while there is still time to influence the project.

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Environmental Justice

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Failure to Study Alternatives to Toll Lanes

The SDEIS fails to consider alternatives to private toll lanes to address traffic congestion. Rail transit was not studied nor were operational improvements and policies to encourage more telework

According to a 2017 [report](#) by the regional Transportation Planning Board (TPB), traffic demand management strategies, including a substantial increase in telework, would be the most effective mechanism to reduce traffic delays. Based on their research during the COVID pandemic, the Maryland Transportation Institute [testified](#) at a General Assembly hearing in August 2020 that “just a 5% reduction in travel demand could lead to 32%-58% reduction in traffic congestion on major freeways.” The federal government has already announced that it will implement permanent policies to increase telework by the federal workforce. The State could build on this with policies to encourage private employers to implement more telework in the I-495/I-270 corridor. However, the SDEIS does not assess whether the change in federal telework policy, along with changes in state policy, could reduce congestion on the two highways.

In summary, until these issues are addressed satisfactorily, the project scheme gets a no from me.

Amy Heller

Montgomery County resident

From: Heidi Hemming [REDACTED]
Sent: Thursday, November 18, 2021 7:32 PM
To: SHA OPLANESMLS
Subject: Widening the beltway

I have lived in my silver spring neighborhood that adjoins 495 for 20 years and I know that traffic congestion is a problem.

But widening the beltway is not the answer. This project would destroy my neighborhood, one that is full of smaller, more affordable housing where many immigrant families live.

Toll lanes are a regressive tax that is all about profit for the construction company and its shareholders.

Creating toll lanes on the beltway would disproportionately hurt lower and even medium income people and in the end, not solve the problem of traffic. In fact, it could lead to more congestion in the free lanes and on adjoining roads, not to mention make any kind of commuting a living hell while being constructed.

Estimates are that 500 acres of tree canopy will be lost, not to mention the degradation of waterways.

Public roads should be public and I and my neighbors should not have to pay as much as 40\$ to drive the length from 370 to 270.

Private/public partnerships are not a sure thing. Look at what has happened with the purple line, and I support that.

Please, please do not put toll lanes on our beltway. Better yet, explore other alternatives to widening. Thank-you. Heidi Hemming

From: Parrie Henderson-O'Keefe [REDACTED]
Sent: Friday, November 5, 2021 3:13 PM
To: SHA OPLANESMLS
Subject: Protect parks from the I-495 and I-270 expansions

Dear Deputy Director, I-495 & I-270 P3 Office Maryland Jeffrey T. Folden, P.E., DBIA,

I live in DC and your decisions affect my city. The proposed expansion of I-495 and I-270 in the proposed SDEIS is entirely unacceptable, and I urge you to select the No-Build alternative.

This disastrous proposal would harm 17 acres at three national park sites, dramatically increase harmful stormwater runoff which affects my neighborhood in DC, and increase CO2 emissions. This project would clear cut over 1,200 trees on National Park Service Land. It is insulting to think that this park land is less valuable than the human communities bordering the highway. This is entirely unacceptable.

Worse yet, the proposed expansion fails to accomplish its goal of reducing traffic. The northbound lanes on I-495 for the evening commute in the non-toll lanes will creep at 7mph.

This project has been a bad idea from the start- harming national parks and the environment while doing little, if anything, to relieve the region's traffic. Instead of investing billions in this highway widening project, MDOT should invest in smart traffic management solutions, work with DC and the Federal government to encourage continued telework, and expand transit opportunities. Combined, these tactics would not harm national parks and would meaningfully reduce regional traffic and greenhouse gas emissions.

Thank you,
Parrie Henderson-O'Keefe
[REDACTED] Kenyon St NW
Washington, DC 20010

From: Aaron Herman [REDACTED]
Sent: Sunday, November 7, 2021 7:46 AM
To: SHA OPLANESMLS
Subject: Beltway toll lanes

I am writing to oppose the expansion of the beltway to include toll lanes going east. This expansion results in property being taken from homeowners, environmental issues and worst of all does not take into consideration the changing teleworking environment. Please reconsider what you are doing. You are seriously impacting people's lives for no good reason. Thank you Linda Herman.

Sent from my iPhone

From: Eileen Hershberger [REDACTED]
Sent: Monday, November 29, 2021 11:56 PM
To: SHA OPLANESMLS
Subject: Beltway and I-270

Do not widen either the 485 nor 270.

Instead of widening these highways, just build roads over them making them doubledecker highways restricted to through, long distance traffic only.

If bridges can be built as double decker roadways and flyovers can be built over large highway intersections, surely there can be a doubledecker highway built in lieu of reducing parks and cutting into residential and commercial areas. And a doubledecker highway should cost less than widening the existing roads.

From: Rob Hilton [REDACTED]
Sent: Tuesday, November 16, 2021 6:35 AM
To: SHA OPLANESMLS
Subject: Toll Lanes

Hello,

I oppose the toll lanes currently under consideration. I support the No-Build Option. The toll lanes will destroy 500 acres of trees, and negatively impact 15 parks.

Thank you for your consideration.

Rob Hilton
Silver Spring, MD

Gareth Hinds

The SDEIS lacks adequate information, analysis, and mitigations in critically important areas. The project's traffic model is not realistic or credible. Analysis of the traffic forecasts shows pervasive errors. Thus we cannot trust that this MASSIVE and destructive project will yield any real benefits. It is more and more obvious that Governor Hogan is selling a bill of goods and the whole thing should be rejected. Thank you for your consideration.

-----Original Message-----

From: Kevin Hluch [REDACTED]
Sent: Friday, October 1, 2021 12:06 PM
To: SHA OPLANESMLS <oplanesMLS@mdot.maryland.gov>
Subject: Toll road boondoggle.

This proposal to add toll lanes is a giveaway to foreign profiteers and will do nothing to solve the problem.

Build the monorail and get cars OFF THE HIGHWAY instead of adding toll lanes.

This proposal has no VISION, no COURAGE, is no 21st Century INNOVATION in transportation and is no SOLUTION.

Kevin Hluch
Frederick, MD

From: Yen Hoang [REDACTED]
Sent: Tuesday, November 30, 2021 8:22 AM
To: SHA OPLANESMLS
Subject: Public comment on Beltway toll lane SDEIS

I'm a Silver Spring, MD resident living right next to 495. I strongly support the No-Build Option. Expanding 495 will only increase the number of cars on the road and contribute to the area's already terrible traffic. Furthermore, MD has declared climate change a crisis, and this action, which will increase our carbon foot-print, is the antithesis of that declaration. Instead, the money should be directed towards implementing MD's climate mitigation strategy, including by expanding/improving public transportation. Get with the 21st Century!

Yen Hoang

From: LISA HOCHHEISER [REDACTED]
Sent: Monday, November 29, 2021 10:23 AM
To: SHA OPLANESMLS
Subject: Beltway expansion

I just want to add our voices and votes against the proposed beltway expansion.
Thank you,
Lisa and Joseph Hochheiser
Bethesda, Md

Sent from my iPhone

From: Rosemary Hodges [REDACTED]
Sent: Monday, November 29, 2021 2:32 PM
To: SHA OPLANESMLS
Subject: Support No-Build; Oppose I-495/I-270 toll lane project

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

For the following many important reasons:

- After we have endured 5 years of construction delays, those of use who use the general lanes (northbound from the American Legion Bridge to the intersection of I-270 and I-370) will be rewarded with a 7 minute and 30 second **increase** in their daily commute, round trip.
 - The maximum toll rates apply when there's heavy congestion, the only times most people would consider using toll lanes--this is not tenable.
 - The tolls in the table are in 2021 dollars. Given the approved yearly escalation rate, tolls for passenger vehicles will be well over \$4/mile when the toll lanes open. That means **\$50 tolls** to drive from the George Washington Parkway to Shady Grove.
 - The exorbitant tolls for multi-axle trucks. The cost will drive big rigs into the general lanes, causing more -- and more serious -- accidents, extra wear and tear on the roads, more trucks on secondary roads, etc.
 - There was an editorial published in the Washington Post which stated "Hogan has claimed that the lanes would have 'virtually no cost to taxpayers,' because the 50-year deal...would be paid for using private financing. That's not true." The public's going to pay for those toll lanes one way or another: through sky-high tolls, taxes, fees, assumption of financial risk, compensation to the Australian contractor for revenue shortfalls, and much more.
 - In addition, there are many environmental/climate change considerations in this time when we have been told by the IPCC--the United Nations Intergovernmental Panel on Climate Change that we have less than 8 years to reduce carbon emissions thru various ways open to us (reducing fossil fuel use, planting trees among them). This project does the opposite of that. MDOT did not analyze the impact on global warming:
- 500 acres of tree canopy would be cut down.
 - 15 parks would be harmed, including 3 national parks.
 - MDOT would not treat most of the stormwater runoff, which would further degrade local waterways.
 - There is no assessment of whether low-income communities or communities of color would suffer more of the harmful impact.

For these many critical reasons I Support NO-BUILD and OPPOSE 1-495/I-270 toll lane project.

Sincerely,

Rosemary Hodges

■ Hilltop Road

Silver Spring MD 20910

--

From: Judy Hoffman [REDACTED]
Sent: Wednesday, November 3, 2021 5:12 PM
To: SHA OPLANESMLS
Subject: We oppose this plan!!

Sent from my iPad

Kenneth Hoffman

I-495 & I-270 Supplemental Draft Environmental Impact Statement (SDEIS) comments

Thank you for the opportunity to read and comment on the SDEIS. I truly appreciate the intensive study and work that has gone into the SDEIS. However, Maryland does not have the financial resources for the proposed I-495 I-270 Toll lane option without a P3 partnership where a contractor takes risk for eventual profit; and misses the greater socio-economic and transportation crisis not solved by tolled express lanes.

Last year, I supported the first option: "no build"; and supported other report options that would have used existing traffic lanes and created "reversible lanes". This would take advantage of the disproportionate traffic flow occurring in each direction during rush hours.

I continue to oppose building two additional lanes that add to I-270's existing 12 lanes that already run through Rockville and lower Montgomery County. The SDEIS addresses none of the comments or concerns I submitted on November 8, 2020, last year.

My current review has only enhanced the concerns and recommendations I had in 2020. The following are five new concerns and recommendations.

1: There is no question that the American Legion Bridge needs repair and maintenance.

The Northern Virginia Transportation Alliance summarizes the history and problem. The American Legion Bridge opened in 1962 as part of I-495 as a six-lane bridge and widened to 10-lanes in 1992. In 1962, both Montgomery and Fairfax Counties were rural transitioning to "bedroom communities with a total population of approx. 600K. In 1965, the bridge carried 48,000 vehicles daily. Today it carries 235,000 vehicles daily, and by 204, the estimate is for 280,000 vehicles. It is the only direct connection between Fairfax County (pop est. 1,164M), Montgomery County (pop est. 1.02M). These two counties account for 40% of the region's population and 44% of personal income. Two of the region's fastest growing counties, Loudoun (pop est. 368K) and Frederick/City of Frederick (pop est. 117K) also depend on the American Legion Bridge.

Reference: The Northern Virginia Transportation Alliance. <https://nvta.org/priority/american-legion-bridge/>

2: The proposed HOT lane solution is inadequate. The entire beltway is failing.

In 2011, related to I-495: the Texas Transportation Institute conservatively estimated "a buffer time index of 144 ♦ one has to allot 144% extra time to ensure on-time arrival ♦ e.g., If a trip takes 20 minutes with no traffic, an extra 29 minutes should be allocated; Planning Time Index is 4.29 ♦ commuters should expect trips to take 429% longer during rush hour ♦ e.g., an off-peak trip of 20 minutes can take 86 minutes in rush hour; For the 41-mile corridor between Prince Georges County and Fairfax County, the Travel Time Index is 2.06 ♦ the actual length of a 20 minute off-peak trip is 41 minutes at peak period; and the annual morning peak congestion cost alone is \$95M, the highest in the nation." The Maryland Department of Transportation reports the segment of the I-495 Inner Loop between the bridge and the I-270 spur has a bottleneck factor of 6.5, more than three times higher than any other Maryland segment of the Beltway. "The entire 41-mile segment of I-495 that forms the western portion of the Capital Beltway from I-95 in Prince Georges County, Maryland to I-95/I-395 in Fairfax County is consistently rated as one of the most congested corridors in the US."

References: The Northern Virginia Transportation Alliance. <https://nvta.org/priority/northwestern-potomac-river-crossing/>

David E. Versel, AICP: Beyond the Legion Bridge: An Evaluation of the Transportation Connections between Montgomery and Fairfax Counties. George Mason University Center for Regional Analysis. June 2013. http://cra.gmu.edu/pdfs/CRA2013-5_DVersel.pdf

3: Simply fixing the American Legion bridge is not enough.

The need for a new Potomac River crossing has been key and essential to any solution that alleviates traffic across the American Legion Bridge and I-495 traffic congestion. From the Northern Virginia Transportation Alliance: "Regional plans developed in the 1960s called for two additional crossings north of the American Legion Bridge." A 1997 Greater Washington Board of Trade Regional Transportation Study concluded that "construction of a new crossing linking Route 7 in Virginia with I-270 in Maryland was the single most important transportation infrastructure investment the region could make." By 2030, a new bridge would "carry more than 100K vehicles daily, reduce future volume on the Legion Bridge", improve Legion Bridge travel speeds and reduce delays, and relieve congestion in other corridors including I-270, the Maryland Beltway, and Dulles Corridor." With this vision and plan, HOT or Toll lanes could be a means for supporting the connection between a western spur of I-270 and a second Potomac crossing.

Reference: Letter to Governor McAuliffe 9 Sep 2015: https://nvta.org/wp-content/uploads/2015/10/Potomac-River-Crossing_Business-Community-Letter-to-Governor-McAuliffe.pdf

4: There have been no studies identified in this SDEIS identifying any lessons learned or improvement opportunities

from HOT Lane/Express Lane impact on populations and communities affected in Virginia ♦ and no impact statement of what could happen in Maryland over the extended time for construction and beyond.

The proposed HOT Lane solution is expected to be disruptive to affected communities, economically heighten disparity among our residents, and potentially create a differential motor vehicle accident rate between those using express HOT lanes and those using the "free" lanes.

Missing is any critical analysis of the impact current Express lanes/HOT lane projects have had in Virginia for drivers who may need to use the non-express lane "free" option as that impacts travel on I-495 from the American Legion Bridge to the Wilson Bridge, I-66 from Manassas to Washington DC, and its connection to I-495, and any other road that has I-495 toll and non-toll road entry and exit options.

Given the number of years Virginia has had P3 partnerships for several toll roads, there is no analysis on whether these initiatives have improved quality of life, decreased income disparity, or enriched business opportunities that could not have occurred without these toll roads. Having traveled these roads in Virginia, Clearly, money has been placed on building the tolled Express lanes, while less concern seems given to the "free lanes" and travel on those lanes. I've five observations. 1) With Easy Pass and willing to pay the toll, I travel in the left lane with easy and obvious exits and entrances. I don't worry about rapid lane changes and generally only concerned about one merge onto the new road, even if the road is without reflective markers, I feel the road easy to navigate. 2) It's much harder to navigate the "free" lanes if not choosing the Express Lane: Directional and informational "free" lane signs are frequently confusing when trying to find the "free" entrance or exit lane. 3) If traveling in the left lane, and not wishing to pay an express lane toll: there is need to cut quickly cut across up to four lanes to the right lane for the "free" exit. 4) "Free" lane exits can be dangerous, e.g., to exit the Dulles connector to I-495 to Baltimore, the express exit is obvious, but I need to look specifically for the "free" exit that also serves the 267 toll road, cut into the proper second to right lane for the exit, and then get on a sharply curved exit ramp that is unlit and without reflective road markers, also merging from two to one lane in that curve and then merge onto the inner loop, making sure I'm in the second lane so as not to be forced off onto the next exit. 5) Overall, the "free" road is without clear and reflective lane markings and construction makes navigation more difficult. 6) Motor vehicle accidents seem more common ♦ any accident is a calamity for any involved, while also slowing all traffic ♦ if not to a complete standstill.

5: A more comprehensive approach is needed that clearly delineates resources needed to build a better public transit system that improves connectivity between major population centers.

Although outside the scope of any study behind SDEIS, there is no evidence that taxpayer money spent on OpLanes as currently described and envisioned will significantly improve the quality of life for Marylanders nor decrease income disparity that has steadily become worse since the 1980s.

A paradox in successful planning for more vibrant communities and businesses may be to reverse or "deconstruct" parts of the highway system for improved urban development and population centers.

Developed countries I've visited, all with population densities greater than the US, share a common vision for expressways: Expressways are generally well designed for moving traffic outside and around urban centers. Throughout these countries, automobile traffic is highly restricted in the inner city; local and express trains connect population centers and airports, and generally, cars are not needed for daily living. Within the cities and towns, walking, bicycles, taxis, and trams are highly visible and used. Businesses and people thrive.

A missing key stakeholder appears to be "The 2030 Group" whose mission is focused on "advancing regional long-range decision making and solutions that enable a strong regional economy, strengthen continued employment opportunities, sustain economic development, and ensure high quality of life for current and future residents.

In order to produce needed facts for constructive dialogue among the region's leaders, the 2030 Group commissions independent academic research and analysis to understand the growth trends and resultant impacts affecting our region by the year 2030."

There is a more urgent need for a P3 Transportation Partnership that balances our local businesses and work centers, where people can live, work, and socialize in affordable local communities. The road metrics should be: 1) fewer people needing to commute ♦ and spending more time in the community building community relationships and supporting local businesses, 2) less time commuting, 3) greater public transit options ranging from walking/bicycling to fast rapid transit between population centers between Maryland and Virginia centers within a 100-mile radius of Washington DC.

Please incorporate the concerns, commissioned research, and recommendations of "The 2030 Group" into any Maryland Plan for I-495-I-270 changes.

References: The 2030 Group: <https://the2030group.com/about/>

Highway to Inequity: The Disparate Impact of the Interstate Highway System on Poor and Minority Communities in American Cities (2015) https://cpb-us-w2.wpmucdn.com/sites.udel.edu/dist/a/7158/files/2018/01/nvpa_karas-qfcp6u.pdf

The Role of Highways in American Poverty (2016) The Role of Highways in American Poverty - The Atlantic

Deconstruction Ahead: How American Highway Removal is Changing Our Cities. (2020) How Urban Highway Removal Is Changing Our Cities (lincolnst.edu)

Respectfully submitted for your consideration,

Kenneth Hoffman, MD, MPH

Auburn Ave. Rockville, MD 20850-1122

From: Donna Hoffmeister [REDACTED]
Sent: Wednesday, October 27, 2021 2:23 PM
To: Secretary MDOT <SecretaryMDOT@mdot.maryland.gov>
Subject: : Request 180-Day Comment Period for Review of the I-495 & I-270 Managed Lanes Study Supplemental Draft Environmental Impact Statement (SDEIS)

Dear Secretary Gregory Slater,

I am writing regarding the public review of the I-495 & I-270 Managed Lanes Study Supplemental Draft Environmental Impact Statement (SDEIS). This SDEIS was released on September 29 and needs a comprehensive review to ensure it addresses the questions that were raised by the DEIS. I am asking that you, the Maryland Department of Transportation (MDOT) State Highway Administration (SHA) and Federal Highway Administration (FHWA), grant an extension of the current public review and comment period from 45 days (ending on November 15) to 180 days. I am also asking you, our elected representatives, to support my request and ask the MDOT SHA and FHWA to grant an extension.

The SDEIS consists of 8,000 pages. A complete review of the complex SDEIS for scope, cost, and myriad consequences is an enormous undertaking. This is particularly true when considering the whirlwind agency and political negotiations that have taken place during the time the SDEIS was being developed, both behind the scenes with state and agency officials and with public involvement. What is being proposed in the SDEIS itself will need to be addressed in the context of these intricate machinations that have been unfolding.

In addition, the difficulties presented to the public review process by the COVID-19/Delta epidemic persist, limiting the ability for face-to-face Q&A opportunities. Virtual public hearing sessions will take place only on November 1, which is unduly truncated and wholly inadequate.

I am asking the MDOT SHA/FHWA to extend the public comment period to 180 days to ensure genuine public access, broad awareness of the process, and clarification of current questions and missing data, as well as to promote and encourage serious public engagement with the issues raised.

Thank you for your attention to my request. I look forward to your response about this serious community and counties-wide Maryland matter.

Sincerely,

Donna Hoffmeister, Ph.D

[REDACTED] Plateau P1, Unit N

Greenbelt, MD 20770
[REDACTED]
[REDACTED]

-----Original Message-----

From: Kevin Holcomb [REDACTED]

Sent: Wednesday, November 17, 2021 4:59 AM

To: oplanes270@mdot.maryland.gov

Subject: Against the widening of 270

The Katy freeway in Houston Texas is a perfect example the bigger you build it the more cars will come!

We need a high speed public transportation system between Frederick and the 270 corridor to Tysons corner.

Sent from Kevin's iPad

From: Mark Hollingshead [REDACTED]
Sent: Thursday, November 18, 2021 7:33 PM
To: SHA OPLANESMLS

I am a concerned citizens who's upset about the potential impact widening the freeway will make. Please consider other options such as tele commuting. Money can be used to creat incentives. Please think outside the box of widening. Instead fund and find creative solutions which can reduce congestion not put more cars on the road.

From: Karen Howland [REDACTED]
Sent: Sunday, November 7, 2021 4:26 PM
To: SHA OPLANESMLS
Subject: Oppose the 1-495/1-270 toll lane project

I support the no-build option and **oppose** the I-495/I-270 toll-lane project. When is enough enough? Driving 270 today and seeing the already insane number of lanes, I can't help but wonder why we think adding more asphalt is a solution for congestion. Particularly when you see how the toll lanes have been ineffective in NOVA. I've experienced the VA I-66 toll lane "solution." The non-toll lanes remain bumper to bumper while a handful of cars peel off and pay the exorbitant tolls.

Adding toll lanes is a mis-use of tax payer dollars that intentionally favors the wealthy. Reading the transcripts and having participated in several of the hearings, it is clear that this is not about decreasing congestion (despite the advertisements and talking points of Hogan's staff) and more about decreasing drive times for those who can afford to pay the tolls. When these "private partners" don't get the tolls they project, the tax payer will pick up the cost as has been shown in other P3 projects of this type. Either the private "partner" gets subsidized or they walk away and the tax payers have to pay for the ongoing operating and maintenance expenses.

This is NOT the solution for a County that is supposed to be forward-looking. Let's get cars off the road. If we learned one thing from 2020 and the pandemic, it is that fewer cars resulted in no/less congestion. Let's also do a better job ticketing aggressive drivers. Most back-ups I have experienced have been the result of accidents.

Let's be smart. Use our tax payer dollars for real solutions not corporate giveaways.

Sincerely,

Karen Howland

Nina Howland

Dear Op Lanes Maryland Team,

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

My main opposition to the project is from reading the deeply flawed SDEIS. Here are some of my objections:

- MDOT and FHA need to reinstate TRANSIT as a key project element.
- Safety considerations have been omitted from the "Purpose and Need" section normally featured for transportation projects.
- I travel daily from Kensington to Gaithersburg using 270 and traffic moves! Unless there is an accident – which will happen with toll lanes or not. This is due to the ICM program! The toll lanes would remove all the improvements from ICM and create congestion and bottlenecks.
- Construction delays will jam up traffic for five plus years and NOT solve the problem. Studies have shown drivers do not use expensive toll lanes. MDOT can't even get drivers to use the ICC!
- The loss of 500 acres of tree canopy and the damage to 15 state parks and three national parks is unacceptable.
- MDOT would not treat most of the storm water runoff, which would further degrade local waterways.
- The maximum toll rates apply when there's heavy congestion, the only times most people would consider using toll lanes. This makes no sense.
- P3s are NOT tax-free builds. The public – not the private -- is on the hook for the luxury lanes. We assume the financial risk because the builder/operator has guarantees for minimum revenue. And if they go bankrupt or walk away, the taxpayer has to cover it.
- I support the no-build option and oppose the 495/270 toll-lane project.

Sincerely,

Dr. Nina Davis Howland
[REDACTED] Old Spring Road
Kensington, MD 20895
[REDACTED]

From: Rebecca Howland [REDACTED]
Sent: Monday, November 29, 2021 5:31 PM
To: SHA OPLANESMLS
Subject: I support the no-build option and oppose the 495/270 toll-lane project - rkh

Dear MDOT SHA/495-270 P3,

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

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. MDOT has already conceded to MNCPPC that some tax dollars up front will be needed for the build. The tab will be in the billions for the toll 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. 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 MDOT will not treat*) that will further compromise our already diminished streams and creeks.
- 4) Huge loss of parkland in at least 15 state parks and three national parks. 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) Innovative Congestion Management (ICM) on lower 270 is working. The toll-lane project would destroy these taxpayer-funded ICM improvements.
- 7) The toll rates INCREASE during heavy congestion. This defies logic. If the goal is to reduce congestion, then the tolls should go DOWN to encourage drivers to get out of the general lanes. This is why the lanes are nicknamed “luxury lanes” or “Lexus lanes” – because they are too expensive for the general, working population. You have already guaranteed the “luxury” moniker by approving the yearly escalation rate to \$4+/mile when the toll lanes open. That means \$50 in tolls to drive from the George Washington Parkway to Shady Grove.

Once again – to be clear -- I support the no-build option and oppose the 495/270 toll-lane project.

--

Rebecca Howland
[REDACTED] Crosby Road
Silver Spring, MD 20910
[REDACTED]

John Hoyt

Please do not widen these highways. Widening the highways is a short sighted bandaid. I moved to Silver Spring and work in Tysons Corner. Instead of continuing to build new roads, I ask you to build reliable transit options for commuters. A sustainable transit option is not just putting busses in toll Lanes. It is building dedicated infrastructure for transit. Please invest my tax dollars in reliable dedicated transit options.

From: John Hoyt [REDACTED]
Sent: Sunday, November 28, 2021 10:06 PM
To: SHA OPLANESMLS
Subject: Please do not build the toll lanes.

I personally drive from my home Silver Spring to my office in Tysons corner most days. I take the beltway. So you would think I would be in favor of toll lanes on the beltway to "ease congestion".

But I am not in favor of them. In fact I am very much opposed to building new lanes.

Building more lanes is a shortsighted way to make people happy for a short time.

Please invest in real alternatives to driving such as a rail line to parallel the beltway.

Or Dedicated bus lanes for BRT.

Anything other than more people in more cars.

thank you for your time.

John Hoyt

[REDACTED] Plymouth St.

Silver Spring, Md

From: J Hsiao [REDACTED]
Sent: Monday, November 29, 2021 4:33 PM
To: SHA OPLANESMLS
Subject: MDOT's plans to add toll lanes to the Beltway and I-270

We feel strongly that this plan should not go forward because of the numerous negative impacts on the environment.

Jane Hsiao
Takoma Park, MD

Shirley Hsiao

I disagree to build extra lanes on 495/ 270 that can increase traffic noise of near by communities.

From: [REDACTED]
Sent: Tuesday, November 30, 2021 4:22 PM
To: SHA OPLANESMLS
Cc: Cheryl Kagan; kumar barve; jim gilchrist
Subject: Comments re MD#270 toll lanes

My concerns about the proposed toll lanes for #270 are environmental.

A simple solution for accommodating more cars on our roads would be to build more roads or specifically toll roads that would enable a number of cars to move faster, reducing the number of cars in the regular lanes. This is doing business as usual! This is the plan that the Maryland Department of Transportation is asking residents to accept.

Consider the disruption such a plan would cause for current commuters. The immediate result would be the slowing down of traffic, impacting the positive result of more roads for more cars. Are we willing to wait for the relief that we believe will come when the roads are finished? Will there just be more cars and the need to build additional roads?

This never ending scenario meanwhile plays havoc with our environment. The current plan would destroy 36.1 acres of parkland, remove 1,200 trees, destroy 500 acres of the forest canopy and impact 385 households. More roads, toll or otherwise, mean more impervious surfaces and the need to treat stormwater runoff. Only 45% of the stormwater runoff from the proposed toll roads will be treated on site.

Our planet is facing a climate emergency and it is not the time to do things as we have done in the past. The climate requires us to not do business as usual. Slow down and study other alternatives!

Antoinette Hudson
[REDACTED] Tulip Dr.
Gaithersburg, MD 20877
[REDACTED]

From: Lisa Hughes [REDACTED] Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Sunday, November 21, 2021 1:41 PM
To: SHA OPLANESMLS
Subject: I support the no-build option and oppose I-495 and I-270 expansion

Dear Director,

I'm writing to support the no-build option and oppose the Maryland Department of Transportation's proposal to add toll lanes on I-495 and I-270. I also have the following concerns with the Supplemental Draft Environmental Impact Statement (SDEIS) on Alternative 9 ? Phase 1 South: American Legion Bridge I-270 to I-370:

- The SDEIS shows that the project will hardly reduce rush hour congestion in the general lanes and reduce it only modestly in the toll lanes.
- The SDEIS affirms extensive and irreversible impacts on adjacent communities, 15 parks, 3 historical sites, 500 acres of tree canopy, and nearly 50 rare, threatened, and endangered species.
- The SDEIS has major errors in its traffic modeling which makes congestion, air quality, noise, and environmental justice impacts in the study also erroneous.
- The SDEIS fails to adequately consider the cumulative impacts of climate changes and impacts on environmental justice communities.
- The SDEIS fails to adequately address stormwater management because it uses mitigation credits to escape this responsibility.
- The SDEIS suggests widening the Eastern portion of I-495 with new private toll lanes is still in the overall plan, because the No-Build was not selected for that segment.
- The SDEIS lacks major essential information on cost, analysis of alternatives, and mitigation of impacts. Many agencies have pointed out these and other major insufficiencies in the SDEIS. The public has not been afforded a full review opportunity due to the short comment period and missed, incomplete, and erroneous information in the SDEIS.

For all these reasons the Federal Highway Administration and State Highway Administration must not accept this rushed, incomplete SDEIS and select the no-build option for this project.

Sincerely,

Lisa Hughes
[REDACTED] Windsor Ct
Loveland, OH 45140
[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 core.help@sierraclub.org or (415) 977-5500.

Preston Hull

Hello MDOT,

I write to you as a citizen concerned about the impact that the planned so-called "Op Lanes" will have on our state finances, the economy, on livability, and on those who will be forced out of their homes. I support the no-build option because there is a far smarter, more efficient, and more cost-effective way to reduce travel times and connect our communities.

I am currently studying in the Netherlands, regarded as the best country in the world for cycling. What is less publicized is the public transportation infrastructure. From Delft, where I study, I can reach The Hague or Rotterdam in less than 20 minutes on a train that departs roughly every ten minutes, and I only pay a couple euro to do so. To get to Amsterdam, I can take a train that leaves every 15 minutes, and be there within the hour. Even the suburbs are well connected by safe cycling infrastructure, bus services, and tram services. Not only do I not need a car here, but I do not miss driving either.

The so-called "Op Lanes" are meant to provide options to travelers. These toll lanes actually take away options that travelers would otherwise have with an equivalent investment in public transportation. The choice the toll lanes give is for drivers to either pay for a toll and move somewhat more quickly or to not pay tolls and drive in the existing highway, with no significant consideration given for those who do not drive at all. In Delft, to go to university, I can take the bus, the tram, a bicycle, walk, or drive, and I can do all of these safely. This is real choice.

Many of the drivers on I-270 and I-495 would use a safe, reliable public transportation option, or even cycle, if the option was available to them. Building a reliable and comprehensive public transportation system would take many who are forced to drive off the roads, decreasing congestion and increasing quality of life for everyone involved.

By diverting our taxpayer dollars from public transportation and safe pedestrian and cycling infrastructure, MDOT is limiting transportation options and contributing further to car-centric development. For all of these reasons, I support the no-build option for the toll lanes.

From: Lani Hummel <info@email.actionnetwork.org>
Sent: Saturday, October 30, 2021 6:15 AM
To: SHA OPLANESMLS
Subject: Please Don't Move Forward with Beltway and I-270 Widening

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

The highway expansion project will pollute our water and air and destroy our forests. In addition, the project will increase traffic congestion. I have lived in the DC area since 1970. Each time a major road was expanded, it attracted more vehicle traffic. It was only a matter of time before it became just as clogged as its predecessor. We need to focus our efforts on ways to make it possible for people to commute into D.C. and its environs without traveling on the Beltway or I-270. This can be accomplished by establishing more mass transit systems throughout our suburban areas.

Attracting more traffic to the Beltway and I-270 is a bad idea. It will only lead to more congestion in the not-so-distant future. The funds necessary to expand the Beltway and I-270 should instead be spent on improving our mass transit systems.

Lani Hummel

[REDACTED]

[REDACTED] Bay Ridge Road

Annapolis, Maryland 21403

From: Carolyn Huard [REDACTED]
Sent: Tuesday, November 30, 2021 5:48 PM
To: SHA OPLANESMLS
Subject: I OPPOSE TOLL LANES AND SUPPORT THE NO BUILD OPTION

Montgomery County is planned to grow at an exponential rate! In understand the need to expand research and business development.

Given that the growth is anticipated in a county in which all roads and modes of transportation are already at capacity

I SUPPORT A RADICAL SHIFT TO PLANNING FOR MASS TRANSPORTATION, ESPECIALLY FOR LOCAL TRAFFIC, IN MONTGOMERY COUNTY.

I OPPOSE THE TOLL LANES ON TRE 270 AND SUPPORT A NO BUILD OPTION.

Carolyn Huard
[REDACTED] Farmland Drive
Rockville Maryland 20852-4521

From: [REDACTED]
Sent: Thursday, November 25, 2021 11:43 AM
To: SHA OPLANESMLS
Subject: Toll Lanes

How many times do we need to lay out all the reasons the toll lanes are a way for outsiders to collect money from us while making life and the environment worse for those who can't afford to pay? Similar earlier projects in other cities did NOT reduce traffic, commute times, negative effects on the environment. This is just another project for wealthy outsiders to become more wealthy at the expense of the people who live and work in this state. As a side effect friends who have lived and raised their kids in my neighborhood will lose their homes.

Jeanne Hurley
Franklin Place
Silver Spring

Name: Jackson Hurst

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Testimony

Transcription:

My name is Jackson Hurst, J-A-C-K-S-O-N H-U-R-S-T. I live at [REDACTED] Cornell Crossing, Kennesaw, Georgia 30144 and I am back again to comment on MDOT's SHA I-495 and I-270 Managed Lanes Study. This time, for the Supplemental Draft Environmental Impact Statement also known as an SDEIS. I am basically going to reiterate my previous comment for the Draft Environmental Impact Statement but with an addition. My additional comment regarding the SDEIS, is that the replacement of the American Legion Bridge is desperately needed especially since earlier this summer, we saw what happened with the I-40 Hernando deSoto Bridge. Think about what could possibly happen if you have a closure of the American Legion Bridge for something that's as small as a stress fracture, or God forbid, an earthquake like Washington, DC had back in 2014. Definitely go ahead and build the new American Legion Bridge. It will improve safety for everyone in the area and on the Eastern Seaboard. Another thing that I really love is that you are going to incorporate HOV lanes and widen I-495 and the portion of I-270 up to I-370. The widening of I-495 and I-270 will increase and improve safety, reduce congestion, and allow for efficient freight movement throughout the national capital region and it will also help with tying into VDOT's I-495 express lanes project, which as people are well aware of now is set to get under construction early next year. Thank you and bye.

From: Marc Imlay [REDACTED]
Sent: Wednesday, November 17, 2021 9:07 AM
To: SHA OPLANESMLS
Subject: Audubon Naturalist Society

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

. The highway expansion project puts people and the environment in peril.

Marc Imlay

[REDACTED]

[REDACTED] Woodberry Drive

Bryans Road, Maryland 20616

From: Ken Ingham [REDACTED]
Sent: Wednesday, November 17, 2021 7:15 AM
To: SHA OPLANESMLS
Subject: Toll Lanes

To all people in a position to make a difference,
I am opposed to the toll lanes. They have become a symbol for me of our inability to change directions in the face of impending doom. We should be moving away from personal automobiles and toward public transportation, as fast as possible. The toll lanes will take a toll on the natural environment while having marginal, at best, and ultimately negative effects on traffic by encouraging more development.
Plus, the financing is dubious.
Please drop this project once and for all.
Thanks for your attention.

Ken Ingham

Kenneth C. Ingham, Author
[REDACTED]

From: Frank and Judy Inserra [REDACTED]
Sent: Wednesday, October 27, 2021 7:55 AM
To: SHA OPLANESMLS
Subject: I-270/I-495 SDEIS

Dear Mr. Folden:

Please accept my comments on the referenced matter. My name is Frank Inserra. I have lived in the Rockshire neighborhood of Rockville with my wife for 23 years, and prior to that, lived in Silver Spring with her for ten years. Over those 33 years, I commuted into Washington, DC, and briefly Rosslyn, VA, over I-495 and I-270 every working day. I am intimately familiar, in a practical way, with the traffic issues that are at stake in this matter.

From the very beginning, I have expressed the view, which I maintain, that the expenditure of funds on this project is untimely and ill-advised, both as a traffic and environmental matter. We are on the cusp of a revolution in automotive technology (e.g., self-driving electric cars) and in the throes of changing traffic patterns (e.g., a far greater and continued reliance on teleworking) that will essentially undermine the factual bases upon which this project is predicated. As well, an enormous Federal public infrastructure bill lies in the balance, and all of Maryland's planning on this matter proceeds apace without considering its impact.

Less pollution-intensive (air and sound), and ultimately less disruptive, public transportation options were never considered in earnest. For me to get to work in my last downtown office, I must walk a half mile, wait for a bus, take a 12 minute bus to the subway, take the subway, change at Metro Center, and take another 10 minute walk. In short, public transportation options for residential home owners in many locations in Rockville are not realistically available (and Rockville is better than many other locations in the county).

I have casually examined the planning maps for the proposed alternative, and they raise more questions than they answer in relation to my neighborhood. It appears as if the project will close off Watts Branch Parkway, presumably for water work. How long will that take? It will force me to drive a mile to escape the confines of my suburban subdivision, perhaps more if the Falls Road work is proceeding at the same time. What the work will do to my local park is unknown, although the work diagram leads directly to it. You will add stress to all of our lives for a benefit which, in my view, is highly speculative.

I can guarantee you that suburbanites from Frederick will not be paying exorbitant rates to drive down I-270 at peak without substantial contributions from their employers, which will not be forthcoming (as they would prefer to support public transportation). That has been the experience of most of these private-public partnership roads in the NCR.

Finally, the invitation to comment appears to invite registration to make "verbal comments," but I am making a verbal comment right now. Perhaps you should proofread your materials. Those kinds of minor mistakes may get in the way of full public participation by causing confusion and creating the appearance that public participation is being unnecessarily complicated.

Frank Inserra
[REDACTED] Currier Drive
Rockville, MD 20850

From: Melanie Isis [REDACTED]
Sent: Tuesday, November 16, 2021 9:08 PM
To: SHA OPLANESMLS
Subject: OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

I am writing to express my complete opposition to the planned toll lanes for I-495 AND the expansion of the American Legion Bridge. First, toll lanes will not improve the daily commutes for drivers between Gaithersburg and the Potomac River, so why build them if there is no improvement? Second, five or more years of construction will create horrific daily traffic nightmares and once the toll lanes open, commute times will still be terrible, so why build them when there is no improvement? Third, I oppose funding the proposed toll lanes and other infrastructure via P3, which will wind up costing taxpayers far more than conventional bond financing. Fourth, Northern Virginia's toll lanes and their entrance/exits, signs, and flashing lights confuse drivers and impede vehicle movement cause drivers to slow down to read signs and change lanes, hindering traffic flow and causing delays, not improving commute times. Last, additional toll lanes are not worth the financial, environmental, and emotional costs of 5+ years of construction, massive destruction of tree canopy, homes, and parkland. We must find other ways to improve connectivity, that do not involve P3 financed toll lanes.

Sincerely,

Melanie Isis, [REDACTED] Gist Avenue, Silver Spring, MD 2091

From: Pat & Stephen [REDACTED]
Sent: Wednesday, November 3, 2021 10:56 AM
To: Secretary MDOT; Leonora Conti; SHA OPLANESMLS; ExecSecretariat.FHWA@dot.gov
Cc: Pat & Stephen
Subject: Extend the Comment period for the I-495 & I-270 Managed Lanes Study Supplemental Draft Environmental Impact Statement (SDEIS).

MDOT Secretary, Gregory Slater
State Highway Administrator, Timothy E. Smith
Acting FHWA Administrator, Stephanie Pollack
Senator Benjamin Cardin
Senator Chris VanHollen
Congressman Steny Hoyer

I am writing regarding the public review of the I-495 & I-270 Managed Lanes Study, Supplemental Draft Environmental Impact Statement (SDEIS). This SDEIS was released on September 29 and needs a comprehensive review to ensure it addresses the questions that were raised by the DEIS. **Forty-five (45) days is not enough time for the public to review this report!** I request the Maryland Department of Transportation (MDOT) State Highway Administration (SHA) and Federal Highway Administration (FHWA), grant an extension of the current public review and comment period to 180-days. I am also asking my elected representatives, to support my request and ask the MDOT SHA and FHWA to grant an extension.

The SDEIS consists of 8,000 pages. This transportation project commits Maryland and citizens to a 50-year contract; and a Public, Private Partnership that will have huge repercussions financially and environmentally! Why are you constraining the time citizens have to effectively assess the supplemental changes made to this DEIS? A complete review of the complex SDEIS for scope, cost, and the myriad of consequences is an enormous undertaking. We are exposed to the political wrangling, and myriad of reports and articles showing ridership discrepancies and missing data, climate, pollution and stormwater impacts, and estimates of the huge toll revenues going to an international contractor. What is being proposed in the SDEIS itself will need to be addressed in the context of these intricate machinations that have been unfolding.

In addition, the difficulties presented to the public review process by the COVID-19 pandemic persist, limiting the ability for face-to-face Q&A opportunities. Virtual public hearing sessions took place on November 1, which is unduly truncated and wholly inadequate.

I ask the MDOT SHA/FHWA to extend the public comment period to 180-days to ensure genuine public access, broad awareness of the process, and clarification of current questions and missing data, as well as to promote and encourage serious public engagement with the issues raised.

Thank you for your attention to my request. I look forward to your response about this serious community and counties-wide Maryland matter.

Patricia Jackman
[REDACTED] Lamont Drive
New Carrollton, MD 20784
[REDACTED]

From: sue jacobson [REDACTED]
Sent: Tuesday, November 30, 2021 4:26 PM
To: SHA OPLANESMLS
Subject: Beltway and 270 expansion

I live in Rockville, MD near exit 6B on 270. We need more trees and more greenspace, not more highway lanes.

Please stop plans for the Beltway and 270 expansion and toll lanes. This project will cause more pollution and contribute to climate change. It will not improve traffic and commutes. The cost is prohibitive. The money could be better spent improving public transportation.

Susan B. Jacobson
[REDACTED] Lodge Pl.
Rockville, MD 20850-3042

From: Theodore A. Jacobson [REDACTED]
Sent: Thursday, November 18, 2021 1:19 AM
To: SHA OPLANESMLS
Subject: oppose toll lanes!

I oppose the toll lanes and support the no build option!

Reasons: environmental impact, hidden and not so hidden costs, private profit on public backs, deflecting resources away from public transit

thanks for listening.

Mike Jaeger

Since the ALB structure is being replaced, should the study evaluate adjusting the profile on the north side of the Potomac to make lessen the grade, making it more accessible to trucks and larger vehicles, as well as increase the distance between it and the river?

Chiara Jaffe

I support the no-build option and oppose the I-495/I-270 toll-lane project. The SDEIS fails to consider alternatives to private toll lanes to address traffic congestion. Both rail transit and operational improvements and policies to encourage more telework need to be considered.

From: Jakobsberg, Phillip [REDACTED]
Sent: Tuesday, November 30, 2021 1:45 PM
To: SHA OPLANESMLS
Subject: No Expansion of the Beltway

I completely oppose any expansion of the Beltway. We need to pursue solutions that don't involve further expansion of this already over-utilized road. We need to get people out of their cars – to save our neighborhoods, not to mention the planet – and should be pursuing policy positions that promote this. Think more extensive public transportation infrastructure, more bike lanes, more livable spaces.....not bigger highways.

And if there is a good argument for building more thoroughfares, than do so by extending roads like the ICC, rather than funneling all cars/trucks into the same tired solution.

Sincerely,

Phil Jakobsberg

Montgomery County Resident

Silver Spring, MD

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From: Betsy James [REDACTED]
Sent: Tuesday, November 30, 2021 10:23 PM
To: SHA OPLANESMLS
Subject: Objection to MDOT

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

It is critical that MDOT and [the Federal Highway Administration] reinstate transit as a key project element. It is very disturbing that an investment of this magnitude did not look at public transportation options.

Implementing only Phase 1 South will create a major congestion and bottleneck in the eastbound direction at the points where the managed lanes end...and cause an existing chokepoint to get even worse.

As a resident of Montgomery County for over 40 years, I am disappointed in the approach and plan for this project.

Please consider Innovative Congestion Management.

Betsy James

Eric Jaw

I-495 bridge into Virginia needs a dedicated hot lane. Or a second bridge.

William Jett

The more traffic capacity is expanded, the more traffic it will invite. Toll lanes will prove ineffective and will only contribute to congestion because bottlenecks will result wherever the toll lanes end and toll traffic must merge back into the main flow.

Moreover, I see no consideration given to the disruption and disarray which will be caused by years of ongoing construction once the project gets underway. I don't relish having to battle that every time I want to go to Bethesda, Silver Spring, or Northern Virginia.

This whole project is a misbegotten scheme and should be abandoned now before it is too late.

From: Pat & Stephen [REDACTED]
Sent: Saturday, November 13, 2021 8:55 PM
To: SHA OPLANESMLS
Subject: SDEIS Comments

Sir/Madam: I Support the no-build option and oppose MDOT's toll lanes proposal...! Building the toll lanes will cause substantial harm to our communities while failing to help the majority of drivers who would use the general lanes.

Taxpayer Subsidies:

Last year's Draft Environmental Impact Statement (DEIS) provided the range of public subsidies that may be necessary under the alternative MDOT selected (the Preferred Alternative). The extent to which the State will be subsidizing this project is of immense concern to Maryland taxpayers, who could be on the financial hook for 50 years. The estimate of subsidies should have been included in the SDEIS, and its omission suggests that MDOT is not willing to share it with the public.

Utility Relocations The SDEIS fails to describe the utility relocations required to make way for the toll lanes, nor does it address who will bear these costs.

Pollution and Global Warming: Inadequate Stormwater Treatment; AND Air Pollution and Global Warming Analyses Not Included...

Harm to Parks and Other Greenspaces: The toll lanes would impact 15 parks, including three national parks. Over 1,200 trees would be removed. There would be a total loss of 500 acres of forest canopy. Adjacent communities will be harmed by increased noise, air and water pollution, and increased risk of flooding.

Environmental Justice: Similar to the DEIS, the SDEIS fails to provide an Environmental Justice analysis...

Failure to Study Alternatives to Toll Lanes: The SDEIS fails to consider alternatives to private toll lanes. Rail transit was not studied nor were policies to encourage more telework.

Thank You, Stephen John, New Carrollton, MD

From: Aj Johnson [REDACTED]
Sent: Friday, November 5, 2021 1:44 PM
To: SHA OPLANESMLS
Subject: I Support the no-build option and oppose MDOT's toll lanes proposal."

There are many deficiencies in the SDEIS. My comment concerns the efficacy of toll lanes.

Toll Lanes Would Not Improve Daily Commutes

The Maryland Department of Transportation (MDOT) uses projections for the year 2045 as a benchmark to demonstrate the impact of toll lanes on travel times. Appendix A of the SDEIS shows travel times in 2045 if the lanes are built compared to not building the lanes. If the toll lanes are built, MDOT projects that only 2 minutes and 36 seconds will be saved during the morning rush hour by drivers who travel in the general (non-tolled) lanes on I-270 from where it intersects with I-370, down to the American Legion Bridge. However, when drivers return home during the evening rush hour, their travel time will increase by 10 minutes and 6 seconds on the same stretch of road heading from the American Legion Bridge to I-370. So, after enduring 5 years of construction delays, drivers who use the general lanes will be rewarded with a 7 minute and 30 second increase in their daily commute, round trip. Building the toll lanes will cause substantial harm to our communities while failing to help the majority of drivers who would use the general lanes.

Thank you,

Andrew Johnson

[REDACTED] Newcastle Ave

Silver Spring MD 20910

From: Cathy Johnson [REDACTED]
Sent: Monday, November 29, 2021 1:06 PM
To: SHA OPLANESMLS
Subject: Comments on widening 270/495

I support the no-build option and oppose the I-495/I-270 toll-lane project. I do not feel that further paving or the proposed funding mechanism is in the best interest of the citizens of Maryland. AND this project will increase commuting time for those who use the free lanes from the American Legion Bridge to I270, punishing those with fewer resources. The effect on global warming has not been assessed, and new standards now being debated in Congress may prevent projects which do not have this assessment. The impact on tree canopy, parks and untreated stormwater's effect on streams is unacceptable. Most of all, no assessment of disproportionate effects on low income and communities of color has been done. This alone should prevent the project from going forward.

Sincerely,

Cathy Bryan Johnson

[REDACTED] Saybrook Ave.

Silver Spring, MD 20901

From: Lady Laughs [REDACTED]
Sent: Monday, November 29, 2021 1:10 PM
To: SHA OPLANESMLS
Subject: Cabin John
Attachments: Bridge letter_Nov 2021.docx

I am a resident of Cabin John

Our community of some 750 homes is bounded by I-495 to the west and north, Cabin John Park and Parkway to the east, and the C&O Canal National Historical Park to the south. Our major access roads are Clara Barton Parkway, MacArthur Boulevard, and Seven Locks Road. We wish to convey our concerns regarding the impacts identified in the Supplemental Draft Environmental Impact Statement (SDEIS) for the I-495/I-270 Managed Lane Study.

The Cabin John community recognizes that the American Legion Bridge is not only past its lifespan but is also one of the worst choke points in the federal highway system. We are glad to see the state taking on its reconstruction. However, the Preferred Alternative will not address the traffic issues for those unable to afford the exorbitant rush-hour toll rates proposed for the toll lanes, i.e., most daily commuters, including many Cabin John residents.

Congress has just passed a \$1 trillion dollar infrastructure bill. Surely, there is now federal money for one of the worst choke points in our nation's highway system. By scraping the public/private partnership approach to rebuilding the American Legion Bridge, we could gain an expanded highway that can be used by all, not just those that can afford the toll. Even more important, with federal funds we would be able to build a new American Legion Bridge that can structurally support a railway should that one day become the most logical way to manage commuter transportation issues between Fredrick, MD and Tysons Corner, VA. Federal and state officials recognized that need when the Woodrow Wilson Bridge was rebuilt in the 1990s and it should be a given with any American Legion Bridge reconstruction. It is not in the public interest for a public-private partnership to preclude building a bridge that can support a railway.

Thank you.

Margaret P. Johnston

80th Street, Cabin John MD 20818

November 29, 2021

Michaela Johnson

I support the no-build option and oppose MDOT's toll lanes proposal. In light of our terrible climate crisis it feels INSANE to be digging up nature and putting down more cement. This is the OPPOSITE of what we need: more public transit, less automobile travel. In addition, this whole project feels as though it is being pushed through to benefit Larry Hogan personally and the firms who will receive the toll money. There have been no careful studies/predictions of post-pandemic commuting; it is very likely that more people will be working from home and the traffic problems will not be what they were in the past.

From: Sherman Johnson [REDACTED]
Sent: Saturday, November 6, 2021 11:29 PM
To: SHA OPLANESMLS
Subject: I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

The negatives associated with HOT/Lexus lanes clearly outweigh any positives.

By design, Lexus/HOT lanes deter all but the wealthiest drivers on the road. Sure there are exceptions. Not everyone in the Lexus Lanes is driving a Bentley, but the tolls are variable and in order for the Lexus Lanes to function, the toll must be high enough to discourage most drivers from using them, to enable traffic to flow at or above the established minimum speed.

The MD DOT slipped up and published the estimated *average* rush hour toll for I-270. It is well over \$2 per mile (about \$2.25, IIRC). It's about 33 miles from I-70 to the Beltway. That's over \$74 ONE-WAY, almost \$150 round-trip. And that is the AVERAGE. Sure, technically, we commoners could choose to pay that toll, but realistically, the vast majority of the drivers in the Lexus Lanes will be very well-off. The rest of us will be stuck in the same old linear parking lot. And don't forget the soul crushing delays that would result from construction of these ill-conceived semi-private highways for the rich.

Corporations should not control OUR public roads. They 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 (or were) scrambling and tripping over themselves to submit proposals for the I-270/495 scheme shows that it is a sweet money-making deal for the corporation that gets the contract.

Fuel 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.

That 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://www.forbes.com/sites/taxanalysts/2013/10/24/the-gas-tax-doesnt-work-because-politicians-broke-it/#5e7943016bf1>

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 \$44 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 (as opposed to converting existing lanes to Lexus lanes) 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 our local FredCo roads).

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, 24/7, 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.

Thank you for your consideration.

Sherman Johnson
Middletown, MD

Valerie Johnson

I support the no-build option and oppose the I-495/I-270 toll-lane project. This is a shameful amount of taxpayer dollars that can be better used elsewhere.

Abigail G. Sale

From: Susan Joplin [REDACTED]
Sent: Tuesday, November 30, 2021 11:33 PM
To: SHA OPLANESMLS
Subject: I-495/I-270 toll-lane project.

I support the no-build option and oppose the I-495/I-270 toll-lane project. There are many reasons.

I'm opposed to the environmental degradation the project would cause: the elimination of tree canopy, the destruction of parks, the lack of provision in the plan for water run-off from hard surfaces which would degrade our water supply system, to name a few.

I'm opposed to the lack of consideration in the plan for global warming!

I'm opposed to the financial risk to tax payers who will be stuck paying for these lanes, not the Australian company who has no connection to our local community and will only be interested in making profits.

I agree with this sentiment: "It is critical that MDOT and [the Federal Highway Administration] reinstate transit as a key project element..."

Susan Joplin
Montgomery County Resident

Melissa Jordan

Adding tolls lanes only benefits those who are in a financial position to take advantage of them, which by definition is exclusionary and undemocratic. Additionally, from an environmental perspective, the addition of tolls doesn't reduce auto exhaust/pollution; and building the toll lanes has a significant detrimental impact on the affected environs. It would be much better to significantly increase public transportation, and telework options - just get the cars off the highway in the first place.

From: [REDACTED]

Sent: Friday, October 1, 2021 12:01 PM

To: SHA OPLANESP3 <oplanesmd@mdot.maryland.gov>

Subject: Re: MDOT SHA, Federal Highway Administration Publish I-495 & I-270 Managed Lanes Study Supplemental Draft Environmental Impact Statement (SDEIS)

CityLab Daily: The Paradox of Highway Expansion

<https://www.bloomberg.com/news/newsletters/2021-09-29/citylab-daily-the-paradox-of-highway-expansion>

Sent from my iPhone

On Oct 1, 2021, at 11:53 AM, MDOT Op Lanes Maryland P3 Program <oplanesmd@mdot.maryland.gov> wrote:

Greetings,

The Maryland Department of Transportation State Highway Administration (MDOT SHA) and Federal Highway Administration (FHWA) published the Supplemental Draft Environmental Impact Statement (SDEIS) in compliance with the National Environmental Policy Act (NEPA) for the I-495 & I-270 Managed Lanes Study. The Study considers ways to relieve congestion and improve trip reliability, mobility and connectivity for modes of travel, including transit, in the National Capital Region.

MDOT SHA and FHWA continue to consider the nearly 3,000 comments received as part of the DEIS and public hearings held last fall. Responding to public input, the SDEIS reflects successful efforts by the NEPA team to reduce community and environmental impacts, including complete avoidance of Morningstar Cemetery in the Cabin John area. On Plummers Island, a research site for the Washington Biologists Field Club, the team collaborated with regulatory agencies and

interested stakeholders to reduce the impact by 90% to 0.2 acre, consisting of one pier piling for the American Legion Bridge replacement.

Comments on the SDEIS will be accepted between **Friday, October 1, and 11:59 PM on Monday, November 15, 2021**. MDOT SHA and FHWA are holding a virtual public hearing on **Monday, November 1, 2021, with two sessions scheduled for 2:00-4:00 PM and 6:00-8:00 PM**.

[Provide Feedback on the SDEIS](#)

[Register for Virtual Public Hearing Sessions](#)

Building on the [existing DEIS](#) that was published on July 10, 2020, the SDEIS has been prepared to consider new traffic, engineering, financial, and environmental information relative to the Preferred Alternative, Alternative 9 – Phase 1 South: American Legion Bridge I-270 to I-370. The scope of the SDEIS focuses on new information while referencing the DEIS for information that remains valid. Following the 45-day comment period on the SDEIS, MDOT SHA and FHWA will consider comments received and will respond to substantive comments on the DEIS and SDEIS in the Final Environmental Impact Statement (FEIS).

[View the SDEIS Online](#)

The Op Lanes Maryland website has been updated with SDEIS and public hearing session information.

[Visit the Program Website](#)

SDEIS Virtual Public Hearing Sessions

Ways to comment on the SDEIS

- Provide verbal testimony at virtual **public hearing** sessions
- Provide verbal testimony via **voicemail** (855-432-1483) during virtual public hearing sessions or throughout the 45-day public comment period

The SDEIS virtual public hearing sessions will take place on Monday, November 1, 2021:

- Submit an electronic **comment form** via OpLanesMD.com/SDEIS
- Send an **email** to OpLanesMLS@mdot.maryland.gov
- Send a written **letter** about the SDEIS to:

SESSION 1

2:00-4:00 PM

Jeffrey T. Folden, P.E., DBIA

Deputy Director, I-495 & I-270 P3 Office

SESSION 2

6:00-8:00 PM

Maryland Department of Transportation

State Highway Administration

707 North Calvert Street

Registration is required, please visit:
OpLanesMD.com/SDEIS
or dial 833-858-5960 to sign up.

Mail Stop P-601

Baltimore, MD 21202

Elected officials will be invited to provide testimony first and will be allotted **five minutes** to speak. **Members of the public** will be allotted **three minutes per person** to provide verbal testimony. Responses to questions will not be given at the hearing. MDOT SHA and FHWA will consider and respond to substantive comments in the FEIS. Stakeholders are invited to:

- Provide verbal testimony at the hearing
 - Register for one of the sessions at OpLanesMD.com/SDEIS or by dialing 833-858-5960
 - Advance registration is required to be admitted to the phone queue for comment-register through November 1
 - Approved session time and instructions will be emailed to registrants prior to November 1
- Provide verbal testimony through voicemail:
 - Provide verbal testimony by dialing 855-432-1483 and leaving a single voicemail message limited to three minutes
 - Advance registration is not required - voicemail testimony will be accepted throughout the 45-day comment period

- Watch or listen live to the public hearing sessions:
 - Watch the livestream at OpLanesMD.com/SDEIS (closed captioning is available)
 - Listen via telephone by dialing 855-432-1483

SDEIS Document Availability

The SDEIS and its supporting information is available on the Op Lanes Maryland website at OpLanesMD.com/SDEIS. Hard copies are available for review starting on **Friday, October 1**.

Review Physical Copies In-Person

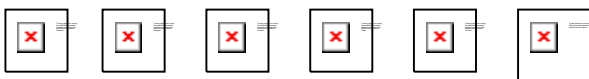
Request for Assistance

The Maryland Relay Service can assist teletype users at 7-1-1. Individuals 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 October 22, 2021.

Sincerely,

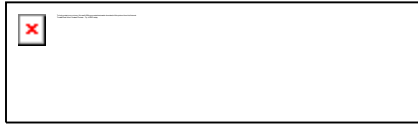
Jeffrey T. Folden, PE, DBIA

Deputy Director, I-495 & I-270 P3 Program



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Sent by oplanesmd@mdot.maryland.gov in collaboration with



Try email marketing for free today!

From: Audrey Kahane [REDACTED]
Sent: Sunday, November 28, 2021 3:21 PM
To: SHA OPLANESMLS
Subject: Beltway toll lanes

To MDOT:

I would like to register my opposition to the proposed Beltway toll lanes.

According to Appendix A of the SDEIS, round trip commute times would actually increase rather than decrease if these lanes are added.

There hasn't been an analysis of the impact on air pollution.

People are likely to continue working from home or commute part time, even beyond the pandemic, and it makes much more sense to encourage coordination of scheduling and explore other measures to reduce traffic congestion.

Sincerely,

Audrey Kahane

From: Kathleen Kain [REDACTED]
Sent: Friday, November 5, 2021 7:13 PM
To: SHA OPLANESMLS
Subject: Widening Interstates into and around DC

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

We don't need more asphalt and more cars. Every time a lane is added, traffic actually SLOWS DOWN and MORE ACCIDENTS occur.

- Increase mass transit
- Eliminate all ramps that allow a vehicle to cross directly over to another incoming ramp.
- Start bringing dangerous drivers to court.

Kathleen Kain

[REDACTED]

[REDACTED] Joy Chapel Rd

Hollywood, Maryland 20636

From: Harriet Kaplan <[REDACTED]>
Sent: Friday, November 19, 2021 1:32 PM
To: SHA OPLANESMLS
Subject: Oppose toll lanes on I270/I495

To Whom It May Concern:

I am writing to say that I am opposed to the proposed toll lanes on I270/I495 and I support the no-build option. It is my understanding that there is no evidence that this project will improve daily commutes, but there is evidence that it will cause major negative environmental impacts in addition to imposing unknown but probably substantial costs to citizens, both financial and quality of life.

I am a homeowner who lives about a mile inside the Beltway. My husband and I have been in this house since 1999. We have observed with dismay the mess and destruction caused by the Purple Line construction near our home (with no benefit to anyone thus far other than those who have made money from it) and fear the even greater impact the toll lanes project would have on our community.

Harriet Kaplan

[REDACTED] Whitney St

Silver Spring, MD 20901

From: Rebecca Kapstein [REDACTED]
Sent: Wednesday, November 24, 2021 7:35 AM
To: SHA OPLANESMLS
Subject: Oppose the toll lanes and support no-build option

To MDOT and FHWA:

I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION for the expansion of MD 495 and 270.

This expansion will destroy our communities.
This expansion will destroy our neighborhoods that we love.
This expansion will destroy our lives and way of life.

This expansion will wreak havoc on our adjoining roads.
This expansion will create larger entrance/exit ramps infiltrating our communities.
This expansion will destroy our way of life in Silver Spring.

This expansion will NOT improve commute times.
This expansion will create more noise pollution This expansion will create more more air and water pollution.

This expansion will destroy more than 500 acres of county and state parkland.
This expansion will destroy the parks, walkways and recreational areas so many of us use regularly.

Why would I want to continue to live and work in a state that cares so little for it's residents?
Why would I want to live in a county where we have to endure years of road construction?
Why would I want to live next next to a highway that looks like Rte 66 in VA? Have you driven there? Would you want to live next to that construction????

Why would I want to live in a state and county that thinks the ONLY way to improve traffic is to build antiquated highways? Without looking into more modern, forward thinking commuting options that are being instituted in other cities/states in the US and in other countries.

REALLY???

Why would I want to still live here in MOCO where the only reason to build this expansion is based on greed????

And do you really think the residents of this area are so gullible to believe that it won't cost us, the taxpayers, any additional monies???

This expansion is not a problem solver.
This expansion is not forward thinking.
This expansion will not improve the quality of our lives in the adjoining neighborhoods or throughout the counties.

This expansion will make many of us reconsider living in and supporting MOCO and the state of MD.
This expansion will make many of us MOVE our lives and our local businesses and our tax dollars to another state.

Shame on all of you who will vote for this. You are heartless if you do.

OPPOSE THE TOLL LANES AND SUPPORT THE NO_BUILD OPTION.

Rebecca Kapstein
Long time Silver Spring resident
Small, local business owner

From: [REDACTED] on behalf of Deniz Karadeniz
Sent: Friday, November 12, 2021 4:24 PM
To: SHA OPLANESP3
Subject: Stop the waste (of time)

Dear Secretary of Transportation Greg Slater,

The first phase of the Maryland P3 program would have an immediate impact on my quality of life by shortening my commute.

Key improvements to the American Legion Bridge & I-270/I-495, like the regional express toll lanes could save commuters up to 75 hours per year. That is 75 more hours I can spend with my family and doing the things I love.

In addition, I have seen more and more drivers acting impatient and driving very aggressively putting their and my life on the line. There is already personal challenges we are facing everyday. Limiting the amount of the time spent on the roads would certainly give me more time to enjoy the life to the fullest.

Please support making key improvements to I-270/I-495 and American Legion Bridge including free HOV passage on regional express toll lanes!

Sincerely,
Deniz Karadeniz

[REDACTED] Becontree Ter Broadlands, VA 20148-4593 [REDACTED]

JAMES KASAB

I did view that Am Legion and Rt 270 Plans. Marylanders pay -via gas tax, property taxes, and Fed. Infrastructure funds, now to be made available to MD.

The I270 improvement is important. What did not seem to be noted was that rush/traffic load heavy on the weekday mornings from Frederick, MD down to Rt 495. Why not two lanes down that can be changed to 2 lanes up, which is done on I 95 VA? It did not seem like MD was willing to put any cash out, just collect money from the drivers--which would go to TOLL collectors , and zero to Marylanders, even as the TOLL rates continued to increase.

From: Tracey katsouros <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 12:15 PM
To: SHA OPLANESMLS
Subject: Beltway & I-270

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

SDEIS still lacks complete studies on environmental justice, climate change, wildlife, and waterways impact, and fails to include transit alternatives. The Managed Lanes highway expansion project pushes far beyond the climate constraints people and the environment are currently experiencing today.

Tracey katsouros

[REDACTED]

[REDACTED] Harwich dr

Waldorf , Maryland 20601

Arthur Katz

Tables in Text may be better viewed in uploaded SDEIS comments 33 file

Testimony on the I-495 & I-270 Managed Lanes Study (MLS) Supplemental Draft Environmental Impact Statement (SDEIS) and Overall Project

Submitted by Arthur M. Katz

■ Stevenage Circle

Rockville, Maryland 20850

Email: ■■■■■■■■■■

Thank you for the opportunity to present testimony and comments.

The SDEIS is inadequate and the proposed I-495/I-270 Preferred Alternative should be rejected. The No Build should be the selected alternative.

This project is a mess, driven by political not transportation imperatives. This SDEIS has failed to comply with the requirements for an acceptable EIS in several ways which are discussed below.

In the early 1970s I was the chief negotiator for the largest coalition of community and environmental groups in a study called the Boston Transportation Planning Review (BTPR). The BTPR was funded by the U.S. Department of Transportation (DOT) to be the model for its Environmental Impact Statement (EIS) process requirements. The National Environmental Policy Act (NEPA) was newly enacted, and DOT needed a model to develop its response.

The bottom line of this process was all the planned urban highways were eliminated in favor of mass transit. The Republican Governor of Massachusetts successfully worked with Congress to open the Highway Trust Fund to allow funding mass transit project. The BTPR became the model for DOT's EIS requirements.

The conduct, or at least the critical early conduct of this EIS study would have been totally recognizable and comfortable for 1960s highway planners ♦ an approach long relegated to history.

The Fundamental problem with this project is that MDOT/SHA ran or was forced to run the planning process backwards. The Governor decided what the final result had to be, before MDOT designed the project. MDOT has spent all its time and energy justifying the project, trying to placate various enraged and astonished groups/communities/political officials, trying to fix the vexing problems it created, and generally letting politics drive the final sad result. Politics is always a significant part of any highway or transportation planning process, but this time it was 95% politics from the beginning to the end. MDOT is like the loyal employee trailing the parade, cleaning up the mess.

Let's look at why the No Build (NB) should be the selected alternative.

The SDEIS and DEIS failed to satisfy MDOT's own criteria for success.

- a. The Preferred Alternative does not accommodate Existing Traffic and Long-Term Growth. Instead, it creates a new Chokepoint on the Beltway between the two I-270 spurs that promises a traffic mess into the indeterminate future. It also works at cross purposes with its own new traffic management project, producing an unnecessary construction mess on I-270 as well as undermining long-term of economic productivity, particularly in the City of Rockville and nearby communities.
- b. The Preferred Alternative does not Enhance Trip Reliability but introduces instability, especially in the highway area surrounding the I-270/Beltway split.
- c. The Preferred Alternative certainly does not Accommodate Homeland Security. The consequence of having a Chokepoint affecting not only the east-west movement of the Beltway, but the North-South movement on I-270 cannot be characterized as any improvement in times of crisis.
- d. The idea that the Billions that will be spent on this project results in a level of Improved Movement of Goods and Services worth the cost is certainly not proven.

More specific details:

1. Maryland Department of Transportation (MDOT) refuses to acknowledge that its new traffic management system the, "I-270 Innovative Congestion Management Project (IICMP)," implemented by MDOT/State Highway Administration (SHA) on I-270 will solve many of the traffic issues on I-270 over the next 25 years without new construction.

Based on the SDEIS the southbound AM trips in 2045 from I-370 to destinations such as River Road, Clara Barton Parkway and George Washington Parkway (GW) will be 40-50 % faster for the No Build Alternative than pre-pandemic trip travel times.

The dramatic reductions in travel times for the MDOT/SHA management system found in the SDEIS are shown in the Table below. The subtitle in the Table designated "Current," is the pre-pandemic travel times.

For example, the trip from I-370 to River Road on the Beltway will take half the time it took pre-pandemic (13 minutes vs. the pre-pandemic 26.2 minutes, average speed for the trip 46 mph vs. 21 pre-pandemic. See Table 2, SDEIS Appendix A.

The MDOT IICMP website cites a 30-minute reduction in travel time from the implementation of this project on I-270 between Frederick and I-495, see figure 1. Using the IICMP projections there is about a 19-minute time savings from Clarksburg, I-121 to I-495 and about a 13-minute savings for a trip between I-121 and I-370. If you started a trip at the Clarksburg exit and traveled to River Road you would save close to 20 minutes. The time savings would begin now and continue to 2045 in relation to pre-pandemic travel times.

The numbers cited are all MDOT or its contractor's projections, but they give you a sense of the potential.

Current and future I-270 traveler will be overjoyed, since the travel time reduction is projected to 2045, I-270 travelers will continue to experience these benefit for 25 years despite increasing traffic. This data undermines the justification for the proposed major highway project on I-270, particularly below I-370.

Table 1: Traffic Management Effects: 2045 Morning Peak vs. Pre-pandemic (Current) Travel Times

Morning Current No Build Reduction % No Build

I370-GW 29.9 17.2 42%

i370-Clara B 29.2 16.5 43%

I-370-Rive R 26.2 13.0 50%

What is also not acknowledged by MDOT is, as discussed below, the evening return trip travel times to I-370 decisively favors the No Build (NB) alternative.

2. The disastrous chokepoint created by the incomprehensible politically driven decision to terminate the Beltway toll lanes between the I-270 spurs, means that the No Build (NB) has faster round trips and PM Peak trips (significant shorter travel times) compared to the General Purpose (GP) lanes of the Toll Road.

Specifically, for travel between I-370 and the critical exits at George Washington and Clara Barton Parkways, and River Road, the No Build round trips (morning and evening) to and from these exits are 7.3, 8.6 and 5 minutes faster, respectively, than the General Purpose (GP) lanes of the Preferred Alternative. The No Build evening trips alone are 9.9, 11.3, and 6.4 minutes faster than travel on the GP lanes. These results are based on MDOT's own data from Travel Time Matrix Tables in Draft Supplemental Environmental Impact Statement (SDEIS) and Updated Draft Section 4(f) Evaluation, Appendix A, Attachment D (pages have no numbers in any of the attachments to the appendix). See Table 2 below.

Table 2: Travel Times for AM and PM trips in Minutes

Trip I-370 to AM PM Total Time

2045 2045 return Roundtrip

River Road

NB (No Build) 13 24.4 37.4

Toll GP 11.6 30.8 42.4

Time Difference 1.4 6.4 NB faster 5

Clara Barton NB 16.5 37.3 53.8

Parkway Toll GP 13.8 48.6 62.4

Time Difference 2.7 11.3 NB faster 8.6

GW Parkway NB 17.2 42.0 59.2

Toll GP 14.6 52.1 66.7

Time Difference 2.6 9.9 NB Faster 7.3

As an indicator of the damaging impact the desperate politically driven transportation decision to truncate the Beltway toll lanes between the I-270 spurs we can examine the original DEIS. The DEIS showed in 2040, the round trip from I-370 to River Road and back actually had the GP lanes 12 second faster (30 minutes 30 seconds) vs. the No Build (30 minutes 42 seconds). In contrast, with the Chokepoint, the GP lanes are now 5 minutes (300 seconds) slower.

To further reinforce the Chokepoint mistake, the 2040 DEIS evening trip to I-370 from the Clara Barton had the GP lanes two minutes faster than No Build, but with the Chokepoint that trip is 11.3 minutes slower for a flip of 13 minutes.

Commuter would certainly notice the meaningful difference of 6 to 11 minutes between No Build difference in travel time for the evening (PM) trip versus the GP lanes. The difference represents 20% faster trips for the No Build alternative.

The reason for the time advantage for the No Build in the PM is clearly the Chokepoint ending the Beltway toll lanes between the I-270 spurs. That can be seen in examining the trip time for the No Build and GP lanes. The difference between the NB and GP travel times in the PM peak for the trip from River Road to the next eastbound Beltway Exit, Old Georgetown Road has the GP lanes 4.6 minutes slower than the NB lanes, Table 3A, below.

The trip from River Road to Democracy Boulevard, the first northbound exit on I-270 after River Road, finds the trip on the GP lanes 6.3 minutes slower than the NB, Table 3B. It reflects the fact that the ending of the toll lanes on the Beltway between the east and west I-270 spurs has created so much congestion that it backs up traffic into the Beltway Inner Loop west of the I-270/I-495 split.

The backup screws the drivers in the GP lanes eastbound on the Beltway and northbound on I-270. The impact of the construction of the toll road can be seen in Table 3B below, where in the DEIS the 2040 projections for travel times for the No Build vs. GP lanes to Democracy Boulevard from the River Road exit were almost identical (48 second difference) not a 6.3-minute difference.

What is clear, based on MDOT's own projections for the round-trip numbers in the SDEIS, Appendix A, Table 2 there are no real travel time difference in the round trip from I-370 to I-495 for No Build (32 minutes) and the GP lanes (31 minutes).

That can only mean that the Chokepoint drives congestion into the section of the Beltway between River Road and the split. It is likely that congestion extends even further back toward the Clara Barton/American Legion Bridge. The evening trip from the Clara Barton Parkway to I-370 show a difference between the No Build lanes and the GP lanes of 11.6 minutes, almost twice as large as the difference for the No Build vs. GP for the trip from River Road, 6.3 minutes.

Table 3A

River Road to Old NB 37.3

Georgetown Road Toll 41.9

Difference 4.6

Table 3B
River Road to 2040 2045
Democracy Exit, Spur NB 6.6 10.4
Toll 7.4 16.7
Difference 0.8 6.3

Within the Preferred Alternative project area, the traffic situation is a mess with virtually no benefit for the billions of dollars of cost and the environmental, economic, traffic, and community impacts.

The Chokepoint undermines the idea of improvement of goods and services movement and accommodating current traffic and long-term growth, The Preferred alternative is not enhancing reliability and certainly not addressing accommodating Homeland security. In a crisis evacuation, throwing in a chokepoint for east/west and north/south (I-270) highway flow would not be benefit.

3. The I-270 portion of the proposed expansion should be removed from further consideration.

MDOT's own analysis, Table 2, SDEIS Appendix A, Attachment D, reveals no meaningful differences in travel times for trips between I-370 and I-495 for No Build alternative vs. the GP lanes for AM and PM trips. The difference is one minute for the AM and one for the PM trips ♦ within the margin of error. In fact, in the 2040 DEIS version the GP Northbound trip was projected to be a minute slower than the NB. In addition, the toll lanes have marginal benefit on the order of a 2-3 minutes per AM and PM.

As noted in the first section above, the No Build trips between I-370 and various Beltway exits west of the I-270 spurs have dramatically reduced travel times from pre-pandemic times without building anything ♦ just managing intelligently. So, the No Build on I-270 would already be addressing travel time frustrations.

Moreover, as described in the next section, the Preferred Alternative would not measurably improve the functioning of I-270 north of I-370.

The bottom line is the toll lane benefits cannot compare to the community and construction traffic chaos and billion-dollar cost of rebuilding all interchanges and the two bridges over I-270.

In order to minimize significant land takings, the proposal for adding a lane to I-270 will require the repurposing of the current concrete separator lane between the local and main travel lanes. Most of the separator is the equivalent of a jersey wall, but the lane also included the Northbound and Southbound support structures for the Montrose, Falls Road, MD 62 and Shady Grove Interchanges. Only the central support for these interchanges will remain untouched.

To avoid complete collapse of the interchange deck, reconstruction will be required over a period of years (upwards of 5 years). The ensuing construction chaos will disrupt I-270 flow and damage the

economic, environmental and community life of Rockville as well as cost upwards of a billion dollars.

The construction impacts have never been described in appropriate detail in the DEIS or the SDEIS. In addition to traffic chaos, there will be serious dust levels during deconstruction and reconstruction at for example the Julius West Middle school that literally abuts the Falls Road Interchange.

Moreover, the proposed expansion of I-270 to 14 lanes under the Preferred Alternative is in a residential area that already has 12 lanes, which equals the 12 lanes at the widest point on the New Jersey Turnpike that in contrast passes through industrial areas.

Even more pertinent is the current 12 lane section from I-370 to the I-270 split (including the existing 14 lanes portion between the Montrose to I-270 split) equally the 12 lanes of the Virginia Beltway toll road ♦ which has become the gold standard for MDOT planning. If MDOT insists it can't manage 12 lanes, why should we believe, it will be better at 14. In fact, the SDEIS and DEIS show the Preferred Alternative isn't better - it is not better than the No Build.

Ironically, MDOT/SHA's current traffic improvement upgrade, discussed above, will create at various points within the proposed toll project area at least 14 lanes. It will achieve this expansion by transforming the prior breakdown lane in the local lane section of I-270, into a short-distance travel lane between two adjacent exits. Instead of immediately merging traffic from the entrance ramp into two local lanes the entrance ramp merges into a separate lane, the former breakdown lane, until it meets the exit ramp of the next interchange. It is not a perfect solution but instead of spending hundreds of millions of dollars it is sensible.

What is clear, with creative engineering you can manage traffic within the I-270 Preferred Alternative expansion area. This is clearly indicated with the traffic speed maps in the attached figure 2 and 3 from Appendix A, Attachment C of the SDEIS. The NO Build speed maps for I-270 show an essentially free flowing morning traffic below I-370 and a generally free flowing but partially constrained flow in the PM rush. However, the No Build flow map for the northbound afternoon peak differs little from the GP flow map during the same period

Couple the excellent performance of the MDOT traffic management system with the unimpressive performance of the Preferred Alternative on I-270, particularly in the GP portion and the lack of substantial improvement to I-270 above I-370 with the introduction of the Preferred Alternative leads to:

The inevitable conclusion is that in relation to the environment, human and financial costs the proposed Preferred Alternative toll road segment on I-270 is a gigantic waste of money.

4. There is a myth that the proposed toll road will help the up-county traffic situation.

What is clear from MDOT's own projections for I-270 in the SDEIS, traffic patterns for the No Build or the toll Alternative between I-370 to the intersection of the Spurs/Beltway do not determine the flow of traffic above I-370.

The SDEIS contains in Appendix A, Attachment C what MDOT calls speed maps. The idea is that highway speed can be represented by a color. The worse the traffic and congestion the more intense the color ♦ so you go from green for high-speed smooth flowing traffic, to serious congestion, represented by more and more intense red. Appendix A attachment C) has maps that trace traffic at different times of day at different exits of I-270 and the Beltway,

For example, Figure 2 (see an attached example) shows the traffic speed pattern for the morning peak southbound trip on I-270 from MD85 near Frederick to where the I-270 Spurs meets the Beltway. The No Build the map show red indicating serious congestion between the City of Frederick and Hyattstown (MD109). After MD109 traffic speeds up, flowing around the speed limit until Father Hurley Boulevard (MD27). At that point traffic gets congested again from MD27 to MD 117. Congestion ends above I-370. Below I-370 traffic flows at a relatively high speed.

What does this pattern mean? Basically, if you have pockets of congestion instead of continuous congestion, the congestion is self-contained. That is, it is basically controlled by the physical configuration (number of lanes, etc.) within that section of the highway as well as the traffic coming into or leaving the highway from the entry/exit points (interchanges) within that segment of the highway.

For example, if the adjoining segments of highway with high congestion were influencing each other you would expect to see a continuous red color on the map.

However, that is not what MDOT's own speed map projections show. Quite the opposite. From I-370 southward the traffic is moving just fine. North of I-370 we have the pattern of periodic congestion. You can draw the obvious conclusion that whatever is happening south of I-370 does not have a significant influence north of I-370.

If we examine the speed map for the morning peak southbound on I-270 for the GP lanes of the Preferred Alternative, we find an overall traffic speed pattern similar to the No Build. It means that the Preferred Alternative does not have a significant influence on traffic above I-370.

Examining the speed maps for the northbound evening peak trips for the No Build and GP lanes ♦display a similar speed pattern above I-370, as they should since the toll lanes have disappeared at I-370. The highway physical configurations (6 lanes becoming 2 lanes) and the pattern of traffic entering and leaving I-270 should be essentially identical for the No Build and GP lanes Northbound above I-370. These factors are what drives the traffic flow not the No Build or Preferred Alternative. In fact, a significant deviation in the traffic patterns would indicate the models are not working properly.

The bottom line is clear. Building the Preferred Alternative below I-370 does not create any significant improvement in the functioning of I-270 above I-370, certainly not in relation to the No Build.

5. Finally, MDOT has selected misleading traffic endpoints to display to the public in the SDEIS that obscure the seriousness of the traffic failures produced by the new I-495/I-270 toll lanes in the

area of their construction. Some of the graphics are just plain wrong and other are just incomprehensible and illogical.

Examining trips from VA-193 to MD5, while not displaying the unfavorable travel times for the Preferred Alternative between I-370 and the George Washington and Clara Barton Parkways and River Road exits is unacceptable. With this strategy MDOT avoids owning up to the failures of the proposed Toll Alternative vs. the No Build - misleading everyone.

If trips beginning at GW parkway at the American Legion Bridge, Clara Barton Parkway or River Road to I-370 were shown, they would reveal as noted in section 2 above, the GP lanes of the Preferred Alternative for round trips and evening trips are significant slower than those of the No Build ♦ e.g., 6.5 to 11 minutes in the evening. These trips patterns represent the essence of the rationale of this construction plan. But instead MDOT displays in the prominent Table 2, SDEIS Appendix A the trips between I-370 and the intersection point of the Beltway/I-270 spur.

While the trip is of interest, it is the most favorable travel time comparison between the No Build and GP lanes for trips involving I-270.

Also troubling is the SDEIS Table 3.8 which has identical corridor travel speeds for the No Build and Preferred Alternative GP lanes going from the George Washington Parkway to I-270 West Spur in the PM. This completely contradicts MDOT's own Travel Time Matrix Tables. The travel time for the No Build from the GW Parkway to River Road is 3.6 minutes faster than the GP time and the No Build trip from River Road to exit 1 on the West I-270 spur was already shown above to be 6.3 minutes faster than the GP time (there is no I-270 west spur end point in the Travel Time Matrix so I had to bracket it before and after). You can see the No Build travel time is much faster than the GP lanes and thus the travel speed must be faster ♦ contradicting the Table.

The ironically titled SDEIS Appendix A, Attachment E, "Travel Time Graphs for Key Segments," provides a further example of the same misleading and wrong information. In this Attachment is the Figure 4 "Commute from the American Legion Bridge to ICC (PM)," ♦ which of course has no page number. The figure incorrectly shows that the PM travel time is faster for the GP lanes vs. the NB until it reaches the I-270/I-495 Beltway split. According to MDOT's travel time numbers in its Travel Time Matrix Tables, the Clara Barton Parkway to River Road trip for the GP lanes is slower than the No Build. This figure also incorrectly shows the No Build and GP lane travel times are essentially the same for the trip from the American Legion Bridge (ALB) to I-370 - 50 minutes for the No Build and 51 for the GP lanes. However, MDOT's own Travel Time Matrix numbers for the PM trip from the GW Parkway (at the ALB) to I-370 supports the No Build which is 10 minutes faster ♦ 42 minutes for the No Build and 52.1 minutes for the GP lanes. Where did misleading seriously incorrect figure and Table come from?

There are more puzzling and ridiculous Figures. The Figure 5 titled, "I-95 to the Woodrow Wilson Bridge" makes no sense. By I-95 the effect of the toll lane should have disappeared, and the Figure does show that from I-95 to MD 218 ♦ Suitland Parkway, the NB and GP travel times are essentially exactly the same. Suddenly at

Suitland Parkway without any rhyme or reason the NB becomes slower than the GP lanes. Whatever is going on cannot have any relationship to the I-495/I-270 project and the question is why is the figure in the SDEIS?

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In addition, there are major intersecting highways such as Route 355, Connecticut Avenue, Georgia Avenue, Colesville Road, University Avenue, I-95 and the Baltimore Washington Parkway along the 30 miles route that dominate the traffic numbers in the intersecting segments of the Beltway.

In this context, any difference in the MDOT Beltway traffic projections east of where the eastern I-270 spur intersects the Beltway are essentially meaningless in determining the value of the current MDOT project. Estimates within maybe a few miles of the ending toll road such as Georgia Avenue may have some value, particularly west bound.

But focusing on differences of I-95 to MD5 trip times are a diversion. They clutter up the Table leaving the public confused about what is important.

But even for Beltway traffic projections near where the toll lanes end, leave a question about whether they have a determinative effect on traffic. The toll lanes on the Beltway end before the eastern I-270 spur intersects the Beltway. The volume of traffic where the toll lanes ends is reflected most critically in the PM peak numbers.

The end of the toll lanes occurs in the Old Georgetown Road to 355 Beltway segment. Critically this segment has a PM average traffic volume of 4418 for the No Build. The next eastbound Beltway segment, 355 to Connecticut Avenue, has a No Build PM 4-hour average volume of 8423. The volume of traffic doubles going from the Old Georgetown Road/355 segment to the next segment 355/Connecticut Avenue. The doubling phenomenon, from the Old Georgetown Road/355 segment to 355/Connecticut, is also found for the GP Preferred Alternative. The traffic volumes in the 355/Connecticut segment will completely overwhelms any effect of any of the differences between the NB and GP at the end of the toll lanes. The difference is 1%. How can MDOT credibly interpret any dramatic change 5 miles much less 30 miles further on?

An example of the confusing behavior of the projections is a comparison of the next Beltway segments, 355 to Connecticut (4-hour average traffic volume for NB is 8423 and the GP lanes 8298) and the next segment Connecticut to Georgia Avenue (NB 9145 and GP 8900) ♦ data can be found in the Tables of Appendix A, Attachment B.

The difference in the traffic volume between the No Build and GP lanes is 1.5 percent for the

355/Conn. segment and 2.5 percent for the Conn/Georgia segment, with the No Build volume slightly larger, except in the 4 to 5 PM hour, where the NB volumes in the two segments are 3.5 percent and 4.5 percent higher, respectively. Nevertheless, the projected travel times by the MDOT model show a 30% travel time advantage for the GP in the 355 to Conn. segment and a 40% in the Conn.to Georgia segment. It is difficult to see how that is possible, given the very small differences in volume unless the model for these segments still has embedded some aspects of the now deleted eastern toll lanes.

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In essence the project is a clich ♦ ♦ a house of cards some of which have already fallen.

**Testimony on the I-495 & I-270 Managed Lanes Study (MLS)
Supplemental Draft Environmental Impact Statement (SDEIS) and
Overall Project**

**Submitted by Arthur M. Katz
■ Stevenage Circle
Rockville, Maryland 20850
Email: [REDACTED]**

Thank you for the opportunity to present testimony and comments.

The SDEIS is inadequate and the proposed I-495/I-270 Preferred Alternative should be rejected. The No Build should be the selected alternative.

This project is a mess, driven by political not transportation imperatives. This SDEIS has failed to comply with the requirements for an acceptable EIS in several ways which are discussed below.

In the early 1970s I was the chief negotiator for the largest coalition of community and environmental groups in a study called the Boston Transportation Planning Review (BTPR). The BTPR was funded by the U.S. Department of Transportation (DOT) to be the model for its Environmental Impact Statement (EIS) process requirements. The National Environmental Policy Act (NEPA) was newly enacted, and DOT needed a model to develop its response.

The bottom line of this process was all the planned urban highways were eliminated in favor of mass transit. The Republican Governor of Massachusetts successfully worked with Congress to open the Highway Trust Fund to allow funding mass transit project. The BTPR became the model for DOT's EIS requirements.

The conduct, or at least the critical early conduct of this EIS study would have been totally recognizable and comfortable for 1960s highway planners – an approach long relegated to history.

The Fundamental problem with this project is that MDOT/SHA ran or was forced to run the planning process backwards. The Governor decided what the final result had to be, before MDOT designed the project. MDOT has spent all its time and energy justifying the project, trying to placate various enraged and astonished groups/communities/political officials, trying to fix the vexing problems it created, and generally letting politics drive the final sad result. Politics is always a significant part of any highway or transportation planning process, but this time it was 95% politics from the beginning to the end. MDOT is like the loyal employee trailing the parade, cleaning up the mess.

Let's look at why the No Build (NB) should be the selected alternative.

The SDEIS and DEIS failed to satisfy MDOT's own criteria for success.

- a. **The Preferred Alternative does not accommodate Existing Traffic and Long-Term Growth. Instead, it creates a new Chokepoint on the Beltway between the two I-270 spurs that promises a traffic mess into the indeterminate future. It also works at cross purposes with its own new traffic management project, producing an unnecessary construction mess on I-270 as well as undermining long-term of economic productivity, particularly in the City of Rockville and nearby communities.**
- b. **The Preferred Alternative does not Enhance Trip Reliability but introduces instability, especially in the highway area surrounding the I-270/Beltway split.**
- c. **The Preferred Alternative certainly does not Accommodate Homeland Security. The consequence of having a Chokepoint affecting not only the**

east-west movement of the Beltway, but the North-South movement on I-270 cannot be characterized as any improvement in times of crisis.

- d. The idea that the Billions that will be spent on this project results in a level of Improved Movement of Goods and Services worth the cost is certainly not proven.**

More specific details:

- 1. Maryland Department of Transportation (MDOT) refuses to acknowledge that its new traffic management system the,” I-270 Innovative Congestion Management Project (IICMP),” implemented by MDOT/State Highway Administration (SHA) on I-270 will solve many of the traffic issues on I-270 over the next 25 years without new construction.**

Based on the SDEIS the southbound AM trips in 2045 from I-370 to destinations such as River Road, Clara Barton Parkway and George Washington Parkway (GW) will be 40-50 % faster for the No Build Alternative than pre-pandemic trip travel times.

The dramatic reductions in travel times for the MDOT/SHA management system found in the SDEIS are shown in the Table below. The subtitle in the Table designated “Current,” is the pre-pandemic travel times.

For example, the trip from I-370 to River Road on the Beltway will take half the time it took pre-pandemic (13 minutes vs. the pre-pandemic 26.2 minutes, average speed for the trip 46 mph vs. 21 pre-pandemic. See Table 2, SDEIS Appendix A.

The MDOT IICMP website cites a 30-minute reduction in travel time from the implementation of this project on I-270 between Frederick and I-495, see figure 1. Using the IICMP projections there is about a 19-minute time savings from Clarksburg, I-121 to I-495 and about a 13-

minute savings for a trip between I-121 and I-370. If you started a trip at the Clarksburg exit and traveled to River Road you would save close to 20 minutes. The time savings would begin now and continue to 2045 in relation to pre-pandemic travel times.

The numbers cited are all MDOT or its contractor's projections, but they give you a sense of the potential.

Current and future I-270 traveler will be overjoyed, since the travel time reduction is projected to 2045, I-270 travelers will continue to experience these benefit for *25 years* despite increasing traffic. This data undermines the justification for the proposed major highway project on I-270, particularly below I-370.

Table 1: Traffic Management Effects: 2045 Morning Peak
vs. Pre-pandemic (Current) Travel Times
Travel Times

Morning	Current	No Build	Reduction % No Build
I370-GW	29.9	17.2	42%
i370-Clara B	29.2	16.5	43%
I-370-Rive R	26.2	13.0	50%

What is also not acknowledged by MDOT is, as discussed below, the evening return trip travel times to I-370 decisively favors the No Build (NB) alternative.

2. The disastrous chokepoint created by the incomprehensible politically driven decision to terminate the Beltway toll lanes between the I-270 spurs, means that the No Build (NB) has faster round trips and PM Peak trips (significant shorter travel times) compared to the General Purpose (GP) lanes of the Toll Road.

Specifically, for travel between I-370 and the critical exits at George Washington and Clara Barton Parkways, and River Road, the No Build round trips (morning and evening) to and from these exits are 7.3, 8.6 and 5 minutes faster, respectively, than the General Purpose (GP) lanes of the Preferred Alternative. The No Build evening trips alone are 9.9, 11.3, and 6.4 minutes faster than travel on the GP lanes. These results are based on MDOT's own data from Travel Time Matrix Tables in Draft Supplemental Environmental Impact Statement (SDEIS) and Updated Draft Section 4(f) Evaluation, Appendix A, Attachment D (pages have no numbers in any of the attachments to the appendix). See Table 2 below.

Table 2: Travel Times for AM and PM trips in Minutes

Trip I-370 to		AM 2045	PM 2045 return	Total Time Roundtrip
River Road				
	NB (No Build)	13	24.4	37.4
	Toll GP	11.6	30.8	42.4
Time Difference		1.4	6.4	NB faster 5
Clara Barton Parkway				
	NB	16.5	37.3	53.8
	Toll GP	13.8	48.6	62.4
Time Difference		2.7	11.3	NB faster 8.6
GW Parkway				
	NB	17.2	42.0	59.2
	Toll GP	14.6	52.1	66.7
Time Difference		2.6	9.9	NB Faster 7.3

As an indicator of the damaging impact the desperate politically driven transportation decision to truncate the Beltway toll lanes between the I-

270 spurs we can examine the original DEIS. The DEIS showed in 2040, the round trip from I-370 to River Road and back actually had the GP lanes 12 second faster (30 minutes 30 seconds) vs. the No Build (30 minutes 42 seconds). In contrast, with the Chokepoint, the GP lanes are now 5 minutes (300 seconds) slower.

To further reinforce the Chokepoint mistake, the 2040 DEIS evening trip to I-370 from the Clara Barton had the GP lanes two minutes *faster* than No Build, but with the Chokepoint that trip is 11.3 minutes *slower* for a flip of 13 minutes.

Commuter would certainly notice the meaningful difference of 6 to 11 minutes between No Build difference in travel time for the evening (PM) trip versus the GP lanes. The difference represents 20% faster trips for the No Build alternative.

The reason for the time advantage for the No Build in the PM is clearly the Chokepoint ending the Beltway toll lanes between the I-270 spurs. That can be seen in examining the trip time for the No Build and GP lanes. The difference between the NB and GP travel times in the PM peak for the trip from River Road to the next eastbound Beltway Exit, Old Georgetown Road has the GP lanes 4.6 minutes slower than the NB lanes, Table 3A, below.

The trip from River Road to Democracy Boulevard, the first northbound exit on I-270 after River Road, finds the trip on the GP lanes 6.3 minutes slower than the NB, Table 3B. It reflects the fact that the ending of the toll lanes on the Beltway between the east and west I-270 spurs has created so much congestion that it backs up traffic into the Beltway Inner Loop west of the I-270/I-495 split.

The backup screws the drivers in the GP lanes eastbound on the Beltway and northbound on I-270. The impact of the construction of the toll road can be seen in Table 3B below, where in the DEIS the 2040 projections for travel times for the No Build vs. GP lanes to Democracy Boulevard

from the River Road exit were almost identical (48 second difference) not a 6.3-minute difference.

What is clear, based on MDOT's own projections for the round-trip numbers in the SDEIS, Appendix A, Table 2 there are no real travel time difference in the round trip from I-370 to I-495 for No Build (32 minutes) and the GP lanes (31 minutes).

That can only mean that the Chokepoint drives congestion into the section of the Beltway between River Road and the split. It is likely that congestion extends even further back toward the Clara Barton/American Legion Bridge. The evening trip from the Clara Barton Parkway to I-370 show a difference between the No Build lanes and the GP lanes of 11.6 minutes, almost twice as large as the difference for the No Build vs. GP for the trip from River Road, 6.3 minutes.

Table 3A

River Road to Old	NB	37.3
Georgetown Road	Toll	41.9
Difference		4.6

Table 3B

River Road to		2040	2045
Democracy	NB	6.6	10.4
Exit, Spur			
	Toll	7.4	16.7
Difference		0.8	6.3

Within the Preferred Alternative project area, the traffic situation is a mess with virtually no benefit for the billions of dollars of cost and the environmental, economic, traffic, and community impacts.

The Chokepoint undermines the idea of improvement of goods and services movement and accommodating current traffic and long-term growth, The Preferred alternative is not enhancing reliability and certainly not addressing accommodating Homeland security. In a crisis evacuation, throwing in a chokepoint for east/west and north/south (I-270) highway flow would not be benefit.

3. The I-270 portion of the proposed expansion should be removed from further consideration.

MDOT's own analysis, Table 2, SDEIS Appendix A, Attachment D, reveals no meaningful differences in travel times for trips between I-370 and I-495 for No Build alternative vs. the GP lanes for AM and PM trips. The difference is one minute for the AM and one for the PM trips – within the margin of error. In fact, in the 2040 DEIS version the GP Northbound trip was projected to be a minute slower than the NB. In addition, the toll lanes have marginal benefit on the order of a 2-3 minutes per AM and PM.

As noted in the first section above, the No Build trips between I-370 and various Beltway exits west of the I-270 spurs have dramatically reduced travel times from pre-pandemic times without building anything – just managing intelligently. So, the No Build on I-270 would already be addressing travel time frustrations.

Moreover, as described in the next section, the Preferred Alternative would not measurably improve the functioning of I-270 north of I-370.

The bottom line is the toll lane benefits cannot compare to the community and construction traffic chaos and billion-dollar cost of rebuilding all interchanges and the two bridges over I-270.

In order to minimize significant land takings, the proposal for adding a lane to I-270 will require the repurposing of the current concrete separator lane between the local and main travel lanes. Most of the separator is the equivalent of a jersey wall, but the lane also included the Northbound and Southbound support structures for the Montrose, Falls Road, MD 62 and Shady Grove Interchanges. Only the central support for these interchanges will remain untouched.

To avoid complete collapse of the interchange deck, reconstruction will be required over a period of years (upwards of 5 years). The ensuing construction chaos will disrupt I-270 flow and damage the economic, environmental and community life of Rockville as well as cost upwards of a billion dollars.

The construction impacts have never been described in appropriate detail in the DEIS or the SDEIS. In addition to traffic chaos, there will be serious dust levels during deconstruction and reconstruction at for example the Julius West Middle school that literally abuts the Falls Road Interchange.

Moreover, the proposed expansion of I-270 to 14 lanes under the Preferred Alternative is in a residential area that already has 12 lanes, which equals the 12 lanes at the widest point on the New Jersey Turnpike that in contrast passes through industrial areas.

Even more pertinent is the current 12 lane section from I-370 to the I-270 split (including the existing 14 lanes portion between the Montrose to I-270 split) equally the 12 lanes of the Virginia Beltway toll road – which has become the gold standard for MDOT planning. If MDOT insists it can't manage 12 lanes, why should we believe, it will be better at 14. **In fact, the SDEIS and DEIS show the Preferred Alternative isn't better - it is not better than the No Build.**

Ironically, MDOT/SHA's current traffic improvement upgrade, discussed above, will create at various points within the proposed toll

project area at least 14 lanes. It will achieve this expansion by transforming the prior breakdown lane in the local lane section of I-270, into a short-distance travel lane between two adjacent exits. Instead of immediately merging traffic from the entrance ramp into two local lanes the entrance ramp merges into a separate lane, the former breakdown lane, until it meets the exit ramp of the next interchange. It is not a perfect solution but instead of spending hundreds of millions of dollars it is sensible.

What is clear, with creative engineering you can manage traffic within the I-270 Preferred Alternative expansion area. This is clearly indicated with the traffic speed maps in the attached figure 2 and 3 from Appendix A, Attachment C of the SDEIS. The NO Build speed maps for I-270 show an essentially free flowing morning traffic below I-370 and a generally free flowing but partially constrained flow in the PM rush. However, the No Build flow map for the northbound afternoon peak differs little from the GP flow map during the same period

Couple the excellent performance of the MDOT traffic management system with the unimpressive performance of the Preferred Alternative on I-270, particularly in the GP portion and the lack of substantial improvement to I-270 above I-370 with the introduction of the Preferred Alternative leads to:

The inevitable conclusion is that in relation to the environment, human and financial costs the proposed Preferred Alternative toll road segment on I-270 is a gigantic waste of money.

4. There is a myth that the proposed toll road will help the up-county traffic situation.

What is clear from MDOT's own projections for I-270 in the SDEIS, traffic patterns for the No Build or the toll Alternative between I-370 to the intersection of the Spurs/Beltway do not determine the flow of traffic above I-370.

The SDEIS contains in Appendix A, Attachment C what MDOT calls speed maps. The idea is that highway speed can be represented by a color. The worse the traffic and congestion the more intense the color – so you go from green for high-speed smooth flowing traffic, to serious congestion, represented by more and more intense red. Appendix A attachment C) has maps that trace traffic at different times of day at different exits of I-270 and the Beltway,

For example, Figure 2 (see an attached example) shows the traffic speed pattern for the morning peak southbound trip on I-270 from MD85 near Frederick to where the I-270 Spurs meets the Beltway. The No Build the map show red indicating serious congestion between the City of Frederick and Hyattstown (MD109). After MD109 traffic speeds up, flowing around the speed limit until Father Hurley Boulevard (MD27). At that point traffic gets congested again from MD27 to MD 117. Congestion ends above I-370. Below I-370 traffic flows at a relatively high speed.

What does this pattern mean? Basically, if you have pockets of congestion instead of continuous congestion, the congestion is self-contained. That is, it is basically controlled by the physical configuration (number of lanes, etc.) within that section of the highway as well as the traffic coming into or leaving the highway from the entry/exit points (interchanges) within that segment of the highway.

For example, if the adjoining segments of highway with high congestion were influencing each other you would expect to see a continuous red color on the map.

However, that is not what MDOT's own speed map projections show. Quite the opposite. From I-370 southward the traffic is moving just fine. North of I-370 we have the pattern of periodic congestion. **You can draw the obvious conclusion that whatever is happening south of I-370 does not have a significant influence north of I-370.**

If we examine the speed map for the morning peak southbound on I-270 for the GP lanes of the Preferred Alternative, we find an overall traffic speed pattern similar to the No Build. It means that the Preferred Alternative does not have a significant influence on traffic above I-370.

Examining the speed maps for the northbound evening peak trips for the No Build and GP lanes –display a similar speed pattern above I-370, as they should since the toll lanes have disappeared at I-370. The highway physical configurations (6 lanes becoming 2 lanes) and the pattern of traffic entering and leaving I-270 should be essentially identical for the No Build and GP lanes Northbound above I-370. These factors are what drives the traffic flow not the No Build or Preferred Alternative. In fact, a significant deviation in the traffic patterns would indicate the models are not working properly.

The bottom line is clear. Building the Preferred Alternative below I-370 does not create any significant improvement in the functioning of I-270 above I-370, certainly not in relation to the No Build.

- 5. Finally, MDOT has selected misleading traffic endpoints to display to the public in the SDEIS that obscure the seriousness of the traffic failures produced by the new I-495/I-270 toll lanes in the area of their construction. Some of the graphics are just plain wrong and other are just incomprehensible and illogical.**

Examining trips from VA-193 to MD5, while not displaying the unfavorable travel times for the Preferred Alternative between I-370 and the George Washington and Clara Barton Parkways and River Road exits is unacceptable. With this strategy MDOT avoids owning up to the failures of the proposed Toll Alternative vs. the No Build - misleading everyone.

If trips beginning at GW parkway at the American Legion Bridge, Clara Barton Parkway or River Road to I-370 were shown, they would reveal as

noted in section 2 above, the GP lanes of the Preferred Alternative for round trips and evening trips are significant slower than those of the No Build – e.g., 6.5 to 11 minutes in the evening. These trips patterns represent the essence of the rationale of this construction plan. But instead MDOT displays in the prominent Table 2, SDEIS Appendix A the trips between I-370 and the intersection point of the Beltway/I-270 spur.

While the trip is of interest, it is the most favorable travel time comparison between the No Build and GP lanes for trips involving I-270.

Also troubling is the SDEIS Table 3.8 which has identical corridor travel speeds for the No Build and Preferred Alternative GP lanes going from the George Washington Parkway to I-270 West Spur in the PM. This completely contradicts MDOT’s own Travel Time Matrix Tables. The travel time for the No Build from the GW Parkway to River Road is 3.6 minutes faster than the GP time and the No Build trip from River Road to exit 1 on the West I-270 spur was already shown above to be 6.3 minutes faster than the GP time (there is no I-270 west spur end point in the Travel Time Matrix so I had to bracket it before and after). You can see the No Build travel time is much faster than the GP lanes and thus the travel speed must be faster – contradicting the Table.

The ironically titled SDEIS Appendix A, Attachment E, “Travel Time Graphs for Key Segments,” provides a further example of the same misleading and wrong information. In this Attachment is the Figure 4 “Commute from the American Legion Bridge to ICC (PM),” – which of course has no page number. The figure incorrectly shows that the PM travel time is faster for the GP lanes vs. the NB until it reaches the I-270/I-495 Beltway split. According to MDOT’s travel time numbers in its Travel Time Matrix Tables, the Clara Barton Parkway to River Road trip for the GP lanes is *slower* than the No Build. This figure also incorrectly shows the No Build and GP lane travel times are essential the same for the trip from the American Legion Bridge (ALB) to I-370 - 50 minutes for the No Build and 51 for the GP lanes. However, MDOT’s own Travel Time Matrix numbers for the PM trip from the GW Parkway

(at the ALB) to I-370 supports the No Build which is 10 minutes faster – 42 minutes for the No Build and 52.1 minutes for the GP lanes. Where did misleading seriously incorrect figure and Table come from?

There are more puzzling and ridiculous Figures. The Figure 5 titled, “I-95 to the Woodrow Wilson Bridge” makes no sense. By I-95 the effect of the toll lane should have disappeared, and the Figure does show that from I-95 to MD 218 – Suitland Parkway, the NB and GP travel times are essentially exactly the same. Suddenly at Suitland Parkway without any rhyme or reason the NB becomes slower than the GP lanes.

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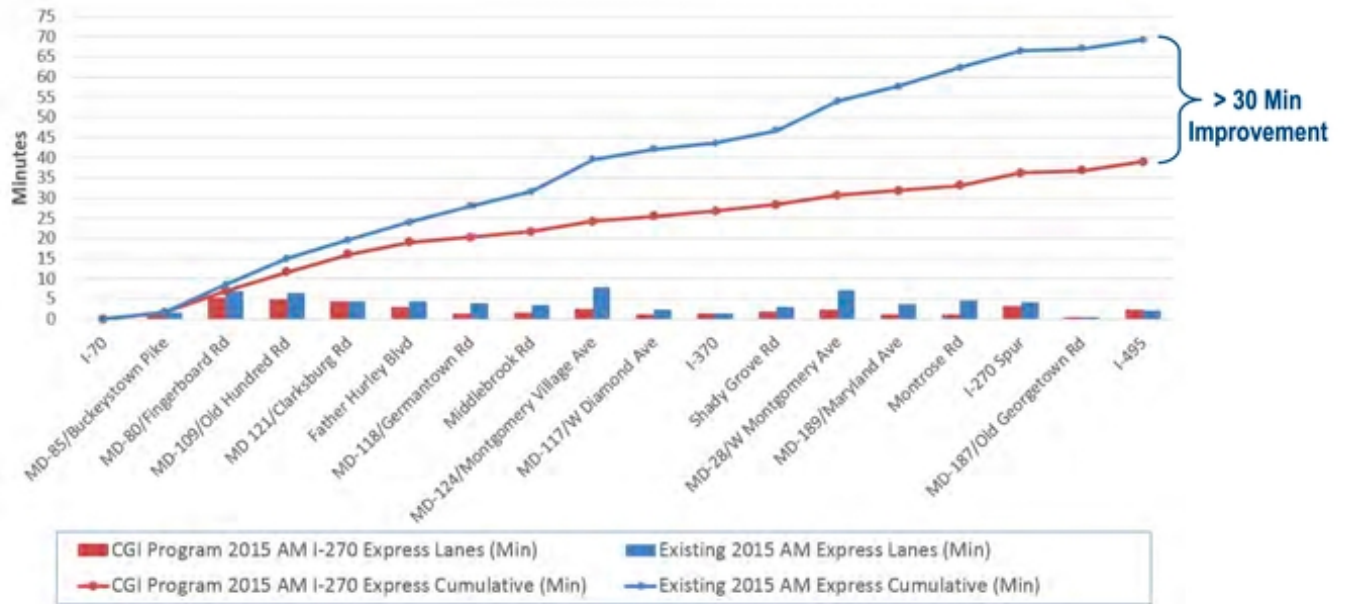
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Figure 2-4. AM Peak Hour I-270 Southbound Cumulative Travel Time – Express Lanes



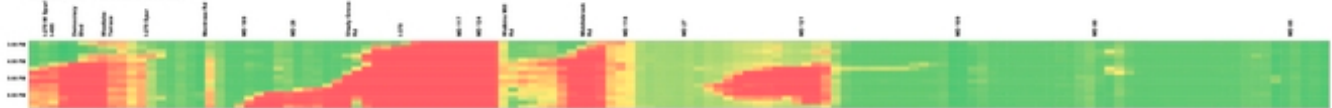
9/9/2021



I-270 NB Speed PM

9/9/2021

Existing PM - I-270 NB Speed Map



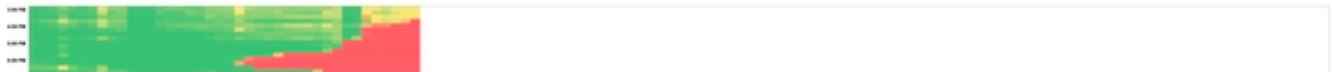
2045 No-Build PM - I-270 NB Speed Map



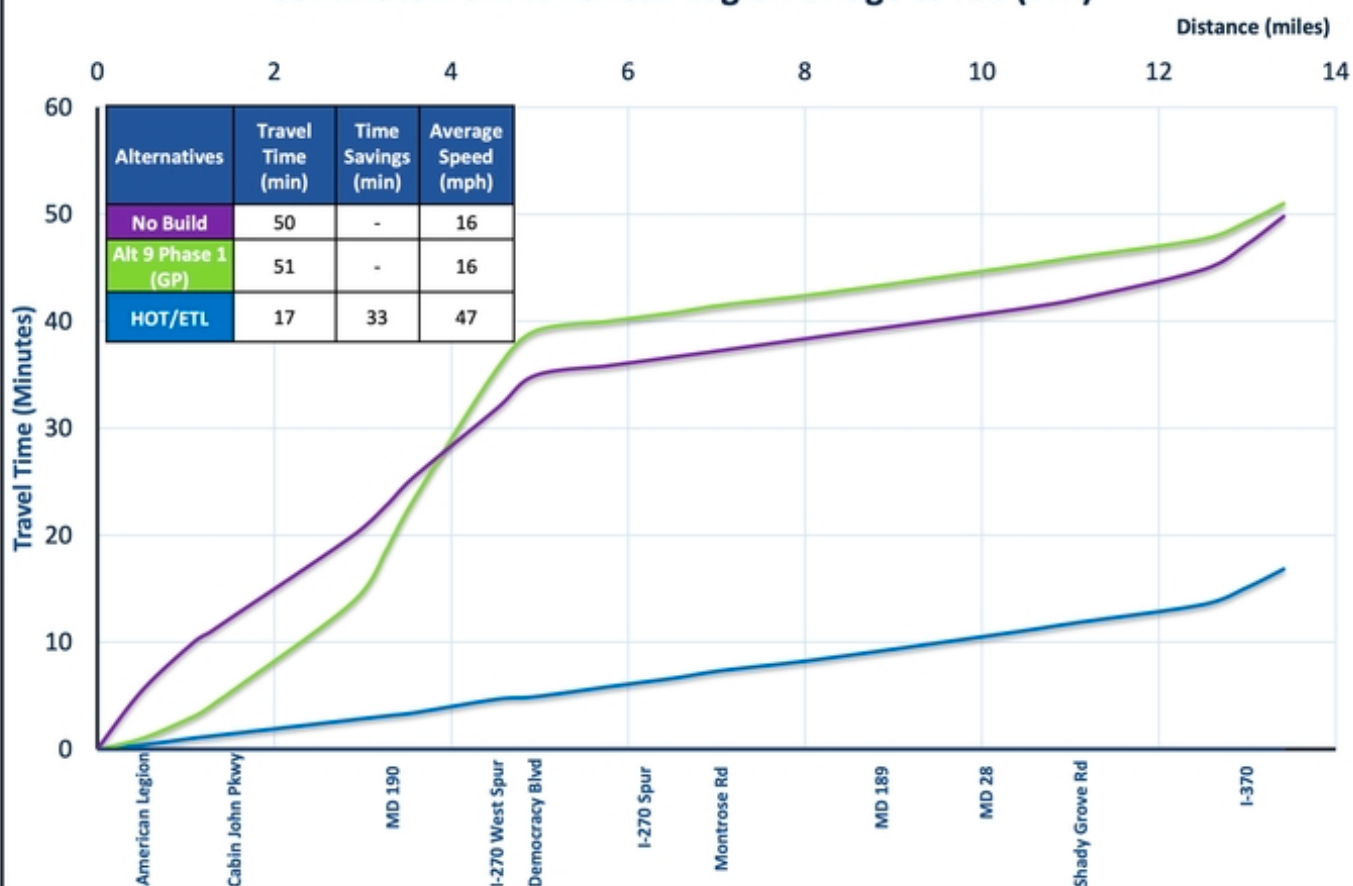
2045 Alt-0 Phase-1 PM - I-270 NB Speed Map (GP)



2045 Alt-0 Phase-1 PM - I-270 NB Speed Map (ETL)

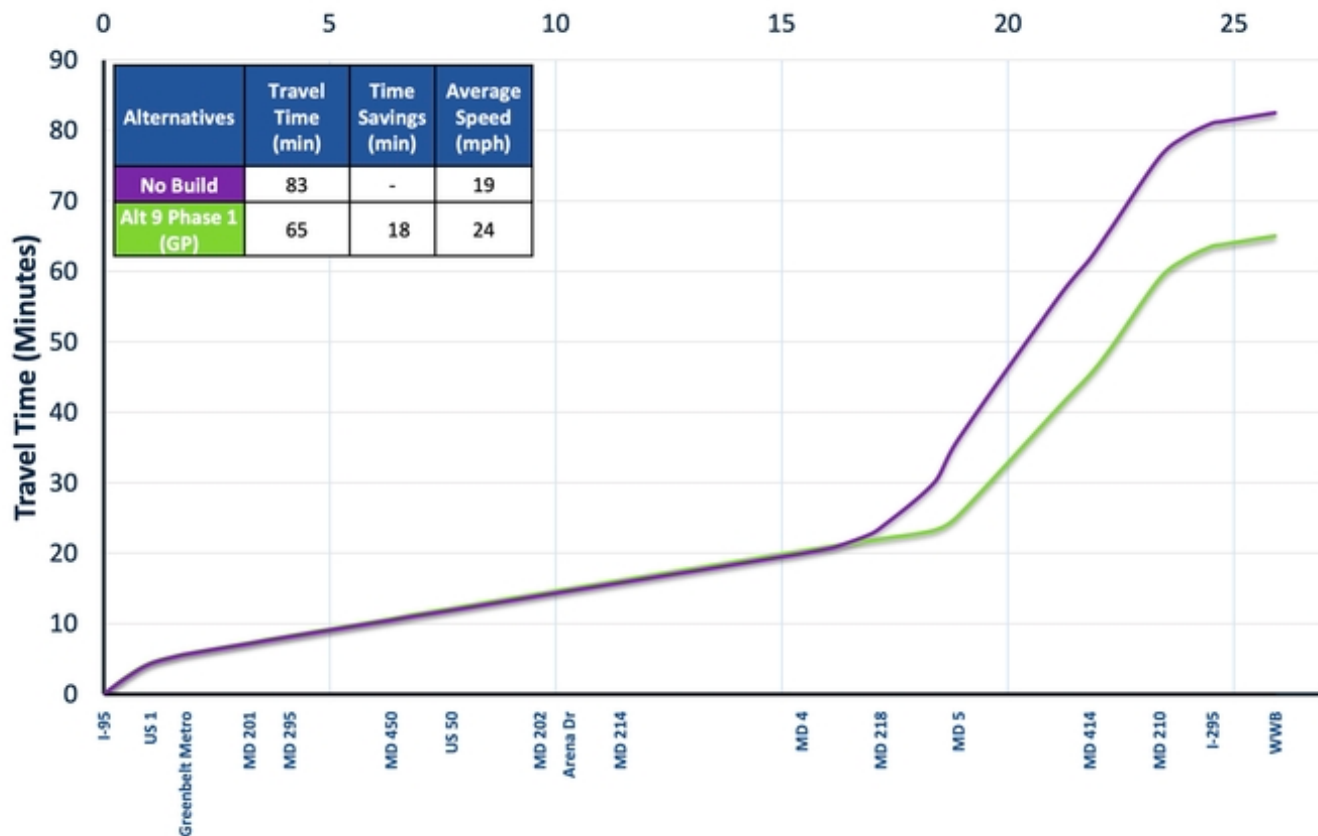


Commute from American Legion Bridge to ICC (PM)



Commute from I-95 to Woodrow Wilson Bridge (AM)

Distance (miles)



Name: Arthur Katz

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Testimony

Transcription:

My name is Arthur Katz, A-R-T-H-U-R K-A-T-Z. I live at ■ Stevenage, S-T-E-V-E-N-A-G-E Circle, Rockville, Maryland 20850. Thank you for the opportunity to speak today. The SDEIS is inadequate, and the preferred toll lane alternative should be rejected. What MDOT SHA refuses to acknowledge is that the new traffic management system on I-270 will solve many of the traffic issues on I-270 without new construction. The southbound morning trips in 2045 from I-370 to destinations such as River Road, Clara Barton and GW Parkways will be 40 to 50 percent faster for the No Build alternative than pre-pandemic trips.

For example, the trip from I-270 to River Road on the beltway will be half the time it took pre-pandemic, 13 minutes versus 26.2 pre-pandemic. The trip, the speed of the trips are 46 miles per hour versus 21. Current I-270 travelers will be overjoyed. 2.) The disastrous checkpoint created by the decision to terminate the toll lanes between the I-270 spurs means that the No Build has passed around trips and afternoon trips, significantly shorter travel times, compared to the general purpose lanes of the toll road for travel between I-370 and critical exits at the George Washington and Clara Barton Parkways and River Road. The No Build round trips to these exits are 5 to 8.6 minutes faster and the evening trips are 6.4 to 11.3 minutes faster based on MDOT's own analysis. 3.) The I-270 portion of the proposed expansion should be removed from further consideration. The toll road using MDOT's analysis has no discernible transportation benefits in relation to the No Build for the MDOT-designated I-370 to beltway morning and evening trips. The general purpose lanes note show no significant transportation improvement over the No Build for these trips. The toll lanes have marginal benefits. The bottom line is that the toll lane benefits cannot compare to the negative effects of on communities and construction, traffic chaos, and the billion dollar cost of rebuilding all the interchanges on I-270. The problem on I-270 above I-370 will not be significantly influenced by I-270 toll lanes except experiencing the traffic chaos of toll lane construction.

Finally, MDOT has selected misleading traffic end points that obscure the seriousness of the traffic failures produced by the new I-495/I-270 toll lanes in the area of their construction. Examining the trips from I-93 to Maryland 5 while not displaying those between Clara Barton Parkway, GW and River Road is misleading. The beltway toll lanes and 30 miles from Maryland 5 with major intersecting highways along the routes, the 93 to 5 number, I'm at this last part of my sentence. The I-93 to 5 trip numbers are meaningless in determining the value of MDOT's project. Thank you.

From: Nick Kaufman [REDACTED]
Sent: Tuesday, November 16, 2021 10:46 AM
To: SHA OPLANESMLS
Subject: I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION for I-495/270.

Good morning,

As a homeowner and resident on Piney Branch St, Takoma Park, MD, I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION for I-495/270. The use of any infrastructure funding - including MY tax dollars - should support alternative options for reducing congestion. Expanding the highway and adding toll lanes will destroy 500 acres of essential tree canopy, harm 15 parks including 3 national parks. MDOT has not committed to treating the additional stormwater runoff this highway expansion will add. In addition - I am DEEPLY CONCERNED about the additional subsidies I would be forced to pay to Transurban via their agreement with MDOT, as well as the costs taxpayers will bear to relocate any water and sewer lines due to Transurban's planned development.

Please DO NOT allow this harmful, costly, and unnecessary expansion of major highways to proceed. Please invest in improving rail transit, ramp metering, repaving (but NOT expanding) the existing highway, and other means to smooth the flow of traffic.

Thank you,
Nick Kaufman
Piney Branch Road,
Takoma Park, MD

From: Kate Kavlock [REDACTED]
Sent: Tuesday, November 30, 2021 9:23 AM
To: SHA OPLANESMLS
Subject: I Support the No Build Option

I live in the neighborhood across from Holy Cross hospital at the Georgia Ave exit of 495 and I oppose the toll lanes and support the no-build option. These toll lanes would not improve commute times overall, would negatively impact the park space that our house backs onto and that that we value so highly, and as a taxpayer I am concerned that MD residents will be left footing a large part of the bill for these ultimately ineffective toll lanes. I hope that the opinions of impacted residents like me will be respected and that alternatives to private toll lanes can be studied.

Sincerely,
Kate Kavlock

William Kehoe

I-495 and I-270 are presently highways that are highly congested during certain hours of the day. Building additional lanes will not change that situation. It will instead simply add to the close to unbearable pollution near those highway and increase the amount Maryland residents pay for their roads.

I urge that Maryland take a more forward looking approach. First, recognize that within a very few years (ten is my estimate), the majority of the vehicles on highways will be self-driving. These cars will be able to move more efficiently and safely than vehicles driven by humans, which will significantly decrease congestion below what it otherwise would have been.

Second, telework is here to stay. As a result past trends in traffic growth are simply not predictive of future growth. That factor alone counsels against expanding commuter routes such as I-495 and I-270.

Finally, it is manifestly unfair to build lanes that the poorest among us cannot afford. While so-called public private partnerships reduce somewhat the direct expenditure of tax dollars, they mask that the government is in effect giving land used for rights of way to private parties. I would much prefer that we use our assets on public transportation.

Thank you for considering these comments.

William Kehoe

From: The Keplers and Gardners [REDACTED]
Sent: Friday, November 12, 2021 12:07 PM
To: SHA OPLANESMLS
Cc: cjca-official-news+managers@googlegroups.com; governor.mail@maryland.gov;
pfranchot@comp.state.md.us; treasurer@treasurer.state.md.us; elizabeth.hughes@maryland.gov;
julie.langan@dhr.virginia.gov; jeanette.mar@dot.gov; beth.cole@maryland.gov;
tim.tamburrino@maryland.gov; marc.holma@dhr.virginia.gov; john.simkins@dot.gov;
rebecccah.ballo@montgomeryplanning.org; brian.crane@montgomeryplanning.org; jsjshipp3
@verizon.net; jack.orrick@offitkurman.com; susan.lee@senate.state.md.us;
marc.korman@house.state.md.us; sara.love@house.state.md.us; ariana.kelly@house.state.md.us;
MCP-Chair@mncppc-mc.org; councilmember.albornoz@montgomerycountymd.gov;
councilmember.friedson@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
Subject: Comments on Proposed Expansion of American Legion Bridge - Ritch Kepler and E. Elaine Gardner
Attachments: Comments on Proposed American Legion Bridge Expansion (KeplerGardner).pdf

Attached please find our comments and concerns regarding the American Legion Bridge expansion project. Thank you.

Ritch Kepler
E. Elaine Gardner
[REDACTED] MacArthur Boulevard
Cabin John, MD 20818
[REDACTED]

Ritch Kepler
E. Elaine Gardner
[REDACTED] MacArthur Boulevard
Cabin John, MD 20818
[REDACTED]

November 12, 2021

Jeffrey T. Folden, P.E., DBIA
Deputy 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

RE: I-495/I-270 Managed Lane Study Supplemental Draft Environmental Impact Statement and Updated Draft Section 4(f) Evaluation

Dear Mr. Folden:

As residents of the town of Cabin John for over two decades, we write to express our concerns regarding the impacts identified in the Supplemental Draft Environmental Impact Statement (SDEIS) for the I-495/I-270 Managed Lane Study. In particular, we are concerned by the wide range of environmental and societal impacts of the Preferred Alternative.

We greatly value our natural environment in Cabin John, particularly due to our daily long walks on the C&O Canal, as well as on its many trails down to the Potomac River and through the remarkable environmentally important Plummer's Island. We are devastated by the impact the proposed construction process and reconstructed bridge would cause to Plummer's Island and its environs. The native beech tree forest and wetlands on and adjacent to the island provide a home for hundreds of native animals and plants, many of which are rare, threatened or endangered. Even as amended in the SDEIS, the clear cutting required would destroy this habitat and quite possibly lead to a heavy infestation of invasive plants, which are already a problem along the Canal.

In addition, it is important to note the historical significance of the C&O Canal. The American Legion Bridge has already destroyed full enjoyment of one of the significant locks along this jewel of American history. We and our children have learned so much about the history of this country, and the amazing early technologies used during its early years, from our walks and bike rides along the Canal towpath. The consequences of the proposed expansion on the ability to learn from and enjoy the historically important Canal and its towpath on one of its most heavily visited stretches cannot be overstated.

We are also greatly disturbed by potential impacts of the proposed expansion on the Morningstar Moses Cemetery and the Gibson Grove AME Church. As you know, this historically significant cemetery and its church were separated when the Beltway sliced through the historical African American community of Gibson Grove, as highways did in other Black neighborhoods in the 1960s. It is the responsibility of our State to now mitigate the damage done by this past racial injustice, and ensure no further destruction occurs. We appreciate the significant work the State Highway Administration has done to rectify its past errors, specifically the ground penetrating radar (GPR) survey of a portion of the cemetery and the Beltway right-of-way, and that the SHA has recommended complete avoidance of the cemetery and the right-of-way.

However, the GPR finding of dozens of likely graves in the current right-of-way was alarming. In order to avoid further desecrations of this sacred ground, we urge that completion of the GPR work be fully performed both inside the cemetery and along the rest of the right-of-way that touches the cemetery prior to any finalization of the SHA plans. Without such a survey, there is no honest way to achieve complete avoidance of further disruption of these important historical sites, or to ensure that history will not repeat itself by the Beltway once again destroying a sacred African-American landmark.

In sum, the construction process and the permanent construction as proposed would seriously impact the C&O Canal and the visual, auditory and historical aesthetic experience for its many users. It could also risk a repeat of the disgraceful destruction of sanctified African-American sites wrought by earlier administrations. The State Highway Administration must work closely with the National Park Service, the Maryland Historical Trust, and the town of Cabin John to meaningfully reduce the level to which this expansion negatively impacts our community.

Sincerely,

Ritch Kepler
E. Elaine Gardner

cc:

Cabin John Citizens Association - cjca-official-news+managers@googlegroups.com

Governor Lawrence J. Hogan – governor.mail@maryland.gov

Comptroller Peter V.R. Franchot – pfranchot@comp.state.md.us

Treasurer Nancy Kopp – treasurer@treasurer.state.md.us

Elizabeth Hughes, Maryland Historical Trust – elizabeth.hughes@maryland.gov

Julie Langan, Virginia DHR - julie.langan@dhr.virginia.gov

Jeanette Mar, FHWA Maryland Division - jeanette.mar@dot.gov

Beth Cole, Maryland Historical Trust - beth.cole@maryland.gov

Tim Tamburrino, Maryland Historical Trust - tim.tamburrino@maryland.gov
Marc Holma, Virginia DHR - marc.holma@dhr.virginia.gov
John Simkins, FHWA Virginia Division - john.simkins@dot.gov
Rebecca Ballo, Montgomery Co. Planning Department –
rebeccah.ballo@montgomeryplanning.org
Brian Crane, Montgomery Co. Planning Department – brian.crane@montgomeryplanning.org
Susan Shipp, Cabin John Citizens Association - jsjshipp3@verizon.net
Jack Orrick, Carderock Springs Citizens Association – jack.orrick@offitkurman.com
Susan Lee, Maryland State Senator – susan.lee@senate.state.md.us
Marc Korman, Maryland State Delegate – marc.korman@house.state.md.us
Sara Love, Maryland State Delegate – sara.love@house.state.md.us
Ariana Kelly, Maryland State Delegate – ariana.kelly@house.state.md.us
Casey Anderson, Chair, Montgomery Co. Planning Board - MCP-Chair@mncppc-mc.org
Carol Rubin, Commissioner, Montgomery Co. Planning Board - MCP-Chair@mncppc-mc.org
Partap Verma, Commissioner, Montgomery Co. Planning Board - MCP-Chair@mncppc-mc.org
Tina Patterson, Commissioner, Montgomery Co. Planning Board - MCP-Chair@mncppc-mc.org
Gerald Cichy, Commissioner, Montgomery Co. Planning Board -MCP-Chair@mncppc-mc.org
Marc Elrich, Montgomery Co. Executive - marc.elrich@montgomerycountymd.gov
Gabe Albornoz, Montgomery Co. Councilmember -
councilmember.albornoz@montgomerycountymd.gov
Andrew Friedson, Montgomery Co. Councilmember -
councilmember.friedson@montgomerycountymd.gov
Evan Glass, Montgomery Co. Councilmember -
councilmember.glass@montgomerycountymd.gov
Tom Hucker, Montgomery Co. Councilmember -
councilmember.hucker@montgomerycountymd.gov
Will Jawando, Montgomery Co. Councilmember -
councilmember.jawando@montgomerycountymd.gov
Sidney Katz, Montgomery Co. Councilmember -
councilmember.katz@montgomerycountymd.gov
Nancy Navarro, Montgomery Co. Councilmember -
councilmember.navarro@montgomerycountymd.gov
Craig Rice, Montgomery Co. Councilmember - councilmember.rice@montgomerycountymd.gov
Hans Riemer, Montgomery Co. Councilmember -
councilmember.riemer@montgomerycountymd.gov

From: Ge Ki [REDACTED]
Sent: Monday, November 15, 2021 2:02 AM
To: SHA OPLANESMLS
Subject: I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

I oppose the toll lanes and support the no-build option because:

According to the SDEIS:

- The addition of toll lanes would not improve daily commutes between Gaithersburg and the American Legion Bridge;
- 500 acres of tree canopy would be cut down to make way for the toll lanes;
- 15 parks would be harmed, including 3 national parks; and
- MDOT would not treat most of the stormwater which would further degrade local waterways.

Just as important is what the SDEIS fails to tell us:

- There is no estimate of the subsidies that taxpayers could be forced to pay Transurban;
- The SDEIS does not address who will pay for relocating water, sewer and other utilities;
- MDOT failed to assess whether rail transit, ramp metering and incentives to increase telework would be more effective steps to address congestion;
- There is no assessment of whether low-income communities and communities of color would suffer more of the harmful impacts, as required by federal law; and
- MDOT did not analyze the impact of the toll lanes on global warming.

Geo Kidd
[REDACTED] Eternity Rd.
Germantown, MD 20874

From: Heather Kilic [REDACTED]
Sent: Wednesday, November 24, 2021 1:54 PM
To: SHA OPLANESMLS
Subject: Toll Lanes Opposition

Dear MDOT,

I'm reaching out to you today to express my opposition to the toll lanes and support for the no-build option. I live in the Indian Spring Neighborhood and have several concerns regarding the proposed plan, including the impact on our natural environment. In particular, the reduction of our important tree canopy, intrusion into our parks, untreated stormwater runoff into local waterways, and increased air and noise pollution caused by increased car flow. These impacts would not only negatively affect the wellbeing of nearby residents, but would also negatively affect animals, birds, fish, insects, etc. which are often so easily sacrificed for human interests. With climate change increasingly threatening our society, we must thoroughly consider and pursue other options. For these reasons, among others, I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

Thank you for your consideration.

Best,
Heather Kilic

From: gene kim [REDACTED]
Sent: Tuesday, November 30, 2021 9:33 PM
To: SHA OPLANESMLS
Subject: OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

To MDOT:

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

I live in the affected area in the Forest Estates neighborhood, just north of Holy Cross Hospital.

I know that the overall benefits would be outweighed by the negatives, including:

- 500 acres of tree canopy would be cut down.
- 15 parks would be harmed, including 3 national parks.
- MDOT would not treat most of the stormwater runoff, which would further degrade local waterways.
- MDOT did not analyze the impact on global warming.
- There is no assessment of whether low-income communities or communities of color would suffer more of the harmful impacts.
- The traffic benefits are greatly over-estimated in the projection models.

Regards,
Gene Kim, Silver Spring, MD

From: Kenli Kim [REDACTED]
Sent: Tuesday, November 30, 2021 9:58 PM
To: SHA OPLANESMLS
Subject: OPPOSE THE TOLL LANES AND SUPPORT NO-BUILD OPTION

Dear MDOT:

I strongly support the no-build option and strongly oppose the I-495/I-270 toll-lane project.

I live in the affected area in the Forest Estates neighborhood, just north of Holy Cross Hospital.

I know that the overall benefits would be outweighed by the negatives, including:

- 500 acres of tree canopy would be cut down, having detrimental impacts on human health, wildlife, and ecosystems.
- 15 parks would be harmed, including 3 national parks, all of which are heavily used by the public.
- MDOT would not treat most of the stormwater runoff, which would further degrade local waterways.
- MDOT did not analyze the impact on global warming.
- There is no assessment of whether low-income communities or communities of color would suffer more of the harmful impacts, raising significant environmental justice concerns.
- The traffic benefits are greatly over-estimated in the projection models.

Thank you for considering my views.

Sincerely,
Kenli Kim

Silver Spring, MD 20902

From: Lynne King <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 11:42 AM
To: SHA OPLANESMLS
Subject: Do not wish to experience Beltway Expansion

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Respected Director Jeffrey Folden,

My time is limited, but please know this is one more concerned resident of Beltway (+ family) who does not want to live with the extensive environmental impact that will result in Beltway extension.

I understand solutions are complicated, but at some point we need to face the multifaceted problems we are creating (then try to solve) by our ignoring the need for more greenspace.

Please pause and consider,

Thank you,

Lynne

Lynne King

[REDACTED]

[REDACTED] Kennebec Ave

Takoma Park, MD, Maryland 20912

From: Jacqueline Kistler [REDACTED]
Sent: Monday, November 29, 2021 4:29 PM
To: SHA OPLANESMLS
Subject: Public comments on Beltway toll lane SDEIS

To Whom it May Concern,

I would like to take this opportunity for public comment on the *Selected Findings and Deficiencies in the Supplemental Draft Environmental Impact Statement (SDEIS) for the I-495/I-270 Toll Lanes* **to officially note my opposition to the project.**

As a homeowner and resident of one of the communities that would be directly impacted by the project, it is disheartening to read that the addition of the toll lanes would not even decrease evening commute times. Further, the pollution, reduction to parks and greenspace, and the impact on trees in our community is unacceptable. That the project would impact 15 parks and over 1,200 trees is devastating. At a time when our nation is grappling with climate change, I cannot fathom the shortsightedness of this plan. All investments in transportation should be green or to encourage more environmentally friendly modes of transportation. The failure to study any alternatives to the toll lanes is beyond comprehension and really suggests that the state is not doing its due diligence for this project.

I reiterate that I remain strongly in opposition to this plan.

Thank you for considering my input.

Sincerely,
Jacqueline Kistler

Karen Klauber

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

From: KAREN KLEIN [REDACTED]
Sent: Tuesday, November 30, 2021 4:05 PM
To: SHA OPLANESMLS
Subject: beltway toll lanes - no build

Each time I've read another reason to oppose your beltway expansion plans, it's with greater and greater dismay to think that you might still plow ahead. Others have enumerated their objections much better than I, but bottom line: this matter needs more study from several angles. Any one of them should be enough not to go forward just yet.

Thank you - klk

Karen L. Klein
[REDACTED] Meredith Avenue
Kensington MD 20895

Miriam Klein

I have serious concerns about the feasibility of this project and also the impact to the environment and surrounding communities. It's clear that this project won't stop until the entire Maryland portion of the beltway has been "fixed." But this solution is not a fix and will likely make many things worse, including commute times for those who can't afford a daily toll.

Please consider smart alternatives that are more in line with the century we're living in. Alternatives that don't take away people's homes, remove parkland, add to the already polluted roadways, and negatively impact our fragile waterways.

Gary Knauer

I support the no-build option and oppose the I-495/I-270 toll-lane project. I don't believe building toll lanes, with exorbitant rush hour fees, at the expense of expanding public transportation (bus lanes) is the answer to traffic problems. I appreciate the work done in the past few years to extend merge lanes has helped tremendously, but adding toll lanes make for added congestion for years during construction. I strongly oppose having a public/private partnership, since it seems that the private company (in Australia) will pocket all profits, plus lobbying against any competing public options.

From: Jahia Ifill Knoblock <info@email.actionnetwork.org>
Sent: Friday, November 12, 2021 3:44 PM
To: SHA OPLANESMLS
Subject: Give Us Public Transportationa and Stop Killing Us with Exhaust Fumes

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Dear Deputy Director and Jeffrey Folden,

What we want is accessible and low-cost public transportation--not more choking exhaust fumes, increased wait times in traffic, smog, deforestation, and poorly executed construction "improvements." By expanding the Beltway, you are effectively stating that you either are unaware or simply do not care that the auto industry is on its way out globally. If you approve this project, you are saying that you are willing to steal clean air, tree cover, wildlife habitats, and possibility from future generations of Marylanders so you can just keep doing business as usual (and perhaps receive payouts on construction contracts and kickbacks now).

What you can do is invest the proposed budget for this project into public transportation, which is what Maryland actually needs. If Governor Hogan had not cancelled the Red Line project, which would have brought economic wellbeing and mobility to thousands of city residents, we would not be talking at all about a highway expansion today. The thing about continuing to expand highways and rely on single-car transport to get Marylanders to and from work is that *no single expansion will ever be enough.* Eventually, we will need to start implementing public transportation. Or do you want our beautiful state to just become one wide paved over highway?

Consult experts in regenerative development; do your proper and full length environmental impact studies; ask the residents near the beltway corridor what they would prefer.

Invest in public transportation for *all* Marylanders now. Do the right thing.

Kind regards,

Jahia Ifill Knobloch

Jahia Ifill Knoblock

[REDACTED]

[REDACTED] W Liberty Road

Parkton, Maryland 21120

From: Barbara KnoxSeith [REDACTED]
Sent: Tuesday, November 30, 2021 2:42 PM
To: SHA OPLANESMLS
Subject: Beltway Toll Lanes

I support the no build option.

Barbara Knox-Seith
Takoma Park, MD

john kolasinski

Over 100 countries vow to end deforestation at climate talks, yet the beltway/toll project will destroy 1000's of trees. When is Maryland going to take deforestation seriously? Removing a few trees here, a few trees there and no one will notice. This has become a serious problem over time in our state.

Traffic congestion is bad, but the root cause of congestion will not be addressed by the project: unbridled development. Maryland needs a systems level approach to congestion and needs to focus on how to slow the rapid increase of more and more people clogging our streets and highways. In the College Park/Greenbelt area, the increase in new multi-family and apartment/condo structures is truly shocking. Getting to the grocery store down the street is becoming a problem. The rate of development in Maryland will undo any relief provided by the beltway/toll project.

Paying to use roads to get to a destination in a timely manner favors rich people who can afford to pay. What about seniors on pensions needing to get to their medical appointments that can't afford to pay?

Toll projects favor money above all else and will relentlessly increase their costs as time goes on putting more burden on the people.

Projections about the beltway/toll project traffic benefits (speed and flow) are biased in favor of selling the project and not balanced. Health concerns and environmental impacts have been minimized or dismissed.

I oppose the beltway/toll project. Stop: unrelenting deforestation, unbridled development, transportation favoring the well-off, and greedy business approaches. Address those issues rather than proceeding with the beltway/toll project.

From: Kerry Korpi [REDACTED]
Sent: Friday, November 5, 2021 11:34 AM
To: SHA OPLANESMLS
Subject: 495/270 P3

Hello -

I am writing to express my concern about the plan to create toll lanes on 495 and 270 using a P3. A major concern is that the state is entering into a long term arrangement during what we hope is the end of a pandemic that has completely upended how we live and work. Many employers, the federal government included, have realized that telework is a viable option for many employees. We have no idea what that will mean for the volume of traffic in the long run. However, your own estimates show that by 2045 a round trip commute from 370 to the Legion Bridge will actually be slightly longer for people who don't use toll lanes.

Which illustrates one of the problems with P3 in general. Private entities, in order to ensure return on their investment, need to lock in a deal for a very long time. During that time, circumstances may change. Yet the public entity is stuck. You don't specify what public subsidies may be required over the contract term. The experience of other jurisdictions shows that taxpayers should guard their wallets.

Please reconsider this plan and look at alternatives that are better for taxpayers and the environment.

Thank you
Kerry Korpi
[REDACTED] First Avenue
Silver Spring

Sent from my iPad
My name is Kerry. If this says Merry it's because gmail decided to rename me

From: David Kosterlitz [REDACTED]
Sent: Wednesday, November 24, 2021 11:28 PM
To: SHA OPLANESMLS
Subject: More reasons I oppose the toll lanes and support NO BUILD alternative

I just got a new book, The Privatization of Everything by Donald Cohen & Allen Mikaelian. Chapter 7 is titled "Toll Roads at America's Crossroads." Every decision maker involved in the "op lanes" proposal should read its clear and concise nine pages (pp. 89--98). The authors brilliantly analyze and expose the hidden dangers buried in these many decades-long deals, using the Indiana Toll Road as their example.

Indiana leased a public toll highway to a private consortium of Australian companies for 75 years, with many adverse and undesirable results (even leaving aside the damage to the environment and the climate). The public was cut out of the decision process and deprived of key facts; complex behind-the-scenes financial maneuvers by investment banks including interest rate swaps added risks; a glaring conflict of interest by one of the investment banks, bankruptcy of the initial concessionaire company after eight years' operation (with declining maintenance in the last two of those years), gross under-valuation of the concession contract giving a huge windfall to the private consortium at the expense of future generations; and drastically increased tolls. Toll roads using a P3 are a travesty: just don't do it!

--

David S. Kosterlitz
[REDACTED] Hollins Dr
Bethesda, MD 20817

[REDACTED]

From: Katharine Kosin [REDACTED]
Sent: Sunday, November 28, 2021 7:17 PM
To: SHA OPLANESMLS
Subject: Don't Widen the Beltway and I-270!

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

They say the definition of insanity is doing the same thing over and over again, but expecting different results. We have seen time and time again throughout the country (the 405 in LA and the Katy Freeway in Texas being recent examples) that highway expansion does not actually result in a reduction of traffic congestion long-term thanks to the law of induced demand. The only way to truly reduce traffic is to take cars off the road entirely through transit-oriented development. The D.C. area would be far weaker economically if not for their decision to invest in the WMATA Metro system to move commuters and tourists about the city. The excruciating traffic that occurred the day that Metro shut down some years ago demonstrated how well public transit reduces traffic and makes our area more livable.

At the same time, even your own estimates indicate that traffic in non-toll lanes would not improve much at all, making the millions of dollars being poured into this project all the more foolhardy.

Not only does the preponderance of evidence indicate that widening the Beltway will fail to achieve the project's stated goals, but it will also encourage more car-dependent sprawl at the moment where our planet's future depends on us moving away from such mistaken policy. We cannot afford to continue the status quo if we are to have any chance of reducing our carbon output enough to mitigate the worst effects of climate change, which will truly wreak devastation on our economy and daily lives. Transportation, particularly driving, is a significant portion of our carbon output and needs to be reigned in. Real leaders are willing to look to the future and make needed calls for protecting future generations. As a Millennial hoping to start a family in Maryland, I depend on you and other state officials to stop doubling down on bad policy.

MDOT SHA must keep last year's DEIS "No Build" alternative as the preferred alternative to the highway expansion project.

Katharine Kosin

[REDACTED]

[REDACTED] Battery Lane, Unit [REDACTED]

Bethesda, Maryland 20814

From: David Kosterlitz [REDACTED]
Sent: Tuesday, November 16, 2021 1:22 AM
To: SHA OPLANESMLS
Cc: Barbara Coufal
Subject: I oppose the toll lanes and support the NO-BUILD OPTION

According to the SDEIS:

- The addition of toll lanes would not improve daily commutes between Gaithersburg and the American Legion Bridge;
- 500 acres of tree canopy would be cut down to make way for the toll lanes;
- 15 parks would be harmed, including 3 national parks; and
- MDOT would not treat most of the stormwater which would further degrade local waterways.

Just as important is what the SDEIS fails to tell us:

- There is no estimate of the subsidies that taxpayers could be forced to pay Transurban;
- The SDEIS does not address who will pay for relocating water, sewer and other utilities;
- MDOT failed to assess whether rail transit, ramp metering and incentives to increase telework would be more effective steps to address congestion;
- There is no assessment of whether low-income communities and communities of color would suffer more of the harmful impacts, as required by federal law; and
- MDOT did not analyze the impact of the toll lanes on global warming.

--

David S. Kosterlitz
[REDACTED] Hollins Dr
Bethesda, MD 20817

[REDACTED]

Name: David S. Kosterlitz

Email Address: [REDACTED]

Address: [REDACTED] Hollins Dr, Bethesda, MD 20817, USA

County: Montgomery County

Date: 10/01/21

Submission Method: Online Submission - Phase 1 South Toll Setting Process

NEPA-Related Comment Excerpt:

[...] 6. MDTA's toll rate-setting process and calculations did not take into account and "fully load" the costs to the environment, global warming, climate change, and nearby communities. These costs can be estimated and should be taken into account. If they were, the tolls would be much higher than presently estimated, and would be prohibitive. How can you ignore these critical costs? [...]

Name: David Kosterlitz

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Testimony

Transcription:

My name is David Kosterlitz. David D-A-V-I-D, Kosterlitz, K-O-S like Sam, T- like Tom, E-R-L-I-T like Tom, Z-like zebra. I live at [REDACTED] Hollins Drive, H-O-L-L-I-N-S Drive in Bethesda, Maryland 20817-2348. I don't represent anybody. Just myself. Okay. I just would like to say more general comments here. I've been opposed to this project since the beginning, and maybe one reason you, you might call nimbyism because I live one long block, approximately from the beltway just where the old Georgetown Road exit is. I'm not looking forward to noise and, and construction. And I certainly think that loss of trees is, and loss of habitat is a big deal. Runoff, destruction of wetlands, destruction of parks. All these things are, are terrible.

And then I'd like to say that this whole project represents the privatization of a public – good. That's what a P3 does, Public-Private Partnership. Look what happened to the Purple Line, it's way over budget and they've had innumerable problems. And in Transurban's own country, Australia, they've had a disaster with a project of theirs in a place called Westgate, I think it is. And it's way over budget. And it's, it's going to be a nightmare. This project will not solve congestion because of induced demand. The concept of induced demand, which I like to call it. If you build it, say we'll come, but an economist recently died, who did some studies on these things. And he said back in his time that the number of cars was growing faster than the number of people in the population. I don't know if that's still true, but obviously what we need is some innovative, new thinking. We need transit as far as the bridge. Okay. Re-deck it and leave it at that. Just because Virginia drunk the Kool-Aid and went with Transurban doesn't mean that Maryland has to do that. We need, you know, the SDEIS does not take into account telecommuting and how that's likely to grow. And if the definition of insanity is doing the same thing and expecting different results, we've been widening highways for years, decades. And what has it done? Nothing except there's more congestion and this will not be different. So, I think we need to think outside the box. Thank you for listening to me.

From: David Kosterlitz <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 12:58 PM
To: SHA OPLANESMLS
Subject: Use the "No Build" as the Preferred Alternative

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

This proposed project will cause habitat loss, air pollution, exorbitant tolls, excessive runoff, and won't reduce congestion ("induced demand" will result and congestion will remain). It is inequitable: \$50 tolls - Lexus Lanes for the rich! The P3 structure is problematical, especially for highways. Cost overruns often happen; see how this occurred in Australia: <https://www.theage.com.au/national/victoria/premier-threatens-transurban-s-10-year-tolling-deal-over-west-gate-tunnel-debacle-20200130-p53w40.html>. Look at the Purple Line P3 debacle! MDOT failed to consider the effect of increased teleworking on the need and purpose of the proposal. It seems false for MDOT and the Governor to say there will be no net cost to the public when drivers will pay for Transurban and Macquarie's (T&M's) profits. WSSC will need to move many water and sewer lines, increasing cost to rate payers (T&M won't pay for this).

David Kosterlitz

[REDACTED]

[REDACTED] Hollins Dr

Bethesda, Maryland 20817-2348

From: Ms Bess [REDACTED]
Sent: Sunday, November 14, 2021 9:17 PM
To: SHA OPLANESMLS

My family is strongly concerned about the toll lanes and the SDEIS --

We STRONGLY OPPOSE THE TOLL LANES and we SUPPORT THE NO-BUILD OPTION!!!

The concept of adding toll lanes to I-495 or I-270 should have been STOPPED in its tracks when first proposed, it is an UNFAIR, & DUMB idea!!!

Again, we support the NO-BUILD option!! & we OPPOSE toll lanes!!!

-MsB Kotsiras

From: S K [REDACTED]
Sent: Saturday, November 27, 2021 1:06 PM
To: SHA OPLANESMLS
Subject: OPPOSE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

I oppose the toll lanes because I believe there are better ways to improve daily commutes between Gaithersburg and the American Legion Bridge, such as reversible lanes. The project will remove 500 acres of tree canopy and harm 3 national parks. MDOT is not committed to treating stormwater runoff which will further degrade our local waterways. Please rethink the extent of environmental destruction required by this project.

In addition, there is no estimate of the subsidies that taxpayers will be required to pay Transurban, which is not even a local company. As a lifelong resident of Montgomery County, I am not comfortable with the extent of future obligations being created for me.

Sincerely,
Suzanne Krauth
[REDACTED] Spencer Rd, Chevy Chase, MD 20815

From: June Krell [REDACTED]
Sent: Sunday, November 28, 2021 2:22 PM
To: SHA OPLANESMLS
Subject: Against expanding beltway

We have an under utilized outer toll road. I see no need to make an inner beltway for the well off at the expense of people living near the beltway. We also have the purple line under construction. I would much prefer my taxes and money be spent on public transportation than for the well off to have a private highway. Please do not make our urban environment filled with more air and noise pollution. Sincerely, -June Krell [REDACTED] Pin Oak Dr. Silver Spring, MD 20910

From: Paul Kreutzer [REDACTED]
Sent: Wednesday, November 24, 2021 5:31 PM
To: SHA OPLANESMLS
Subject: Oppose Maryland toll lanes

Dear MDOT,

I strongly oppose toll lanes and I support the no-build option.

This corrupt proposal will unlawfully enrich insider contractors and significantly degrade quality of Life for Montgomery county residents and homeowners. I oppose the fraudulent toll lanes proposals.

Paul Kreutzer

Flower Ave, Silver Spring MD, 20901

From: Linda Kroening [REDACTED]
Sent: Wednesday, November 24, 2021 8:36 AM
To: SHA OPLANESMLS
Subject: Comment

I oppose the toll lanes and support the no build solution.

Linda Kroening
[REDACTED] Wendell Street
Silver Spring, MD. 20901

Sent from my iPad

Louis Krupnick

A democrat, I was proud to help elect you three years ago because I thought you were a reasonable man who would watch out for the excessive spending of others. However, as I read the proposed rates for the new 295 toll lanes it is clear to me that although we desperately need additional transit lanes; again you are using taxpayer's money for at least part of this effort to provide the most efficient transportation for the richest people. If not financing the project, we'll certainly pay for the State Highway Dept. employee's salary involved on this project and in essence, low paid workers and the elderly who can't afford the exorbitant are getting screwed. I sure wish that someone in state government had the guts to say, 'we're all better served by good roads & bridges & we're going to have to raise taxes so all can benefit; just not the rich. No guts, no real progress. Shame on you!

-----Original Message-----

From: Louis Krupnick [REDACTED]
Sent: Friday, November 19, 2021 10:12 PM
To: Secretary MDOT <SecretaryMDOT@mdot.maryland.gov>
Subject: I-295 Expansion

To whom it may concern- if anybody:

I'd like to send my insincere congratulations for crapping on the workers and elderly with the new P3 financing solution for an expanded interstate system which will benefit only the wealthy who can afford it.

Sure, it would have taken moral courage which seems to be in short supply, to announce that all tax payers in the State benefit from improved transportation systems and that we're all going to have to pony up via new fuel and use taxes. But no, your department took the easy way; by paying exorbitant sums to a foreign road builder to address a problem which should have been addressed years ago. Meanwhile, you've left the taxpayer to fund some engineering & certainly pay for the construction administrator to be conducted by your department.

Thanks, a lot. I hope there is enough tar left over to give your department the dunking they deserve.

Louis Krupnick
[REDACTED] Naglee RD
Silver Spring , MD 20903
[REDACTED]

Sent from my iPad

SUSAN N LABIN

I appreciate all the effort and detail presented in the materials. It would take some time to decipher all of the materials and provide a detailed response. Instead, I will summarize my positions and leave it to you to apply these preferences to your current & future transportation decisions.

- Relieve congestion on Am Legion Bridge. What about regular HOV lanes for 2 persons? Buses from metro stations?

- I am especially opposed to private companies controlling toll lanes

- I am generally opposed to toll lanes, they are a regressive tax, and especially at the exorbitant projected rates.

- I strongly support monies to relieve congestion on 270 to be spent on frequent buses & rail/rapid transit solutions, including HOV lanes for 2 persons.

- County Executive Elrich has continued to propose environmentally equitable solutions. The Montgomery County Council claims to care about the environment and equitable transportation solutions, but their positions on this do not support such claims. Please confer with M. Elrich.

- Please require anyone voting for Gov Hogan's plan, including the Governor and MoCo Council Members to disclose any conflict of interests.

From: Priscilla Labovitz [REDACTED]
Sent: Tuesday, November 30, 2021 4:07 PM
To: SHA OPLANESMLS
Subject: I oppose widening 495

Dear People,

My husband and I deeply oppose the widening of 495 and the creation of toll lanes, which would not reduce traffic - and you know it - and is a giveaway to the foreign corporations and their local governmental boosters, and disastrous to the environment. To say that emissions would be reduced by all electric cars is absurd. When might that be?

I think the plan is rife with corruption in our self-claimed Good Government county and state. This plan stinks.

BTW, we do not live near the beltway, so our opposition is not based on NIMBYism.

Please make the right decision.

Priscilla Labovitz
Joe Cirincione
[REDACTED] Birch Ave
Takoma Park 20912

From: Ann Lafferty [REDACTED]
Sent: Wednesday, November 17, 2021 8:08 PM
To: SHA OPLANESMLS
Subject: Toll Lanes

Hello MDOT -

Thank you for the opportunity to voice my opinion on the expansion to toll lanes for 495 and 270.

I am OPPOSED to this expansion. I support the no-build option. Better to spend the transportation dollars on buses instead of more lanes for cars with 1 or few people in it. We need to decrease global warming and the use of fossil fuel burning for transportation.

thank you,
Ann Lafferty
[REDACTED] Violet Pl
20910

From: m Lally [REDACTED]
Sent: Friday, October 29, 2021 7:02 AM
To: SHA OPLANESMLS
Subject: Time to end this 270/495 project

I have been one of the concerned community members who has spent countless hours fighting the proposed expansion of 270/495. We thought our voices were being heard, but now it's obvious that Maryland is not listening.

There are so many reasons to stop this project and you've heard them all, I'm sure. But, I can't understand how these issues can be IGNORED when undertaking a huge project such as this MDOT project:

- why can't you wait until we see the impact of telework on traffic?
- what about the impact of the Purple Line?
- have you not heard the dire state of our planet and how climate change is affecting all of us? Why are we putting down more black top and encouraging people to drive when we should be looking at alternatives to single car driving? And not waiting for the results of a full impact study?
- how do you sleep at night knowing hundreds of people will lose their homes and we will lose acres of green space?

I just don't get it. Yes, traffic is bad. But, it's time to start looking outside the box for alternatives to this madness.

Very concerned Maryland resident,
Marian Lally
Silver Spring MD

Name: Maryann *[inaudible]*

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail (10/31/2021)

Transcription:

Hi, my name is Maryann *[inaudible]*, and I'm a resident of Silver Spring, Maryland. I have been one of the concerned community members who've spent countless hours fighting the proposed expansion of the I-270/I-495 project. You know, we thought our voices were being heard, but now it's obvious that Maryland is not listening to us. There are so many reasons to stop this project, and I'm sure you've heard them all, but I just can't understand how these issues can be ignored when undertaking a huge project such as this end-up project. For instance, why can't you wait until we see the impact of telework on traffic and what about the impact of the Purple Line once that's completed? And have you not heard about the dire state of our planet and how climate change is affecting all of us? Why are we putting down more blacktop and encouraging people to drive when we should be looking at alternatives to single-car driving and not waiting for the results of a full impact study? I don't understand how you all sleep at night, honestly, knowing hundreds of people will lose their homes and that we'll lose acres and acres of green space, which is so important right now. I honestly, I just don't get it. Yes, traffic is bad, but it's time to start looking outside the box for alternatives to this madness of just expanding roadways that are going to serve really only a very small percentage of the population. So please give consideration to this and you know, I'll be putting my votes where they count.

Marie Land

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

Innovative Congestion Management (ICM) on lower I-270 works; toll lanes won't!

If you use lower I-270 now, I know that barring an accident, construction, or storm, traffic is generally free-flowing.

The welcome congestion relief was created by MDOT's ICM program, which began in 2017 and is now 77% complete.

The ICM program installed ramp metering, extended merge lanes to create extra through lanes, converted a shoulder to an HOV-2 lane, and turned an old HOV-2 lane into an extra through lane.

The toll-lane project would destroy the taxpayer-funded ICM improvements on lower I-270, create congestion where there is none, and make the notorious I-270 northern bottleneck even worse.

Lower I-270 will be irreparably harmed by toll lanes.

The SDEIS traffic model is spectacularly flawed.

The output of the SDEIS's traffic model is contrary to common sense, logic, and traffic forecasting done by MDOT itself.

PLEASE Consider these excellent points from our partner Citizens Against Beltway Expansion

Name: Gail Landy

Agency/Organization/Jurisdiction, if applicable: N/A

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail (11/26/2021)

Transcription:

Hi, this is Gail Landy calling from Gaithersburg. I support the no build option, oppose the OpLanes project. The toll lanes will only serve the affluent with tolls possible, possibly 50 dollars, while especially infringing on low-income neighborhoods with property loss and increased noise, air, and water pollution. The decision to avoid intrusion on the historic Moses Morning Style— Morning Star Cemetery does not preclude impeding on the enjoining neighborhoods of Gibson Grove and AME Zion Church.

As an Audubon member, I am concerned about the loss of parklands and green spaces. Highway expansion will diminish the habitat of native birds and wildlife, impacting mating, communication, and [inaudible]. Close to my residence, two Gaithersburg parks and three Rockville parks will be infringed upon. The removal of trails in Rock Creek Park, where I often hike, may be avoided, but widening the interstate will reduce the buffers, those that provide a peaceful and serene park experience. No longer will I enjoy the delightful chirps of songbirds. Instead, I'll hear the roar of traffic and breathe the fumes with some of the tree canopy that houses birds and wildlife removed. Our parks and green spaces may be the only inhabitable, inhabitable locale for rare and threatened birds. In the face of climate change, we must preserve our natural places. We must also consider the cost to underserved communities, removing recreational parks that provide endless possibility for sports and activities, such as basketball and tennis, for the sole purpose of expanding highways. These facilities provide equity for Afro-Americans by providing activities they enjoy and enhancing socialization. We cannot prevent the endless expansion of highways that displaced minority populations, intersecting and disrupting their communities with no benefit to them. We must expand public transportation.

From: Karen Lange [REDACTED]
Sent: Saturday, November 6, 2021 2:56 PM
To: SHA OPLANESMLS
Subject: I oppose toll lanes and support the no-build option

To MDOT & FHWA:

For years I have written to state officials in opposition to the proposal to build toll lanes on the beltway. So have many others. Our local public officials have voted against the project. Still it goes forward.

Please stop this project. It will only benefit the companies constructing it, the contractor running it and a small number of wealthy individuals who can afford to use the luxury lanes. It will not benefit most people in the state. Instead, it will destroy parks and people's homes, while doing little to reduce traffic on the beltway. It's crazy at a time when scientists say we must do everything we can to reduce global warming to invest in infrastructure that will contribute to global warming. The project is also not fiscally responsible. The private contractor involved will be shielded from risk while the state will not.

I do not live next to the beltway. I used to commute on the beltway and may do so again in the future. But I do not support this project. Please put a halt to it.

Thank you for listening.

Best Regards,

Karen Lange
[REDACTED] Philadelphia Ave.
Takoma Park, MD. 20912

----- Forwarded message -----

From: Citizens Against Beltway Expansion <info@cabe495.com>
Date: Sat, Nov 6, 2021 at 1:06 PM
Subject: Tell MDOT & FHWA Why You Oppose the Toll Lanes
To: Karen Lange [REDACTED]

[View this email in your browser](#)



Saturday, November 6, 2021

-
- [Tell MDOT & the Federal Highway Administration Today Why You Oppose the Toll Lanes](#)
 - [Is MDOT Lying About the American Legion Bridge?](#)
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**Tell MDOT & the Federal Highway Administration Today
Why You Oppose the Toll Lanes**

The Maryland Department of Transportation (MDOT) recently issued an updated environmental review of the toll lanes. Now is the time to tell MDOT and the Federal Highway Administration why you oppose the toll lanes. Don't let the business interests that support the toll lanes drown out our voices of opposition.

The **Supplemental Draft Environmental Impact Statement (SDEIS)** reveals that the toll lanes would actually make daily commutes longer for those who drive in the non-tolled lanes, or general lanes. The SDEIS also reveals the many ways that the toll lanes would harm our communities and our environment. Just as important, the review omits key information about the project, such as the subsidies that taxpayers could be forced to pay Transurban or the impact of the toll lanes on global warming. **Read more about some of the findings and deficiencies of the SDEIS here.**

Please send an email to MDOT explaining in your own words, your concerns about the toll lanes and the SDEIS. Make sure you include the key phrase that you **OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION**. The deadline is November 15. But don't wait, send an email today to **oplanesMLS@mdot.maryland.gov**.

If you prefer, you can call 855-432-1483 and leave your comments on voicemail. Voicemail messages are limited to 3 minutes.



IS MDOT LYING ABOUT THE AMERICAN LEGION BRIDGE?

On page ES-9 of the SDEIS, MDOT states that the American Legion Bridge “would need to be replaced sometime over the next decade.” This contradicts MDOT Secretary Greg Slater who told the board of the Maryland Transportation Authority (MDTA) on February 25, 2021 that the bridge was “structurally sound” but that the deck of the bridge needed to be replaced within the next 10 years. He went on to say that IF THE DECK were not replaced, then the entire bridge would need to be replaced within 15 years. He made similar comments about the need to replace the deck of the bridge, but not the entire bridge, at a joint hearing of House and Senate committees on June 29, 2021. Why does the SDEIS contradict Sec.

Slater's testimony on the condition of the bridge? Is MDOT trying to scare the public by misrepresenting the condition of the bridge in the SDEIS? (Sec. Slater's comments made at the MDTA meeting [can be viewed here](#) at about 1:10:50. His comments to state legislators [can be viewed here](#) at 2:27:25.)



ICYMI

[Maryland board approves \\$45 million more for consultant on Beltway, I-270 toll lanes project](#)

Washington Post, November 4, 2021

[Opinion: Toll lanes on I-495 east of I-270 were put on hold, but remain in overall plan](#)

Bethesda Magazine, November 1, 2021

[Opinion: Pricey Toll Lane Plan Won't Solve Regional Traffic Issues](#)

Maryland Matters, November 1, 2021

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Citizens Against Beltway Expansion

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From: Kate Lanigan [REDACTED]
Sent: Monday, November 29, 2021 4:54 PM
To: SHA OPLANESMLS
Subject: Oppose Beltway Widening and Toll Lanes

I oppose the current proposal to widen parts of the Beltway and to add toll lanes.

We have learned the hard way in the past that more lanes mean more traffic and more development further out in the suburbs, which leads to congested roads and we start all over again with the same dance!

We can better address the problem with public transportation solutions.

Please don't waste my tax dollars on an approach that we know does not solve the problem.

Thank you,

Kathleen L. Lanigan
[REDACTED] East Indian Spring Drive
Silver Spring, MD 20901

Danielle LaPrad

I opposed the toll lanes and support the no-build option. Reducing traffic is a lie. History shows us that adding more lanes adds more vehicles. We will suffer worsened air quality and elevated and constant noise that we cannot escape. Climate change is breaking down the systems that support life on Earth. Doing this expansion will accelerate the degradation of our environment.

From: Todd Larsen [REDACTED]
Sent: Monday, November 15, 2021 6:26 PM
To: SHA OPLANESMLS
Subject: OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

I'm writing in opposition to building toll lanes. As a Maryland resident and taxpayer, I object to this poor use of taxpayer dollars that will cause local environmental harms, increase climate emissions at a time when the climate crisis is already causing enormous damage, and waste taxpayer money.

Adding toll lanes will not relieve congestion, but it will harm local communities, and local and national parks.

The **Supplemental Draft Environmental Impact Statement** found:

- The addition of toll lanes would not improve daily commutes between Gaithersburg and the American Legion Bridge;
- 500 acres of tree canopy would be cut down to make way for the toll lanes;
- 15 parks would be harmed, including 3 national parks; and
- MDOT would not treat most of the stormwater which would further degrade local waterways.

Just as important is what the SDEIS fails to tell us:

- There is no estimate of the subsidies that taxpayers could be forced to pay Transurban;
- The SDEIS does not address who will pay for relocating water, sewer and other utilities;
- MDOT failed to assess whether rail transit, ramp metering and incentives to increase telework would be more effective steps to address congestion;
- There is no assessment of whether low-income communities and communities of color would suffer more of the harmful impacts, as required by federal law; and
- MDOT did not analyze the impact of the toll lanes on global warming.

The addition of toll lanes would be harmful to the local and national environment and will not address our transportation needs.

I'm firmly opposed to the addition of toll lanes.

Thanks for your consideration.

Todd Larsen
College Park
Maryland 20740

From: [REDACTED]
Sent: Tuesday, November 30, 2021 9:32 AM
To: SHA OPLANESMLS
Subject: Comment on Beltway expansion

I would like to comment that my husband and I strongly support the No-Build option. We are at a critical junction as the world faces a warming climate. Adding more lanes for private fossil-fuel burning cars is a step in the wrong direction. We must support better public transit, express buses and light rail, rather than adding lanes that will become full to capacity within a few years. Expanding the Beltway in any way is a short-term, short-sighted fix to a critical, long-term problem. The "no build" option is the only logical way forward if we want to keep the DC metro area liveable for our children and their children.

Thank you.

Sincerely,
Laura Donnelly-Smith and Morgan Smith
Forest Glen

Name: Mark Lautman

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Testimony

Transcription:

Good evening. My name is Mark Lautman. That's L-A-U-T-M-A-N. I live at [REDACTED] Magruder Lane in Rockville, Maryland. I'm speaking on my own behalf. And for those of you looking on the Google maps, I live about 2,000 feet away from the Montrose Road exit off the I-270. So my neighbors and I are staring down the bulldozers, but I would like to say something to my fellow residents in Montgomery County. We all know that there are no jobs here. Look on Indeed.com and just try and find one. It's been a policy of this County to deliberately avoid bringing in employers here. And our County Executive Mark Eldridge, he articulated himself when he said he doesn't want jobs here. He'd rather that they be in Urbana in Frederick County. And he's just articulating, articulating a policy that has been preferred here for over 30 years. Well, if we don't want employers here, then those of us who do need to work must commute to the places where there are jobs and in this region, that's basically the district or Northern Virginia, and we all know that from Montgomery County to Northern Virginia, there's only one way to get there and that's over the American Legion Bridge. But it doesn't have to be that way.

It's been a policy of this County government to deliberately avoid building roads, and we're all familiar with that famous sketch from the 1960s that proposed an outer beltway to get to Northern Virginia. Not saying that's the right thing to do, but it definitely has been a possibility for quite some time. Well, with no employers and with no roads to get to where the employers are, and with a growing population, the commute times have only grown to a point where they are soul crushing as Governor Hogan said, and we refused, we refused as a County to address these, to address these concerns, to the point when outside jurisdiction is coming in and solving the problem for us. So, the only people that we really can blame for this situation is ourselves, not the Governor and certainly not the State Department of Transportation. Thank you very much.

From: Gary Lear [REDACTED]
Sent: Tuesday, November 30, 2021 9:29 AM
To: SHA OPLANESMLS

I support the no build option.

From: [REDACTED]
Sent: Sunday, November 7, 2021 8:46 PM
To: SHA OPLANESMLS
Subject: Toll lanes

I oppose any and all toll lanes on i270 and i495. The best option is no build. If any building is to be done, it should be to widen, not too i270 north of germantown to route 15 in frederick. 270 north drops from 6 lanes in gaithersburg to just 2 lanes just past germantown. Just fixing this problem would go a long way in alleviating the 270 north debacle

Robin leiman
[REDACTED] cross ridge ct
Germantown 20874.

[Sent from the all new AOL app for Android](#)

From: Sarah Leshner [REDACTED]
Sent: Monday, November 29, 2021 11:42 PM
To: SHA OPLANESMLS
Subject: I why I support the no-build option and oppose the I-495/I-270 toll-lane project.

I support the no-build option and opposed the I-495/I-270 toll lane project because:

- Modeling based on the last 50 years has extremely dubious applicability to the next 50 years. Having reviewed large sections of first the DEIS and now the SDEIS I see NO attempt to do serious forecasting modeling looking ahead half a century for
 - Climate change, this is quite painfully and obviously already happening, with more extreme weather events, more very heavy rains leading to flash flooding, and no attempt in SDEIS (DEIS) to address how additional impervious surface AND the pollutants it collects (vehicular fluids, tire rubber, trash) that are swept off by rains impact
 - pollution collecting in storm water impoundments, or dissipated directly into streams and hence the Chesapeake, affecting the livelihoods of those who depend on its rehabilitation
 - mobilization of existing hazardous waste by the scouring and partial solubilization from flash flooding, long regarded as a serious issue re Superfund sites, but also important for smaller collections of hazardous waste
 - damage to vegetative infrastructure crucial for mitigating climate change and environmental inequities from flash floods to processing of sediment and toxic waste to heat mitigation by
 - damaging parks
 - removing 500 acres of forest that may be replanted elsewhere, but not next to/within the LOD, so perpetuating the social inequity whereby the original Beltway was detoured around wealthy Chevy Chase but plowed through black cemeteries and neighborhoods of color, which have become heat islands from the loss of green
- it's fiscally irresponsible to have guaranteed TransUnion compensation for preliminary work they do before have a final EIS
- the ICC/MD 200 proves MDOT has a track record of being swayed by moneyed interests to make flawed plans that are wasteful and environmentally destructive and ultimately roads to nowhere:-- the deviation of the ICC/MD 200 eastern terminus SOUTH, away from logical connection closer to B'more, BWI, because of Konterra interests and influence. Has Konterra even begun to prove worth this diversion cost to taxpayers and drivers? And the corruption of the Indian Creek Watershed, which, insultingly, was proposed as a mitigation site for damage from I-495/-270 expansion: destroy an ecosystem; then propose to remediate it as mitigation for other environmental destruction! Great idea! What hypocrisy! Yeh, Konterra is now slowly moving forward, but at what cost? Is it providing social needs like low- moderate-income housing with convenient mass transit? or just homes for those with cars?
- so if MDOT can't look ahead a decade, I don't trust them to have given adequate research and modeling to predict land use and traffic needs 50 years ahead.
 - will we have banned or severely restricted private vehicles in a last-ditch effort to mitigate the worst effects of climate change?
 - will we have addressed economic inequalities that have kept many groups -- people of color, women, working classes -- from being adequately homed -- and why will more suburban sprawl and cul-de-sacs do to worsen this inequality -- re education and job opportunities? community support systems?

I'm part of the climate crisis problem, but I'm fighting the only way I know -- by trying to raise awareness from individual to international levels that we must change and we must change quickly. Something individual humans, much less their

governments and bureaucracies are terrible at. We're stuck with brains full of great ambition driven by very primitive emotions, mostly a lust for power, or at least my little piece of it.

We're smart enough to save this planet, but only if we work together. Which seems nearly impossible, but there is no Planet B.

Do you care enough about future generations to give up some of your status and power and privilege to help those less well off now, and those too young and poor to have political influence, and those working three jobs who don't have the time to think beyond the next paycheck?

Although to some the people at MDOT and their surrogates who ran public hearings may seem faceless. I know enough Maryland state employees and contractors to see you as more complex human beings. I hope I can break through and get you to think outside of the box MDOT has put you in.

Please. For the sake of the only planet we have.

--Sarah Leshner

██████ Hedlin Dr. (about half a mile from I-495 but with Nix school right next to the existing road)
Silver Spring, MD 20903

From: Marilyn Leung <info@email.actionnetwork.org>
Sent: Monday, November 8, 2021 7:32 PM
To: SHA OPLANESMLS
Subject: Widening 270/495 corridor

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Car pollution is a major negative component of climate change. Why would we then be putting more dollars into expanding roads for cars? Put the money into mass transit. The damage to trees, parks, animal habitat and human communities is also a major climate and health negative. It makes it seem that all the good stuff to do that we just finished telling the world at the climate conference in Europe was in the "talk is cheap" category. We need to start now working to slow/stop climate change by adopting the "No Build" option for the Beltway/I-270 expansion. When we are at the bottom of a climate change hole the first thing to do is to stop digging to make more roads.

Marilyn Leung

[REDACTED]

[REDACTED] Redland Road

Rockville, Maryland 20855

From: Carol Leventhal [REDACTED]
Sent: Sunday, November 14, 2021 6:55 PM
To: SHA OPLANESMLS
Subject: Opposition to Toll Lanes

To Whom it May Concern:

We oppose the current MDT plan to build toll lanes for the Capital Beltway. We oppose toll lanes and support a no build option. More roads mean more cars = ergo; more environmental damage. This proposal is an old think idea. Please come into the 21 first century!

Allan and Carol Leventhal

From: Karen Levi [REDACTED]
Sent: Wednesday, November 17, 2021 10:16 AM
To: SHA OPLANESMLS
Subject: Toll Lanes

Against new lanes--doesn't help rush hour traffic, destroys too many trees, and disrupts parks.

Toby Levin

I am writing to oppose Gov. Hogan's plan to increase lanes for toll roads for 270 expansion. As noted in environmental studies, there is no evidence this will reduce traffic congestion and improve traffic flow. Instead it will be a costly increase in tolls for all drivers and profits for the contractor. We will experience greater pollution as long as we focus on increasing roads. We need to focus on building a second bridge and rapid transit.

From: Beth Levine [REDACTED]
Sent: Sunday, November 7, 2021 6:36 PM
To: SHA OPLANESMLS
Subject: toll lanes

I live in New Mark Commons and my quality of life will be severely negatively impacted if this toll lane/additional lanes go through.

-

The list is long why I oppose increasing the number of lanes on 270 and adding toll lanes:

- Toll lanes won't improve daily commutes
- Taxpayer subsidies
- Relocating utilities
- Pollution and global warming
- Harm to parks and other green spaces
- Selected impacts on Rockville
- Environmental justice issues
- Failure to study alternatives to toll lanes

Please stop this boondoggle.

Thank you,

Beth

From: elliott levine [REDACTED]
Sent: Tuesday, November 30, 2021 1:43 PM
To: SHA OPLANESMLS
Subject: I support the no-build option

Comments on SDEIS before MDOT

My name is Elliott Levine, residing at 7213 Old Stage Rd., Rockville, MD 20852

I support the NO-BUILD option.

COMMENTS:

PURPOSE AND NEED: SDEIS states that they took a “new look” at monitoring **covid changes** in traffic patterns which shows traffic at 50% of normal traffic...then goes on to say that “traffic is rebounding to close to pre-covid pandemic levels”. WHICH DATA set represents the level of congestion? MDOT has cherry-picked the purpose to accommodate an excessively conservative view by using outdated VMT data? Would this project have been proposed with the congestion data as we now see it?

- This same inconsistency shows up as the primary Purpose and Need. It now has changed from what the DEIS says (p12)--reducing severe congestion, to now where the primary purpose of the SDEIS is (pES-3/4), “accommodating existing traffic and improving long term traffic needs.” This is a far less critical goal when it comes to peak hour commuter speeds.
- During pre-pandemic levels, one study cited that a 12% reduction in peak traffic periods would make the traffic and commute manageable. As a result of covid, many businesses have already changed to a hybrid work/telework model PERMANENTLY. Businesses no longer need or want their offices to have full occupancy daily and want employees spread out. Post-covid peak traffic volumes will not return to pre-covid levels for a very long time—if ever. As such, this highway expansion will be an expensive burden for a problem that may calm itself!

Similarly, to gain a perspective on the root cause of the prior congestion which is commuters during peak hours, the study should look at the changes going on in the commercial real estate sector where building occupancy has dropped. Further, more businesses are contemplating and reducing their footprints by moving to smaller occupancy footage as they realize that fewer employees need to be in the office.

CRITICAL and FOUNDATIONAL NEPA MISTAKE: SDEIS continually refers to the “Phase I South and Phase P3 agreement.” MDOT’s “Options, Opportunities OP Lanes clearly identifies another phase of the project from I370 to I70. Following NEPA guidelines will require that the full project scope of all phases be included in an EIS study. This SDEIS does not include impacts from this second phase with other than a wink toward this 2nd phase, that was “supposedly” eliminated and not evaluated in this SDEIS. Any environmental impact can be biased and shown to have de-minimus

levels of impact if the phases are made small enough. The current SDEIS is contrary to this NEPA framework for acceptability, fails this test and should be rejected as inadequate.

Harm to Parks and Other Greenspaces: The toll lanes would impact 15 parks, including three national parks. Over 1,200 trees would be removed from national parks alone. The other parks impacted include five owned by the Maryland- National Capital Park and Planning Commission, five parks owned by the City of Rockville and two parks owned by the City of Gaithersburg. A total of 36.1 acres of parkland would be negatively impacted. There would be a total loss of 500 acres of forest canopy from parkland and other greenspaces, including from strips of greenspace that provide a buffer between the highways and neighborhoods next to the highways. These communities will be harmed by increased noise, air and water pollution and the increased risk of flooding.

TREE and CANOPY REMOVAL: SDEIS cites 500 acres of tree, canopy and vegetation removal. This will clearly negatively affect bird, terrestrial and other species from destruction of their habitat. SDEIS cites purchasing credits instead of mitigation in accordance with MDNR's Reforestation Law if reforestation is not possible. They have identified 68 off-site mitigation sites but will require a variance from the law. This form of remediation plan with planting outside the affected Montgomery county will be a major loss to canopy, bird and terrestrial animals which needs this habitat to survive. The minimal amount of money required to make up for the lost canopy will in no way make up for the loss of fauna which survive on this habitat.

Air Pollution and Global Warming Analyses Not Included: The SDEIS does not include an analysis of greenhouse emissions and the impact they would have on global warming. There is also no analysis of other pollutants such as particulate matter or ozone. All of these analyses are deferred until later. Omitting these analyses from the SDEIS denies the public the opportunity to understand the risks while there is still time to influence the project.

Failure to Study Alternatives to Toll Lanes: The SDEIS fails to consider alternatives to private toll lanes to address traffic congestion. Rail transit was not studied nor were operational improvements and policies to encourage more telework as well as other technological traffic calming measures.

For all these reasons, this SDEIS needs many further improvements before anyone can determine that the environmental impacts are acceptable—which is the purpose of this EIS!

Name: Elliott Levine

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Testimony

Transcription:

Good afternoon. My name is Elliott Levine, E- double L-I-O- double T. Levine L-E-V-I-N-E. Residing at [REDACTED] Old Stage Road in Rockville, Maryland. I have three points I'd like to make. The first is about the Purpose and Need, which has morphed and this in this version of the SDEIS, and which states that they took a new look at monitoring the COVID changes in traffic patterns, which shows a 50 percent reduction to normal traffic. Then they go on to say, the traffic is rebounding to close to pre-COVID pandemic levels. So I ask, which data actually represents the actual level of congestion to justify this project? I can't help but wonder whether MDOT has cherry-picked the purpose to accommodate an excessively conservative view by using outdated data. Same inconsistency shows up as the primary purpose and need. In the DEIS, it was to reduce severe congestion and that now has been changed in the SDEIS to accommodating existing traffic and improving long-term traffic needs. This is a far less critical goal when it comes to peak hourly commuter speeds and I wonder whether had this been the goal in the beginning, whether this project would even have been considered.

During pre-pandemic levels, one study cited that a 12 percent reduction in peak traffic would make the traffic and commute manageable. As a result of COVID, many businesses have now changed to a hybrid work, telework model, permanently. Businesses, no longer need, or want their offices to have full occupancy daily and want their employees to spread out. Another mistake I noticed is the critical and foundational need of NEPA mistake. The SDEIS continually refers to a Phase 1 South, whereas the MDOT options opportunities, Op Lanes clearly identifies another phase of the project from I-370 to I-70. Following NEPA guidelines would require that the full project scope of all phases be included in an EIS study. This SDEIS does not include the impact from the second phase *[inaudible]* towards this second phase that was supposedly eliminated and not evaluated in this new document. Any environmental impact can be biased and shown to have a *de minimis* level of impact if the phases are made small enough. The current SDEIS is contrary to this NEPA framework ability, fails this test and should be rejected.

Lastly, with the tree and canopy removal, they cite 500 acres of trees that would be removed and along with it, the destruction of habitat. They also mentioned that they would buy their way DNRs approach and, and that a variance would be required. This is not really acceptable, and the variance is not a guarantee. And for this reason, this reason, I think this is not an acceptable version of an SDEIS. Thank you, thank you for listening.

Betty Anne & Alan Levy

We have lived next to I-270 since 1973. The latest state study said the widening of 270 is a waste of money and won't fix the problem. We may not be able to live in our home due to pollution and noise after the widening. We are senior citizens and our home is our major investment. We strongly oppose this. Please don't take our home. Consider other solutions such as widening the American Legion Bridge without widening I-270.

Heidi Lewis

We have lived at [REDACTED] MacArthur Blvd 1 block from the Clara Barton Pkwy entrance/exit access for 24 years. We support the construction of a new, wider American Legion Bridge and alleviation of the major choke point at the 270 split.

Very careful consideration MUST be given to any potential increase of traffic on MacArthur Blvd, Seven Locks Rd., River Rd, and the Clara Barton Parkway/Cabin John Parkway interface and Glen Echo turnaround.

MacArthur, Seven Locks, and River Road are our neighborhood streets - our kids walk and bike to school; our local shopping and recreation is done on these streets; our kids, senior citizens, pet walkers and others must cross back and forth across these neighborhood streets frequently, in good weather and bad, in good visibility and bad.

ANY increase in the numbers of cars, the speed of cars, the numbers of commercial vehicles on these streets that would be a consequence, however unintentional, of the 495/270 expansion MUST be researched, modeled, and mitigated.

We are at the breaking point already with the rush hours being practically gridlocked on MacArthur to cross the one-lane bridge or access Clara Barton Pkwy. Overflow congestion and cut-through traffic metastasizes into our small, unstriped side streets. Cars regularly exceed the 25MPH limit and roll through stop signs where kids are gathering for the school bus. They build up and block access to the Clara Barton Center for Children Nursery school and community center.

The homeowners, residents, and citizens of Cabin John have and will continue to invest our time and resources into robust and well-represented defense of our neighborhood against inadequate mitigation of physical, social, and environmental degradation of our community by this project.

Our neighborhood-commissioned review of the current plan confirmed that the Project's claim of a 5-10% decrease in volumes onto Clara Barton and Cabin John Parkway is flawed. First, the overall level of induced demand that the lanes would generate, would indicate growth on key, valuable connections like our local roads. Second, while the managed lanes may make certain connections more convenient, they cannot overcome that alternatives to these roadways are slower, like River Road, or highly congested, like George Washington Memorial Parkway. Beyond a series of volume tables at the end of an appendix, the SDEIS does not adequately describe how traffic reductions would occur on these roadways.

We recognize that some communal cost must be borne to prepare the DC region to thrive for the next century. We do not accept that those costs include further besieging our neighborhood with high-volume, long-distance commuter and business traffic feeding on to or off of the 495/270 corridor.

From: K Lew [REDACTED]
Sent: Friday, November 26, 2021 6:25 PM
To: SHA OPLANESMLS
Subject: SDEIS Comment for I-270 Widening Proposal

Hello,

Thank you for taking comments on the SDEIS. I-270 was widened in years past when it became the 6 lane wide highway it is today. At that time various government officials made a commitment that the highway would not be widened again, prompting communities to trust the government and build adjacent homes and shopping centers. To now renege on that promise and again widen the highway violates the trust our residents have placed in authorities, a violation at a time when public trust in institutions and governments is already at the nadir. To take over these homes, shopping centers and all the related infrastructure (WSSC, etc). is a costly and community deteriorating endeavor, while not addressing the root cause of the problem.

This project is not forward looking in its reliance of cars as a primary mode of transportation in a community as congested as ours. The project must better evaluate other, more equitable, transit alternatives. Importantly, it is a proven fact that widening highways simply leads to more cars and more congestion. We have seen this time and time again; furthermore the state's analysis of this particular project has noted that these toll lanes will not reduce traffic congestion.

Traffic is most certainly a problem, but widening I-270 only contributes to that problem with an adverse bonus of other serious externalities that local residents will bear the brunt of going forward.

Thank you for taking the time to hear our concerns. Hopefully this will be the begin of future dialogue that will result in an outcome that is beneficial for commuters and residents.

Mr. Lewis
Resident of Rockville

From: Mark [REDACTED]
Sent: Tuesday, November 23, 2021 3:51 PM
To: SHA OPLANESMLS
Subject: Opposed to I-270 & Beltway toll lanes

I couldn't be more opposed to the procedures used to push through the proposed creation of toll lanes on the Beltway and I-270. The state government officers and its elected officials are ignoring strong objections and the lack of attention to well known injuries from highway expansion. Alternatives to reduce trouble for commuters are being trivialized.

Worse, this project is a massive misuse of taxpayer funds, disguised as a lop-sided partnership. The budget to build will be overrun, exaggerated by delays to correct legal and practical oversights already obvious. Consider the Silver Spring Transportation Center "errors" and the Purple Line mismanagement.

Moreover, since toll collections will not meet the unrealistic levels necessary, the State's guarantees to the private investors are costly and unjustified burdens on all taxpayers, few of whom will benefit from the project. Thus there is provided no estimate of the taxpayer subsidies that will be required under the revised plan to support toll lanes for a few, wealthier drivers.

By the time the work is done, the congestion will have increased more and obliterated the promised justifications for the unpleasanties of construction, detours, neighborhood noise and waste. There are multiple harms to the immediate environment too such as damage to abutting parks, loss of tree cover, increased untreated runoff, and air pollution.

The Supplemental Draft Environmental Impact Statement makes clear that there will be little if any reduction in daily commute times. And It fails to analyze alternatives to this expansion that would more responsibly address global warning.

Shame on you.

Mark Leymaster

[REDACTED] Pin Oak Drive

Silver Spring, MD 20910

From: Eyal Li [REDACTED]
Sent: Sunday, November 21, 2021 4:53 AM
To: SHA OPLANESMLS
Subject: Supplemental Draft Environmental Impact Statement Public Comment

Dear MDOT Staff,

I'm writing to express my opposition to the toll lanes project and support the no build option. The SDEIS has neglected to analyze the toll lanes' impact on local air pollution and greenhouse gas emissions, and failed to analyze the impacts on induced traffic demand resulting from increased road capacity on the above pollution metrics. The environmental justice impacts of this pollution were also left out of the analysis.

I'm also concerned about taxpayers footing the bill for the project if the unreliable public private partnership model falls through as we have seen with the Purple line.

Last but not least, the project's impacts on the Morningstar Tabernacle No. 88 Moses Hall and Cemetery and Gibson Grove A.M.E. Zion Church are of historical significance, and threaten to repeat racist acts of grave yard desecration that state governments completed in the past. This would be a sinister impact of the project and would surely result in reduced public confidence in MDOT and the Hogan administration.

Thank you for the opportunity to comment on this project.

Regards,

--

Eyal Li
Takoma Park, MD
email: [REDACTED]

From: Lollyn Lindley [REDACTED]
Sent: Monday, November 29, 2021 7:18 PM
To: SHA OPLANESMLS
Subject: No on Beltway expansion at Silver Spring

Sent from my iPhone

From: Sharon Lloyd [REDACTED]
Sent: Tuesday, November 30, 2021 8:22 PM
To: SHA OPLANESMLS
Subject: Opposition to Toll Lanes

To Whom it may concern:

Please do not allow the toll lanes on the beltway between 95 and the 270 spur. I do not have an opinion about the American Legion -270 section.

These lanes will increase **noise** and air **pollution** and will not solve the problem. We need to find other solutions. How can we incentivize people to find less destructive options?

More lanes will not help us with climate issues which must be addresses.

Local roads will be overwhelmed- Many of the roads that feed the beltway are frequently backed up. Have you seen the backup at GA ave, NH ave. and Colesville Rd.

This section of the beltway - known as the roller coaster in our family for all of the curves- has a high number of accidents according to a report WTOP shared on 2018.

If you would address the current bottlenecks such as where 270 traffic and the beltway merge, and where traffic enters at river road and then needs to exit to 270 it would do a great deal to move traffic better.

Political leaders must work together to reduce rush hour volume by workingwith government to continue work from home options and reduce commutes or increase carpooling.

Sincerely

Sharon Lloyd

Silver Spring MD

Deirdre Lofft

I support the NO BUILD OPTION. There are too many other ways to increase traffic flow and commerce. This will impact the environment and the surrounding neighborhoods.

From: Deirdre Lofft [REDACTED]
Sent: Tuesday, November 30, 2021 11:57 AM
To: SHA OPLANESMLS
Subject: I support the NO BUILD OPTION

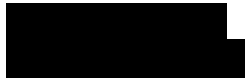
I do not want 270 expanded. There are too many other more creative ways to achieve the same goals that will not harm the environment and the surrounding neighborhoods. This expansion is antiquated.

Regards,

Deedee

--

Deirdre Lofft, Realtor
COMPASS



Diane Logsdon

I do not support HOT lanes, in any scenario. I also do not support widening any highway (485, 370, 270). The negative environmental impact is far too great, outweighing whatever supposed gains might be made in commutes.

The DC, VA, MD traffic oversight bodies would be better served to use influence to encourage more businesses to have increased and permanent remote work options for all employees to significantly reduce the volume of traffic.

Evidence has shown over and over that HOT lanes do nothing to reduce the volume of traffic. Individual commuters simply continue to use the regular lanes if possible, or they find local lanes through cities and neighborhoods in order to save money. The financial cost to individuals who commute is more than most can afford.

This area really needs to do a better job of thinking out of the box to address commute traffic and look elsewhere besides widening roads and charging more to drive. These clearly haven't worked to improve the commute issue for over 50 years and it's extremely unlikely the millions of dollars to implement these solutions will work any more effectively but there will be an enormous cost to the environment, which we really cannot afford to sustain.

Name: Carmen Luke

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Testimony

Transcription:

Hello. Good afternoon. My name is Carmen Luke and I'm calling because I'm very tired to have bad traffic before the bridge, the Legion Bridge. And I would love to maybe if you can, to expand I-270, how, eh, for alternative for Phase 1 South, because the traffic is very hard every day and I live in Gaithersburg, so I have to drive one hour and a half, at least, or sometimes two, depends on traffic. Okay. Thank you very much. Bye.

From: Alec [REDACTED]
Sent: Friday, November 19, 2021 7:09 AM
To: SHA OPLANESMLS
Subject: OPPOSE Toll Lanes and SUPPORT the No-Build Option

Good morning,

I am a College Park, MD resident and I am writing in as a part of the public comment period to say that I strongly oppose Alternative 9 - Phase 1 South, the plan to include a two-lane HOT managed lanes network on I-495 and I-270. First and foremost, the \$3.0-\$3.5 billion cost for this first phase of the larger project as outlined in the SDEIS is not acceptable given the limited benefits it will have on alleviating traffic issues along I-1270 and I-495. There is no estimate of what we, the taxpayers, will ultimately have to pay to cover these costs. Despite the Governor's statements, historical examples of these projects, including the Purple Line, indicate that this project will cost us more money than what's estimated. And we'll continue to pay once the tolls are in place. Furthermore, the environmental impact is staggering - over 500 acres of forest canopy will need to be cleared only to enable more cars to drive down the road, leading to more pollution. Finally, it is clear that the State has not explored other alternatives. The State should be looking at ways to decrease the number of cars on the road, not enable more people to drive. What about rail transit improvements, ramp metering, telework incentives, and work-where-you-live incentives? These are all things that can improve traffic conditions without spending billions of dollars on roads and forcing us to deal with years of construction.

I support the No-Build Option and ask the State to go back to the drawing board to create a plan that focuses on improving the quality of life in Maryland, not just increasing traffic.

Best,
Alec Lynde

From: Anne MacGlashan <info@email.actionnetwork.org>
Sent: Sunday, November 7, 2021 11:19 AM
To: SHA OPLANESMLS
Subject: Beltway & I-270 widening

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

While i understand the commuting difficulties this region experiences, we can't keep building more and more roads. It's bad for the environment and it's often not equitable.

We're stuck in a pattern of growth for tax revenue reasons but we must create a new vision of working communities that have equitable alternatives for transportation. The old saw, build it and they will come couldn't be truer. If we build more roads, more people use them till we have a problem again.

With a changing climate, we must begin to re-think our communities and the endless paving that adds more impervious surfaces causing a heat island affect and poorer air and water quality. Those costs are never factored in adequately, nor is the maintenance of these systems sustainable. Is this hard to transition to; you bet. And I'll also feel the inconvenience in the short term. But we must begin to count the cost to our environment into these growth equations.

Let's be smart and plan for a future that acknowledges the need to conserve our natural resources. What's good for nature IS good for people because we are part of the natural construct. Thank you for your thoughtful consideration of our future.

Anne MacGlashan

[REDACTED]

[REDACTED] Spruell Drive

Kensington, Maryland 20895

From: Garine Magary [REDACTED]
Sent: Friday, November 26, 2021 5:05 PM
To: SHA OPLANESMLS
Subject: 495 expansion

Dear Madams and Sirs at MDOT,

I am writing to share my opinion that I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

At a time when climate change is proving it is real and starting to threaten our existence, this is not the time to add more asphalt to an already asphalt heavy area. Doing this gigantic expansion will only accelerate the degradation of our environment. Pay attention to the public who voted for you. Work to minimize traffic. Don't accommodate it!

Did you know many new drivers are postponing their license? That's right -- young new drivers prefer taking public transport.

It is irrational and self-defeating to push on with it. The world has changed radically since 2017. Circumstances have changed and we have learned a lot, or should have. Handing over control to Transurban for the next 50 years is fiscally and morally irresponsible, selfish and greedy. They are a corporation with little to no interest in helping their fellow human.

Focus on building out the rails -- europe and most major cities have gone this route and its much better for the environment, for peoples sanity and the global perspective. Its 2021 -- not 1952.

Thanks for your time and consideration,

Garine Magary
Bethesda, MD

From: Garine Magary [REDACTED]
Sent: Monday, October 25, 2021 7:25 PM
To: SHA OPLANESMLS
Subject: More trains less lanes

For the next generation please please consider adding more metro service and Marc lines. This is what all the major (and minor) European cities do with great results. The roads are less clogged, commuters can multi task on their routes and fewer emissions for the environment.

Adding more pavement will be detrimental to the surrounding parkland (runoff water, mixed with oil and gasoline etc), but most importantly it will be OUTDATED AND INEFFECTIVE as soon as it's completed!

Quoting the last publicly released study, taxpayers of md would see an improvement of 1% in commuting time. This is not acceptable. It's borderline criminal to charge Marylanders to use these bogus lanes.

Please go back to the drawing table and come up with a better plan—the citizens and future citizens deserve it.

Sincerely,
Garine Magary
Bethesda, md

James Maggio

As a MD citizen and taxpayer, I seriously object to the inclusion of toll lanes in the MD portions of the highway and Potomac bridge development plan. I believe public funds both from the federal and MD state governments should be used to pay for all the highway and Potomac bridge developments, notably including federal transportation funds since the focus is on regional interstate travel, a key overlay on local MD uses of these transportation routes and networks. In addition, if any tolling should ever be established on these routes and networks in MD, then they should be MD state-controlled and regulated and collected, avoiding private sector commercial for-profit operators under contract -- the latter being a disaster for MD citizens and taxpayers. No commercially collected tolls should be tolerated, including exorbitant and variable toll charging schemes. No toll-setting anywhere in Maryland now or in future should be exorbitant, variable (fixed tolls are fairer to all), and prohibitive to the largest number of potential highway and network users; no MD toll-setting should favor the wealthiest vehicle operators to the disadvantage of lower income and middle class MD citizens and taxpayers who largely use these highways and networks for work-and-family related commuting and routine travel within our region. Please fully engage federal funding solutions compatible with MD state resourcing and please avoid special lanes-tolling schemes to allow all MD citizens full free democratic access to all MD highway, bridge, and network facilities. Thank you.

From: ronald MAHER [REDACTED]
Sent: Tuesday, October 26, 2021 1:52 PM
To: SHA OPLANESMLS
Subject: New lanes and expansion

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Not a good idea make metro a viable alernative

ronald MAHER

[REDACTED]

[REDACTED] OLD YORK ROAD

MONKTON, Maryland 21111

M Mail

The plan to include tolls doesn't take into account the huge financial burden residents of Moco will incur. At this time, a daily toll will impede thousands of commuters ability to get to work. Just as the state doesn't have the financial capital to pay for these improvements, many residents don't have the financial capital to pay daily roundtrip tolls. I'm opposed to the state's inclusion of tolls in the SDEIS.

From: Ria Malinak [REDACTED]
Sent: Monday, November 8, 2021 6:42 PM
To: SHA OPLANESMLS
Subject: Comment on the SDEIS Documents

I have been driving to Tysons, Virginia for work from Potomac, Maryland since 2008. In 2008 I could leave my office at 2:30 and be in my child's carpool line by 3:00. Today it takes me a full hour, sometimes more to commute the same distance at the same time of day.

My aging parents live in Centreville, VA and it is very difficult to go visit them mid-week as I must wait until after 7:30 to travel back to Potomac from their home. I live with the constant stress that I will be stuck in Virginia if there is an overturned tractor.

Finally, the company I work for has hired Maryland employees many times in my 12-years there, but all of them quit after a year or two because they find the commute over the bridge unbearable. We are reluctant to invest in any Maryland-based employees as we know that it is likely they won't stay long with us.

You must do something to fix this persistent bottleneck. I am not going to ride a bus nor take public transportation to visit my parents or go to work. It is just not efficient. I care about the environment and having thousands of cars stuck on the beltway every day for hours on end can't be good for it.

Regards,

Ria Malinak
[REDACTED] *Normandie Farm Drive*
Potomac, MD 20854
[REDACTED] *cell*

From: Maureen Malloy <info@email.actionnetwork.org>
Sent: Tuesday, November 23, 2021 2:09 PM
To: SHA OPLANESMLS
Subject: Expanding 495 and 270

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

MDOT, SHA, FHWS and the State of MD need to find more equitable, climate change resilient, and transit oriented solutions to the congestion on 495 and 270. Proposed expansions will increase vehicle emissions at a time when MoCO (Climate Action Plan) has committed to reducing them. It will pollute the water and the air, destroy forest and park land, and negatively impact communities of color with Lexus lanes unaffordable to many. More asphalt = more stormwater runoff and more saltwater runoff into our watersheds. Research is clear that additional lanes are not a long-term solution to congestion. What's not clear is what the final cost will be to MD taxpayers as many infrastructure issues are still unclear. STOP the expansion!

Maureen Malloy

[REDACTED]

[REDACTED] Fletwood Terr

Silver Spring, Maryland 20910

Comments on the SDEIS

The LOD of 300 feet from the centerlines of 495 and 270 is too narrow/inadequate to include all of the important environmental effects. How was this boundary determined? (1) It strains credibility to think that temporary impacts on nearby properties, especially businesses and residences, are confined sufficiently that there will be “no temporary effects” beyond 300 feet. Air quality, noise, detours, and congestion will certainly exceed the currently defined LOD. (2) Impacts even within LODs are presented as a kind of best-case scenario. Given contractual problems and delays on other major construction projects in the region, the EIS should certainly discuss contingency planning for the “potential area of disturbance,” for example, if the duration of the project exceeds initial estimates. (3) For those properties (residences, businesses, parks, protected areas, etc.) that will be permanently closer to high-speed traffic and its noise and pollution, what are the permanent impacts? Some of these are mentioned, but there seems to be no systematic analysis that includes mitigation and avoidance, except for the efforts of the ALB Strike Team.

The ALB Strike Team, as reported, provided high-quality, usable input to efforts to reduce the environmental impact of the project for the bridge. Why not undertake the same kind of effort for other parts of the project? Such a process would also have the benefit of relatively expert groups that could monitor the work in progress.

The sections on mitigation do a good job of describing potential impacts and citing applicable laws and regulations re “unavoidable impacts”—but how will compliance be required and QA’ed? For each type of impacted land/property, there should be a systematic mapping of responsibility (e.g., regulating agency), along with a clear procedure for oversight and compliance. Again, recent experience with major construction projects in the region should prompt clear lines of responsibility, oversight, and compliance. Partnerships are fine in concept, but everyone should understand who decides if the work is performed adequately or not. Section 4.15.4 is an example of clear identification of approvals required (FEMA, MDE). Unfortunately, this is an exception in the SDEIS.

Section 4.8 (Air Quality): The SDEIS is not clear whether the impacts of construction (e.g., increased criteria air pollutants) are included in the forecast models.

Hazardous Materials: The text discusses concerns re the impact ON construction but not the impact OF construction. This should be remedied.

Many sections discuss impacts in general and give tables with specific totals of affected acres. However, it is often unclear WHAT the impacts of this particular project will be. For example, on page 153 there is a discussion of deicing compounds and their negative environmental effects, but no hint of the impact of the project (which creates new surfaces to be deiced) on the use, quantity, or toxicity of deicing.

EJ Table 4-45: “Traffic” lists “operational benefits” but not dis-benefits (at a minimum, noise, pollution, side road congestion and blockages). Also, the assumption seems to be that equal benefits mean that the requirements of EJ are being satisfied. This could only be the case if there were historical equality; the whole point of EJ is historical inequality.

Similarly, the EJ dimension is missing in Human Health & Safety, Visual Landscape & Aesthetic Values, and Mitigation. Direct access is bound to have different effects on different blocks. Potential differences are not discussed re Visual Landscape & Aesthetic Values, and Mitigation assumes no existing differences. This is an area in which an ALB-Strike-Force type of group could be very helpful and productive.

Indirect & Cumulative Effects is so broadbrush as to be useless.

The first sentence of 4.23.2 (Hazardous Materials) needs to be rewritten.

4.24 would be the place to discuss offsets such as planting of trees or other vegetation, community parks, solar roofs, green roofs, parking lot solar installations, affordable energy efficient housing, and other environment-relevant activities. Creation of parkland or tree plantings at a distance is fine but probably of no immediate benefit to those who lose amenities in their own neighborhoods.

From: Juli Mann [REDACTED]
Sent: Tuesday, November 30, 2021 10:58 PM
To: SHA OPLANESMLS
Subject: Fw: letter to MDOT for no build 495

To Whom It May Concern:

I support the No-Build Option and oppose the I-495/I-270 toll-lane project.

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.

As you know, Global Warming is a threat that we all must take seriously. The proposed plan will impact six National Park sites, dozens of regional and local parks, 30 miles of streams, 50 miles of wetlands and 1,500 acres of forest canopy.

All of these trees help mitigate the greenhouse gas effect by trapping heat, reducing ground-level ozone levels and releasing life-giving oxygen. Destroying our parks and trees will have severe consequences on our quality of air and life. A mature tree can absorb up to 48 pounds of CO2 each year. Looking only at the 1,500 acres of forest canopy you want to destroy would increase CO2 levels by 28,800,000 pounds per year!

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). 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, the development consortium walked away from the project and taxpayers will be burdened with those costs.

- The Transurban Group Annual Results shows that the Northern Virginia I-495 Express Tollway has never been profitable.

- 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 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/>.

The Intercounty Connector is a great alternative which should be reviewed more closely. Many cities have by-passes that work and this will too.

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. Employees like to work from home and will continue to do so in the future. A 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.

There is nothing to be gained in wasting taxpayer money and destroying the lives and property of Maryland citizens for something that may be a giant disaster. 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.

Again, 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, increased air and noise pollution, and the burden to the taxpayer.

Thank you,
Juliana Mann

Kristina Mann

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

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.

As you know, Global Warming is a threat that we all must take seriously. The proposed plan will impact six National Park sites, dozens of regional and local parks, 30 miles of streams, 50 miles of wetlands, 1,500 acres of forest canopy.

All of these trees help mitigate the greenhouse gas effect by trapping heat, reducing ground-level ozone levels and releasing life-giving oxygen. Destroying our parks and trees will have severe consequences on the quality of air and life. A mature tree can absorb 48 pounds of CO2 each year. Looking only at the 1,500 acres of forest canopy you want to destroy would increase CO2 levels by 28,800,000 pounds per year. That's right - The trees remove 28,800,000 pounds of CO2 (pollution) each year!

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 significantly impact wildlife, increase habitat fragmentation, and harm plant species in addition to negatively impacting the health and environment of the area.

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This is a great alternative which should be looked at. Many cities have by-passes that work and this will too.

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There is no point in wasting taxpayer money and destroying the lives and property of Maryland citizens for something that may be a giant disaster. Privately owned, for profit toll lanes would not resolve these issues. Profit toll lanes are there to increase traffic in order to increase revenue.

Again, 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,
Kristina Mann

From: Lynn Marble [REDACTED]
Sent: Friday, November 26, 2021 10:24 AM
To: SHA OPLANESMLS
Subject: Opposition to toll-lane project

Hello.

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

I am voicing opposition to this project for what seems like the hundredth time. Yes, my concern was first prompted by the fact that my Rockville home is a stone's throw from I-270. But over the years, any NIMBY perspective has given way to far broader concerns about this ill-conceived project. I'm appalled at the State's blind pursuit of something that so clearly is not in the best interests of its citizens.

Each month brings new reasons to oppose this project. It's difficult to know where to begin. Lately, the following has made my jaw drop:

Currently, traffic is generally free-flowing on lower I-270. Congestion relief was created by MDOT's welcome ICM program, which began in 2017 and is now about 80% complete. The ICM program installed ramp-metering, extended merge-lanes to create extra through-lanes, converted a shoulder to an HOV-2 lane, and turned an old HOV-2 lane into an extra through-lane. BUT THE TOLL-LANE PROJECT WOULD DESTROY THESE TAXPAYER-FUNDED ICM IMPROVEMENTS ON LOWER I-270, CREATE CONGESTION WHERE THERE IS NONE, AND MAKE THE NOTORIOUS I-270 NORTHERN BOTTLENECK EVEN WORSE.

Lower I-270 will be irreparably harmed by toll lanes. Who could possibly condone this in good conscience (let alone good sense)? I've never been a single-issue voter, but this issue will certainly be front-of-mind for me in 2022.

Lynn Marble
[REDACTED] Azalea Drive
Rockville MD 20850
[REDACTED]

From: Daniel Marcin <info@email.actionnetwork.org>
Sent: Saturday, November 6, 2021 11:11 PM
To: SHA OPLANESMLS
Subject: Do not expand. Toll all the lanes.

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

The most environmentally friendly and economically efficient option is to toll all the lanes and to not expand the highway. This option was not considered.

In lieu of that, please pursue the no build option at this time.

Daniel Marcin

[REDACTED]

[REDACTED] Westchester Drive

Silver Spring, Maryland 20902

From: Daniel Marcin <info@email.actionnetwork.org>
Sent: Tuesday, October 26, 2021 8:50 PM
To: SHA OPLANESMLS
Subject: Just toll. Don't expand.

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

If you want to reduce congestion on the highways, just toll all the lanes. Don't add any more pavement. What a complete waste of time, money, and land.

Daniel Marcin

[REDACTED]

[REDACTED] Westchester Drive

Silver Spring, Maryland 20902

Bruno Margerin

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

I believe that the Toll Lanes will not improve daily commutes, that it this will cost the taxpayer money and will impact the city of Rockville and surrounding areas.

Sincerely,

Bruno Margerin

Other alternatives have not been studied properly either.

From: KAREN MARICHEAU [REDACTED]
Sent: Tuesday, November 30, 2021 11:34 AM
To: SHA OPLANESMLS
Subject: In Favor of No Build Option

Dear Maryland Legislators,

My name is Karen Maricheau and I am a resident and live in Silver Spring, Forest Estates neighborhood. I oppose the expansion of 495. This is due to the environmental impact to animals, trees, plants and the disruptive effects that it will have on us, humans. We rely on trees to filter our air and maintain balance in our ecosystem. Based on input from environmental organizations destroying trees and plants and the residual run offs into our water systems is detrimental to our well-being. Our tax dollars need to be spent instead on incentives to employers to continue remote employment, ride-sharing, promoting and expanding use of public transportation and incentives on purchasing electric vehicles. This will reduce climate change.

In summary, I am in favor of the no build highway expansion option.

Thank you for your consideration.

Karen Maricheau

Maryland Resident & Tax Payer

Sent from my iPhone

From: NAN MARKS [REDACTED]
Sent: Wednesday, November 24, 2021 8:31 AM
To: SHA OPLANESMLS
Subject: I write in opposition to the ill considered toll lanes

And heartily support the no build option. The toll lane proposal involves massive expense, environmental and neighborhood harm, and serves a few at the expense of the many. Nancy Marks Whitney St Silver Spring MD

Sent from my iPad

From: [REDACTED]
Sent: Tuesday, November 30, 2021 1:44 PM
To: SHA OPLANESMLS
Subject: I support the No-Build Option

To Whom It May Concern,

I support the No-Build option. Please do all you can do focus on reducing the number of cars on the road through mass transit so as to reduce our impact on the climate.

Thank you!
Sandra

Sandra Marquardt
On the Mark PR President
Textile Exchange Fiber Crops Senior Manager
Organic Trade Association Fiber Council Secretary
Silver Spring, MD 20902

[REDACTED]

Irene Marsh

Need to take into account, accurately

Impact of induced demand

Increased traffic on local roads

Impact of 5 years of construction, and related disruptions, noise, pollution

Unspecified/underestimated Limits of Disturbance

Necessity of relocating utilities – and determining who pays

Air quality/air emissions, including particulate matter and the cumulative impacts of greenhouse gases

Climate change analysis

Stormwater management and water quality monitoring

Issues of environmental justice

Significant loss of tree cover, park land, and wildlife

Loss of portions of homeowner property (note that MDOT has said no homes will be taken for Phase 1 South)

From: Mauro Martinelli [REDACTED]
Sent: Sunday, November 14, 2021 6:16 PM
To: SHA OPLANESMLS
Subject: Toll lanes

To whom it me concern,

I want to express my opposition to the build of toll lanes and support of the non-build option.

Adding these toll lanes won't be free for tax payers in the MD State and Montgomery County in particular and they will have a detrimental impact to the environment.

More lanes will not solve the traffic problem. A more comprehensive public transportation service will.

Thank you

Mauro Martinelli
[REDACTED]
Silver Spring

Jeremy Martinich

I support the no build option and strongly encourage the state to cease this project immediately. Far too great a financial risk will be placed on taxpayers and there are already known costs that are going to be passed onto residents (despite what the State has been communicating).

From: Sandra Master [REDACTED]
Sent: Monday, November 29, 2021 2:09 PM
To: SHA OPLANESMLS
Subject: Expanding toll lanes

I am vehemently opposed to this project of widening the beltway! It will impact my neighborhood in particular, noise, pollution and expense and in the end will make no difference to the congestion Having lived they the Big Dig in Boston we saw first hand after 10 years of construction and billions of dollars spent the congestion instead of on the road was simply moved underground!

Please reconsider and find alternatives Sandra Master

[REDACTED] Normandy dr
Silver Spring, MD 20901
Sent from my iPhone

From: [REDACTED] on behalf of Braque Mathson
Sent: Friday, November 12, 2021 6:12 PM
To: SHA OPLANESP3
Subject: More time with my family

Dear Secretary of Transportation Greg Slater,

The first phase of the Maryland P3 program would have an immediate impact on my quality of life by shortening my commute.

Key improvements to the American Legion Bridge & I-270/I-495, like the regional express toll lanes could save commuters up to 75 hours per year. That is 75 more hours I can spend with my family and doing the things I love.

When a tanker truck overturned on the American Legion Bridge in 2019, our entire area was brought to a standstill. As our community's worst traffic bottleneck, the American Legion Bridge threatens our region's long-term economic prosperity and quality of life.

Now is the time to act. Adding two new High Occupancy Toll (HOT) lanes in each direction on the American Legion Bridge and I-270 will create a seamless connection with Virginia's HOT Lanes Network, dramatically increase travel reliability, reduce regional congestion and delays, and encourage more carpooling and transit ridership. Our region is growing rapidly. Without these critical improvements to our infrastructure, Marylanders could spend even more time on the road than they already are.

Please support making key improvements to I-270/I-495 and American Legion Bridge including free HOV passage on regional express toll lanes!

Sincerely,
Braque Mathson

[REDACTED] Highland Vista Dr Ashburn, VA 20147-5999 [REDACTED]

Begin forwarded message:

From: Op Lanes Maryland <info@oplanesmd.com>
Subject: [Op Lanes Maryland] Please moderate: "I-495 & I-270 Managed Lanes Study SDEIS Comment Period Extended"
Date: November 17, 2021 at 11:10:53 AM EST
To: info@oplanesmd.com

A new comment on the post "I-495 & I-270 Managed Lanes Study SDEIS Comment Period Extended" is waiting for your approval

<https://oplanesmd.com/sdeis-comment-period-extension/>

Author: Charles MacArthur (IP address: 208.82.220.188, 208.82.220.188)

Email: [REDACTED]

URL:

Comment:

I am strongly opposed to the Governor's proposal to add toll lanes to I-495 and I-270. First, expanding highways does not solve the traffic problem since commuters adjust their behavior to match traffic, and soon the highways are as congested as before. It would be better to invest in better public transportation in high population corridors. More cars means more pollution and climate change.

Second, if additional lanes are to be added, they should be paid for using State funds, not by tolls paid to a private corporation. Tolls disadvantage lower income travelers. Highways are traditionally part of the public infrastructure and should be funded accordingly. The new federal infrastructure bill should help with some of the costs of highways and public transit.

Approve it: <https://oplanesmd.com/wp-admin/comment.php?action=approve&c=16#wpbody-content>

Trash it: <https://oplanesmd.com/wp-admin/comment.php?action=trash&c=16#wpbody-content>

Spam it: <https://oplanesmd.com/wp-admin/comment.php?action=spam&c=16#wpbody-content>

Currently 1 comment is waiting for approval. Please visit the moderation panel:

https://oplanesmd.com/wp-admin/edit-comments.php?comment_status=moderated#wpbody-content

Margery McCarthy Hall

At this critical time of dramatic climate change and traffic congestion, the only individuals who would benefit from adding lanes to 270 are developers. This is a retrogressive measure promoted by politicians with no vision. Please halt this process now before too our quality of life has been further reduced by corporate interests indifferent to neighborhoods which border 270. Why isn't a Montgomery County striving to be a leader in our increasingly fragile world with progressive legislation? I strongly oppose widening 270.

From: Christina McClintock [REDACTED]
Sent: Thursday, October 7, 2021 4:30 PM
To: Parikh, Jitesh (FHWA); SHA OPLANESMLS
Cc: Jill Grant; Ian Fisher
Subject: I-495/I-270 SDEIS: Species Impacts Section

Mr. Parikh,

I am emailing with a question about the SDEIS section on the Indiana Bat and Northern Long-eared Bat. The SDEIS makes reference to a letter from the U.S. Fish and Wildlife Service to the Federal Highway Administration dated January 13, 2021, in which several important determinations were made. Those include a “no effect” determination for the Indiana Bat, a determination that the project was “not likely to adversely affect” the Northern Long-eared Bat, and a determination that the project was covered by the January 5, 2016, Programmatic Biological Opinion.

I did not see this letter in the SDEIS or its appendices, and I was wondering if you could please either direct me to it within the SDEIS or its appendices or otherwise make the letter available.

Sincerely,
Christina

Christina C. McClintock
Associate Attorney*
Jill Grant & Associates, LLC
[REDACTED] F Street NW, Suite 300
Washington, DC 20004
Tel: [REDACTED]
[REDACTED]

*Licensed in Illinois Only

From: Christina McClintock [REDACTED]
Sent: Tuesday, November 9, 2021 5:38 PM
To: Parikh, Jitesh (FHWA); SHA OPLANESMLS
Cc: Jill Grant; Ian Fisher
Subject: I-495/I-270 SDEIS: Stormwater Appendix

Mr. Parikh,

I am emailing with a question about the SDEIS Stormwater Appendix. The appendix cites to these resources: (1) On-site Stormwater Management Analysis for the Managed Lane Study. Maryland Department of Transportation State Highway Administration (June 2021); (2) On-Site Stormwater Management Analysis for the Managed Lanes Study, Phase 1 South. Maryland Department of Transportation State Highway Administration (June 2021). I did not see these in the SDEIS nor could I find them online, and so I was wondering if you could please either direct me to it within the SDEIS or its appendices or otherwise make the sources available.

Sincerely,
Christina

Christina C. McClintock
Associate Attorney*
Jill Grant & Associates, LLC
[REDACTED] F Street NW, Suite 300
Washington, DC 20004
[REDACTED]

*Licensed in Illinois Only

From: Susan McCutchen [REDACTED]
Sent: Wednesday, October 13, 2021 10:29 PM
To: SHA OPLANESMLS
Subject: Comments: I-495 & I-270 Managed Lanes Study SDEIS

First Name: Susan

Last Name: McCutchen

Address: [REDACTED] Spring Road

City: Bladensburg

State: Maryland

ZIP: 20710

Email: [REDACTED]

I-495 & I-270 Managed Lanes Study SDEIS

This transportation project is ill-conceived and badly-planned. It should not go forward.

I would first point out that toll roads are not an incentive; rather, an aggressive move and inequitable to travelers. Second, I am concerned about the course of proposals and approvals that has taken place ... it is a history of political maneuvering and questionable lobbying diversions.

There are several key issues about which I am concerned.

--Fundamental flaws: Inherent flaws of omissions and undeveloped or underdeveloped plans cannot be fixed. They must be addressed directly and vetted with the public and the communities affected by the toll lanes construction.

--Equity: It creates another have and have-not situation for residents who need reasonably-priced access to jobs, schools, and businesses and other locations that are part of their daily lives. We need multi-modal transportation.

--Foreign economic foothold: Australian Transurban does not have an interest in what the people need; rather, its incentive is to make a profit and establish a footprint in Maryland by creating a significant economic operational role in the state. It would effectively create a foothold for a foreign actor in our state taking an economic piece of the pie.

--Diversity in Maryland: According to the recent Census, Maryland is in the top four states in the United States in diversity. This quality extends to the needed modes of transportation. Communities of color rely heavily on transit, yet many will not be able to afford the tolls.

--More vehicles on the road: Toll roads encourage more vehicular traffic, which also leads to more pollution, which further leads to negative effects in communities of color located along the path of the toll lanes, not to mention the effect on local roads, particularly in these communities whose infrastructure issues are often last on the list for attention.

--Environmental Justice issues: As explicated by the federal government, the needs of communities must be determined at the beginning of the process. This has not occurred and it is apparent at this juncture that environmental justice is not a concern of the developers or the state government. As you well know, communities of color and low-income communities are especially challenged with these kinds of transportation projects.

--Big trucks: These vehicles will use the free lanes, which will make those lanes less safe, to avoid the high cost of the toll lanes. These lanes will face increased wear-and-tear. Repairing them will cost more. The net effect will be the creation of two transportation systems.

--Shifting bottlenecks: The Managed Lanes project should be viewed as a single project rather than be broken up. Phase I will worsen travel through the Northern part of Maryland. One wonders whether the strategy is to create this very situation, with a goal of "pushing" this future transit project as a remedy for a problem purposely created.

--Local road impact analysis: This analysis has not been undertaken. It is indicated that this will be done afterward and, in fact, will not be comprehensive. This is a serious flaw and unacceptable.

--Non-vehicular traffic: There is not commitment to addressing or assisting with plans for non-vehicular traffic. Alternate transportation modes are increasingly being addressed in Maryland, as are livable, walkable communities. This must be taken into consideration.

--Environmental impact: This is not addressed, a significant flaw. Stormwater mitigation, runoff from adding extensive impermeable surfaces, tree removal, wildlife, and more are not discussed. We are in a particularly rich environmental area of importance to residents and visitors--locally, statewide, nationally, and internationally--both for research and recreation, and this issue must be taken seriously. The can is being kicked down the road, much like the local road impact analysis.

--Historical impact: This impact is not discussed. We are in a particularly rich historical area of importance locally, statewide, nationally, and internationally, and this issue must be taken seriously.

--Changing travel priorities: The jury is still out on how the pandemic has affected work and travel patterns. To make major transportation decisions at this juncture is premature. While there has been an uptick in traffic, many are still working remotely or have even quit their jobs and started to work out of their homes or in other careers.

Thank you for considering my comments.

Susan R. McCutchen

From: Susan McCutchen [REDACTED]

Sent: Tuesday, November 2, 2021 5:25 PM

To: Secretary MDOT <SecretaryMDOT@mdot.maryland.gov>; Leonora Conti <LConti@mdot.maryland.gov>; SHA OPLANESMLS <oplanesMLS@mdot.maryland.gov>; ExecSecretariat.FHWA@dot.gov

Cc: Carleton_Atkinson@cardin.senate.gov; Jarryd_Hawkins@cardin.senate.gov; ryan_middleton@cardin.senate.gov; andrew_perlstein@cardin.senate.gov; deborah_haynie@vanhollen.senate.gov; Martha_Sanchez@vanhollen.senate.gov; cvh@vanhollen.org; Bart_Kennedy@vanhollen.senate.gov; Eve_Shuman@vanhollen.senate.gov; hannah.cooper@mail.house.gov; md04ab.outreach@mail.house.gov; Nichelle.Schultz@mail.house.gov; Christian.unkenholz@mail.house.gov; Terrance.Taylor@mail.house.gov; Mark.Hamilton2@mail.house.gov; trent.bauserman@mail.house.gov; lauren.doney@mail.house.gov; timia.crisp@mail.house.gov

Subject: Request 180-Day Comment Period for Review of the I-495 & I-270 Managed Lanes Study SDEIS

Subject: Request 180-Day Comment Period for Review of the I-495 & I-270 Managed Lanes Study Supplemental Draft Environmental Impact Statement (SDEIS)

I am writing regarding the public review of the I-495 & I-270 Managed Lanes Study Supplemental Draft Environmental Impact Statement (SDEIS). For reasons similar to those cited in the letter of July 9, 2020, requesting an extension to the Managed Lanes I-495 & I-270 Public-Private Partnership (P3) Program (Project) for which an extension of time was granted, I am asking that you, the Maryland Department of Transportation (MDOT) State Highway Administration (SHA) and Federal Highway Administration (FHWA), grant an extension of the current public review and comment period of 45 days (October 1 - November 15) to 180 days. I am also asking you, our elected representatives, to support my request and ask the MDOT SHA and FHWA to grant an extension.

The SDEIS consists of 8,000 pages. As for the DEIS, a thoughtful review of the complex SDEIS for scope, cost, and the myriad of consequences is an enormous undertaking. This is particularly true when considering the whirlwind of agency and political negotiations that have taken place during the time in which the SDEIS was being developed, both behind the scenes with state and agency officials and with public involvement. What is being proposed in the SDEIS itself will need to be addressed in the context of these intricate machinations that have been unfolding. In addition, the difficulties presented to the public review process by the COVID-19/Delta epidemic persist, limiting the ability for face-to-face Q&A opportunities. Virtual public hearing sessions will take place only on November 1, which is unduly truncated and wholly inadequate.

I am asking the MDOT SHA/FHWA to extend the public comment period to 180 days to ensure genuine public access, broad awareness of the process, and clarification of current questions and missing data, as well as to promote and encourage serious public engagement with the issues raised.

Thank you for your attention to my request. I look forward to your response about this serious community and counties-wide Maryland matter.

Sincerely,

Susan R. McCutchen

■ Spring Road

Bladensburg, MD 20710

■

Kerry McDermott

I support the no-build option and oppose the I-495/I-270 toll-lane project. This project will have adverse economic and environmental impacts, and may worsen social inequity. As numerous other infrastructure projects have demonstrated, the cost of public-private partnerships is vastly more expensive and complicated than traditional methods. Furthermore, the proposed toll fees pose a financial hardship for the average commuter. Given the flawed traffic study and recent findings that the lanes wouldn't lessen traffic, how can one justify this as beneficial to residents?

This proposal negatively affects the environment and fails to address climate change over the long term. We need to plant more trees and preserve parks, not replace them with asphalt. The Chesapeake Bay, a national treasure, is under dire threat. Untreated stormwater runoff would further degrade local waterways and harm the Bay. Ultimately, the toll lanes would cause substantial harm to the environment and our communities while failing to help the majority of drivers who would use the general lanes.

From: Maria McFarland [REDACTED]
Sent: Friday, November 5, 2021 11:12 AM
To: SHA OPLANESMLS
Subject: Opposing Beltway and I-270 widening

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

To whom it may concern,

I'm writing to express my family's strong opposition to further investment in widening highways, including the proposed expansion of the beltway and I-270. I use those highways frequently, and understand that they have traffic. However, I would strongly prefer investment in expansion of public transit, including rail and the metro, over more highways, which increase pollution and will lead to more cars on the road, harming quality of life and health for families nearby, as well as damaging the environment.

This is exactly the opposite of what we should be doing in the midst of a climate crisis.

Also, I know the harms of cancer, including lung cancer, and more cars on the road will only make that problem worse for many.

Please invest in clean public transit that will reduce the need for such highways, furthering health and environmental sustainability.

All the best,

Maria

Maria McFarland

[REDACTED]

[REDACTED] Cedar St

Silver Spring, Maryland 20910

From: lyn mcgann [REDACTED]
Sent: Wednesday, November 24, 2021 9:39 AM
To: SHA OPLANESMLS
Subject: 495 toll lanes expansion

I oppose toll lanes on 495. We are residents of Indian Spring in Silver Spring, a quiet community currently enjoying the never-ending Purple Line project just south of our boundary, among other smaller projects in and around our neighborhood. Why, oh why, would anyone think it wise to further curtail travel by effectively wrenching green spaces and homes from our modest Beltway-adjacent community? Let's see how the Purple Line serves to lessen east-west travel...and if that doesn't do it, feel free to turn the current left lanes into Lexus lanes. Sometimes developing is not progressing.

Thank you,
Lyn McGann
Silver Spring resident for 31 years

Sent from my iPhone

Mark McKaig

This project is long overdue. Montgomery County residents and businesses deserve action now.
Proceed with the Preferred Alternative ASAP.

Laura Mckenna

I oppose the construction and plans due to the increased traffic, construction, noise, and pollution. My home is very close to this and I strongly oppose.

Amy I support the no-build option E McLaughlin

I support the no-build option and oppose the I-495/I-270 toll-lane project. It seems like a disaster in the making and that the state government is trying to ram down our throats. Making bigger roads is NOT the answer. Please do not destroy the forests for the project - they ARE the answer for fighting the global warming that is coming. This is a project blind to the future if it goes through. Citizens do NOT want this. Please stop while you still can. Amy McLaughlin

Diane Melancon

I support the no-build option and oppose the I-495/I-270 toll-lane project. The toll lanes would cause substantial harm to the environment and our communities while failing to help the majority of drivers who would use the general lanes. The MDOT needs to consider alternatives to private toll lanes to address traffic congestion including rail transit, operational improvements, and policies to encourage more telework.

From: Dale Melanie [REDACTED]
Sent: Sunday, November 7, 2021 10:21 AM
To: SHA OPLANESMLS
Subject: routes 270 and 495 - oppose widening

and addition of toll roads.

From: Dale Melanie [REDACTED]
Sent: Sunday, October 24, 2021 12:32 PM
To: SHA OPLANESMLS
Subject: expansion of 270 and toll lanes

The toll lanes will **not** help congestion. I oppose road expansions and tolls.

From: Karen Melchar [REDACTED]
Sent: Tuesday, November 30, 2021 11:44 PM
To: SHA OPLANESMLS
Subject: Draft Environmental Impact Statement 495 Expansion

As a long time resident in Cabin John, I write to request that your office consider carefully the impact on our community of the enormous construction project at the 495/270 described in the "Preferred Alternative." The Supplemental Draft Environmental Impact Statement doesn't fully address the burden of extra traffic and construction spillover traffic on our local roads.

Building toll lanes will force those who cannot afford to pay off the highways, onto local roads. The sorely needed reconstruction of the crumbling American Legion Bridge doesn't allow for any future public transit option which is ridiculously short sighted planning of transportation in an area already plagued by traffic.

I hope that the concerns raised by the National Park Service and the Maryland-National Capital Parks & Planning Commission on the impact to our local parks and watersheds will be a part of your planning on this project.

Finally, I support the members of our community who continue to preserve and protect the Morningstar Moses Cemetery where family is buried. There is further work to be done in identifying and protecting sacred space along this right away.

Karen Melchar
Cabin John, Maryland

From: Jane Meleney Coe [REDACTED]
Sent: Saturday, November 20, 2021 10:13 PM
To: SHA OPLANESMLS
Subject: Opposition to Toll Lanes on Routes 270 and 495

Maryland Department of Transportation:

I am very much against the proposed expansion of routes 270 and 495 which are within a mile of my home in Bethesda Maryland because we have to move away from fossil fuel as soon as possible. The proposal hopes to expand our reliance on cars and fossil fuel at a time when it is critical that we make an all-out efforts to shift gears away from old ways of doing things.

Jane Meleney Coe

Marcus Melo

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

From: Anne Metcalf [REDACTED]
Sent: Tuesday, November 16, 2021 9:22 AM
To: SHA OPLANESMLS
Subject: I oppose the toll lanes for I-270 and I-495

I oppose widening I-270 and I-495 and adding toll lanes to these roads. I support a No Build Option and the improvement of mass transit/public transportation. I live adjacent to I-495 in Silver Spring, MD; this project will negatively impact my neighborhood in that we will lose our park land, our green space, and some homes. The pollution will be much worse, and it will be detrimental to our health. In addition, the high school students who currently walk up Rt. 29/Colesville Road to Montgomery Blair High School will now have to cross even more on-ramps to the Beltway, and the expanded highway will dump more traffic into our neighborhood roads.

Please reconsider this project, keeping in mind the neighborhoods that will be ruined by this project.

Thank you,
Anne Metcalf
Normandy Drive
Silver Spring, MD 20901

Burnell Meyer

I support the no-build option and oppose the I-495/I-270 toll-lane project. This project is a disaster, in my opinion. It has zero chance of defeating congestion, and will only enable more vehicle traffic congestion as there is no place to go to get away from congestion, and will only significantly increase the cost of travel on I-270 to use the toll road. Plus, the complete assessment of project costs, environmental impact, etc. was never completed before the decision to engage a P3 contractor for whose real benefit???

I strongly oppose this project due to how it is being managed, conceived, and implemented.

From: Edward Miessner [REDACTED]
Sent: Friday, October 29, 2021 3:04 PM
To: SHA OPLANESMLS
Subject: Routes 270 and 495 managed lanes

DO NOT BUILD THESE LANES!

Your report indicates severe congestion on Route 495 between the Virginia Line and Route Spur-270.

Your Report also states that more traffic will run down Route 270 toward Routes 495 and 355 (Wisconsin Ave.) yet less traffic on the avenue. This is stuff and nonsense. If more traffic comes down 270 towards this junction, where will it go beyond it? Surely you cannot expect all of it to go east on 495!

Miami's experience with its I-95 Express lanes show that despite multiple widenings of the highway (now 8 lanes at NW 62nd Street), the road is still extremely congested with a pedestrian able to walk faster than the traffic at times.

Besides, the additional emissions from all this traffic and all this congestion will further exacerbate climate change and sea level rise that could destroy the Eastern Shore, not to mention where I live.

Please pick the no build option.

Sincerely,

Edward Miessner
[REDACTED] Delachaise Street
New Orleans, Louisiana 70125-3715

From: John Miles [REDACTED]
Sent: Sunday, November 7, 2021 4:26 PM
To: SHA OPLANESMLS
Subject: Opposition to I-495/I-270 toll-lane project

Dear Sir or Madam:

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

There is a host of reasons for my opposition. For example,

Toll Lanes Would Not Improve Daily Commutes

The Maryland Department of Transportation (MDOT) uses projections for the year 2045 as a benchmark to demonstrate the impact of toll lanes on travel time. In fact, however, when drivers return home during the evening rush hour, their travel time will increase by 10 minutes and 6 seconds on the stretch of road heading from the American Legion Bridge to I-370. So, after enduring 5 years of construction delays, drivers who use the general lanes will be rewarded with a 7 minute and 30 second increase in their daily commute, round trip. Building the toll lanes will cause substantial harm to our communities while failing to help the majority of drivers who would use the general lanes.

Taxpayer Subsidies

Last year's Draft Environmental Impact Statement (DEIS) provided the range of public subsidies that would be needed to fund the various alternative for private toll lanes. It is not clear to date what those subsidies will be.

Utility Relocations

The SDEIS has not adequately described the utility relocations that will be required to make way for the toll lanes, or who will bear the cost of moving water, sewer, cable, gas, electric and other utility lines.

Pollution and Global Warming

Inadequate Stormwater Treatment: The addition of lanes will drastically increase stormwater runoff, increasing water pollution and flash flood risk for local communities. MDOT plans to treat only 45% of the stormwater runoff onsite. These highways already contribute substantially to the degradation of water quality in nearby waterways. By failing to treat most of the stormwater onsite, the toll lanes would further degrade local streams, creeks and the Potomac River.

Air Pollution and Global Warming Analyses Not Included: The SDEIS does not include an analysis of greenhouse emissions and the impact they would have on global warming. There is also no analysis of

other pollutants such as particulate matter or ozone. All of these analyses are deferred until later. Omitting these analyses from the SDEIS denies the public the opportunity to understand the risks while there is still time to influence the project.

Harm to Parks and Other Greenspaces

The toll lanes would impact 15 parks, including three national parks. Over 1,200 trees would be removed from national parks alone. The other parks impacted include five owned by the Maryland-National Capital Park and Planning Commission, five parks owned by the City of Rockville and two parks owned by the City of Gaithersburg. A total of 36.1 acres of parkland would be negatively impacted. There would be a total loss of 500 acres of forest canopy from parkland and other greenspaces, including from strips of greenspace that provide a buffer between the highways and neighborhoods next to the highways. These communities will be harmed by increased noise, air and water pollution and the increased risk of flooding.

There are other reasons, as well, including the impact of the Among the parks that would be impacted by the toll lanes are five owned by the City of Rockville:

- Bullards Park and Rose Hill Stream Valley Park – 3.3 acres impacted;
- Cabin John Stream Valley Park – 2.1 acres impacted;
- Rockmead Park – 0.3 acres impacted;
- Woottons Mill Park – 0.7 acres impacted; and
- Rockville Senior Center Park – 1.0 acres impacted.

While no homes or businesses would be fully taken, land would be taken from 114 residential and nonresidential properties, including strips of land that provide a buffer from I-270. Below are selected Rockville community facilities that would be impacted:

- Julius West Middle School – 1.8 acres impacted;
- Montgomery County Detention Center – 3.7 acres impacted;
- Sterling Care Rockville Nursing – 0.9 acres impacted; and
- Rockville Christian Church – 0.5 acres impacted.

The boundaries of permanent or temporary construction activity along the highways will not be finalized until after the environmental review process is completed. If the boundaries, or limits of disturbance, are expanded anywhere along I-270, it could result in greater property impacts.

Environmental Justice

Environmental Justice Analysis Not Included. Without an adequate analysis, the public is deprived of the opportunity to know and react to in-depth Environmental Justice impacts while there is still time to influence the project.

Impact on Morningstar Tabernacle No. 88 Moses Hall and Cemetery and Gibson Grove A.M.E. Zion Church: There is a substantial risk that graves in the Cemetery would be disturbed by construction of the toll lanes. While MDOT has shifted the proposed highway to try and avoid impact on the Cemetery, the shift also increases the impact on the Gibson Grove A.M.E. Zion Church.

Failure to Study Alternatives to Toll Lanes

The SDEIS fails to consider alternatives to private toll lanes to address traffic congestion. Rail transit was not studied nor were operational improvements and policies to encourage more telework

I would urge you to consider the above, as well as other opposition statements, to endorse the no-build option, and to and to reconsider the I-495/I-270 toll-lane project.

Sincerely,
John S. Miles
(Rockville, MD)

Alley Miller

I recently saw the toll prices on TV and am shocked and angry! I will never be able to afford to use them! And, given how many workplaces are going to remain in a telework posture, there is no need to widen the road. You will be doing huge damage to our ecosystem and killing wildlife. Who is going to profit from these tolls? Who are the roads being financed by? China? Any other foreign country? Look at VA and see who profits there. Not the residents.

From: chaz miller [REDACTED]
Sent: Tuesday, November 30, 2021 11:37 AM
To: SHA OPLANESMLS
Subject: Comment on Supplemental EIS Toll Road Project

I support the no-build option and oppose the 1-270/I-495 toll lane project.

As happens with all of these projects, costs are underestimated. The environmental impact is ignored. Taxpayers will end up paying when the partner defaults or demands more money.

The Silver Spring neighborhood between the University and Georgia exits will be adversely affected. Blair High School, a firehouse, the Indian Spring Terrace recreational area, the YMCA, the Sligo Creek parkland, a church and Holy Cross Hospital will all lose land and be harmed if this project is established. This is only about a two-mile stretch. We are far from the only Beltway adjacent neighborhoods whose quality of life will go downward. Why even consider this for a project that will not ease congestion and which will cost far more than quoted estimates?

Chaz Miller
[REDACTED] Normandy Drive
Silver Spring MD

From: David Miller [REDACTED]
Sent: Tuesday, November 30, 2021 10:09 AM
To: SHA OPLANESMLS
Subject: Beltway toll lanes / expansion of 270

I live in Silver Spring, MD less than .5 miles from I-495. I regularly use the freeway system and my wife uses it daily to commute. Please record my strong opposition to any freeway expansion. All freeways should be tolled but not further expanded. Existing lanes should be converted to HOT lanes. Transit options should be expanded on HOT lanes.

Name: Fran Miller

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail (10/30/2021)

Transcription:

My name is Fran Miller, and I am so totally against widening I-270. It's going to create havoc for our community college gardens because trees will need to be cut down and the noise will be unbelievable, and it is not going to help the problem on the I-270 with the traffic at all. And I, I and all of my neighbors are totally against this. Thank you.

From: Fran Miller [REDACTED]
Sent: Monday, October 25, 2021 9:55 AM
To: SHA OPLANESMLS
Subject: DO NOT WIDEN 270

IT WILL CAUSE HORRIBLE PROBLEMS FOR THE NEIGHBORHOOD OF COLLEGE GARDENS
WHEN TREES HAVE TO BE DEMOLISHED

From: James Miller [REDACTED]
Sent: Wednesday, November 10, 2021 3:21 PM
To: SHA OPLANESMLS
Subject: Please kill I270 widening project

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Please do NOT approve more lanes on I270 and I 495. This is a never ending vicious cycle. We could have 50 lanes both ways, and car traffic would always increase to stay ahead of widening. We MUST improve mass transit - either expand Metro or put in monorail, etc. - in EXISTING right of way. We cannot afford to repair CURRENT highway lanes - let alone vast new ones.

Thanks.

James Miller

[REDACTED]

[REDACTED] Elm Ave

Takoma Park MD, Maryland 20912

Stephen Miller

In my opinion, these changes to the American Legion Bridge, portions of 495 and 270 will not improve the quality of life in our area. I believe that these proposed changes will result in greater traffic congestion for the majority of commuters. I also believe that these proposed changes may lead to an increase in housing development, which will lead to additional gridlock for commuters.

I oppose these proposed changes, and recommend that we invest in transportation improvements that emphasize public transportation, to give us alternatives to automobiles.

Emily Mintz

I am opposed to the construction of additional lanes along I-270 for the following reasons:

1. The proposed barriers will not be high enough to mitigate for air pollution overtopping them and further poisoning surrounding communities. We are already out of compliance with air quality standards.
2. There has not been a comprehensive No Build study completed that includes transportation demand management traffic mitigation. The no-build option "studied" is based on increasing single-occupancy vehicle use without taking into account societal modality changes based on climate change response, tele-work popularity, and construction of transit options, such as the Corridor Cities Transitway.
3. I-270 is already as wide as the broadest stretches of the New Jersey Turnpike. Where are we headed, with the additional lanes, taking of woods and private property, etc?
4. It is disingenuous to assert that HOT lane egress and exit lanes, slated for the Montrose Road intersection, will not adversely affect local traffic and communities. We all know how much land, bridging, and ramping will be required.
5. You are removing the 24-hour use of current HOV lanes (only dedicated to HOV during a few hours each day and open to all traffic at other times) and replacing them with lanes that can only be used by paid customers.
6. Repairing/replacing/reimagining the American Legion Bridge is not dependent on approving Gov. Hogan's HOT "let's give all the money to a private corporation for 50 years" proposal. The bridge should be a separate project and should be configured to accommodate future rail or other transit use.
7. A recent MD state study confirms that building this expensive project will not reduce traffic along the corridor. What is its purpose, then?
8. There is no landscaping proposal in the project for property owners adjacent to construction. Removing current barriers, moving them, creating stormwater management systems, etc., will destroy much private property. The current plan is only to plant to screen the community from the cars, not repair damage on the community side.
9. There is no excuse to lose a single square foot of valuable park and forested land in Montgomery County.

There is much more I can say, but, suffice it to say, this project is a boondoggle and has ZERO merit.

From: [REDACTED]
Sent: Sunday, November 14, 2021 11:30 PM
To: SHA OPLANESMLS
Subject: Strongly OPPOSE Gov Hogan's Toll ROADS and Beltway expansion..

I vote along with the other 4 active Maryland voters against building or widening I-270 or adding toll roads.

I vote for a NO BUILD PAUSE until we adequately and accurately assess how WORK and commuting will change --
has already changed b/c of the Pandemic. We can Afford a NO BUILD pause.. b/c traffic is down and if we add some traffic mitigation efforts ..-- or SPACE out the commuting times. or ALTERNATE days of Actual IN PERSON work.. OR ADD some more commuter circulator buses to bring drivers to the closedt metro stops we can reduce PEAK Am + PM driving shifts..
REPEAT DO NOT BUILD..

Study the plan to improve the BRIDGE linking Maryland and Virginia but hold off on thei p3 boondoogle.
joan mcQueeney mitri
Maryland

From: [REDACTED]
Sent: Saturday, November 6, 2021 1:27 PM
To: SHA OPLANESMLS
Subject: Oppose Lanes & Support No-build

We live 2-3 blocks off I 495-Beltway and Rte 29 in Silver Spring MD near Blair High School, Indian Spring Park, Silver Spring YMCA, Holy Cross Hospital, Sligo Golf Course, the Mormon Temple and other important areas nearby. We are also close to the **Purple line construction** which is now in dispute & transferring to another out of area construction company.

We are concerned about possible work/changes on the American Legion Bridge across the Potomac River.

We OPPOSE THE TOLL LANES AND SUPPORT THE NO BUILD OPTION due to the impact these luxury lanes will have on the area and environment here.

In addition, we would never be using such expensive travel lanes since we couldn't afford to do so.

It might be different if the tolls would be affordable as are those on the ICC through Montgomery County, which we frequently use.

Since we're so close to the Beltway, we already hear extensive noise from the traffic at all hours day/night.

We hope some other ways may be found to improve transportation in the DC/Metro area rather than spending years and tons of money on Luxury Lanes.

Again, we OPPOSE the TOLL Lanes and SUPPORT the NO BUILD OPTION>

Sue Moats

[REDACTED] Normandy Drive
Silver Spring MD 20901

I am NOT a Robot!

From: Kristen Moeller [REDACTED]
Sent: Wednesday, November 24, 2021 7:47 PM
To: SHA OPLANESP3 <oplanesmd@mdot.maryland.gov>
Subject: current HOV lanes are time restricted - what about toll lanes

hello,
currently the HOV lanes to and from gaithersburg are for small windows of the day and on weekends and other times all may use the lanes without charge making the roadway much safer for all traffic.
will the fee based lanes also have a non restricted period such as weekends as do the current HOV lanes?
thanks
Im a 74 year resident of montgomery county and appreciate having the hov lanes available at off times.Im not in favor of the environmental impacts, would not enlarge the road, need to find a way to get rid of cars!
kristen

From: Laura Mol [REDACTED]
Sent: Tuesday, November 30, 2021 3:32 PM
To: SHA OPLANESMLS
Subject: Public comment, SDEIS

Among the paucity of viable alternatives, I urge selection of the NO BUILD option.

The expansion of roadways--rather than public transit--is a stunning disregard of the global climate crisis and our community's urgent need for new solutions, not a repetition of the old problem-igniting ones. Water quality, air quality, preservation of parks and woods--all suffer further degradation in the building and use of paved road-miles. It's not what our land and our society needs. We need 21st century solutions, and that's not what's currently proposed.

Thank you for opportunities for public comment.

Laura Mol
[REDACTED] Robin Road, Silver Spring, Maryland 20901

From: Raymond Mondor [REDACTED]
Sent: Monday, November 29, 2021 12:57 PM
To: SHA OPLANESMLS
Subject: I Oppose Toll Lanes on I-495

I oppose the proposed toll lanes on I-495 and I support the no build option instead. This project has been pushed with unseemly and reckless disregard for the welfare of citizens and it must be either halted or slowed considerably to ensure all the points of contention have been adequately addressed. It is a boondoggle as currently envisioned and it will put taxpayers on the hook if, as is very likely, the rosy assumptions made by the governor and his supporters fail to obtain.

Sincerely,
Raymond Mondor
Silver Spring, Maryland

Todd Moniot

The incredible growth of jobs in Northern Virginia at the expense of MoCo (see Washington Post "Northern Virginia's economic growth risks leaving Maryland suburbs behind") combined with the reality that mass transit is not effective in suburb-to-suburb commuting patterns necessitates we alleviate traffic bottlenecks along the Bethesda-Frederick-270 corridor and Tysons Corner. 270 has PLENTY of current right away to eliminate the local lanes, realigning them into express lanes without land acquisition. The American Legion Bridge is the largest bottleneck standing between Marylanders and the DC region's highest paying jobs.

MoCo lost Amazon HQ to NoVA ... AWS cloud computing will be the region's most significant generator of high-paying jobs for the next few decades. Providing a faster, more reliable way to drive to Tysons and launching express MARC service from Gaithersburg, Rockville, and Silver Spring to National Landing (paid in part by express tolls on 270) are about the only viable levers left for MoCo 'officials' to pull to connect residents with better economic opportunities.

If concerns about the environment were truly a deciding factor (and not just appeasing wealthy inside beltway homeowners disguised as environment concerns) then simply require the additional lanes to be used by EV vehicles only. Toll ALL the lanes across the bridge for ICE cars, allow EVs to pass for free/discount even in non-express lanes. Zero emission EVs are cleaner than gasoline busses and diesel powered trains. Government 'officials' need to revise their cars vs. transportation warlike thinking and evolve with the green transportation revolution that's underway.

Bottom line: 270 and 495 can be widened, more reliable passage to NoVA's high paying jobs achieved, and emissions from cars reduced if Maryland and MoCo 'officials' had more progressive, balanced thinking.

Northern Virginia's economic growth risks leaving Maryland suburbs behind

[Robert McCartney](#) January 4, 2020



A line of people snakes down a full block and around the corner as thousands of job-seekers gather for Amazon Career Day last September in Arlington. (Jahi Chikwendiu/The Washington Post)

"Essentially, it's a big hole in the ground," said Jonathan Pilley, owner of a nearby decorative hardware showroom. He and others in the community described the local economy as lackluster.

"The business climate is very cool. I think there were a lot of eggs put in the Amazon basket," Pilley said.

By contrast, across the Potomac, Amazon just won [Arlington County approval](#) to build two office towers to anchor the modern campus where it

plans to employ 25,000 people. Analysts say the 22-story buildings in Crystal City will symbolize Northern Virginia's emergence as a national high-tech powerhouse.

The disparity illustrates an imbalance within the Washington region that threatens the area's overall growth and poses extra risks for the Maryland suburbs, according to local officials, business leaders and economists. Economic growth has been heavily concentrated in Northern Virginia, rather than Maryland or the District, and the divergence has widened in the past two years.

[Why did Maryland lose out on Amazon HQ2?](#)

In the first 10 months of 2019, Northern Virginia gained an average of 19,500 jobs from a year earlier, compared to 5,700 jobs in the District and just 200 in suburban Maryland, according to preliminary data from the federal Bureau of Labor Statistics.

Those figures are expected to be revised, but Northern Virginia is estimated to get 71 percent of the new jobs in the period, compared to 15 percent in the District and 14 percent in suburban Maryland, according to Jeannette Chapman, deputy director of George Mason University's Stephen S. Fuller Institute for Research on the Washington Region's Economic Future.

From 2017 to 2018, Northern Virginia's share of new jobs in the region jumped from 52 percent to 71 percent.

There are several reasons for Northern Virginia's advantage, but basically it offers more of what businesses like to see in deciding where to invest. The Virginia suburbs have more available land to develop, two airports, weaker unions, lower corporate and income taxes, and a generally more welcoming political climate.

It also has a head start on Maryland both in developing transit-friendly,

urban-style neighborhoods such as Arlington — which helped attract Amazon — and in widening major highways including the Capital Beltway and Interstate 95 in hope of easing traffic congestion.

One result has been an influx of major corporate headquarters in Northern Virginia, which began well before Amazon's decision and has not been matched across the Potomac. Northern Virginia has lured companies such as Hilton, Nestle and Volkswagen, whereas Maryland lost Discovery and had to fight to keep Marriott.

[Amazon's Va. headquarters expected to have \\$15 billion economic impact by 2030.](#)

"When large headquarters move to the metropolitan area, they almost never consider Maryland and D.C.," said Yesim Sayin Taylor, executive director of the D.C. Policy Center. "They invariably locate in Northern Virginia, and that's now snowballing. The Dulles corridor has become a huge attraction to technology companies."

The Amazon decision will accelerate the trend, analysts say. Other companies will come to do business with the online retail giant, and to take advantage of an expanding, high-tech workforce. Virginia's commitment to invest more than \$1 billion in university programs teaching computer science and related fields will help. (Amazon founder and chief executive Jeff Bezos owns The Washington Post.)

The company's selection of Northern Virginia after a highly publicized competition also gave the area a stamp of approval as a desirable place to do business. It helped dispel a reputation that the area was only a home for federal bureaucrats and contractors.

Amazon's arrival "is transformational and validates everything we've been saying for 20 years about both the reality and potential of Northern Virginia," said Bobbie Kilberg, chief executive of the Northern Virginia Technology

Council. As Amazon grows, she said, it will spin off companies and attract others to the area, and the tech sector will “really ramp up over the next five years.”

The District and Maryland will enjoy spillover benefits from Northern Virginia’s success. Some of the new Amazon employees, who have been promised salaries averaging \$150,000 or more a year, will choose to live in the city or Maryland and commute across the river.

[Study: Montgomery Co. economy is stagnant, and leaders are ignoring job creation.](#)

But there is also a risk that a Virginia boom will leave behind suburban Maryland and, to a lesser extent, the District, analysts say. That’s a problem partly because slow growth in one part of the region affects the whole.

“A large part of our regional economy really isn’t growing,” Chapman said. “About 30 percent of all [existing] jobs are in suburban Maryland, and that part is not moving very much, and that’s a problem.”

Business leaders and some politicians are especially concerned in Montgomery County, Maryland’s largest jurisdiction and historically the state’s economic engine. If growth doesn’t improve, they say, the county eventually will lack tax revenue needed to sustain support for schools and social services.

“It’s very serious,” Montgomery County Council member Hans Riemer (D-At Large) said. “Historically, the region grew fairly evenly in thirds. ... If we don’t change this picture at all, then we are no longer a suburb of D.C. alone. Instead, we’re a suburb of both D.C. and Northern Virginia.”

The mood is better in neighboring Prince George’s County, which has been outpacing other parts of Maryland in job creation even as it trails Northern Virginia. County Executive Angela D. Alsobrooks (D) says Prince George’s is

"headed in the right direction" and can benefit from the dynamism across the river.

[Northern Virginia counties and cities form alliance to lure companies and jobs.](#)

"Prince George's County is best situated to benefit from the growth we're seeing in other areas," Alsobrooks said. Still, she acknowledges that Northern Virginia's economic dominance is a worry.

"We recognize that we are just in a very competitive region," Alsobrooks said. "We are obviously concerned about it."

In the District, John Falcicchio, who is chief of staff for Mayor Muriel E. Bowser (D), did not respond directly to questions about Northern Virginia's strong growth but instead pointed to the city's performance in recent years.

"The District of Columbia saw tremendous growth in the 2010s — not just in renewed vibrancy in our neighborhoods with population growth of 100,000 residents, but also with the lesser known but just as critical addition of 100,000 jobs," Falcicchio said. "Mayor Bowser remains focused on preparing our residents for the jobs of today and the future."

In some important ways, suburban Maryland and the District are on an equal footing with Northern Virginia regarding economic potential. All three have highly educated workforces and access to Metro and other transit. All host top-notch universities and colleges, as well as federal agencies that generate business for private contractors.

But Northern Virginia has advantages that have given it an edge since as far back as the 1980s Reagan defense buildup. Virginia benefited from a boom in federal contracting partly because it is home to the Pentagon and CIA. That spawned a steadily growing information technology sector, now a core of its economic base.

Suburban Maryland hosts the National Institutes of Health and the Food and Drug Administration, which have made it a center for biotech companies. But the biotech industry isn't as large or robust as the Internet-driven information technology sector.

As Montgomery-based real estate executive Bryant Foulger said of Virginia: "They've got the death sciences; we've got the life sciences. The death sciences dwarf the life sciences, when you look at government spending."

The overall business climate has also played a role. In general, Virginia has had lower taxes and less regulation than its neighbors. For 2019, the corporate income tax rate in Virginia was 6 percent, compared to 8.25 percent in Maryland and the District.

Virginia also is a right-to-work state, which means employees cannot be required to join a union, or pay union dues or fees, as a condition of employment. In contrast, both Maryland and the District allow union shops.

The different approaches arise partly from political disparities between Virginia and Maryland in parts of the states outside the Washington region. Conservatives from Southern Virginia have frequently wielded power in Richmond and favored corporate-friendly policies. By contrast, liberals from the Baltimore area have tended to dominate the Annapolis state government.

The District has generally enjoyed steady growth since the city recovered from its fiscal crisis in the 1990s. Taylor said it could do even better, and compete more effectively with Northern Virginia, if it adopted stable economic policies.

"What businesses don't like is when the commercial tax rate changes four times in two budget cycles, and that's what happened in D.C." in 2018 and 2019, Taylor said. "There is a risk attached to being in a jurisdiction where regulatory changes are sudden and done without any collaboration with business."

Some Virginia corporate executives are concerned that the Democrats' takeover of the General Assembly in the November elections will lead to less business-friendly policies. But analysts doubt that it would be enough to change the overall trend in the area.

"Business climate is not the only factor driving Northern Virginia's job growth," Chapman said. "In particular, it has had a stronger mix of private-sector jobs. ... While policy changes could affect economic growth, the changes would need to be extensive to reduce Northern Virginia's position relative to the rest of the region."

In Montgomery, county officials say they're taking seriously the challenge from Northern Virginia. County Executive Marc Elrich (D), who took office amid concerns that he had an anti-business philosophy, has held meetings with business executives and owners to hear their concerns.

The County Council's Planning, Housing and Economic Development Committee launched a Business Advisory Roundtable to consider topics such as promoting small-scale manufacturing.

But there's a recognition that change is a long-term process.

"I think the circumstances with Northern Virginia having much more job growth are frankly decades in the making," said Robert G. Brewer Jr., chairman of the Montgomery County Economic Development Corp.

"For a while now, three or four years, our government partners have recognized and acknowledged, certainly privately ... that they're not as competitive. That change takes time," Brewer said.

Business leaders warn against complacency.

At some point, Foulger said, slow growth "starts to affect the revenue of Montgomery County as a government. It affects how much they can spend. It starts to affect schools. You've got to have a sustainable financial model,

and I don't think Montgomery County has that."

From: Arlene [REDACTED]
Sent: Friday, October 15, 2021 10:30 AM
Subject: How Canada learned a hard lesson on how to waste money

About P3's...the one takeaway from this article for all of us to realize?

...."74 out of 75 projects ended up being more expensive than their initial value for money analyses had estimated—a total of \$8 billion more expensive."

P3's cost more.

(Bolding is mine.)

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<https://www.inthepublicinterest.org/guess-who-slipped-a-pro-corporate-america-provision-in-the-bipartisan-infrastructure-bill/>

www.inthepublicinterest.org

Guess who slipped a pro-corporate America provision in the bipartisan infrastructure bill
Oct. 14th, 2021

Odds are, the \$1.2 trillion Infrastructure Investment and Jobs Act—which is still up for debate but is expected to be passed by Congress later this month—will incentivize privatization in some form or fashion.

As it stands, the bill would allow for more use of private activity bond financing. Private activity bonds, or PABs, are a key financing tool for so-called “public-private partnerships,” or P3s.

P3s are essentially expensive loans that hand some level of control over roads, water systems, school buildings, and other public infrastructure to corporations and private investors. Meaning, despite the warm and fuzzy name, they’re definitely a form of privatization.

Particularly worrying, the bill would also require the use of a problematic procurement tool—called a “value for money” analysis—that’s been causing issues for state and local governments for years.

When a state, locality, or school district wants to explore using a P3 instead of using tried-and-true traditional public financing, they often perform one of these analyses. Sparing you the wonky details,

value for money analyses are often biased towards the private sector and chocked full of unfounded assumptions. In other words, they don't provide an accurate comparison between private and public financing.

Ontario, Canada, learned that the hard way. After going on a P3 frenzy starting in 2001, they decided to take stock of their decision-making. A 2014 audit found that **74 out of 75 projects ended up being more expensive than their initial value for money analyses had estimated—a total of \$8 billion more expensive.**

Why would our federal government want to incentivize these types of deals? You tell me.

Senators Rob Portman (R-OH) and Joe Manchin (D-WV) slipped the requirement for value for money analyses on federally supported transportation loans into the bill in August. Maybe the fact that Manchin has received more campaign contributions from financial firms than any other industry—including from CBRE, a real estate firm actively pushing P3s—has something to do with it.

Regardless of why, we should prepare ourselves. That's why we just put out some guidance on value for money analyses—why they're often problematic and how to do them better.

It's wonky stuff—so don't be surprised if your eyes glaze over. The point is to get it into the hands of decisionmakers in your town, city, council, school district, and state.

Email this to your representatives and let them know what's coming with the infrastructure bill. As always, if you need help understanding or explaining things, get in touch.

Please add your name to this petition indicating opposition to Hogan's private toll highway expansion plan: <https://sign.moveon.org/petitions/stop-toll-lanes-highway-widening-proposal-in-maryland>

The State's plan to add 4 private toll lanes to 495 and 270 would 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.

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Arlene Montemarano, 240-360-8691

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Member of Citizens Against Beltway Expansion, cabe495.com

From: Arlene [REDACTED]
Sent: Sunday, November 14, 2021 9:03 PM
Subject: How to kill city life. Or not kill it.

When 'The Highwaymen' have it their way, this is what you get. Do these things belong in the middle of our urban areas?

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Would not this be a wiser objective for all of us?:

"Our main goal and indicator of success is not growth, but is being at the top of the Happiness Ratings, having a high quality of life, and above all, respecting and enhancing the environment. Our vision is a County which is not developer-centric but rather is resident-centric and environment-centric, where the focus is on sustainable growth, not simply population, business, and job growth." ***West Montgomery County Citizens Association.***

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Arlene Montemarano, [REDACTED], Lawndale Drive

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Arlene Montemarano, [REDACTED]

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Member of Citizens Against Beltway Expansion, cabe495.com

From: Arlene [REDACTED]
Sent: Saturday, November 13, 2021 8:54 PM
Subject: "Five myths about highways"

From last month, for those who may have missed it. Interesting article shining a light on some long held beliefs about highways and how we use them.

As to myth #1, I have been told that there is currently a house-building boom in Haymarket. Could that be a direct response to more roadway having been recently built? And how many additional cars will that put on all that newly created road space? Problem back, worse than ever. And what have we foolishly lost in the process?

(Bolding is mine as an aid to skimmers.)

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[www.washingtonpost.comwashingtonpost.com](https://www.washingtonpost.com/perspective/five-myths-about-highways/2021/10/22/d1e88c06-30f8-11ec-93e2-dba2c2c11851_story.html)

Perspective | Five myths about highways

Oct. 22nd, 2021

https://www.washingtonpost.com/outlook/five-myths/five-myths-about-highways/2021/10/22/d1e88c06-30f8-11ec-93e2-dba2c2c11851_story.html

Infrastructure Week may have become a Beltway joke, but suddenly highways are a truly pressing subject. President Biden has made passage of his \$550 billion infrastructure package a top legislative priority, and roughly a fifth of those funds could go toward roads. Even if you use a car to get to work — as roughly 85 percent of American commuters did before the pandemic — you might harbor some misperceptions about the pavement you drive on. Here are a few that pop up frequently.

***Wider highways let traffic
move faster.***

From Maryland to Los Angeles, transportation agencies list their highway expansion projects under goals such as “Less Traffic.” A Washington Post headline on Oct. 9 stated that widening I-95 in Fredericksburg, Va., would bring “relief for drivers at one of the highway’s biggest bottlenecks.” The idea seems to make sense: If too many cars clog a highway during rush hour, adding lanes will give drivers room to spread out and travel faster.

But that kind of thinking doesn’t reflect how humans respond to expanded roadways. **Extra lanes may speed up traffic for a little while, but people rapidly adjust their travel decisions as they notice the faster highway — and in the process, they slow everyone down again.** Some who previously beat traffic by driving early or late might shift toward rush hour. Others might stop using transit and choose to drive instead. **Ultimately, the highway ends up as congested as before.** That’s what has happened in

places including Houston, where the Texas Department of Transportation spent \$2.8 billion widening the Katy Freeway, part of Interstate 10, to as many as 26 lanes in 2011: **Gridlock grew worse than ever. This process is known as induced demand, and it's so widely accepted among economists that they call it the "iron law of congestion."**

Ninety-four percent of crashes are caused by human error.

Some myths have mysterious origins. This is not one of them. In 2015, the National Highway Traffic Safety Administration (NHTSA) published a report about vehicle crashes that stated "the critical reason, which is the last event in the crash causal chain, was assigned to the driver in 94 percent of the crashes." That figure, often stripped of its context, has had a long shelf life, particularly among transportation agencies. For instance, in 2019, the North Dakota Department of Transportation published a report claiming that "94% of motor vehicle crashes can be attributed to a preventable human behavior." Autonomous-vehicle companies frequently cite the statistic — as Waymo does on its FAQ webpage — when touting the supposed safety benefits of their technology.

But laying blame on the driver lets many other parties off the hook — such as transportation engineers who could have created a **safer road**. For instance, slip lanes at intersections are intended to allow drivers to maintain speed while making right turns. That design can work well in rural areas, but in cities it often places too much onus on a driver, who must monitor her speed, watch for traffic while merging and yield to pedestrians crossing the slip lane at a crosswalk. If a collision ensues, police will find the driver to be at fault, ignoring the engineers who placed her in a dangerous situation.

Meanwhile, transportation agencies have underinvested in **sidewalks in low-income neighborhoods** in such places as Boston and New Orleans, leaving pedestrians vulnerable to crashes. Responsibility also falls on automakers that have created distracting infotainment systems and designed SUVs and trucks so tall that children just outside the vehicle are all but invisible to its occupants. As National Transportation Safety Board Chair Jennifer Homendy recently tweeted: "Stop with the 94%! Simply put: It's not true. Crashes are more complex than that."

Congestion pricing hurts the poor.

The idea of charging a fee to drive into a dense downtown during the daytime is gaining momentum. It's already been deployed in cities including London, Singapore and Stockholm; New York is poised to become the first adopter in the United States. One of the most common critiques of congestion pricing concerns its impact on the poor. "Social equity was the conversation stopper when it came to congestion pricing," Stuart Cohen, then the head of the nonprofit TransForm, told the New York Times in 2019. New York Daily News columnist Michael Lawler wrote on Sept. 26 that "it's regressive, hitting low-income New Yorkers in transit deserts hardest."

But fewer than half of New York City households own an automobile, and, as in most cities, those who do own cars have a significantly higher average income than those who don't. **New York plans to spend congestion tax revenue on public transportation** improvements, which would disproportionately benefit lower-income residents. As UCLA urban planning professor Michael Manville wrote, "Free roads are not a good way to help poor people." With or without congestion pricing, affluent people drive more. So if you want to help low-income residents, you're better off improving infrastructure that they use more than most people do, like **bus systems and sidewalks**.

Gasoline taxes pay for highways.

Since 1919, when Oregon became the first state to tax gasoline, gas tax revenue has been a key funding

source for highways. The landmark Federal-Aid Highway Act of 1956 launched the American interstate system, built with funds collected from the federal gas tax. There is an intuitive appeal to charging drivers in proportion to how much fuel they use. “The user fee works because it’s sustainable,” Ed Mortimer, the vice president of transportation and infrastructure at the U.S. Chamber of Commerce, told Politico in June. In 2015, Rep. Thomas Massie (R-Ky.) proposed ending the “diversion” of gas tax revenue to mass transit, saying he sought to ensure “that the Highway Trust Fund can fulfill its namesake duty — to fund highways, without an increase in the gas tax rate.”

Today, the gas tax doesn’t come close to keeping pace with federal spending on roads and highways. It has become so politically sensitive that Congress hasn’t raised it in 28 years. Since 2008 Congress has topped off the Highway Trust Fund with more than \$140 billion in general revenue — collected from all taxpayers, regardless of how much they drive. States, too, **supplement their gas tax revenue to pay for roads.**

The ascent of electric vehicles, whose owners pay no gas tax at all, may force change. Already, states like Texas are considering levying new fees on electric-vehicle owners, while Transportation Secretary Pete Buttigieg has mulled the feasibility of replacing the gas tax with a charge on vehicle miles traveled. **But for now, at least, all Americans pitch in to pay for highways — whether or not they drive on them.**

Americans, the story goes, have always had a special relationship with the automobile, cherishing the freedom that a car or truck can provide. University of Virginia history professor Peter Norton has traced the idea to Groucho Marx, who spoke of a “burning love affair” between Americans and automobiles while hosting a television show in 1961. The idea stuck. In 1995, TBS ran a four-hour documentary titled “Driving Passion: America’s Love Affair With the Car.” In 2006, a Honda television ad matched smiling actors with automobiles, concluding, “It must be love.”

The automobile is certainly ubiquitous in the United States. But outside of a few big cities such as San Francisco and Chicago, sprawled development, **sparse transit service and a paucity of bicycle lanes often leave automobiles as the only, not necessarily the preferred, transportation option.** Without a car, most Americans are at a severe disadvantage: Researchers have found that carless households saw their incomes fall in both relative and absolute terms over the last 50 years (but, intriguingly, not if they lived in transit-rich New York City). So there seems to be more utility than passion in Americans’ enduring relationship with the automobile.

-- Arlene Montemarano, [REDACTED], Lawndale Drive

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The State's plan to add 4 private toll lanes to 495 and 270 would 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.

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Member of Citizens Against Beltway Expansion, cabe495.com

From: Arlene [REDACTED]
Sent: Tuesday, November 23, 2021 11:13 PM
To: SHA OPLANESMLS
Subject: ADDING TOLL LANES TO 495 AND 270

>
>> To:
>>> oplanesMLS@mdot.maryland.gov
>> MDOT, First, let me say I OPPOSE THE TOLL LANES AND SUPPORT THE
>> NO-BUILD OPTION.....
>>
>> Those involved in pushing this absurd plan, at the worst possible
>> time in our devolution toward our own extinction through the burning
>> of fossil fuels, those people should feel deeply ashamed and guilty.
>> Why? Because it is a crime they are committing. And they are being
>> bull-headed enough, blinded by greed and shortsightedness, to do
>> whatever they can get away with in order to get their scheme
>> accomplished at all costs.
>>
>> Blinded to the fact that it will never achieve its stated goal of
>> reducing traffic for more than a few minutes. Reducing traffic is one
>> lie. History screams to us that adding more asphalt adds more
>> vehicles. They think this one time it will be different? Do they
>> think they can fool us into believing that?
>>
>> Blinded to the world of hurt our communities will endure as this
>> thing encroaches deep into our lives, and we are left to mourn our
>> woods, few remaining wild things, homes, backyards, parks, waterways,
>> gathering places and open areas. We will choke on worsened air
>> quality, have our nerves strained by elevated and constant noise that
>> we cannot escape, exit and entrance ramps multiplied and everywhere
>> now, where none had existed before. Also to be mourned is all that
>> thrown-away money!
>>
>> It is irrational and self-defeating to push on with it. The world
>> has changed radically since 2017. Circumstances have changed and we
>> have learned a lot, or should have.
>>
>> Climate change is breaking down the systems that support life on
>> Earth. Doing this gigantic expansion will only accelerate the
>> degradation of our environment. Pay attention to the public whom you
>> are ostensibly serving. Work to minimize traffic. Don't accommodate
>> it! And for Pete's sake do NOT invite more.
>>
>> Arlene Montemarano
>>
>> Silver Spring
>>

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> The State's plan to add 4 private toll lanes to 495 and 270 would 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.

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Arlene Montemarano, [REDACTED] Lawndale Drive

From: Todd Montgomery [REDACTED]
Sent: Tuesday, November 30, 2021 8:42 AM
To: SHA OPLANESMLS
Subject: Beltway expansion

Hello,

I wanted to submit my opinion that the No Build Option is my preferred option. Adding additional lanes to the beltway will create horrendous traffic during construction, won't actually fix the issue, will disrupt communities situated along the beltways path, and will create a class based system of driving in Maryland where the rich can travel traffic free and no one else can. Maryland's values are not aligned with tolled beltway lanes. The No Build Option is best.

Regards,

Todd Montgomery
Silver Spring

From: [REDACTED]
Sent: Sunday, November 7, 2021 9:03 PM
To: SHA OPLANESMLS
Subject: Opposed to the toll lanes/beltway expansion

Dear MDOT:

I am strongly opposed to the proposed toll lane work and I support the "no build" option. I do not believe that the proposed changes will improve traffic or be worth the huge cost. The recent environmental study shows no improvement for people who don't use the toll lanes. The whole project seems like a very bad idea.

Rather than build more and more roads, we have to discover more efficient ways to use the roads we have, and use them less, not more. We have to work more from home, not less. We have to institute flexible work schedules and stagger our commute times. Tearing up the ground and turning Maryland into a construction inferno like Northern Virginia will only make the construction companies rich, not the citizens of Maryland. Please do the right thing and drop this bad project.

Sincerely,

Margaret Moore
Bethesda

From: William Moore <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 9:10 PM
To: SHA OPLANESMLS
Subject: Expansion of 270 and 495 is a bad idea

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

If you plan more roads , build more roads, you'll get more vehicles, more congestion and more pollution. Charge more money for use of existing roads and for the price of gas. Use of fossil burning cars on public roads is a luxury and should be taxed accordingly. Incentivize use of alternate fuel vehicles and different modes of transportation.

Car makers are already far ahead of local, state, and federal government in planning for the future. They know fossil fueled gridlock is not the answer. Bite the bullet. Build and upgrade safe, reliable mass transit. Fund it with tolls from existing, overly travelled roadways.

Trees, rivers and human beings are crying "I can't breathe."

Stand up, grow a spine, and make an important statement now and for our collective future.

William Moore

[REDACTED]

[REDACTED] Tivoli Lake Court

SILVER SPRING, Maryland 20906

From: James Moran [REDACTED]
Sent: Wednesday, November 24, 2021 11:28 AM
To: SHA OPLANESMLS
Subject: I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

It is blindingly obvious that the plan to expand is being driven by money and corporate greed.

There are numerous studies that show that adding toll lanes will not help the vast majority of commuters, and will in fact create more traffic.

Clearly the environmental impacts are being swept under the carpet at a time where fossil fuels and use of ICE needs to be phased out and not encouraged.

I strongly oppose the toll lanes and support the no build option

James Moran
Silver Spring, MD

From: Maria Morasso [REDACTED]
Sent: Tuesday, November 23, 2021 10:56 AM
To: SHA OPLANESMLS; Maria Morasso
Subject: Strong opposition the toll lanes

To Whom It May Concern:

I am writing to strongly oppose the toll lanes - it is clear that we must proceed with the no-build option until several IMPORTANT points are addressed and clarified.

After reading the Supplemental Draft Environmental Impact Statement (SDEIS), it is clear that any politician or department supporting the implementation of toll lanes must be questioned about their motives and should be investigated for defrauding Maryland taxpayers.

- Why is MDOT not transparent and upfront about Appendix A showing that the toll lanes actually fail to provide alleviation of commute times to most drivers during rush hour IN BOTH directions between 270 and the American Legion Bridge – the commute is actually LONGER in the evenings !!!
-
- Why did SDEIS not address who will bear the cost of moving utilities (i.e., water, sewer, gas, electric lines)? Is MDOT hiding it from taxpayers?
- **GIVEN ALL THESE FAILURES and MORE: How can anyone justify proceeding ahead irrespective of the incredibly deleterious effects of toll construction will have to our parks and environment?**

This is outright corruption. Who is making the money here at the expense of Maryland taxpayers, our parks and the environment for our children?

This is SHAMEFUL. I can assure you that my family, neighbors and other Montgomery County residents will not stop seeking the truth of who is benefiting from this blatant move to defraud our community.

Dr. M Morasso

Bethesda, MD

From: Heidi Mordhorst [REDACTED]
Sent: Friday, November 19, 2021 9:59 AM
To: SHA OPLANESMLS
Subject: OPPOSE toll lanes; SUPPORT no-build option

Comments on Supplemental Draft Environmental Impact Statement (SDEIS):

In my view, the most important findings of the SDEIS are below, and they make moving forward with this project a positive HARM to our beautiful slice of the planet at a time when THERE CAN BE NO EXCUSE FOR CONTINUING FORWARD with fossil-fuel-based solutions to any problem.

*Toll Lanes would not improve daily commute times. Appendix A of the SDEIS compares travel times if the lanes are built with current times. Only 2 minutes and 30 seconds will be saved during the morning rush hour by drivers who travel in the general (non-tolled) lanes on I-270 from where it intersects with I-370, down to the American Legion Bridge. However, when drivers return home during the evening rush hour, their travel time would increase by 1 minute and 48 seconds. So, **after enduring 5 years of construction delays, drivers who use the general lanes will see their roundtrip commute reduced by 42 seconds. The toll lanes would cause substantial harm to our communities but fail to improve travel for the majority of drivers.**

IN OTHER WORDS, YOU'RE NOT SOLVING THE STATED PROBLEM.

*Air Pollution and Global Warming Analyses Not Included: The SDEIS does not include an analysis of greenhouse emissions and the impact they would have on global warming. There is also no analysis of other pollutants such as particulate matter or ozone. All of these analyses are deferred until later. Omitting these analyses from the SDEIS denies the public the opportunity to understand the risks while there is still time to influence the project.

IN OTHER WORDS, YOU'RE IGNORING THE INEVITABLE EXACERBATION OF THE BIGGER, EXISTENTIAL PROBLEM.

It is on us, the decision-makers of the "how we've always done it" generation, to act on behalf of the next 7 generations and their health and survival--not our own convenience. Let's do the work of finding better solutions!

With gratitude for your work in public service,

Heidi Mordhorst, MCPS PreK Teacher, who looks into the faces of the future every single day.

--

Heidi Mordhorst
[REDACTED] Marywood Road
Bethesda, MD 20187



This email has been checked for viruses by Avast antivirus software.
www.avast.com

From: Heidi Mordhorst <info@email.actionnetwork.org>
Sent: Tuesday, October 26, 2021 9:37 PM
To: SHA OPLANESMLS
Subject: Don't Move Forward with Beltway & I-270 Widening!

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Dear Mr. Folden,

I expect you know this: "According to a 2020 report by Transportation for America, the nation's largest 100 urban areas added 30,511 new lane-miles of roads between 1993 and 2017, according to the report, a 42 percent increase (and a trend that shows no signs of slowing down). For perspective, that's higher than population growth, which was 32 percent in those metros over the same time period. That's not all that grew: traffic congestion, as measured in annual hours of delay, actually rose during those 24 years, by a staggering 144 percent.

The report, called The Congestion Con, explores the recent history of road-building in the United States, and argues that if anyone hopes this kind of massive infrastructure investments will help solve city congestion and traffic woes, this is far from being the case.

The report breaks down exactly why expanding roadways has been such a bad deal for the country. There's the expense, for one. Each lane-mile of road costs between \$4.2 and \$15.4 million to build and an \$24,000 a year to maintain. States alone spent \$500 billion to expand roads between 1993 and 2017.

Second, it's guaranteeing more of the same, in terms of roads, repair costs, pollution, and congestion. It's the theory of induced demand: Building more roads and adding more lanes gives the appearance of speeding up traffic. But by encouraging sprawl, it spreads out stores, houses, and jobs, providing more reasons to drive more place and expanding many people's commutes. It also adds more capacity, which is almost immediately filled up with more cars. Research by Kent Hymel of California State University of Northridge found that adding one percent more road capacity produces the exact same increase in the amount of vehicle miles traveled.

It seems logical that when populations grow, cities need to expand their transit networks. But comparing road building, congestion, and population growth statistics suggest that even when cities build roads at a faster clip than population growth, congestion still gets worse. During that same 1993 to 2017 period, San Diego roads expanded at about the same rate as population, yet the city still saw a 175 increase in congestion. And even in cities where roads were built much faster than new drivers arrived to fill them, congestion skyrocketed as well. In Pensacola, Florida, and Omaha, Nebraska—which both saw highways expand three times faster than population growth—congestion increased by 233 and 231 percent, respectively. In booming Boise, Idaho, roads expanded 141 percent while population grew 117 percent. But congestion increased 446 percent.

The increase in congestion on new, bigger roads is, in part, because it keeps people reliant on cars, as the report notes, “creating greater distances between housing and other destinations, and forcing people to take longer and longer trips on a handful of regional highways to fulfill daily needs.” The average driver puts in 4 more miles a day behind the wheel in 2017 than she did in 1993. Combine that with an affordable housing crisis and land-development patterns pushing more and more Americans to live further from downtowns and their jobs, and you have a formula for more crowded and congested roads.”

For the planet and for the people who live and drive on our sweet slice of the planet, don't widen the highways. Take us in a new, better direction, Mr. Folden.

Heidi Mordhorst

[REDACTED]

[REDACTED] Marywood Rd

Bethesda, Maryland 20817-2310

From: Rick Morgan [REDACTED]
Sent: Tuesday, November 30, 2021 11:04 PM
To: SHA OPLANESMLS
Subject: Comments of Rick Morgan re: MD Toll lanes

Hello DOT:

For the following reasons, I would like to register my strong objection to the widening of the Beltway and I-270 for the creation of toll lanes:

- 500 acres of tree canopy would be cut down.
- 15 parks would be harmed, including 3 national parks.
- MDOT would not treat most of the stormwater runoff, which would further degrade local waterways.
- MDOT did not analyze the impact on global warming.
- There is no assessment of whether low-income communities or communities of color would suffer more of the harmful impacts.
- Building bigger highways always attracts more traffic and creates more congestion. Innovative congestion management is a more suitable solution than building new toll lanes!

Thank you for considering my views.

Rick Morgan
[REDACTED] Ethan Allen Ave.
Takoma Park, MD 20912



Virus-free. www.avast.com

From: Tyler [REDACTED]
Sent: Sunday, November 28, 2021 5:49 PM
To: SHA OPLANESMLS
Subject: Comment on Beltway toll lane

As a resident of a community that will be negatively impacted by the expansion (poorer air quality, increased noise, increased traffic, destruction of homes and parkland, and a massive project that will only increase CO2 emissions and results in a net). I use the beltway on a regular basis (along with the metro) and do not see how building more highway lanes will help the overall traffic in our region.

I oppose the toll lanes and support the no-build option.

Best regards,
Tyler Morgan-Wall
[REDACTED] Columbia Blvd, Silver Spring, MD 20910

From: Ann Marie Moriarty [REDACTED]
Sent: Tuesday, November 30, 2021 2:05 PM
To: SHA OPLANESMLS
Subject: The folly of widening the Beltway

Five years ago, I sent the governor's office a copy of a comprehensive study that concluded that projects that added lanes to highways found that within six months to a year the traffic backups had returned. The best way to move people during times of heavy road use was either trains, or buses in designated lanes.

The governor ignored that study, and appears determined to spend billions on a project that will not make it easier for people to move from place to place. When I read that the governor was trying to direct part of that project to a personal friend, I was then certain that the governor was willing -- if perhaps not able -- to put his desire for campaign contributions ahead of what's best for the people in Maryland.

Most recently I read that the toll system will not generate revenue for the state, but for the "partner" firm, as does a similar system in Virginia. My friends in Virginia despise that system, which generates tolls that can rise to more than \$100, depen

I don't understand why the governor thinks that a system that only the wealthy can benefit from, while the less fortunate citizens will be forced to use the even-more-crowded lanes while the wealthy zoom by. This is folly.

Please don't let our tax dollars funnel into the pockets of the "partner," which is guaranteed a huge return, while our state generates only debt for a project that doesn't help Marylanders.

Ann Marie Moriarty
[REDACTED] Silver Spring Ave.
Silver Spring, MD 20910

From: Jon Morrison [REDACTED]
Sent: Tuesday, November 30, 2021 7:37 AM
To: SHA OPLANESMLS
Subject: Comments on the SDEIS Documents

Please consider the following feedback/comments on the Supplemental Draft Environmental Impact Statement (SDEIS)

I am a citizen of Maryland, resident of Montgomery County, current chairman of the Maryland Bicycle and Pedestrian Advisory Committee (MBPAC), a member of the Montgomery County DoT Bicycle Advisory Group, a driver, walker, jogger; among ways I could describe myself in light of the following offered comments and suggestions.

MBPAC issued feedback on the DEIS previously and will not be issuing formal comments on the SDEIS due to the original timeline provided for comment.

The following are my own comments and not those of that committee or any other organization.

Pertaining to Section 2.3.8 - Pedestrian and Bicycle Facility Considerations.

Please re-consider a direct connection from the American Legion Bridge (ALB) shared use path (SUP) to the Chesapeake and Ohio (C&O) Canal towpath.

As noted in the SDEIS there will be a construction access roadway that will cross the canal during the development of the new ALB (Section 5.2.3 p5-15 or p211 - (at least in my pdf reader)) close to the planned SUP.

The SDEIS described connection from the proposed terminus of the new SUP to reach the canal is more than a mile away and is not well marked or known to most (~1.3 miles per my estimate) - and requires doubling back for anyone attempting to go north on that trail (or trying to cross the ALB after coming south on the towpath). Travel by bike for over 2 1/2 miles to just return to basically where the rider started would require an extra 15-20 minutes of travel time and pedestrians would take 50 minutes for that distance. Replacing this with a much more direct connection would allow that time to be saved and place both cyclists and pedestrians in a much safer and comfortable environment that much sooner.

Please consider utilizing the already environmentally damaged construction roadway, modified in some manner to mitigate any environmental impact, to allow bikes and peds to reach the canal towpath in a much more direct, safer and more efficient manner.

Additionally, as the Managed Lane project traverses many existing roadways, bike and pedestrian facilities, please ensure that no existing accommodations are in any manner degraded in terms of access, safety or utility. It should be the goal and be addressed in the FEIS that any existing facilities be addressed and upgraded if possible, within the footprint of this project and any master planned (or even contemplated) facilities be recognized and anticipated by leaving unimpeded additional right of way or including these in the build plans for the portion that traverses in, under or along the Managed Lanes development.

It must be recognized that these 'once in a generation' projects need to ensure multi-modal accommodations are included in the core scope of the project, as words alone will result in yet another MDOT project that speaks kindly of bikes and peds but leaves tangible results significantly lacking. I can only once again point out the ICC (MD-200) project which initially promised a 19 mile continuous SUP and ended up with less than 9 miles of discontinuous path segments. 10 years later nothing has been built that closed any of these gaps.

I would be pleased to discuss the above or address any additional questions you may have.

Thank you,

Jon Morrison
Brookeville, MD

From: Howard Morse [REDACTED]
Sent: Friday, November 5, 2021 11:56 PM
To: SHA OPLANESMLS
Subject: Protect parks from the I-495 and I-270 expansions

Dear Deputy Director, I-495 & I-270 P3 Office Maryland Jeffrey T. Folden, P.E., DBIA,

I live near I-495 off River Road, and believe that the proposed expansion of I-495 and I-270 in the proposed SDEIS is unacceptable. I urge you to select the No-Build alternative.

I am a volunteer on the Mid-Atlantic Council of the National Parks Conservation Association and am concerned that this proposal would harm 17 acres at three national park sites, dramatically increase harmful stormwater runoff, and increase CO2 emissions. The project would clear cut over 1,200 trees on National Park Service Land. That is unacceptable.

Worse yet, the proposed expansion fails to accomplish its goal of reducing traffic. I understand that projections indicate that the northbound lanes on I-495 for the evening commute in the non-toll lanes will creep at 7 mph.

This project has been a bad idea from the start- harming national parks and the environmental while doing little, if anything, to relieve the region's traffic. Instead of investing billions in this highway widening project, MDOT should invest in smart traffic management solutions, encourage continued telework (which undoubtedly will increase in the post-covid world compared to pre-pandemic practice), and expand transit opportunities. Combined, these tactics would not harm national parks and would meaningfully reduce regional traffic and greenhouse gas emissions.

We need to preserve our planet for our children and grandchildren.

Thank you,
Howard Morse
[REDACTED] Potomac School Dr
Rockville, MD 20854

From: Jackie Moyano [REDACTED]
Sent: Tuesday, November 30, 2021 8:52 AM
To: SHA OPLANESMLS
Subject: Addition of Beltway toll lanes / expansion of 270

I support the No-Build Option because it's more forward thinking than the build option. Climate change is real and requires more innovative thinking than toll lanes/expansion.

Jackie Moyano Silver Spring, MD

From: Marion Mudd [REDACTED]
Sent: Monday, November 29, 2021 12:41 PM
To: SHA OPLANESMLS
Subject: NO to beltway & toll lanes

from Marion H Mudd

From: Marion Mudd [REDACTED]
Sent: Tuesday, November 30, 2021 7:22 PM
To: SHA OPLANESMLS
Subject: No to I-495/I-270

"I support the no-build option and oppose the I-495/I-270 toll-lane project.

Marion Mudd

From: Erica Mulcahy <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 12:25 PM
To: SHA OPLANESMLS
Subject: Not Solving Traffic

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

This proposal is nothing more than a scheme to make money on HOT lanes. We do not have a society where people ride share. The majority of people are single commuters going long distances between their home and place of work.

We can do better by coming up with a solution for better traffic flow, work from home incentives and high speed rail using the existing highway path. We need solutions that are environmentally friendly and sustainable. The pandemic has proven that people can work from home and companies should be encouraged to continue that practice. We, as a state and a nation, need to move forward with a progressive mindset and realize that the status quo is not working.

Regards,

Erica Mulcahy

(a Maryland long distance commuter)

Erica Mulcahy

[REDACTED]

[REDACTED] SMITH POINT RD

NANJEMOY, Maryland 20662-3521

From: Gulnar Nagashybayeva [REDACTED]
Sent: Saturday, November 20, 2021 2:35 PM
To: SHA OPLANESMLS
Subject: Comment on the Supplemental Draft Environmental Impact Statement (SDEIS) for toll lanes

I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

According to the Citizens Against Beltway Expansion analysis of of SDEIS:

the toll lanes would not improve daily commutes in the general lanes;

500 acres of tree canopy would be cut down;

15 parks would be harmed, including 3 national parks;

MDOT would not treat most of the stormwater runoff, which would further degrade local waterways;

MDOT did not analyze the impact on global warming;

There is no assessment of whether low-income communities or communities of color would suffer more of the harmful impacts.

It would be terribly irresponsible to add these toll lanes that won't solve the issue of congestion and would add problems to the environment and the communities.

I live a few blocks away from the beltway and Do Not Want Any Toll Lanes!

Gulnar Nagashybayeva
[REDACTED] Julep Ave
Silver Spring, MD 20902

Cyrus Namazi

Thank you for the opportunity to comment on this important study. I am in support of this project and implementing managed lanes in Maryland highways. As a daily, distant, commuter (from North Mont. County to Chantilly, VA) it's apparent that our freeway system is insufficient to handle daily peaks of traffic during rush hours. I spent between 60-90 minutes on I270-I495 each way, every weekday. My advice to the responsible agencies is to not fall into analysis paralysis and aim to move this project forward swiftly and efficiently. Virginia has already moved forward with this type of initiative and roadway across the Potomac are in general much wider and useful.

Donna Neiderheiser-Breslyn

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

The toll-lane project is a terrible idea and terrible for Marylanders like myself. It won't help with congestion and will only benefit the big companies involved. As a resident of Maryland for over 50 years I am writing to oppose the I-495/I-270 toll-lane project.

Donna Neiderheiser Breslyn

From: Natalie Nelson [REDACTED]
Sent: Monday, November 15, 2021 12:35 PM
To: SHA OPLANESMLS
Subject: A BAD move; the I-495/270 toll-lane project ——A BETTER move, THE NO-BUILD OPTION

Let's get better public transit that will be available to the general public by choosing the no-build option. Let's spare ourselves the self-defeating expansion that would result from the I-495/270 toll lane project. The public, not special interests, would benefit from expanded public transit.

Natalie Nelson and Phillip Lester

Carlos Neto

Ladies and Gentlemen,

I am still baffled that despite of the overwhelming opposition to the I-495 & I-270 Managed Lanes, that government officials continue to push for it. It does not make any sense. Government should work for the people that pay their salaries in the first place. We citizens of the MD, specially where this project may be taking place, do not want this project to move forward. Even if there was a good reason it - there is not one good reason! - if the majority of citizens do not want it, that should be respected. We seem to live under a tyrannical government where the wishes of its people are not respected and considered.

Having said all that, please allow me to point out some of the reasons why the project is bad for the people of Maryland:

- 1) With the advent of teleworking, it has rendered this project totally obsolete. We do not need more roads in the area.
- 2) The Unspecified/underestimated Limits of Disturbance is not clear.
- 3) Necessity of relocating utilities – and determining who pays
- 4) Air quality/air emissions, including particulate matter and the cumulative impacts of greenhouse gases. Again, more road is NOT the answer.
- 5) We need some climate change analysis
- 6) Stormwater management and water quality monitoring, issues of environmental justice, significant loss of tree cover, park land, and wildlife. Have all these been addressed?
- 7) Loss of portions of homeowner property.

This project makes not sense at all.

We the citizens of MD do not want this.

Thank you for reading,

Carlos Neto

Cathy Ng

I do not support the changes to I270. The lanes will do nothing to add to the finances of the state of MD. They are also not going to alleviate the gridlock on the highway because different back up points are going to develop. I see it all the time on I66 already. The new lights on the ramps are already causing the backups to move to the neighborhoods when the lights are blinking red and allowing one car to enter traffic. I also object to even one cent of state money to go to this project since we will not benefit financially.

Hannah Nickerson

This project is extremely shortsighted. We need to be investing in mass transit options immediately up and down the 270/495 corridor. Furthermore, the environmental impact has errors. If this is how they are treating the project so far, it's no surprise the public has diminished trust in responsible management going forward. I do not support this project.

From: Claire [REDACTED]
Sent: Monday, November 29, 2021 12:40 PM
To: SHA OPLANESMLS
Subject: Please do not vote to expand the beltway

Please look at the data from Virginia which clearly shows that it does not cut down on traffic at all, it increases traffic in our local neighborhoods, and takes our home for eminent domain.

Thank you,
Claire North
Silver Spring MD

Sent from [Mail](#) for Windows

Mae Novak

Environmentally, the only sound plan is the "no build" plan. You could do it if you tried, just reverse the two inner lanes morning and evening. Nothing nothing nothing, as in none of the other plans will change an iota of the traffic jams caused by holiday traffic or daft drivers causing accidents. Save our neighborhoods and our environment - do NOT add more lanes to 495.

From: Jacek Nowakowski [REDACTED]
Sent: Tuesday, October 26, 2021 12:23 PM
To: SHA OPLANESMLS
Subject: Expansion of the Beltway

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Dear Mr. Folden;

I'm watching with interest and fear all the new proposals for widening and expansion of the Beltway and I 270. As much as I understand the desire to ease the existing traffic congestion, I also live very close to the Beltway and fear the additional level of noise and other pollution, paired with the further elimination of trees in our neighborhoods.

Further the traffic patterns have changed quite dramatically during the pandemic and I believe they will be yet different when our life gets back to "normal", so the proposed traffic solutions might not even work then.

I feel that it is a continued bad idea as suggested in the latest proposal for expansion of the I270 & Beltway.

Thank you for your consideration,
Jacek Nowakowski

Jacek Nowakowski

[REDACTED]
[REDACTED] Starmont Rd
Bethesda, Maryland 20817-2344

From: Robert Nowatzki [REDACTED]
Sent: Tuesday, November 30, 2021 9:40 PM
To: SHA OPLANESMLS
Subject: please stop Beltway/I-270 expansion project

Hello,

I am a resident of Silver Spring, Maryland who lives near the northern section of the Beltway and who uses the Beltway to commute to and from work, and I wish to express my strong opposition to MDOT's Traffic Relief Plan. I have several reasons for my opposition:

- it will encourage more commuters to use these roads, which will minimize or nullify any traffic congestion relief promised in the MDOT proposal;
- It will make commuting more expensive for motorists who use the toll lanes, and with the current inflation situation, the toll roads would create even more economic pressure on commuters;
- It will probably add significantly to the tax burden of Maryland residents;
- it will destroy many homes near these highways and dislocate many residents; and
- It will cause damage to the environment by removing trees, increase air pollution, and significantly reduce park space.

In conclusion, as a Maryland taxpayer who uses part of the Beltway during my daily commute, I believe that the MDOT Traffic Relief Plan will have many significant negative effects, and I urge MDOT to reconsider its proposal.

Respectfully,
Robert Nowatzki

From: Sarah Oates [REDACTED]
Sent: Wednesday, November 24, 2021 8:13 AM
To: SHA OPLANESMLS
Subject: I oppose the toll lanes and support the no-build option

This email is to note that as a resident of Silver Spring MD living near the Beltway that I oppose the toll lanes and support the no-build option.

Although traffic congestion is significant in my section of the Beltway (I mostly travel between Connecticut Avenue and New Hampshire) I do not find convincing evidence that toll lanes will help based on evidence from the Virginia toll lanes in the DMW. Indeed, I believe these are an economic boondoggle and are incredibly inequitable as they favor those who can pay the outrageous fees.

Toll lanes are NOT the answer, but a mirage. Please use evidence-based research to improve our transport options -- the Virginia experience is enough evidence to show this is a terrible idea for our community.

Sincerely
Dr Sarah Oates
[REDACTED] Biltmore Drive
Silver Spring MD 20901

From: Laura O'Brien <info@email.actionnetwork.org>
Sent: Wednesday, October 27, 2021 11:11 AM
To: SHA OPLANESMLS
Subject: DON'T expand the beltway!

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Dear Jeff,

I'm a homeowner in Silver Spring and am against the expansion of the beltway and 270. Given the state of the climate, it is alarming that this project both seeks to encourage driving and destroy natural environments. This is an incredibly short-sighted plan that will cost the tax payers millions and further increase reliance on fossil fuel. Please look beyond short-term interests and think about the generations who have yet to be born and what kind of world we hope they will inherit. Is it really one with massive highways clogged with polluted air? At a minimum, why not wait until the purple line is completed to see if that eases congestion on the beltway, rather than rushing into this project. This is not an urgent issue that needs an urgent and hasty solution. Please consider the bigger picture and do not go forward with this project.

Thank you,
Laura O'Brien

Laura O'Brien

[REDACTED]

[REDACTED] Reading Rd

Silver Spring, Maryland 20901

Edward O'Connell

I am not in favor of the SDEIS project and my objection focuses on three main areas:

1) I believe that public private partnerships have shown to be a poor use of taxpayer dollars as evidenced by the botched Purple Line project. I have no confidence that such a project will provide taxpayers with sound and lasting infrastructure that will be available to all Maryland citizens. Maryland politicians are selling projects such as these as infrastructure improvements paid for by the private sector, yet most citizens will find the use of these traffic lanes far too expensive for the average commuter.

2) Green space is at a premium in Montgomery county and I will not support efforts to take parkland as well as private property for fossil fuel based transportation use.

3) I believe it is far too much to ask of Maryland citizens to live through what would be an epic construction period lasting years dramatically impacting the quality of life for all citizens in Maryland who are still living through dislocations due to projects such as: the Purple Line, the never ending construction at Walter Reed National Military Medical Center and the perpetual construction bottlenecks in downtown Bethesda. In all these projects Maryland citizens are being shortchanged with excessive costs and minimal if any benefits.

I will not support any political leader who indicates any level of support for beltway expansion or any manner of managed lanes expansion.

From: Cecile O'Connor [REDACTED]
Sent: Tuesday, November 30, 2021 6:55 PM
To: SHA OPLANESMLS
Subject: Preferred Alternative 9 SDEIS comments
Attachments: 495.pdf

Sent from my iPad

Via email: oplanesMLS@mdot.maryland.gov

November 30, 2021

Ms. Jeanette Mar
Environmental Program Manager
Federal Highway Administration Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore, MD 21201

Jeffrey T. Folden, P.E., 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

Re: Comments on the Supplemental Draft Environmental Impact Statement
(SDEIS) for the proposed Managed Lanes I-495 & I-270 Public-Private
Partnership (P3), Preferred Alternative 9 - Phase 1 South.

To Whom it May Concern:

I support the no-build option and oppose USDOT, FHWA and MDOT SHA (the Agency or Agencies) proposal for toll lanes and expanded roadways. The Agencies propose to monetize congestion and benefit those who can afford to pay tolls. The Agencies waste finite taxpayer transportation dollars on preliminary studies and designs to support a proposal that would significantly impact and harm communities, parklands, 4(f) properties, historic areas, and the environment.

The Supplemental Draft Environmental Impact Statement (SDEIS) on the proposed Managed Lanes I-495 & I-270 Public-Private Partnership (P3) for the Preferred Alternative 9 - Phase 1 South was issued on October 1, 2021.

I read the November 9, 2021, correspondence from the Sierra Club Maryland Chapter which highlighted gross errors in the SDEIS including the Executive Summary (ES). Apparently, The Agencies, and their consultants, have done more wrong than right. That conduct falls below the hard look standard. How would the executives who read the executive summary know what the environmental impact is before they make a decision when the executive summary is wrong? It certainly seems fair to surmise that the SDEIS and ES were coordinated and reviewed by Agency personnel and executives prior to its public release on October 1, 2021. If the gross errors were noticed, did anyone at the Agencies, or their consultants, raise the issues? Are they still employed? Have the Agency personnel and executives who signed off on the release of the SDEIS and the ES received bonuses or promotions for meeting an October 1, 2021, deadline? Why did the Agency decision makers not notice the startling errors?

The gross errors signal to me that the environment, the public, and the expert opinions of others do not matter because the decision to approve the project has already been made.

The DEIS and SDEIS should be withdrawn and preliminary design and feasibility studies stopped.

On November 10, 2021, the Agencies issued a notice of revision and “adjusted” SDEIS Table ES-1 without explanation. Does this adjustment of Table ES-1 correct the gross errors highlighted by the Sierra Club Maryland Chapter? As a member of the public attempting to comment I can say I do not know. Are there other gross errors? Experts in the field of traffic studies have opined that the preferred alternative does not reduce commute times or congestion. How does one comment when the contour maps depicting the areas of disturbance and noise impacts may be wrong? What else is wrong? On the first page of the SDEIS internet site containing the November 2021 ES notice of revision the Agencies are advising the public and other commenters that,

“(t)he SDEIS public comment period will run from Friday, October 1, through 11:59 PM on ~~Monday, November 15, 2021~~ **Wednesday, November 30, 2021**. <https://oplanesmd.com/sdeis/>

Wednesday, November 30, 2021? The DEIS and SDEIS are inaccurate and fall below the hard look standard. The short comment period and gross errors

caused confusion and prevented the public and others from commenting accurately on the project.

Purpose, Need and Segmentation

The SDEIS claims the purpose and need from the DEIS remains valid and continues with preferred alternative 9 - phase 1 south. SDEIS ES-2 to ES-3. As discussed in my comments to the DEIS, the original purpose and need was too narrowly tailored and flawed. Preferred alternative 9 - phase 1 south is reduced in size compared to the "build" alternatives in the DEIS. Traffic experts and others have concluded that preferred alternative 9 does not provide congestion relief and improve commute times. The new preferred alternative 9 "ends" at a bottleneck, the merge at Wisconsin Avenue where the I-270 east spur meets the Capital Beltway. Preferred alternative 9 would feed in three more lanes of traffic without adding capacity at the merge point. This is a major difference between the new preferred alternative and the build alternatives studied in the DEIS.

Preferred alternative 9 - phase 1 south will not reduce congestion, accommodate near and long term forecast growth or improve trip reliability. As to financial viability, it does not appear to be financially viable because it will create congestion.

Preferred alternative 9 - phase 1 south does not include improvements to the remainder of the Beltway and delays those plans and analysis to a future date. The project is segmented improperly. Preferred alternative 9 - phase 1 south cannot meet the purpose and need of the DEIS and the SDEIS without the additional so called improvements to 495 that will be proposed and studied later. Preferred alternative 9 cannot meet the purpose need even though the purpose and need is too narrow and flawed.

Sincerely,
Cecile O'Connor
Silver Spring, MD

From: Marielena Octavio [REDACTED]
Sent: Wednesday, November 24, 2021 11:46 PM
To: SHA OPLANESMLS
Subject: Support for no build option

MDOT,

First, let me say I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

Those involved in pushing this absurd plan, at the worst possible time in our devolution toward our own extinction through the burning of fossil fuels, those people should feel deeply ashamed and guilty. Why? Because it is a crime they are committing. And they are being bull-headed enough, blinded by greed and shortsightedness, to do whatever they can get away with in order to get their scheme accomplished at all costs.

Blinded to the fact that it will never achieve its stated goal of reducing traffic for more than a few minutes. Reducing traffic is one lie. History screams to us that adding more asphalt adds more vehicles. They think this one time it will be different? Do they think they can fool us into believing that?

Blinded to the world of hurt our communities will endure as this thing encroaches deep into our lives, and we are left to mourn our woods, few remaining wild things, homes, backyards, parks, waterways, gathering places and open areas. We will choke on worsened air quality, have our nerves strained by elevated and constant noise that we cannot escape, exit and entrance ramps multiplied and everywhere now, where none had existed before. Also to be mourned is all that thrown-away money!

It is irrational and self-defeating to push on with it. The world has changed radically since 2017. Circumstances have changed and we have learned a lot, or should have.

Climate change is breaking down the systems that support life on Earth. Doing this gigantic expansion will only accelerate the degradation of our environment. Pay attention to the public whom you are ostensibly serving. Work to minimize traffic. Don't accommodate it! And for Pete's sake do NOT invite more.

Marielena Octavio

Sent from iPhone, please excuse brevity.

From: Tanya Olson [REDACTED]
Sent: Tuesday, November 30, 2021 11:16 AM
To: SHA OPLANESMLS
Subject: No Build Option Beltway Toll Lanes

I am writing to express my disagreement with the Beltway Toll Lanes. From the beginning, this project has failed to follow the established process and is moving at a pace that is way too quick. One wonders why Governor Hogan feels it necessary to ram this through before the end of his term.

At this time, I only support the No-Build Option. As someone who would be directly affected by the addition of toll lanes (I live by the Forest Glen Metro), I am against ruining people's lives and tearing down houses to add high-cost toll lanes. Montgomery County makes it clear again and again they do not want low income people; while this project comes from the state, it sends the same message. As a state employee, it is the backyards, houses, and way of life of people like me that will be affected. At the same time, I will be forced into sitting in more traffic because I can't afford a \$30 toll to drive on the fast lane of the Beltway. As I travel back and forth to North Carolina, I see this happen in Virginia. Their system is nothing to emulate.

Instead, a state needs to think about all its citizens, not just the rich ones. Improving bus and Metro service will do more to help all citizens of Maryland than the PPP proposed by Governor Hogan and pushed through at an overly fast pace.

Tanya Olson
[REDACTED] Woodland Drive
Silver Spring MD 20902

From: Noreen [REDACTED]
Sent: Monday, November 15, 2021 10:59 AM
To: SHA OPLANESMLS
Subject: My Opposition to the Toll Lanes on 495

Dear MDOT and FWHA Officials:

I am writing to let you know that I oppose the toll lanes and support the no-build option that is now under consideration. My opposition stems from the following reasons:

- The addition of toll lanes would not improve daily commutes between Gaithersburg and the American Legion Bridge;
- 500 acres of tree canopy would be cut down to make way for the toll lanes;
- 15 parks would be harmed, including 3 national parks; and
- MDOT would not treat most of the stormwater which would further degrade local waterways.

Furthermore, I certainly believe that the addition of more lanes, as well as the continued major and unsustainable development in our area, will only attract more vehicles and will worsen the existing situation.

Thank you for your attention,

Noreen O'Meara
[REDACTED] Royal Dominion Ct.
Bethesda, MD 20817

From: Kathleen O'Siadhail [REDACTED]
Sent: Friday, November 19, 2021 1:57 PM
To: SHA OPLANESMLS
Subject: Supplemental Draft Environmental Impact Statement - comments

To whom it may concern:

I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION for the following reasons:

- Time tables in Appendix A show the toll lanes would not improve daily commutes in the general lanes;
- 500 acres of tree canopy would be cut down;
- 15 parks would be harmed, including 3 national parks;
- MDOT would not treat most of the stormwater runoff, which would further degrade local waterways;
- MDOT did not analyze the impact on global warming;
- There is no assessment of whether low-income communities or communities of color would suffer more of the harmful impacts.

Thank you,

Kathleen O'Siadhail
Wyngate neighborhood, Bethesda, MD

From: Betty Overby <info@email.actionnetwork.org>
Sent: Saturday, November 13, 2021 1:42 PM
To: SHA OPLANESMLS
Subject: Beltway I-270 expansion

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

I support the statements submitted by ANS and our partners recommending that MDOT SHA and FHWA do not approve the SDEIS's "Preferred alternative" due to its incomplete and incorrect information. I support the "no build alternative" option listed in the DEIS. The preferred alternative appears to be poorly thought-out and unlikely to alleviate traffic concerns. The proposed method of payment also appears faulty. This issue requires much better evaluation, with continued input from community, before execution. Thank you. Betty Overby

Betty Overby

[REDACTED]

[REDACTED] Woodstock Ave

Silver Spring, Maryland 20910

From: Louis Pangaro <louispangaro@aol.com>
Sent: Monday, November 15, 2021 8:25 AM
To: SHA OPLANESMLS
Subject: opposition to the proposed toll lanes

I am a resident of Montgomery Country.
I oppose the proposed toll lanes and support the no build option.

I have been a resident here for 40 years , since the last addition of lanes to 495 and seen that congestion is not relieved by more lanes, but traffic, pollution and noise only increase. I have little trust of the highway planners - With the last widening of the beltway we were promised sound-blocking walls which would mitigate the noise, but these were never built on the outer loop side and the noise is already horrendous.

Louis N. Pangaro, MD, MACP
COL (ret.) MC USA
Professor of Medicine

From: Vijay Parameshwaran [REDACTED]
Sent: Wednesday, November 17, 2021 10:34 AM
To: SHA OPLANESMLS
Subject: Comments on Supplemental DEIS for the I-495/I-270 Toll Lanes Project

I oppose the toll lanes proposal and support the no-build option in the DEIS.

Appendix A of the SDEIS shows travel times if the lanes are built compared to not building the lanes. If the toll lanes are built, the SDEIS shows that only 2 minutes and 30 seconds will be saved during the morning rush hour by drivers who travel in the general (non-tolled) lanes on I-270 from where it intersects with I-370, down to the American Legion Bridge. However, when drivers return home during the evening rush hour, their travel time would increase by 1 minute and 48 seconds. So, after enduring 5 years of construction delays, drivers who use the general lanes will see their roundtrip commute reduced by 42 seconds. The toll lanes would cause substantial harm to our communities but fail to improve travel for the majority of drivers.

Last year's Draft Environmental Impact Statement (DEIS) provided the range of public subsidies that would be needed to fund the various alternatives for private toll lanes. The SDEIS does not include an estimate of the subsidies that may be necessary under the alternative that the Maryland Department of Transportation (MDOT) selected. The extent to which the State would be subsidizing the toll lanes is of immense concern to Maryland taxpayers, who could be on the financial hook for 50 years. The estimate of subsidies should have been included in the SDEIS and its omission suggests that MDOT is not willing to share it with the public. The SDEIS fails to describe the utility relocations that will be required to make way for the toll lanes. Nor does it address who will bear the cost of moving water, sewer, cable, gas, electric and other utility lines.

Thanks,

Vijay Parameshwaran
[REDACTED] Ridge Road
Greenbelt, MD 20770

GEORGE PARRISH

This entire process is a complete farce and insult to everyone living in the region forced to spend irrecoverable hours of our lives in traffic. The environmental impacts of more idling from cars stuck in traffic should be obvious to those who have any objectivity left. The time to improve these roads was over a decade ago and ridiculous delays such as this redundant study are a perverse political game that must end. Doing nothing to improve these roads has and will continue to be a far worse environmental mistake than any possible construction impacts. If anything the environmental impacts should be larger because the project should be built to provide the most capacity possible. Delaying this essential traffic relief based on a few feet of mud below a highway is not good government, environment stewardship, or public service of any sort.

Dale Pastor

The toll lanes will not help congestion. I am opposed to expansion and toll lanes.

Dale Pastor

We are opposed to toll lanes and widening of 270 and 495.

From: Robert Patt-Corner [REDACTED]
Sent: Friday, November 12, 2021 12:08 PM
To: SHA OPLANESMLS
Cc: pfranchot@comp.state.md.us; treasurer@treasurer.state.md.us; elizabeth.hughes@maryland.gov; brian.crane@montgomeryplanning.org; susan.lee@senate.state.md.us; marc.korman@house.state.md.us; sara.love@house.state.md.us; ariana.kelly@house.state.md.us; MCP-Chair@mncppc-mc.org; marc.elrich@montgomerycountymd.gov; councilmember.friedson@montgomerycountymd.gov; councilmember.glass@montgomerycountymd.gov; councilmember.hucker@montgomerycountymd.gov; councilmember.jawando@montgomerycountymd.gov; councilmember.katz@montgomerycountymd.gov; councilmember.reimer@montgomerycountymd.gov
Subject: RE: I-495/I-270 Managed Lane Study Supplemental Draft Environmental Impact Statement and Updated Draft Section 4(f) Evaluation

Jeffrey T. Folden, P.E., DBIA
Deputy 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 Mr. Folden:

I'm writing as a resident of Cabin John MD to comment on the above environmental impact statement, with a range of concerns. It seems to me that the "Preferred Alternative" will create significant liabilities and damage in our local area, with a low likelihood of substantial benefits, given the history of public private partnerships in our state and the high likelihood that more and wider lanes will induce additional carbon producing traffic, rapidly overwhelming capacity.

My family's immediate concerns about the EIS are:

1. The expansion of the River Road 190 interchange will create an unmanageable traffic situation, further complicating an already difficult area to navigate by auto, bicycle or on foot, and drawing unwanted traffic to already overburdened local roads
2. Our local roads exist in delicate balance, with one lane bridges and narrow primary roads, both of which are beloved by the community and contribute to its character. The traffic induced by the preferred alternative will predictably either overwhelm our existing transportation network, or require its expansion, effectively changing the community for the worse. Freeway-like roads like Clara Barton and Cabin John Parkway are likely to be quickly overwhelmed.
3. Both construction and subsequent operations will have a profound and negative effect on our natural environment and parkland, inadequately addressed in the statement and process
4. Construction and operations will have a negative effect on a much-beleaguered local Black community and other descendents of people buried in the Morningstar Moses Cemetery
5. Stormwater runoff, already a problem in our river-proximate community is likely to worsen, with significant local impacts

I look forward to seeing the steps that SHA takes to address the issues we have raised in our comments to the DEIS as well as the SDEIS.

Robert and Melanie Patt-Corner

83rd Place, Cabin John MD 20818

From: kevin patti [REDACTED]
Sent: Thursday, November 18, 2021 4:13 PM
To: SHA OPLANESMLS
Subject: Opposition to 495/270 Expansion project

I live in Silver Spring, near the beltway and I do not want the beltway to expand.

The tolls will not cover all the cost. The plan will not solve the problem. We should focus on public transit and getting cars off the road with telework.

Sincerely,

Kevin Patti
Silver Spring

From: kevin patti [REDACTED]
Sent: Sunday, November 28, 2021 9:53 PM
To: SHA OPLANESMLS
Subject: 495 Expansion

Please stop pursuing the plan to widen 495. We need to focus on public transit and getting cars off the road. Adding more car capacity to 495 won't solve the traffic problems and tolls will not pay for it all. This is a solution from the past. We need to think about climate change when we address this problem

Thanks

Kevin Patti
Silver Spring

Rev. Andrew Peck-McClain

I am deeply moved by the work of the Bethesda African Cemetery Coalition. Any work done must leave the cemetery in tact and respect the bodies that are buried, as well as the ability of their ancestors to visit that space.

I am also concerned about adding more highway lanes on 270 below Gaithersburg. Mass transit, in the form of expanded Metro to at least Germantown, technology that allows buses to extend lights to speed up bus travel, all need to be explored. We need to find ways to travel that lessen our impact on the warming planet. Thank you for your work.

From: Richard Peppin [REDACTED]
Sent: Sunday, November 21, 2021 8:45 AM
To: SHA OPLANESMLS
Subject: "I support the no-build option and oppose the I-495/I-270 toll-lane project."

Once again, I oppose the I495/I270 toll lane project. Why? Because it:

- 1- Produces more noise
- 2- Reduces needed space for the wild animals
- 3- Only benefits those that can afford it.

I support mass transit.

Cordially,

Rich

Richard J. Peppin, P.E., P.Eng.
Fellow, ASA, ASME, INCE, ASTM, & IIAV
[REDACTED] Macon Rd, Rockville, MD 20852
Cell: [REDACTED]
[REDACTED]

Richard Peppin

I am AGAINST the plan. It favors the rich, it promotes private transportation, it increases noise and air pollution, and it removes much of the very scarce land that is the home to so many wild animals.

From: Rodolfo Perez [REDACTED]
Sent: Monday, November 29, 2021 5:53 PM
To: SHA OPLANESMLS
Subject: Comments on the SDEIS for Preferred Alternative Phase 1 South

Importance: High

I oppose the Preferred Alternative as explained in my detailed comments below. At this point, I only support the No-Build Option.

Respectfully,

Rodolfo Pérez, P.E.
[REDACTED] Manor Spring Court
Silver Spring, MD 20906

Traffic Model Lacks Credibility due to Discrepancies and Inaccuracies in Speed and Traffic Volumes Results

The SDEIS traffic analysis contains remarkable discrepancies and inaccuracies that challenge MDOT's assertions that the Preferred Alternative will significantly improve travel for *all lanes* along the corridors. These discrepancies and inaccuracies invalidate the traffic model results. MDOT must identify the root cause of the model's failure, and then rectify its traffic analysis to support any purported travel gains.

For example, Table 3-5 presents corridor travel speeds that disagree with the travel speeds in Appendix A Traffic Evaluation Memorandum, which is the source document for the modeling results. Table 3-5 misleadingly reports that, during the AM Peak with the Preferred Alternative, the GP Lanes reach 45 mph and the HOT Lanes reach 51 mph on the I-495 Inner Loop from GW Memorial Parkway to the I-270 West Spur. In contrast, the corresponding speed map in Appendix A shows that the GP Lanes speed at the GW Parkway decays to less than 25 mph (red zone) by 9:00 am, and that before 8:00 am their speed is in the red zone at the I-270 West Spur. The map also shows that the HOT Lanes speed falls into the red zone after 9:00 am from the GW Memorial Parkway towards Maryland. Table 2 in Appendix A, further corroborates what the speed map says, for it reports that in the I-495 Inner Loop from GW Memorial Parkway towards MD 5, the GP Lanes reach 27 mph and the HOT lanes reach 28 mph, not the higher speeds cited in Table 3-5.

Another anomaly in the model is the inexplicable disappearance of the traffic volume projected along the I-495 Outer Loop (when the toll lanes are built) at locations far away from the HOT Lanes termini that will not be physically improved. These are locations in Prince George County which, according to MDOT projections, are expected to experience a steady growth in traffic volume.

For example, the speed map in Appendix A, shows that in the evening rush-hour in 2045, the I-495 Outer Loop GP lanes at US 1 interchange flow at or below 35 mph (orange zone) in the No-Build scenario. This is a logical decrease from the green speeds (equal or greater than 40 mph) of the Existing scenario as traffic grows without capacity improvements. However, in the HOT Lanes scenario, the GP lanes speed jumps back to the green zone as the model inexplicably predicts a 13% drop in the number of vehicles at that intersection which had no improvements in built capacity.

Similarly, at the interchange of US 50 with the Outer Loop, the GP lanes flow at less than 25 mph (red zone) in the No-Build scenario and, in the HOT Lanes scenario, the GP lanes jump back to the green zone speed without additional built capacity. The model inexplicably predicts a 4% drop in the number of vehicles at that intersection for the HOT Lanes scenario.

What compounds even more the model contradictions occurs at the MD 201 interchange. At this location, the speed of the Outer Loop GP lanes remains in the red for *all* the scenarios in spite of a 16% drop in the number of vehicles that the model forecasts for the HOT Lanes scenario.

In a credible traffic model, the demand (number of vehicles) projected for a given year does not disappear, it just flows differently for each scenario modeled. Each scenario resembles a network of pipelines tweaked differently to determine which one may offer the optimal flow for the projected demand.

Impact of COVID-19 on Traffic Demand and Forecasts

The SDEIS concludes that highway travel will resume its projected growth, and only commits MDOT to a pro forma monitoring of trends in telework, eCommerce, etc., while the toll lanes project plows ahead.

This conclusion contradicts several experts who forecast a remarkable increase in telework for the Washington Metropolitan Area, and proportional decreases in traffic congestion. For example, the Ernst & Young report for the Greater Washington Partnership indicates that the number of persons who telework a few days per week could quintuple from pre-pandemic levels. That would mean 18% of the total workforce (over 1 million people) staying off the roads during the morning and evening travel peaks. The report also forecasts more discretionary non-peak hour trips spread throughout the day. These discretionary trips are certainly not the toll harvesting trips that TransUrban is banking on.

The Maryland Transportation Institute separately reported that just a 5% reduction in the morning peak traffic volumes along the I-270 and I-495 corridors, reduced traffic congestion by 32 and 40 percent respectively. A traffic expert from INRIX, confirmed this correlation saying that even a slight traffic reduction (3 to 5 percent) has an outsized impact on heavily congested roads because teleworking removes vehicles from the rush hour when the road capacity is most overtaxed. MDOT must explain why its conclusions about traffic demand and telework trends are so different to those of the aforementioned experts.

Preferred Alternative Does Not Meet the Stated Purpose and Need

The SDEIS does not explain how moving goods and services (one the stated needs for the project) is served for the trailer tractors crossing the American Legion Bridge into VA. These vehicles are prohibited from using the HOT lanes in VA and will be forced to join the GP lanes thus creating bottlenecks. A revised traffic operational analysis must address this problem in tandem with the traffic model anomalies discussed above.

Total Project Costs and Financial Viability Remain Unknown

In a report dated July 9, 2021, the State Treasurer, listed the uncertainties about the costs, financial risks and ultimate benefits of the public-private partnership (P3) agreement to deliver the project. MDOT must address the State Treasurer's concerns.

The SDEIS does not estimate the state subsidies necessary for the Preferred Alternative. Last year's DEIS estimated subsidies for each alternative examined. For example, the DEIS estimated subsidies for Alternatives 9 and 10 at \$482 million and \$604 million respectively. Given the order of magnitude for this item, MDOT must report the subsidies for which taxpayers could be liable with this project.

The SDEIS does not include the utility relocations costs associated with the Preferred Alternative. For the DEIS alternative, MDOT had estimated a cost of \$900 million. Given the order of magnitude of this item, MDOT must disclose all the utility relocation costs for its Preferred Alternative.

The scope of the project in the SDEIS calls for total replacement of the American Legion Bridge. In contrast, MDOT Secretary Slater testified on two occasions this year that only the deck needs replacement because the bridge is structurally sound. MDOT must confirm whether Secretary Slater is correct and if so, revise the cost estimate accordingly. The cost difference between total bridge replacement versus deck-only replacement would be significant for a bridge of this magnitude.

Inadequate Examination of Multimodal Alternatives

The SDEIS claims that the benefits from five transit projects on the traffic demands for the roadway network, were accounted for in the traffic modeling. First, the discrepancies and inaccuracies in the traffic modeling discussed above raise doubts on how such benefits were accounted for. Second, the transit projects listed do not include the implementation of the MARC Cornerstone Plan and its benefits on reducing traffic along the I-270 corridor.

I already pointed this omission in my critique of the DEIS. The Cornerstone Plan could provide the Brunswick Line with additional rail capacity of 19,400 passengers over its pre-pandemic ridership. That growth in rail capacity represents 53% of the net growth in single-occupancy vehicles that the DEIS estimated for I-270. MDOT's two times exclusion of MARC's potential for reducing traffic congestion is indefensible.

In 2017, the National Capital Region Transportation Planning Board compared the performance of toll lanes to a whole suite of alternatives including rail extensions, travel demand management, and land-use changes. The results of that comparison dismantled the notion that toll lanes are the optimal solution to traffic congestion.

Considering that only 9% of the total traffic projected accounts for trucks and trailers, and the post-pandemic trends in travel and telework, it is imperative to examine all viable alternatives for the 90% of the traffic which, unlike truckers, has other choices. MDOT's resistance to rigorously examine all alternatives does not serve the taxpayers.

From: Nathalie Peter [REDACTED]
Sent: Tuesday, November 30, 2021 5:55 PM
To: SHA OPLANESMLS
Subject: Supplemental Draft Environmental Impact Statement (SDEIS) for the I-495/I-270 Toll Lane

My name is Mary Nathalie Peter and I am a resident of Montgomery County Maryland. I am writing to express my objection to the proposed I-495/I-270 Toll Lanes as described in the Supplemental Draft Environmental Impact Statement (SDEIS). The toll lanes would cause substantial harm to the environment and our communities while failing to help the majority of drivers who would use the general lanes. They would cause significant damage to parklands and residential areas. They would impact 15 parks, including three national parks. Over 1,200 trees would be removed from national parks alone. The other parks impacted include five owned by the Maryland-National Capital Park and Planning Commission, five parks owned by the City of Rockville and two parks owned by the City of Gaithersburg. An estimated 389 homeowners from Gaithersburg to Potomac would lose part of their property to toll lanes. Others would be significantly closer to the highways, enduring the associated noise and air pollution plus substantial inconvenience during the construction phase.

As a longtime Maryland taxpayer, I am also deeply concerned about who will ultimately pay for the privatized toll lanes. While not providing an exact calculation, the SDEIS states that the project may require substantial state subsidies. As an example, 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.

In conclusion, I continue to support the no-build option for this project. The SDEIS has done nothing to change my position as previously described in my letter to MDOT dated November 9, 2020. The SDEIS has provided incomplete and inadequate analyses and failed to consider a reasonable range of alternatives.

From: Amy Peters [REDACTED]
Sent: Monday, November 15, 2021 9:46 AM
To: SHA OPLANESMLS
Subject: Comment on the SDEIS

To whom it may concern:

I've received notice of the proposed plans for road construction along I-270 and I-495. I have grave concerns over the impact to the environment due to the proposed work. At a time when we are facing increasing challenges due to climate change, it is inconceivable to think our government would further contribute to the problems of climate change for easing traffic congestion.

As our world is ever changing - we, as a society, must also change our attitudes and approaches to how we solve our modern day problems.

I do not support the widening of lanes on the highways and tearing down trees to do so. Instead, we should focus our attention on making public mass transportation safer and more widely available.

There is a limit to how many highway lanes we can create - however, mass public transit can be maximized with greater ease and less impact to our precious environment.

Respectfully,
Amy Peters
[REDACTED] Birch Mead Rd
Clarksburg, MD

From: Nancy Petersen [REDACTED]
Sent: Tuesday, November 30, 2021 2:53 PM
To: SHA OPLANESMLS
Subject: toll lanes and beltway expansion

I oppose both the toll lanes and the Beltway expansion. The last thing our region needs is more concrete spaghetti. We do not need to repeat the mistakes of cities like Los Angeles. Instead we should focus on the 15 minute suburb providing safe, walkable and bike able routes to most necessities like grocery stores, schools, libraries, hardware stores and doctor's offices. Rezone if needed to make places for these types of stores to build 15 minute suburbia. Focus on providing express buses to major destinations such as airports, hospitals, and major entertainment venues with truly walkable drop off once at the venue when possible. Focus on affordable housing next to major employment complexes and hospitals. Hospital certified nurse assistants are frequently underpaid and live long distances from where they work, commuting ridiculous amounts of time everyday. Housing on a hospital campus or nearby with a shuttle bus would work for this type of employees.

Tolls help only the rich people despite the fact that taxes from everyone paid for the roads. It is an unjustifiable position and ought to be ditched.

Sincerely
Nancy Petersen
[REDACTED] Conway Rd
Bethesda, MD 20817

Yuliya Petrova

I support the no-build option and oppose the I-495/I-270 toll-lane project. You should not consider this project in highly populated area. The project will ruin a subtle balance between heavily populated and recreational areas around DC and make catastrophic impact on environment. The capital deserves better than that. We as tax payers and as locals deserve better than that.

From: Tom and Wray pianta [REDACTED]
Sent: Saturday, October 9, 2021 8:39 AM
To: SHA OPLANESMLS
Subject: Hot lanes

Please do not make the extra lanes toll lanes. They do not relieve congestion as many commuters can't afford to pay the tolls which are often quite high, so the main lanes remain congested.

Widen the road and bridges with standard lanes.

Thank you

Sent from my iPad

From: Jlpierson [REDACTED]
Sent: Monday, October 11, 2021 2:58 PM
To: SHA OPLANESMLS <oplanesMLS@mdot.maryland.gov>
Subject: Proposed Toll Lanes Plans for I-270 and the Capital Beltway

My understanding is that this is the email to send comments on the Proposed Toll Lanes Plans for I-270 and the Capital Beltway.

I live in Frederick Maryland and use both of these highways.

The basic problem with the plan is that Marylanders do not typically pay tolls to ride faster on a highway. The Intercounty Connector is an excellent example of this fact. There is always a low volume of cars on this toll road even when the Capital Beltway is backed up and even when this would be a quicker route since it is further north. The same will happen for the I-270 and Capital Beltway toll lanes. And if the plan includes monies paid to the private partner if there is low volume in the toll lanes, then Maryland taxpayers will have to pay huge sums of money to this private contractor and will not even have the benefit of using the toll lanes. This makes these toll lanes a very bad solution to the traffic issues. I seriously hope that this toll plan is stopped.

Thank you for this chance to comment.

Joanna Pierson

Mark Pierzchala

I support the no-build option on the P3. I support transit. Even more, I support living differently, where we can depend more on working from home, and visiting doctors from home, and shopping from home. The days when people routinely spend several hundred hours per year getting from home to office to home should be over.

Further, the P3 is a financial rat-hole that is not well understood, and glossed over by the State Administration and the State Assembly. The State Treasurer could not get modest money for a professionally conducted study? Shame.

The pandemic is upending many things. It is not a one and done. It could go on for many years at one rate or another. And we're going to adapt to it, climatic issues, and congestion, by living differently. The web allows it.

Mark Pierzchala

From: Nancy [REDACTED]
Sent: Monday, November 29, 2021 8:37 PM
To: SHA OPLANESMLS
Subject: Planned Beltway expansion

I am writing to express my opposition to the planned beltway expansion in Maryland and the public private partnership involving toll lanes to "pay" for the cost of this expansion.

I am a proud resident of Maryland, having lived here for over 40 years. I own homes in Montgomery County (my primary residence) and Harford County. Over the years I have seen a great deal of growth and change. Much of the development has been beneficial, providing new and better jobs and amenities for Marylanders, but I have also seen budget overruns, environmental degradation, and very limited impact on improving traffic flow from a number of these projects, including the addition of express lanes on parts of the I-270 and I-95 corridors.

From what I have experienced as a resident and from the reports I have seen, I am not at all assured that this project will alleviate congestion for commuters or that toll lanes will provide sufficient revenue over time, and I have seen far too little consideration of alternatives that incorporate public transit. The toll lanes would cause substantial harm to the environment and our communities while failing to help the majority of drivers who would use the general lanes. The federal government has already announced that it will implement permanent policies to increase telework by the federal workforce. The State could build on this with policies to encourage private employers to implement more telework in the I-495/I-270 corridor. Why is the impact of this approach on congestion not being assessed?

I wrote to each member of the Public Works Board back in May to no avail and received a particularly unhelpful response from the office of Comptroller Franchot, something I will not forget in the gubernatorial primary.

Thank you for the opportunity to submit my opinion.

Sincerely,
Nancy Pindus
Bethesda, MD

Jennifer Pohlhaus

I support the no-build option and oppose the I-495/I-270 toll-lane project. I have been pleasantly surprised with the ICM on lower I-270, which I use almost every day. I am especially pleased with the extended merge lanes, and conversion of shoulders to lanes. Since the toll-lane project would destroy the taxpayer-funded ICM improvements on lower I-270, I oppose the toll-lane project. Why would the state want to go backwards from something that works and was taxpayer funded and free to all users?

From: M P [REDACTED]
Sent: Tuesday, November 30, 2021 8:51 PM
To: SHA OPLANESMLS
Subject: Reject the 495 Expansion

Seriously, all the arguments for the expansion are the EXACT SAME arguments that were given for the ICC. The ICC was actually billed as being a part of an "outer Beltway". It pretty much exactly parallels the proposed expansion lanes. And every thing about the ICC failed. It did NOT reduce traffic on 495 one bit. It DID increase north-south traffic, which now a terrible problem itself - I live right off Georgia Ave near the beltway and I will go to great lengths to avoid it. But that just means back roads and parkways such as Sligo Creek are overused, too. It did increase pollution and runoff (leading to a near collapse of Needwood Lake dam at one point!)

The ICC clearly led to, or at least did not at all help with, our current 495 issues. So now we are going to try the same thing again? Definition of insanity.

Any expansion of 495 will inevitably increase all these same problems. It is likely to cause increased traffic on the non-toll lanes. It will be environmentally ruinous, destroying the character of many nice, tree-filled neighborhoods like Forest Glen and Kensington, it will remove trees when we need to increase them.

Everything about this proposal will make all our existing traffic problems exponentially worse.

There are known, and locally tested!, ways to smooth and speed up traffic flows through traffic calming methodologies. Use them!

But for the love of God, don't expand the Beltway! That is the one thing that we know, from actual experience (ICC, remember?) will NOT HELP.

Michael Pollock
[REDACTED] Woodman Ave
Silver Spring MD 20902

[REDACTED]

From: Will Poundstone [REDACTED]
Sent: Saturday, October 2, 2021 12:38 PM
To: SHA OPLANESMLS
Subject: I Support the Toll Lanes

My sister currently lives with her boyfriend in an apartment in Bethesda. She recently started a new job that's based in Tysons. She loves her job. Right now, it's fully remote, but if she gets called into the office, she's going to be using the AL Bridge, either on a bus or in her own car if she chooses to buy one. She is one of hundreds of thousands of people who will benefit from these added lanes.

I ask those who should about induced demand, as an argument not to do this, two things:

1. Why has traffic on the Woodrow Wilson Bridge, which was once as big, or even bigger, a bottleneck as the AL Bridge, only increased by 25% since 2001 (up to 2019) despite a 29% increase in the DC Area's population and a 100% increase in the bridge's capacity?
2. Why is it a bad thing if more people, including my sister, are getting where they want to go?

Governor Hogan was being too generous when he labelled this projects' opponents as "pro-traffic activists". They are more aptly described as "anti-mobility activists", who tirelessly try to hack away at our freedom of movement.

Since around 2014, Virginia has given up on its highway expansion skepticism, because they have discovered that if you don't build it, they'll still drive. It is time Maryland realized the same thing.

William Poundstone
Wellesley Hills, MA

From: Stephanie Powers [REDACTED]
Sent: Sunday, November 28, 2021 7:01 PM
To: SHA OPLANESMLS
Subject: I oppose toll lanes on 495 & 270
Attachments: SDEIS Findings & Deficiencies 11-18-21.docx

Dear MDOT,

With reference to the proposed toll lanes and the P3 project for the Beltway and 270, I COMPLETELY oppose the current project as planned. I agree with all of the reasons for opposition in the attachment as the citizens of Maryland deserve a better plan that will not cost billions with no noticeable traffic difference AND with extensive companion problems from excessive toll rates, environmental destruction, and added costs from water runoff, utility relocations, and off-road expansions NOT covered by the toll lane plan. The current plan also displaces parks, hospitals, businesses, homeowners...all for no tangible gain to citizens.

Maryland needs public transportation to be increased and supported from increased MARC train service, to the purple line, to more buses, to local solutions like bike lanes. We do NOT need more cars on the road or toll lanes that do nothing to speed up commutes. The plan currently proposed is an epic disaster in waiting.

I urge all involved to drop this plan and search for a new project which would better our environment by looking into options that might spare us some of the worst effects of climate change AND keep Maryland at the forefront of public transportation, not in the dark ages of a "cars only" mentality.

Sincerely,
Stephanie Powers
[REDACTED] Quaint Acres Dr.
Silver Spring, MD 20904

**Selected Findings and Deficiencies
in the Supplemental Draft Environmental Impact Statement (SDEIS)
for the I-495/I-270 Toll Lanes**

Toll Lanes Would Not Improve Daily Commutes

Appendix A of the SDEIS shows travel times if the lanes are built compared to not building the lanes. If the toll lanes are built, MDOT projects that 2 minutes and 36 seconds would be saved during the morning rush hour by drivers who travel in the general (non-tolled) lanes on I-270 from where it intersects with I-370, down to the American Legion Bridge. However, when drivers return home during the evening rush hour, their travel time would increase by 10 minutes and 6 seconds. So, after enduring 5 years of construction delays, drivers who use the general lanes will be rewarded with a 7 minute and 30 second increase in their daily commute, round trip. The toll lanes would cause substantial harm to the environment and our communities while failing to help the majority of drivers who would use the general lanes.

Taxpayer Subsidies

Last year's Draft Environmental Impact Statement (DEIS) provided the range of public subsidies that would be needed to fund the various alternative for private toll lanes. The SDEIS does not include an estimate of the subsidies that may be necessary under the alternative MDOT selected (the Preferred Alternative). The extent to which the State will be subsidizing this project is of immense concern to Maryland taxpayers, who could be on the financial hook for 50 years. The estimate of subsidies should have been included in the SDEIS and its omission suggests that MDOT is not willing to share it with the public.

Utility Relocations

The SDEIS fails to describe the utility relocations that will be required to make way for the toll lanes. Nor does it address who will bear the cost of moving water, sewer, cable, gas, electric and other utility lines.

Pollution and Global Warming

Inadequate Stormwater Treatment: The addition of lanes will drastically increase stormwater runoff, increasing water pollution and flash flood risk for local communities. MDOT plans to treat only 45% of the stormwater runoff onsite. These highways already contribute substantially to the degradation of water quality in nearby waterways. By failing to treat most of the stormwater onsite, the toll lanes would further degrade local streams, creeks and the Potomac River.

Air Pollution and Global Warming Analyses Not Included: The SDEIS does not include an analysis of greenhouse emissions and the impact they would have on global warming. There is also no analysis of other pollutants such as particulate matter or ozone. All of these analyses are deferred until later. Omitting these analyses from the SDEIS denies the public the opportunity to understand the risks while there is still time to influence the project.

Harm to Parks and Other Greenspaces

The toll lanes would impact 15 parks, including three national parks. Over 1,200 trees would be removed from national parks alone. The other parks impacted include five owned by the Maryland-

National Capital Park and Planning Commission, five parks owned by the City of Rockville and two parks owned by the City of Gaithersburg. A total of 36.1 acres of parkland would be negatively impacted. There would be a total loss of 500 acres of forest canopy from parkland and other greenspaces, including from strips of greenspace that provide a buffer between the highways and nearby neighborhoods. These communities would be harmed by increased noise, air and water pollution and the increased risk of flooding. In addition, 389 homeowners from Gaithersburg to Potomac would lose part of their property to toll lanes.

Environmental Justice

Environmental Justice Analysis Not Included. Similar to the DEIS, the SDEIS fails to provide an Environmental Justice analysis comparing whether the negative impacts of the project would be borne disproportionately by low-income communities or communities of color. For example, there is no discussion of whether Environmental Justice communities would be more likely to experience an increase in polluted air and its harmful impacts on health. Instead, the SDEIS defers this analysis to the Final Environmental Impact Statement. This cheats the public out of the opportunity to know and react to the Environmental Justice impacts while there is still time to influence the project.

Impact on Morningstar Tabernacle No. 88 Moses Hall and Cemetery and Gibson Grove A.M.E. Zion Church: The boundaries of permanent or temporary construction activity along the highways will not be finalized until after the environmental review process is completed. If the boundaries or limits of disturbance are expanded at this location, it puts the Cemetery at great risk of graves being disturbed by the project. While MDOT has shifted the proposed highway to avoid impact on the Cemetery, the shift also increases the impact on the Gibson Grove A.M.E. Zion Church.

Failure to Study Alternatives to Toll Lanes

The SDEIS fails to consider alternatives to private toll lanes to address traffic congestion. Rail transit was not studied nor were operational improvements and policies to encourage more telework

According to a 2017 [report](#) by the regional Transportation Planning Board (TPB), traffic demand management strategies, including a substantial increase in telework, would be the most effective mechanism to reduce traffic delays. Based on their research during the COVID pandemic, the Maryland Transportation Institute [testified](#) at a General Assembly hearing in August 2020 that “just a 5% reduction in travel demand could lead to 32%-58% reduction in traffic congestion on major freeways.” The federal government has already announced that it will implement permanent policies to increase telework by the federal workforce. The State could build on this with policies to encourage private employers to implement more telework in the I-495/I-270 corridor. However, the SDEIS does not assess whether the change in federal telework policy, along with changes in state policy, could reduce congestion on the two highways.

Prepared by Citizens Against Beltway Expansion, November 2021

From: anna priddy [REDACTED]
Sent: Tuesday, November 30, 2021 7:03 AM
To: SHA OPLANESMLS
Subject: SDEIS comment

I strongly **oppose the toll lanes and support the no-build option.** A widened Beltway/270 will cause irreversible environmental harm through increased dependence on cars, removal of already limited natural land and habitat, and reducing available resources that could be better leveraged on multi-modal transit options (increased MARC service, true BRT, robust network of protected bike lanes). This project has lacked transparency from the beginning. The SDEIS states that many findings will be in the Final EIS, but that will be too late for public comment. We are in a climate emergency and our children are going to live with these decisions. We have to stop the old pattern of widening roads that has created a stressful, unsafe, and ugly environment. A better and sustainable way of addressing our mobility needs is to move the most people with the least amount of environmental impact - transit and bicycles.

Anna Priddy
[REDACTED] Belvedere Blvd.
Silver Spring, MD 20902
[REDACTED]

From: Laura 3d Building Supplies [REDACTED]
Sent: Thursday, November 25, 2021 10:08 AM
To: SHA OPLANESMLS
Subject: Proposed HOT lanes on 270

I think that any toll lane on such vital highway , where there is little or no alternative, is discriminatory against the working poor & lower middle classes.

The rich can pay the toll on their way to their office jobs, but the working poor & middle class sit in heavy traffic jams since a lane or two is taken away from the main highway.

As someone who has traveled south into VA for many years this is what I have witnessed with their HOT lanes. It actually has made traffic worse for the majority while easing the commute for the rich.

Where is the equity in this proposal?

L. Prizzi

Sent from my iPhone

From: Lopaka Purdy [REDACTED]
Sent: Thursday, November 18, 2021 9:49 AM
To: SHA OPLANESMLS
Subject: OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

Hello-

As a resident of the Woodside Forest neighborhood of Silver Spring, I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

The current SDEIS fails to tell us:

- There is no estimate of the subsidies that taxpayers could be forced to pay Transurban;
- The SDEIS does not address who will pay for relocating water, sewer and other utilities;
- MDOT failed to assess whether rail transit, ramp metering and incentives to increase telework would be more effective steps to address congestion;
- There is no assessment of whether low-income communities and communities of color would suffer more of the harmful impacts, as required by federal law; and
- MDOT did not analyze the impact of the toll lanes on global warming.

Again - I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

Thank you,
Lopaka Purdy

Marjorie Raley

After reading through the SDEIS, it seems clear to me that the I-270 and I-495 p3 program/managed lanes proposal is still the wrong direction for Maryland. My chief concerns, voiced in my comments on the DEIS, have not yet been addressed. To those, I respectfully add the following:

1. The SDEIS study shows that travel times in the general lanes will not be improved enough to justify the negative impacts of the Managed Lanes project. MDOT projects that only 2 minutes and 36 seconds will be saved during the morning rush hour by drivers who travel in the general (non-tolled) lanes along the phase 1 roadway. And when drivers return home during the evening rush hour, their travel time will increase by 10 minutes. By the project's own stated goals, this is a significant fail. Moreover, the SDEIS states that afternoon "severe congestion" will occur along I-270 north of Phase 1 until future improvements are made to I-270—for which there is no funding.
2. There is more at stake than the short-term concern for travel times. The focus on increasing roadway capacity (estimated at 19,000 cars throughput) at the expense of rail is unacceptable in view of climate change urgency and Maryland's goal of reducing GHG emissions. Only by reducing the number of cars on the road can we hope to manage how much and how quickly our planet warms. Simply allowing BRT and HOV-3 is insufficient. There is no effective, funded or even planned BRT system. And if Maryland's contract with TransUrban follows Virginia's, there will be a non-compete item to derail rail in Maryland for 50 years! Even without this clause, the MLs will occupy the land needed for rail.
3. It is simply untrue that this project won't cost Marylanders. There is the opportunity cost of implementing rail transit and technology we can't yet foresee which can improve travel without environmental degradation. There are the costs of these preliminary studies, including the marketing, the web site development, etc. And although the SDEIS is quiet about it, who will pay to relocate the utilities? The SDEIS, moreover, leaves a lot of project specifications, such as those relating to noise wall construction and landscaping, to the developer, who has an interest in spending as little money as possible. There will be costs, then, to those of us who live along the highway in terms of increased storm runoff, decreased tree canopy, and increased noise. Worst of all, by delaying analysis of air pollution and other contaminants to the final EIS while at the same time moving ahead with the project, the "Op Lanes" project is essentially dismissing these potentially most significant costs.
4. With the passage of the federal infrastructure legislation, I don't see why we need the P3 to rebuild the bridge and make highway improvements. Maryland will get over \$4 billion! This money is a game-changer. Now that we have funds, we should make improvements and rebuild the bridge ourselves using the federal money. Most importantly, we should enact state programs, policies, and acts designed to reduce commuter traffic along I-270 and over the bridge.

This will address the ACTUAL problem with traffic on this route. Instead of speeding up the trip of commuters from Maryland to their good Virginia jobs, why not bring these good jobs to Maryland? It's ironic that the Welcome to Maryland state sign at the bridge says, "Open for Business," when the commuters see it only on their return from their businesses in Virginia. It makes sense to encourage telework so that these workers can spend their lunch money locally. Generating revenue

through taxes on businesses that employ or support workers is surely a better long-term plan than collecting tolls after the developer takes its guaranteed minimum. Let's solve our economic problem—the root problem—in a way that decelerates the climate crisis.

What bothers me the most about the HOT lanes project is that it applies 20th Century thinking to 21st Century problems. Climate change, including Maryland's own ambitious goals for reducing GHG emissions, necessitates a plan that fundamentally reduces the number of cars on the road. More is at stake here than a few affluent commuters' travel times. Saving them the equivalent of two songs on the radio is not worth all the extra greenhouse gases that we ALL will suffer from. True "opportunity" transportation is not Lexus lanes, but convenient and efficient rail connected to funded and effective BRT.

Come on, Mr. Hogan, don't leave office with a legacy of accelerating the greatest catastrophe we humans have ever experienced.

Khara Ramos

It seems very clear that expanding highways is not the answer - this region desperately needs viable transportation alternatives to the usual 1 person per car setup. After all the promises by Hogan and Franchot to remove the Beltway portion of the project, I am dismayed to see it's highlighted here as a "future phase." Disturbingly, the data here indicate that expanding 270 to add toll lanes, traffic speed would increase by ONE mile per hour, from 28 to 29 mph. There is no way that is worth years of construction and the loss of green space, including in my own neighborhood of Indian Spring. We already suffer from Beltway noise, Beltway runoff, and Beltway pollution. The world is on fire - we need real alternatives to make this area livable without relying so heavily on our individually-owned cars to get around. We aren't going to get those options if we turn to traditional transportation experts to solve our problems. We need original, out-of-the-box, blue sky thinking to come up with new options.

From: Catharine Ratiner [REDACTED]
Sent: Tuesday, November 30, 2021 4:31 PM
To: SHA OPLANESMLS
Subject: Beltway toll lanes

I am totally opposed to the whole program. Experience shows that if you build more roads, more cars will come, negating the "benefits" predicted. at a time when our planet needs nurturing, destroying trees and open green space is a terrible action to take. Please do not proceed with this ill-conceived project.

From: Michael Ravnitzky [REDACTED]
Sent: Tuesday, November 30, 2021 11:41 AM
To: SHA OPLANESMLS
Subject: I support the No-Build Option

I support the No-Build Option regarding the addition of Beltway 495 toll lanes and the expansion of Route 270.

These types of hugely expensive projects merely add a bit of capacity and a tremendous cost. No such expansion has ever addressed the underlying problem - too much traffic.

Better to engage in a variety of less costly and ultimately more effective and sustainable solutions: entry ramp metering, encouraging telework, promoting the enhancement of public transportation options, varying work shifts, enhancing bike mobility opportunities, modest traffic engineering improvements, and so on.

The planned toll lanes are a terrible idea; and the expansion of 270 is also not a sustainable practical strategy.

Michael Ravnitzky
[REDACTED] August Drive
Silver Spring, MD 20902
[REDACTED]
[REDACTED]

From: [REDACTED] on behalf of Ben Raymond <[REDACTED]>
Sent: Wednesday, October 6, 2021 11:53 AM
To: SHA OPLANESMLS
Subject: OpLanes Supports Transit

Dear Deputy Director Jeffrey Folden,

Alternative 9 -- Phase 1 South is a true multi-modal transit infrastructure project that not only moves cars, cyclists, and pedestrians; but also provides never before available opportunities for mass transit.

Phase 1 South will provide free bus usage for the HOT lanes that leads to reliable and on-time trips for bus systems. These HOT lanes can also help connect existing transit services on local arterials serving as activity and economic centers.

Additionally, with the replacement of the American Legion Bridge and addition of HOT lanes, there is finally the opportunity for a reliable commuter bus line between Maryland and Northern Virginia.

Please support Alternative 9 -- Phase 1 South.

Sincerely,
Ben Raymond

[REDACTED] Buehler Rd Olney Olney, MD 20832-2331 [REDACTED]

Patricia Reber

I support the no-build option and oppose the I-495/I-270 toll-lane project. Having followed development issues in Montgomery County since the late 1980s, I know that expanding a road - such as I-270 was expanded back then - only increases development pressure along the road. Thus within the first 5 years after that expansion, gridlock prevailed. In addition, projections cited in a recent Washington Post story showed tolls for even just short stretches from GW Parkway to Interstate 370 could reach \$50 and \$100 to Frederick. This will create an economically elite class of drivers while we normal drivers will be sitting in even worse gridlock! Our utility bills will go up after WSSC spends a projected 2 billion dollars to relocate lines. Why isn't anyone talking about better public transit as an alternative to a project that will dump scads of greenhouse gasses through the build phase as well as afterwards, as more cars enter 270 North to reach all the new homes that will be built. Thank you, Pat Reber

Name: Elizabeth Rees

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail

Transcription:

Hi, I would like to leave my strong disagreement with the expansion of 495 and 270. I've lived in the Highland View neighborhood right off the beltway by the YMCA in Silver Spring. And it's already really detracts from the quality of life here because of the sound and the pollution. And we know that climate change requires us to make some huge changes, which is not about more, adding more cars and pollution to the air. So I am calling on behalf of my husband and I, that we are absolutely opposed to this expansion by Governor Hogan. And my name is Elizabeth Rees, R-E-E-S. I live at [REDACTED] East Schuyler Road, Silver Spring 20901. Thank you very much for your attention. I am calling on Monday, November 1st at 4:45. Thank you. Bye.

From: Dawn Reeves [REDACTED]
Sent: Friday, October 1, 2021 2:08 PM
To: SHA OPLANESMLS <oplanesMLS@mdot.maryland.gov>
Subject: no toll lanes

Please do NOT add toll lanes to the MD side of the Beltway.
Virginia is a nightmare of traffic all the time and the toll lanes contribute to that -- they do not reduce congestion in the slightest.
And even tho the project has been scaled back, allowing the lanes anywhere opens the door to allowing them everywhere.
Just say NO to HOT lanes.
There are many better alternatives including dedicated transit and/or carpool lanes that would EQUITABLY reduce congestion, not drive more of it in the regular lanes and allow the well-off to take advantage.
Also the Purple Line will play a role in getting cars off the Beltway.

Dawn Reeves
[REDACTED] Glenside Drive Takoma Park

Lawrence Regan Jr

We waste money on feelgood Pink Elephants like the Route 28 footbridge over 270 or the path along 124 opposite Staples. This is something that will positively impact many thousands of commuters. Build it!

From: Larry Regan [REDACTED]
Sent: Friday, October 1, 2021 3:46 PM
To: SHA OPLANESMLS
Subject: Build the Toll Lanes!

Home Address: [REDACTED] Orchard View Court, Gaithersburg, 20878.



Lawrence F. Regan

Executive Court

[REDACTED] Elton Road, Suite [REDACTED]
Silver Spring, MD 20903

[REDACTED]

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-----Original Message-----

From: Richard Reis [REDACTED]
Sent: Friday, October 1, 2021 12:15 PM
To: SHA OPLANESMLS <oplanesMLS@mdot.maryland.gov>
Subject: Oppose

I oppose adding travel lanes to the beltway or i270 because of induced demand and the adverse environmental impact.
Richard Reis
Baltimore MD

From: Ian Reynolds [REDACTED]
Sent: Tuesday, November 30, 2021 9:00 AM
To: SHA OPLANESMLS
Subject: Beltway toll lanes / expansion of 270

To whom it may concern:

I support the No-Build Option. These would not improve daily commutes and would be costly.

Ian Reynolds
Silver Spring, MD

From: Caitlin M Rice [REDACTED]
Sent: Wednesday, November 24, 2021 8:02 AM
To: SHA OPLANESMLS
Subject: Oppose Toll Lanes

Hello,

We live in the a nearby neighborhood and OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION. At a time where every single tree counts towards our ability to survive on this planet, cutting down any trees for the sake of building toll lanes is not responsible and a decision I don't support. The environmental impact of everything we do should be the priority and based on the cutting of trees, affect on the water quality and a multitude of negative environmental impacts, I oppose the toll lanes and support the no build option.

Thanks,
Caitlin

From: Tara Rice <info@email.actionnetwork.org>
Sent: Wednesday, November 10, 2021 4:50 PM
To: SHA OPLANESMLS
Subject: oppose Beltway & I-270 Widening!

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Deputy Director Folden:

Please do not move forward with the plan for the addition of 4 new High Occupancy Vehicle (HOT) lanes on I-495 from the George Washington Memorial Parkway from VA and into MD across the American Legion Bridge, and up through I-270.

The United Nations IPCC report released this year makes it clear that we must get ourselves off of fossil fuels and save as much of our planet as possible. Maryland needs an equitable and climate friendly solution to solve our traffic congestion problems. We need to invest more in public mass transportation, not more beltway lanes.

In addition, expanding these highways will affect at least 500 private properties, and destroy habitat for wildlife.

Tara Rice

[REDACTED]

[REDACTED] Market St W [REDACTED]

Gaithersburg, Maryland 20878

From: Kerry Richter [REDACTED]
Sent: Sunday, November 28, 2021 10:31 AM
To: SHA OPLANESMLS
Subject: I oppose the toll lanes

I am writing to express my opposition to the proposed toll lanes on 495 and 270. The studies have shown that the toll lanes will not improve commuting times and would have a detrimental effect on the environment and on environmental justice. I support studies to develop alternatives to the toll lanes.

Sincerely,

Kerry Richter
[REDACTED] Montgomery Avenue
Takoma Park MD 20912

From: Kerry Richter [REDACTED]
Sent: Sunday, November 7, 2021 12:22 PM
To: SHA OPLANESMLS
Subject: I oppose the toll lanes on the Beltway

The recent environmental report states that the toll land plan will NOT reduce traffic but will impact 15 parks and remove 1,200 trees.

I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

Kerry Richter
[REDACTED] Montgomery Avenue
Takoma Park MD 20912

Vincent Rico

Again another impact on our fragile environmental system. For what? Toll roads are not the answer. Why do our elected officials think that they are? Not to mention what is happening to the Metro system. Look what has happened in every other state that they were installed. Property taxes, housing , cost of living and the unfriendly tax structure for elderly and retired individuals already makes Maryland not the best state to retire or grow old in. Please come up with an innovative way to improve the traffic on these roads. Take your time and come up with a plan that will work. Thank you!

William Ridgely

Based on the review of the SDEIS, I support the No Build Option. I oppose MDOT's preferred Alternative 9-Phase 1 South toll lane proposal because the benefit of this option as presented in the traffic operational analyses is small compared to the adverse impacts presented in the SDEIS. This is especially true on I-270 from I-495 to I-370. The environmental degradation that will be brought about as a result of the work on this project will not be compensated for by a miniscule gain of 2 minutes in morning travel time and 4 minutes in the afternoon. In addition, the mitigation measures described in the SDEIS do not come close to assuring that stormwater will be contained, air quality will not suffer, groundwater hydrology will not change and potential flooding will not occur. Many Rockville residents live on the existing border of I-270 and just outside of the study area, and the SDEIS provides no details on the adverse impacts to these properties. There are no details regarding the extent that stormwater facilities will be designed and landscaped to compensate for the loss of park acreage that this project will inevitably lead to. There are no details regarding responsibility for secondary roads at the exits, including who will pay for restoration of bicycle paths and what timeline will be used to complete this restoration. A no-build alternative that includes a toll lane and alternative transit options was not considered in the study.

Name: Daniel Ring

Agency/Organization/Jurisdiction, if applicable: N/A

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail (11/12/2021)

Transcription:

Hello. My name is Daniel Ring. I'm writing as a lifelong resident of Maryland. I'm calling today to express my deep concern about this continued work on this transit, on this, on this road project. When we shouldn't be focusing on new roads, we should be focusing on new transit and new ways to make our economy and our, our area sustainable so that we don't have rising sea levels affecting our world or affecting our area. We need to be, get to the, do everything we can to get to the 1.5 degrees maximum raise temperature, right? We need to focus on that. And new roads probably are completely just disregarding that and we need to make sure that anything we do has transit involved and does not leave any large impact on our environment and, and helps to stop climate change as opposed to exacerbate or be neutral. That's really all I have to say. I just want you guys to make sure that you are making decisions for the future of our community and the future of our country and the future of our world and our grandchildren. So whatever decision you make needs to be done with them in mind, as opposed to just our own personal interests right now. Thank you so much. Have a great day.

From: Dorcas Robinson [REDACTED]
Sent: Saturday, November 27, 2021 12:56 PM
To: SHA OPLANESMLS
Subject: OPPOSE THE TOLL LANES & SUPPORT THE NO-BUILD OPTION

We are living in a time of climate and ecological emergency. Now is the time to invest in creative ways to improve access to clean, renewable energy powered transit that is affordable to everyone. Now is NOT the time to continue to expand individual car-use as usual roadways that privilege the wealthy and have negative impacts on the less well off.

The SDEIS did not address these critical issues. As our County and City governments prepare emergency climate action plans, please get behind their findings and priorities. We need to ensure actions such as no-net loss of tree canopy, resilience of stormwater systems, promotion of clean air for all etc.

I support the No-Build Option and ask you to do the same.

Dorcas Robinson
Resident, Montgomery County (Silver Spring)

Ben Rockey-Harris

To whom it may concern:

In an era of a warming planet being poisoned by our own species denial of looming catastrophe, building new lanes of traffic for polluting vehicles to travel on is climate arson, insanity and pure hogwash. We should be spending tax revenue on new busses, trains, bike lanes, wind turbines, solar power, hiking trails & critical green infrastructure, no building new highways. As a Maryland resident, home owner and taxpayer, I am opposed to this plan in all shapes and forms, and I will vote against every official that supports it. You should be ashamed of yourself for even participating in this stupidity.

With no respect,
Ben

From: Arlene Rodenbeck [REDACTED]
Sent: Tuesday, November 30, 2021 11:34 PM
To: SHA OPLANESMLS
Subject: Comments on the Maryland toll lanes project

For the following reasons, I would like to register my strong objection to the widening of the Beltway and I-270 for the creation of toll lanes:

- 500 acres of tree canopy would be cut down.
- 15 parks would be harmed, including 3 national parks.
- MDOT would not treat most of the stormwater runoff, which would further degrade local waterways.
- MDOT did not analyze the impact on global warming.
- There is no assessment of whether low-income communities or communities of color would suffer more of the harmful impacts.
- Building bigger highways always attracts more traffic and creates more congestion. Innovative congestion management is a more suitable solution than building new toll lanes!

Thank you for considering my views.

Arlene Rodenbeck
[REDACTED] Ethan Allen Ave.
Takoma Park, MD 20912



Virus-free. www.avast.com

From: Elizabeth Rogers [REDACTED]
Sent: Tuesday, November 30, 2021 12:13 PM
To: SHA OPLANESMLS
Subject: 495 expansion

I oppose the toll lanes and support the no build option.

Name: Linda Rosendorf

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail (10/25/2021)

Transcription:

My name is Linda Rosendorf. I live in Rockville. I am speaking today in opposition to the I-495/I-270 P3, and commenting on the SDEIS. There are numerous problems in this 8,000-page SDEIS, but I will focus on fiscal concerns, environmental responsibility, and the needs for validated traffic models. This document is replete with inadequate and incorrect information. Nothing should proceed until the plan that it's valid and cost-effective has been designed by experts to accurately address future transportation needs.

This entire process is being rushed forward without adequate data. Any information about post-pandemic traffic volumes is premature. A traffic model that is valid into the future of a 50-year contract must be developed with accuracy, not politics as the focus. The traffic models in the SDEIS do not meet these criteria. Moreover, there must be a valid fiscal analysis that considers other funding mechanisms. For an Environmental Impact Statement, the environmental impact outlined in the SDEIS are enormously trivialized. Greenhouse gases, air and water pollution, and excessive noise are inadequately portrayed. The impact on wetlands from this project is enormous and stormwater management inadequately considered. MDOT must review, in detail, the comments from the Sierra Club and other environmental groups and prevent the environmental damage to Maryland land and water. The SDEIS greatly plays down these harms. In conclusion, the SDEIS proves the toll lanes won't reduce congestion, the project's stated purpose. In fact, the SDEIS points out that the Preferred Alternative actually increases congestion because of additional bottlenecks that would be created. The SDEIS is more evidence that this project must be halted.

From: frances r rothstein [REDACTED]
Sent: Tuesday, November 30, 2021 2:11 PM
To: SHA OPLANESMLS
Subject: No toll lanes on 495!

Please do not build Lexus Lanes (toll lanes) on 495. How about improving/expanding public transit instead? And, whatever you do, don't allow private entities seeking profits to hold us hostage for decades into the future with for-profit public amenities.

Fran Rothstein
[REDACTED] Hilltop Road
Silver Spring

Sent from my iPad

Rob Runett

Thank you for allowing individuals to express their perspectives. This will be the landmark transportation project of our lifetimes. The decisions made today will have an enormous impact on our daily lives as commuters and members of our shared community. There is no scenario that will please everyone.

I have spent more than two decades driving from Bethesda and Rockville to different locations in Virginia (primarily Tysons and Alexandria). As the number of vehicles on the road has increased, and commute times have become increasingly longer, I've often thought about public transportation in a reserved lane - perhaps a system of electric-powered buses that can go up to 80 MPH to get commuters to their destinations. Something so enticing that drivers stuck in their cars will have to take notice.

I am not a person who is against adding more lanes. But I'd like the study leaders to emphasize sustainability, public transit, and affordability over tolls that price out many of our neighbors and give wealth residents an even greater advantage over under-served populations. Simply adding more concrete, with tolls, for single-occupant drivers will not solve our problems.

My proposal: Add two lanes on 495 in each direction: One for high-speed, electric buses, and one for drivers who are willing to pay a toll with a 65 MPH speed limit. These would become the far left lanes of 495.

Above all, please be open to creative possibilities and the opportunity to make a decision that will be revered as brave and forward-thinking. Thank you.

From: Ellen R [REDACTED]
Sent: Monday, November 29, 2021 2:05 PM
To: SHA OPLANESMLS
Subject: Comments on I-270 toll lanes project

I support the No-Build option.

Toll lanes are not needed. SDEIS Appendix A shows travel times if the lanes are built compared to not building the lanes. If they're built, MDOT projects that 2 minutes 36 seconds would be saved during the morning rush hour by drivers who travel in the general (nontolled) lanes on I-270 from where it intersects with I-370 down to the American Legion Bridge. However, when drivers return during the evening rush hour, their travel time would *increase* by 10 minutes 6 seconds.

So why go through all this?

MDOT and Gov. Hogan always say this project will cost taxpayers nothing. It already has! And what about the enormous costs of rebuilding bridges and relocating water, sewer, stormwater, gas, electric, cable, and other pipelines. This means billions of dollars in unfunded mandates.

As I testified years ago already, the state's won numbers show that this project would damage or destroy 15 parks (including three national parks), more than 1,200 trees, 30 miles of streams, 50 acres of sensitive wetlands, 500 acres of forest canopy, and land owned by 389 homeowners from Potomac to Gaithersburg. With climate change happening all around us, this is exactly the wrong direction.

Induced demand means that any expanded lanes on I-270 will fill with traffic within a few years. All that effort, money, and pollution—for what? It happened that last time I-270 was widened (with no toll). It'll happen again, as it does all over the country and all over the world. We need to solve out traffic problems in other ways than paving them over.

But, of course, the state *highway* department didn't study any alternative except highways. Not transit, not the impact of a permanent move to more telework (all data are pre-covid), etc. This is stubborn malpractice.

If you're going to build (unnecessary) toll roads, why contract for 50 years with foreign companies when Maryland could finance the project at a 2% interest rate? TransUrban would collect tolls based on a 17% interest rate (cost of capital/discount rate). And TransUrban is in the business of making money, not funding Maryland's coffers.

Building roads and infrastructure is among the most basic government functions--it is literally why tax-exempt public financing exists. The fact that it isn't being used when interest rates are at historic lows--and MD's financial health and credit rating are very strong--is financial malpractice.

No doubt all these letters are going into MDOT's circular file with all the others. In case someone is reading, please stop this debacle. It will not make the Hogan administration look good in hindsight.

Ellen Ryan
Rockville, MD

From: Wendy Ryan [REDACTED]
Sent: Tuesday, November 16, 2021 8:05 AM
To: SHA OPLANESMLS
Subject: Capital Beltway Toll Lanes project

I'm not entirely sure why the Maryland Department of Transportation insists on implementing the toll lanes project which does not plan to remediate congestion on the beltway, but instead put more traffic into existing lanes. There have been too many shortcuts in this process and not enough benefits proposed for the average Maryland taxpayer. Our communities are already dealing with short-sighted building projects that do not take environmental impacts seriously and this is yet another example of such short-sightedness. I oppose the toll lanes and support the no-build option.

Thanks,

Wendy Schatz Ryan

[REDACTED] Piney Branch Rd
Silver Spring, MD 20910
[REDACTED]

From: Anipeck87 [REDACTED]
Sent: Wednesday, November 24, 2021 11:33 AM
To: SHA OPLANESMLS
Subject: Toll Lane Expansion -495

MDOT, First, let me say I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.....

Those involved in pushing this absurd plan, at the worst possible time in our devolution toward our own extinction through the burning of fossil fuels, those people should feel deeply ashamed and guilty. Why? Because it is a crime they are committing. And they are being bull-headed enough, blinded by greed and shortsightedness, to do whatever they can get away with in order to get their scheme accomplished at all costs.

Blinded to the fact that it will never achieve its stated goal of reducing traffic for more than a few minutes. Reducing traffic is one lie. History screams to us that adding more asphalt adds more vehicles. They think this one time it will be different? Do they think they can fool us into believing that?

Blinded to the world of hurt our communities will endure as this thing encroaches deep into our lives, and we are left to mourn our woods, few remaining wild things, homes, backyards, parks, waterways, gathering places and open areas. We will choke on worsened air quality, have our nerves strained by elevated and constant noise that we cannot escape, exit and entrance ramps multiplied and everywhere now, where none had existed before. Also to be mourned is all that thrown-away money!

It is irrational and self-defeating to push on with it. The world has changed radically since 2017. Circumstances have changed and we have learned a lot, or should have.

Climate change is breaking down the systems that support life on Earth. Doing this gigantic expansion will only accelerate the degradation of our environment. Pay attention to the public whom you are ostensibly serving. Work to minimize traffic. Don't accommodate it! And for Pete's sake do NOT invite more.

Ani Saakyan-Peck

Silver Spring

From: [REDACTED]
Sent: Monday, November 8, 2021 12:50 PM
To: SHA OPLANESMLS; bsahli@aol.com
Subject: Opposition to the beltway expansion and toll lanes

I am strongly opposed to the beltway expansion because:

- It makes occasional driving across MoCo too expensive for the regular resident.
- The purple line is not yet finished, so there is no way to assess its effect on regional travel. When it is done, the transportation needs for the region will be different and should be examined then.
- There are questions about transparency of the entire planning and work process.
- The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Barbara Sahli
Indian Spring Community

From: [REDACTED]
Sent: Tuesday, November 30, 2021 7:51 PM
To: SHA OPLANESMLS; bsahli@aol.com
Subject: Oppose beltway widening

As a resident of the Indian Spring neighborhood, I strongly oppose the beltway widening and the addition of tolls. Widening would add to air pollution. Adding tolls would open the road almost exclusively to those with greater resources.

I am concerned about the consistent pushing of and for the project by the state government despite the significant public opposition and anticipated damage to parks and properties along the proposed route.

Do not widen the beltway.

Barbara Sahli

Peter Samuel

The SDEIS confirms the case for proceeding with Alt 9 as the most feasible way for preserving and upgrading this hugely important transport corridor. Secured to the prospective toll revenues of the added express toll lanes (ETLs) this project will not only fund construction of the extra express lanes at no expense to taxpayers, but it will also provide (1) benefits to drivers in the free lanes (2) reconstruct the deteriorated American Legion Bridge and end-of-life overbridges (3) provide the backbone of a new mostly free-flow express bus/carpool network. It promises to do all this largely within the existing right-of-way. It won't require demolition of any adjacent building. By reducing stop-&-go on the mainline it will reduce tailpipe emissions (particulates and CO2) it will have environmental benefits. And by attracting some traffic away from parallel routes it will further reduce time wasted and emissions and improve safety in the corridor. The benefit-to-cost ratio of this project is off the charts high.

The SDEIS points in this direction but doesn't make the full case. Modeling for 2045 it suggests systemwide delays 18% lower in the morning peakhours than No-Build, 32% lower in the evening peaks. Looking at specific segments average peakhour speeds are greatly improved in the morning peak both directions of the Beltway between the GW Parkway and southbound on 270 while northbound on 270 is little changed because current conditions are already good (63mph). In the evening peak the Beltway does much better with the Alt 9 construction on the outer loop for motorists going MD to VA, but traffic in the opposite direction on the inner loop VA to MD, and also both directions on 270 there is no improvement... All these striking variations in results emphasize that: (1) such modeling results should not be taken literally because they are very dependent on specific assumptions, some of which are very iffy (2) actual results are just as likely to be better as they are to be worse, and (3) that as a single project Alt 9 Phase 1, South will leave some important traffic problems unsolved. It is not a panacea. Transitions off this facility, especially to the Beltway eastward of 270 will need improvement, and it will need to be extended north of I-370.

It is important to stress what this project gets right. The rebuild and widening is the centerpiece project for maintaining and improving connectivity between the largest Maryland and Virginia counties in the Greater Washington metro area. It is a natural and logical extension of Virginia's I-95 and I-495 express lanes. The genius of adding toll express lanes is that (1) they add overall capacity (2) the capacity they add (and more) is paid for by those who make most use of them and gain the most benefit (3) drivers who do not find the toll lanes worth the money continue to have free lanes they can use alongside (4) carpoolers and transit buses get the same guarantees of an express ride as regular tollpayers using the toll lanes. This works for all modes and all constituencies.

Alt 9 is clearly the best and deserves endorsement. Peter Samuel, Frederick MD

William Samuel

The SDEIS is invalid because it is based on a seriously flawed traffic model which contradicts SHA findings before you switched to this proposal as a number of experts and citizen organizations have pointed out. Since the assumptions underlying the SDEIS are clearly wrong, the SDEIS must be redone. The SHA must start to take a responsible, lawful approach to such a project instead of continuing to put in false data to support desired conclusions. You are not in compliance with federal requirements due to the flawed and corrupt way you have mishandled the whole process.

From: Elizabeth Samuels [REDACTED]
Sent: Friday, November 19, 2021 3:31 PM
To: SHA OPLANESMLS
Subject: Strong opposition to toll lanes

I write to strongly oppose the toll lanes. As my neighborhood association correctly notes:

- The addition of toll lanes would not improve daily commutes between Gaithersburg and the American Legion Bridge;
- 500 acres of tree canopy would be cut down to make way for the toll lanes;
- 15 parks would be harmed, including 3 national parks; and
- MDOT would not treat most of the stormwater which would further degrade local waterways.

Plus, important things the SDEIS fails to tell us:

- There is no estimate of the subsidies that taxpayers could be forced to pay Transurban;
- The SDEIS does not address who will pay for relocating water, sewer and other utilities;
- MDOT failed to assess whether rail transit, ramp metering and incentives to increase telework would be more effective steps to address congestion;
- There is no assessment of whether low-income communities and communities of color would suffer more of the harmful impacts, as required by federal law; and
- MDOT did not analyze the impact of the toll lanes on global warming.

Elizabeth J. Samuels
Silver Spring, MD

From: joan samworth [REDACTED]
Sent: Tuesday, November 30, 2021 5:32 AM
To: SHA OPLANESMLS
Subject: Expand beltway

I vote for doing nothing.

Chase Sanders

I would like to comment that it is essential that the lane expansion proposal for 495 and 270 proceed as fast as possible. I live in River Falls in Potomac, just off Clara Barton Parkway and MacArthur. I work in Tysons, so I travel across the American Legion Bridge every morning and come home over the bridge every evening. The bridge is backed up EVERY evening, usually quite badly, several miles into Virginia. It doesn't matter what time — traffic is badly backed up every single day after 2 pm or so. This is completely unacceptable. The American Legion Bridge was built in the early 1960's when the metro population was less than one third of what is now. We are living with 60 year old infrastructure. This is no way for any area to live, much less one that wants to create jobs and be a leader in and retaining attracting a well educated, talented workforce. I sit in traffic every day that crushes my soul, and have thought many times of moving away from the area. This proposal will dramatically alleviate this problem. It is years overdue. Please let it proceed forthwith.

From: Helen Santiago Fink <info@email.actionnetwork.org>
Sent: Sunday, November 7, 2021 4:31 PM
To: SHA OPLANESMLS
Subject: U.S.Innovation for Sustianable Mobility

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Dear All Concerned:

The Beltway Expansion project is a business as usual (BAU) solution to typical traffic challenges that will only beget more congestion in due time at prohibitive costs. We can and should do better! Traffic demand management, car sharing mechanisms, dedicated BRT lanes, multi-purupose park/rides and other mobility innovations are called for sustianable mobility solutions that are adaptable to varying congestion rates and auto demand, changing demographics, increased health concerns and exacerbating climatic risks.

Let's plan to adress the needs of today and the tomorrow invoking innovative plans, policies and technologies for sustainable, long-tern solutions!

Sincerely,

Helen Santiago Fink

Helen Santiago Fink

[REDACTED]

[REDACTED] Montgomery Ave

Chevy Chase, Maryland 20815

From: Judith Sapir [REDACTED]
Sent: Friday, November 12, 2021 12:59 PM
To: SHA OPLANESMLS
Subject: Beltway Expansion Comment
Attachments: Beltway Expansion Comment.docx

Judith Sapir
[REDACTED] Carlynn Dr
Bethesda MD 20817

November 12, 2021

Jeffrey T. Folden, P.E., DBIA
Deputy 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 Mr. Folden:

I am writing to state my concern about the proposed expansion of the Beltway and 270. I live in Congressional Country Club Estates in Bethesda MD and my community borders on the Beltway. The proposed construction will have a very detrimental impact on the environment in which I live. Currently, I live in a treed community, but the expansion will result the removal of many trees, resulting in both additional air and noise pollution. With the severity of climate change I believe that the country and the world needs to be looking at different approaches to moving people around instead of cutting down trees and expanding highways that will only result in more individual drivers increasing the detrimental effect on the climate.

Further I think that the whole project is ill conceived as people will now need to pay to use the new road, studies show that traffic congestion will continue, and Maryland taxpayers do not know the financial impact it will have on them. Instead of this project, Maryland should be applying to obtain Federal infrastructure funds to expand the American Legion Bridge and come up with new ways to improve transportation in Maryland while adhering to standards that will improve the climate.

Sincerely,

Judith Sapir

,

From: [REDACTED]
Sent: Sunday, November 14, 2021 10:27 AM
To: SHA OPLANESMLS
Cc: 'Governor Lawrence J. Hogan -'; 'Comptroller Peter V.R. Franchot -'; 'Treasurer Nancy Kopp -'; 'Virginia DHR -'; 'FHWA Maryland Division -'; 'Maryland Historical Trust -'; 'Maryland Historical Trust -'; 'Virginia DHR -'; 'FHWA Virginia Division -'; 'Montgomery County Planning Department -'; 'Montgomery County Planning Department -'; 'Cabin John Citizens Association -'; 'Carderock Springs Citizens Association -'; 'Maryland State Senator -'; 'Maryland State Delegate -'; 'Maryland State Delegate -'; 'Montgomery County Planning Board -'; 'Montgomery County Planning Board -'; 'Montgomery County Planning Board -'; 'Montgomery County Planning Board'; 'Montgomery County Executive -'; 'Montgomery County Councilmember -'; 'Montgomery County Councilmember -'; 'Montgomery County Councilmember -'; 'Montgomery County Councilmember -'; 'Montgomery County Councilmember -'; 'Montgomery County Councilmember -'; 'Montgomery County Councilmember -'; 'Montgomery County Councilmember -'; 'Montgomery County Councilmember -'; 'Montgomery County Councilmember -'
Subject: Comments In Support of I-495 & I-270 Expansion & Concerning the Supplemental DEIS

Dear Deputy Director Folden:

I write as a 33-year resident of Cabin John, Md in support of the proposed I-495 and I-270 expansion and the reconstruction of the American Legion Bridge that serves as the major upriver thoroughfare that connects the two states that are part of the DMV area. The DMV area, it bears emphasis, continues to grow rapidly in population, as confirmed earlier this month by the Census Bureau's report on 2020 Census. To serve this expanding population, expansion of DMV transportation facilities is critically needed to accommodate residents, interstate travelers and the local and long-haul transportation industries that are the lifeblood of our national and local "supply chains".

As the COVID pandemic begins to recede in our rear view mirrors, many of us find ourselves entering an era of "the new normal". But one thing hasn't changed since early 2020, and that is, the paralyzing vehicular congestion on the Beltway and I-270 corridor and at the choke point in the transportation system known as the American Legion Bridge. If anything, the congestion has worsened. Whether because of the expanding population in the DMV or because so many Maryland and Virginia residents changed jobs during the pandemic and took on longer commutes, the result is longer periods of heightened congestion each and every weekday. The collateral effects include millions of wasted person-hours spent idling on roadways instead of at workplaces or at home with families, millions of gallons of wasted fuel consumed by vehicles proceeding at a crawl on roadways built for travel at 50 MPH, and needlessly increased fossil fuel emissions that could be avoided if our roads were re-engineered and re-built with the capacity required to handle the known quantity of daily users.

The current state of transportation affairs is reminiscent of Soviet bread lines—thick, snaking human traffic jams of desperation.

The opponents of the Beltway and I-270 expansion offer the usual suspects in the way of arguments for preserving the currently inadequate highways. They speculate about "long term impacts" of an improved transportation system as if a cure is inevitably worse than the underlying disease. They decry the "construction transportation impacts" of (to borrow a phrase) building our roads back better, while at the same time disregarding the fact that all progress comes at a temporary cost of inconvenience and disruption. They also exaggerate the "parkland impacts" occasioned by the construction work, even though any actual "loss" of greenery would by and large be temporary, the parkland could be restored to near its pre-construction state and any permanent loss would be vastly outweighed by the benefits derived from the improved traffic flow.

Regarding the specter raised about “stormwater impacts,” this argument borders on insulting the civil engineering profession. Of course, larger paved surfaces on the Beltway and I-270 will generate more stormwater, just as building shopping centers and office buildings in Tysons or Rockville entail more parking lot and roof surfaces and stormwater runoff. The problem is addressed through sound engineering plans, not by banning or cancelling the project altogether.

And last, the resurrection of the abandoned Gibson Grove Church on Seven Locks Rd. near the existing Beltway overpass as a reason for not proceeding with the current project plans is, with all respect, a cynical use of “historic preservation”—as a pretext to thwart needed transportation improvements. For decades, this deteriorating and abandoned church site was largely ignored by local community associations. Only after the planning commenced for the 495 and 270 expansion was serious attention drawn to the site, as an ace in the hole to be played in an effort to block construction through some sort of landmark designation. The fallacy in the effort is that progress and preservation interests are not incompatible.

In summary, the public benefits of the proposed I-495 and I-270 expansion and American Legion Bridge reconstruction decisively outweigh any adverse impacts. The impacts of construction activities in this case, as in the case of all major transportation or redevelopment projects, can be ameliorated through sound engineering and planning.

Sincerely,

Steve Sarfatti
Cabin John, MD

Catherine Sawers

The standard definition of lunacy is to repeat the same mistakes over and over, expecting different results but without learning from those mistakes or changing strategies. Every time highways are expanded, they just fill up with more traffic. If the goal is to reduce traffic, then you need to reduce the need for people to travel so far for work or errands. You need to bring opportunities for work and leisure to the people where they are. Montgomery County used to be an idyllic place to live but the city council and county council have been systematically destroying that for years by turning Montgomery County into a neoliberal haven for opportunists. We need affordable housing, so they approve building for environmentally disastrous McMansions. We need good paying jobs, so they build more strip malls with minimum wage service jobs. We want good education, so they give us more police. We want public transit, so they give a billion dollars to an Australian company to make traffic even worse. When does this nonsense end? If there's too much traffic on 270, that means that there aren't enough jobs in MoCo and there isn't good public transit. Solutions need to address the problems, not make them worse. 10 million people die every year because of air pollution. That's not just unfortunate people in far flung places like Beijing and Karachi. That's happening right here. If you widen 270, you're just going to make air pollution worse. We need public transit. I'll be damned if my tax money goes to a bunch of already rich Australians who don't give a damn about us and just want their bag. Tell them to build their albatross somewhere else. Stop making MoCo suck.

From: Carol Schatz [REDACTED]
Sent: Saturday, November 20, 2021 6:09 PM
To: SHA OPLANESMLS
Subject: OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

Dear Madam/Sir:

In response to the Supplemental Draft Environmental Impact Statement (SDEIS), I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION for I-495 in Maryland.

I oppose the toll lanes on I-495 for these reasons:

- The toll lanes will NOT improve the daily commutes between Gaithersburg and the American Legion Bridge;
- 500 acres of tree canopy will be cut down to make way for the toll lanes;
- 15 parks would be harmed, including 3 national parks;
- MDOT would not treat most of the stormwater which would further degrade local waterways;
- There is no assessment of whether low-income communities and communities of color would suffer more of the harmful impacts, as required by federal law;
- MDOT failed to assess whether rail transit, ramp metering and incentives to increase telework would be more effective steps to address congestion;
- The SDEIS does not address who will pay for relocating water, sewer and other utilities;
- MDOT did not analyze the impact of the toll lanes on global warming; and
- There is no estimate of the subsidies that taxpayers could be forced to pay Transurban.

The trees along I-495 are an important asset to the roadway. They make the road more beautiful, reduce stress with the nature setting, create a cooling effect, and absorb CO2. The tree canopy needs to be preserved and other steps to reduce congestion should be evaluated.

Thank you,
Carol J. Schatz
[REDACTED] Hilton Ave.
Takoma Park, MD 20912

From: Barry A. Schenberg [REDACTED]
Sent: Wednesday, November 24, 2021 10:15 PM
To: SHA OPLANESMLS
Subject: Comments on the SDEIS

Jeffrey T. Folden, P.E., 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 Mr. Folden,

Currently I-270 from Falls Road to I-370 is 12 lanes wide, 2 collector distributor (local) lanes & 4 express (through) lanes or 6 lanes in each direction. I'm to understand that the preferred alignment removes one current express lane in each direction and converts it to a toll lane, in addition to adding one new toll lane in each direction. If approved, there will be two toll lanes in each direction and 5 "free" lanes in each direction.

I strongly disagree with the loss of one of the non tolled lanes. This is a net loss of one free lane. The current HOV2 lanes are restricted for only 3 hours a day, and they may be used for the remaining 21 hours each day by anyone. They are indeed heavily used at most other times of the day. Do the predictions & calculations take into account the net loss of the one free lane (HOV2 for 3 hours per day) which will cause that volume to be moved into the remaining 5 lanes? Not everyone will take the new HOV3 lanes, myself included.

I urge you to consider leaving the current 6 lanes in each direction configuration and to add the two new HOV3 lanes in each direction as completely new lanes. I understand that there will be additional costs & impacts, however we taxpayers have already paid for the current HOV2 lanes & to give them away for free, only to have them placed under restricted toll use only, would be a disservice to the taxpaying public.

I don't have a problem with most other aspects of the proposal, however I strongly dislike the net loss of one "free" lane in each direction at the expense of converting it to a public/private run toll lane 24/7.

Additionally, as a former carpooler, I observe that HOV 2 is a reasonable number to achieve, however HOV3 becomes more challenging to maintain. My recommendation is to set the future level at HOV2 as the minimum limit for traveling on the new lanes at no charge. This would encourage more people to carpool.

Sincerely,

Barry Schenberg
[REDACTED] Capricorn Ct.
Derwood, MD 20855

Rachel Schiffenbauer

I strongly oppose the creation of I-270 HOT lanes. As a resident who frequently drives on the stretch of I-270 from Rockville to Father Hurley Blvd/Germantown, I don't believe conversion of current HOV to HOT lanes will reduce traffic at all - in fact I suspect it will only worsen it as I don't think sufficient people will want to (or be able to) pay the tolls each day, resulting in those who don't pay needing to jam onto fewer un-tolled lanes. Additionally, the main back ups on I-270 result from points where the road narrows (i.e. the American Legion Bridge and the point where I-270 converges to just 2 lanes north of Father Hurley Blvd). Adding HOT lanes won't fix either of those issues. It's also a very short-sighted way to address traffic problems since roads are fundamentally limited in the number of people who can be carried per vehicle. Furthermore, I'm extremely concerned and saddened by the already heavy loss of trees up and down the I-270 corridor thanks to the growing suburban population, and would hate to see even more acreage impacted by the proposed changes. What took 100 years to grow will be chopped down in minutes for road "improvements" that are doomed to fail by their inherent design limitations. Please, let's instead use the money to improve mass transit options and/or incentivize local businesses to allow employees to telework as much as possible.

From: Andrew G. Schneider [REDACTED]
Sent: Thursday, November 11, 2021 9:58 AM
To: SHA OPLANESMLS
Subject: Oppose Toll Lanes, Support no Build

Dear MDOT,

We are writing to affirm that we oppose the proposed toll lanes on 495/270, and support the no build option. A project this large and complicated deserves sufficient study and the weighing of all options - which MDOT has failed to do. Especially now that the Infrastructure plan is a reality, Maryland does not need to mortgage its highway and infrastructure future to a private company from another country. Please go back to the drawing board, and stop wasting our taxpayer money on overpriced Australian consultants.

Sincerely,
Andrew Schneider and family
Silver Spring

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Cheers,
Andrew:)

[REDACTED]

From: Harry Schomberg [REDACTED]
Sent: Tuesday, November 30, 2021 5:58 PM
To: SHA OPLANESMLS
Subject: Re: Supplemental Draft Environmental Impact Statement (SDEIS) for the I-495/I-270 Toll Lanes

Thank you for accepting public comments regarding the SDEIS for the proposed I-495/I-270 Toll Lanes.

I am OPPOSED to these additional lanes primarily because they will prevent Maryland from significantly decreasing greenhouse gas emissions in the transportation sector. We cannot afford to ignore this issue anymore, as we are in an age of climate crisis.

I am also OPPOSED to these additional lanes because they will increase the daily commute for the majority of drivers, will be a tax burden to Maryland taxpayers for decades, will increase water pollution and flash flood risk for local communities, will negatively impact many parks (and the sound buffer they provide), and may disproportionately affect low-income communities and communities of color because no environmental justice analysis was included.

Sincerely,
Harry Schomberg
[REDACTED] Crescent Road, [REDACTED]
Greenbelt, MD. 20770

From: Barbara Schubert <info@email.actionnetwork.org>
Sent: Wednesday, November 17, 2021 8:31 AM
To: SHA OPLANESMLS
Subject: Stop the widening of I-495 and I-270

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Adding more roadways makes it easier for more vehicles to pollute our environment while building it scrapes away the ever-diminishing ecosystems that make life on Earth possible.

Fight for an option that preserves what remains of our natural environment. Every scrap of it is vital now more than ever. You can see as well as I do that private automobiles and the concrete roads they require are a luxury our planet simply cannot sustain. Too much that we do is for our short-term comfort and wealth.

If you have or hope to have grandchildren, please take responsibility for the emergency caused by Climate Change. Make our life-sustaining natural eco-system your first consideration.

From Barbara Schubert, 2922 Woodstock Av, Silver Spring, MD, 301-785-3319

Barbara Schubert

[REDACTED]

[REDACTED] Woodstock Ave

Silver Spring, Maryland 20910-1227

From: Aileen Schulte [REDACTED]
Sent: Monday, November 29, 2021 7:46 PM
To: SHA OPLANESMLS
Subject: Opposition to toll lanes on I-270 & I-495

I am writing to state my opposition to toll lanes on I-270 & I-495. Instead of this costly and environmentally unsound proposal, I support a no-build option.

As noted in the Supplemental Draft Environmental Impact Statement (SDEIS), the full environmental impact of the proposed project is unknown, as it has not been investigated as part of this report. Therefore, we do not know the impact the project would have on greenhouse gas emissions or particulate matter and other pollutants. However, we most certainly know that the project was NOT designed to reduce such things. Responsible transportation solutions, such as increased public transportation options, should be the focus of all government entities as the grim facts of climate change become more and more apparent.

The proposed toll lane project is also fiscally irresponsible. Currently, it is uncertain who would pay to relocate water, sewer and other utilities in order to build the toll lanes. It is also unclear what subsidies tax payers would have to pay to the contractor who services the toll lanes. Thus, this project could easily leave Maryland citizens paying a great deal of money, through taxes and increased utility costs, without any benefit in reduced commuting times — in fact, the SDEIS indicates that commuting times would increase, not decrease, with the addition of toll lanes.

For these and many other reasons, I support the no build option.

Sincerely,
Aileen Schulte
[REDACTED] Redland Blvd. Apt. [REDACTED]
Rockville, MD 20850

Peter Schulz

Abandon the project and invest in rail infrastructure. Virginia is spending billions on rail. Maryland is smaller and denser than Virginia, we should have rail infrastructure like New Jersey, with inter urban trains connecting cities and employment centers.

From: Joanne Schwandes [REDACTED]
Sent: Tuesday, November 9, 2021 4:38 PM
To: SHA OPLANESMLS
Subject: I support the NO-BUILD OPTION

To: MDOT
Re: MDOT's recently issued updated environmental review of the toll lanes

The Supplemental Draft Environmental Impact Statement (SDEIS) reveals:

- that the toll lanes would actually make daily commutes longer for those who drive in the non-tolled lanes, or general lanes.
- the many ways that the toll lanes would harm our communities and our environment.

The review omits key information about the project, such as:

- the subsidies that taxpayers could be forced to pay Transurban,
- the impact of the toll lanes on pollution and global warming,
- utility relocation and who is responsible for the costs,
- an Environmental Justice analysis, and
- consideration of alternatives to private toll lanes to address traffic congestion

These points are of great concern to me.
I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

Joanne Vary Schwandes
[REDACTED] Arthur Ave
Silver Spring MD 20902

Shaytu Schwandes

Inadequate Stormwater Treatment: The addition of lanes will drastically increase stormwater runoff, increasing water pollution and flash flood risk for local communities. MDOT plans to treat only 45% of the stormwater runoff onsite. These highways already contribute substantially to the degradation of water quality in nearby waterways. By failing to treat most of the stormwater onsite, the toll lanes would further degrade local streams, creeks and the Potomac River.

Air Pollution and Global Warming Analyses Not Included: The SDEIS does not include an analysis of greenhouse emissions and the impact they would have on global warming. There is also no analysis of other pollutants such as particulate matter or ozone. All of these analyses are deferred until later. Omitting these analyses from the SDEIS denies the public the opportunity to understand the risks while there is still time to influence the project.

Environmental Justice Analysis Not Included. Similar to the DEIS, the SDEIS fails to provide an Environmental Justice analysis comparing whether the negative impacts of the project would be borne disproportionately by low-income communities or communities of color. For example, there is no discussion of whether Environmental Justice communities would be more likely to experience an increase in polluted air and its harmful impacts on health. Instead, the SDEIS defers this analysis to the Final Environmental Impact Statement. This cheats the public out of the opportunity to know and react to the Environmental Justice impacts while there is still time to influence the project.

Impact on Morningstar Tabernacle No. 88 Moses Hall and Cemetery and Gibson Grove A.M.E. Zion Church: Because MDOT has not fully investigated the location of graves, there is significant risk that graves in the Cemetery would be disturbed by construction of the toll lanes. While MDOT has shifted the proposed highway to try and avoid impact on the Cemetery, the shift also increases the impact on the Gibson Grove A.M.E. Zion Church.

From: Gary Schwartz [REDACTED]
Sent: Sunday, November 14, 2021 6:33 PM
To: SHA OPLANESMLS
Subject: Opposition to MD 495 toll lanes

Living very close to the sound barrier wall along the beltway in the Indian Springs neighborhood of Silver Spring, MD I strongly oppose the toll lanes project. There are too many old established neighborhoods that will be profoundly adversely affected by their creation.

Gary A. Schwartz, DVM
Silver Spring, MD

Sent from my iPhone

From: Kurt Schwarz <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 12:11 PM
To: SHA OPLANESMLS
Subject: Please Select the No Build Alternative for the Beltway/I-70 DEIS

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

The only way to reduce traffic is to reduce the number of vehicle on the road. As the cliché says, build it and they will come. Widening lanes, etc. only generate more traffic. How many times have we built a new road, widened an existing one, only to see it become jammed with rush hour traffic. Portions of Rt. 100 opened a decade or more back become rolling back ups if not parking lots after 3 pm. daily, specifically west bound around Coca Cola Drive, and at the egress to Rt. 29. Slow traffic often occurs on east bound approaching I-95 in the morning rush.

More traffic means more air pollution, and will destroy valuable wildlife habitat adjacent to the right of way. Emissions will also exacerbate climate change, and the quality of life of local residents. As the COVID pandemic has shown, teleworking is now a viable alternative for many. No Build will preserve habitat, air quality, and quality of life for residents.

Kurt Schwarz

[REDACTED]

[REDACTED] Dunloggin Ct.

Ellicott City, Maryland 21042

From: Ursula Scott <info@email.actionnetwork.org>
Sent: Sunday, November 7, 2021 1:45 PM
To: SHA OPLANESMLS
Subject: No to 270 lane expansion

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

To MDOT & SHA

I do not like the plan to put charge lanes in I270 in Maryland. As I understand it, there is consideration to give a very long/indefinite contract to a private partner. This does not make sense to me, at all.

I prefer relief to traffic to be better and faster (and safer) public transportation. Just building more roads/lanes does not really solve the problem. We cannot build our way out. Moving people in public transportation seems a better solution.

Also, I understand you want to use this public/private partnership to build / rebuild the bridge, which could be expanded under Infrastructure funds. Why put this expense into this partnership by which it will never be paid for if the contract is for as long as I have heard. It just does not make financial sense.

I think more thought and public discussion needs to be on the table. DO NOT go forward with this public/private partnership on extra lanes building.

Ursula Scott

I live in Kensington but use a PO box in Burtonsville as my mailing address.

Ursula Scott

[REDACTED]

[REDACTED]

Burtonsville, Maryland 20866

From: Edward Shakin [REDACTED]
Sent: Monday, November 29, 2021 4:33 PM
To: SHA OPLANESMLS
Subject: comments

I support the no-build option and oppose the I-495/I-270 toll-lane project. The proposed plan makes no sense by ignoring the portion of 270 that needs expansion and expanding the part that is already wide with both local and express lanes. I have submitted extensive comments why this is wasteful and ignores changes in commuting behavior. With the opportunity of new federal money, we should shelve this project and build what actually makes sense.

Edward Shakin
[REDACTED] Fallswood Dr, Rockville, MD 20854
[REDACTED]

From: [REDACTED]
Sent: Saturday, October 2, 2021 1:27 PM
To: SHA OPLANESMLS
Subject: toll lanes

With respect to the on-going conversations regarding toll lanes on 495/270, I hope that you are including in your discussion the need for an outer loop north of the existing beltway. Relieving much of the north/south traffic on 270 is a possibility with a consideration of a loop and bridge to connect with Route 15.

New Potomac crossing = future traffic relief.

Thank you...
Lisa Shanley

Steve Shapiro

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

The toll-lane project would destroy the taxpayer-funded ICM improvements on lower I-270, create congestion where there is none, and make the notorious I-270 northern bottleneck even worse.

Lower I-270 will be irreparably harmed by toll lanes.

500 acres of tree canopy would be cut down.

15 parks would be harmed, including 3 national parks.

MDOT would not treat most of the stormwater runoff, which would further degrade local waterways.

MDOT did not analyze the impact on global warming.

There is no assessment of whether low-income communities or communities of color would suffer more of the harmful impacts.

From: Leslie Sharp [REDACTED]
Sent: Tuesday, November 16, 2021 9:43 AM
To: SHA OPLANESMLS
Subject: I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

Hello,

I am a lifelong resident of Silver Spring, MD. I understand the need to improve transportation in this area, but I oppose the toll lanes because the project will have a direct negative impact to my neighborhood by tearing down homes and bulldozing our local park, not to mention all the other reasons listed below:

- The addition of toll lanes would not improve daily commutes between Gaithersburg and the American Legion Bridge;
- 500 acres of tree canopy would be cut down to make way for the toll lanes;
- 15 parks would be harmed, including 3 national parks; and
- MDOT would not treat most of the stormwater which would further degrade local waterways.
- There is no estimate of the subsidies that taxpayers could be forced to pay Transurban;
- The SDEIS does not address who will pay for relocating water, sewer and other utilities;
- MDOT failed to assess whether rail transit, ramp metering and incentives to increase telework would be more effective steps to address congestion;
- There is no assessment of whether low-income communities and communities of color would suffer more of the harmful impacts, as required by federal law; and
- MDOT did not analyze the impact of the toll lanes on global warming.

-Leslie Sharp (resident of the Indian Spring neighborhood in Silver Spring, MD)

From: Fern Shepard [REDACTED]
Sent: Monday, November 15, 2021 9:20 PM
To: SHA OPLANESMLS
Subject: Comments on the Toll-Lane Proposal SDEIS

Dear MDOT,

I am writing to express my opposition to the proposed toll lanes on I-495 and I-270 and in support of the no-build option. Based on the location of my family's home in Kensington where we have lived for 19 years, we believe that this project will worsen our air (increased particulate matter and local ozone) and water quality (stormwater pollution) and will not improve our commutes. This is a terrible proposal that harms our public health, harms our parks and green spaces, and harms the environment of local communities.

The SDEIS fails to adequately assess the impacts of this project and it misleadingly discusses the project's limited benefits. It does not assess reasonable alternatives to the project that would meet the goals of improving commutes. We need to invest in more transit and not more roads, especially in urban areas.

Fern Shepard
[REDACTED] Old Spring Rd, Kensington, MD 20895

From: Polly Sherard [REDACTED]
Sent: Tuesday, November 30, 2021 8:06 PM
To: SHA OPLANESMLS
Subject: Against toll road and Widening

We are opposed to the proposed Toll Road Beltway/270 expansion because the added lanes will do nothing to aid the transportation needs of the average commuter in the coming century. Not to mention the ridiculousness of adding to the climate change problem that threatens us all. More cars on wider roads is not the answer. Better public transportation is part of the solution. The toll road will benefit those who can pay the tolls.

Polly

From: Tiffin Shewmake [REDACTED]
Sent: Tuesday, November 30, 2021 2:14 PM
To: SHA OPLANESMLS
Subject: comments on the Supplemental Draft Environmental Impact Statement (SDEIS) for the I-495 & I-270 Managed Lanes Study

Dear Maryland DOT,

I am writing to say that I oppose all of the build options in the Supplemental Draft Environmental Impact Statement (SDEIS) for the I-495 & I-270 Managed Lanes Study. I oppose the toll lanes and support the no-build option. My reasons are 1) you can't build your way out of traffic, if that was the case the former widening of 270 would have worked, 2) this is a huge commitment to a private entity for something that we don't need. In other words, it's a cash transfer from Maryland residents to a foreign corporation, plus its not even clear that the economics of this project actually makes sense, 3) the urgency of climate change demands that we find new solutions and not keep repeating old mistakes, 4) what happens to the traffic where the lanes end?, 5) air pollution, people who live near major highways suffer from health related impacts from air pollution, everything from low birth weight babies to respiratory illness to dementia, 6) the world is changing, Covid (still not gone) shows that people can work remotely plus the birth rate in the US is at an all time low and is below the replacement rate, 7) the Maryland DOT should be about moving people and not about enriching corporations or just building roads. Please don't lose sight of your real mission, and 8) maybe listen to your local government and what they want i.e., Montgomery County.

Thank you for listening to my comments. I hope that the saying "You can't teach an old dog new tricks" is not true and that Maryland DOT will actually listen to the citizens and local government about this project and show some ability to learn from others mistakes, look for real solutions, and try to improve the quality of life for Maryland residents.

Sincerely,

Tiffin Shewmake

[REDACTED] Overlea Drive

Rockville, MD 20850

From: Tiffin Shewmake [REDACTED]
Sent: Tuesday, November 30, 2021 2:26 PM
To: SHA OPLANESMLS
Subject: additional comment on the Draft Environmental Impact Statement (SDEIS) for the I-495 & I-270 Managed Lanes Study.

Dear Maryland DOT,

I just wanted to add an additional comment to my comments on the Supplemental Draft Environmental Impact Statement (SDEIS) for the I-495 & I-270 Managed Lanes Study. There is something perverse about a proposed “solution” to heavy traffic that depends on heavy traffic to work. The toll lanes will not generate enough money, unless the other lanes are nearly at a standstill. This also means that there is no incentive for future efforts to reduce traffic and pollution.

Sincerely,

Tiffin Shewmake

[REDACTED] Overlea Drive

Rockville, MD 20850

From: Seth Shich <counsel@shichlaw.com>
Sent: Saturday, November 6, 2021 11:14 AM
To: SHA OPLANESMLS
Subject: Opposition to Beltway & I-270 Widening

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Dear Mr. Folden,

I am writing to express my strong opposition to the widening of Beltway and I-270 Widening.

I am not a native to the Washington, DC area. I moved here from Houston, Texas in 2010 to attend law school at Georgetown. I grew up in Houston after my father moved there for work when I just 3 years old. So, for all intents and purposes, I am a native of Houston, TX but have since in my later years made Washington, DC metropolitan area my home.

When I was growing up in Houston, Houston was not, at that time, quite a metropolitan. What I mean is that, although an influx of oil wealth had vastly enriched the Houston economy, creating a world class cultural, healthcare, and economic hub, the city had not quite caught up to its vast ambitions and, some might say, its potential. To be sure, there were still core pastures in the middle of the city and, although I lived "inside the loop" (as it was called) forests surrounded me. I had only to walk down the street to find a farm with goats and horses, and I recall playing with my pellet gun for target practice in my backyard. My father and I used to drive only an hour outside the city to go duck hunting, and there was such a plentiful amount of natural preserves and untouched and pristine wetlands that it seemed like an idyllic paradise.

If you can imagine, this was the case up until about 1995 when I recall cast changes overtaking the city. It did not happen all at once of course. As a child, I noticed the changes closest to me of course: the forest areas where I and my dog used to hike through were cut down to make way for houses and wetlands and rice patties which my father and I had formerly hunted for ducks were paved over to make way for development communities. Highways were expanded and began to multiply Ad Infinitum. The city became a city of highways, concrete, and cookie cutter homes for as far as the eye could see.

By the time I was in college (circa 2001), the city in which I grew up had become unrecognizable to me. Was this a positive development? Not in my opinion. The city had become unrecognizable to itself as the quiet, quaint, and closely knit fabric of a community where business and economic growth was promoted and encouraged at all costs, and without I would note any regulations or zoning (for this is a feature unique to Houston) became a victim of its own success. Urban sprawl has resulted in more flooding and has taxed the Texas power grid. Most importantly for me, however, the children who grow up in Houston have been deprived of experiences that made Houston so special to me.

As the father of two children in the Washington, DC area, and one more on the way, I do not want my children to grow up in a city like Houston.

Sincerely,

Seth

Seth Shich

[REDACTED]

[REDACTED] Lynn Drive

Chevy Chase, Maryland 20815

From: Ben [REDACTED]
Sent: Monday, November 29, 2021 1:34 PM
To: SHA OPLANESMLS
Subject: Approve the NO-BUILD option for I-495/I-270

I support the no-build option and oppose the I-495/I-270 toll-lane project. Given the new traffic patterns since Covid, please do not widen I-270 and impact our local environment.

Sincerely,

Ben Shoemaker
Rockville, MD

Melanie Shumate

To Whom It May Concern:

I support the no-build option and oppose the I-495/I-270 toll-lane project. I am strongly opposed to the widening of I-270 and I-495 because building the toll lanes will cause substantial harm to our communities while failing to help the majority of drivers who would use the general lanes.

According to Appendix A of the SDEIS, if the toll lanes are built, MDOT projects that only 2 minutes and 36 seconds will be saved during the morning rush hour by drivers who travel in the general (non-tolled) lanes on I-270 from where it intersects with I-370, down to the American Legion Bridge. However, when drivers return home during the evening rush hour, their travel time will increase by 10 minutes and 6 seconds on the same stretch of road heading from the American Legion Bridge to I-370. So, after enduring 5 years of construction delays, drivers who use the general lanes will be rewarded with a 7 minute and 30 second increase in their daily commute, round trip. Additionally, the final result is one that continues to support commuting by personal vehicle rather than investing in more reliable, more broadly accessible public transit. Ultimately, I believe the state needs to be planning for a future where there are fewer cars on the road - not more. These plans not do not support residents in shifting to more eco-friendly modes of transportation. Please invest in green solutions to connect our communities instead of making bigger roads that cut through our communities, harming parks and other green spaces, all for very minimal - and shortsighted - benefits.

Thank you.

Sebastian Silvani

The objective of the entire concept is to reduce congestion, but it will not. Instead of adding more lanes to an already congested highway, the only way to reduce congestion is to provide people with alternatives to driving. This can take the form of expanded transit options, walking and biking options, and better land development. What this project does is to induce demand for this travel lanes. The concept of induced demand is well established in traffic engineering. I suppose that any engineering firm contracted to do this study should be well informed about induced demand. Instead of adding lanes that will be clogged with traffic, MoCo should focus on giving residents real alternatives for transportation: modify building codes, make cities walkable, provide real transit options, etc. focus on developing a "20 minute city". Adding lanes does not reduce traffic- that is proven.

From: Kathy Josh Silver [REDACTED]
Sent: Tuesday, November 16, 2021 10:43 PM
To: SHA OPLANESMLS
Subject: Oppose toll lanes and support the no build option

To Whom it May concern:

New toll lanes on the Beltway will only increase congestion, not relieve it. Whenever a highway is widened, the temporary increase in supply is overwhelmed by a larger increase in demand, that is more cars on the roads.

To reduce congestion, more investment in transit and biking are needed. Zoning needs to be reformed to allow for denser development and to reduce the dominance of single family zoning.

Please do not destroy the environment and communities by adding toll lanes and literally digging up trees and people's yards.

Thank you for your consideration.

Sincerely,

Josh Silver
Bethesda, MD

Leslie Silverfine

I work as a freelance musician and live in Silver Spring. I will not be able to afford the toll lanes when I go out to play one rehearsal or one gig. These toll lanes will be exclusively to benefit those with high salaried jobs, not gig workers like myself. I urge you not to put these toll lanes into effect.

From: Sharon Simon [REDACTED]
Sent: Saturday, November 27, 2021 10:59 AM
To: SHA OPLANESMLS
Subject: I-495/I-270 Toll Lanes

I strongly oppose the toll lanes and support the no-build option.

Sharon Simon
[REDACTED] Walden Rd.
Silver Spring, 20901

From: Beth Siniawsky [REDACTED]
Sent: Sunday, November 14, 2021 5:53 PM
To: SHA OPLANESMLS
Subject: Toll lanes

I oppose the lanes and the support the no build option

Sent from my iPad

From: Tom Skallerup [REDACTED]
Sent: Monday, November 29, 2021 10:27 AM
To: SHA OPLANESMLS
Subject: Public comment on Beltway toll lane: Opposition to expansion

Dear state highway officials,

As a resident of Montgomery County, I'm writing to express my strong opposition to the current proposal to widen the Capital Beltway.

This proposal to expand the capacity of the Beltway is being considered at a turning point in the commuter paradigm across the United States. The studies relating to the Beltway expansion were conducted prior to the appearance of the Covid virus and its concomitant disruption to established social patterns. Since the time that the studies were performed, however, the Covid pandemic has given the impetus for businesses to effectively and efficiently utilize labor resources at off-site locations, obviating the need for an appreciable percentage of area workers to use the Beltway for daily commuting purposes. Even with the end of pandemic conditions, the pre-pandemic model of comprehensive on-site employment will never return, as it has been conclusively demonstrated nationwide that an appreciable part of the labor force can perform significant portions of their responsibilities efficiently and economically without leaving their homes. To proceed with Beltway expansion at this time of an irrevocable shift away from mandatory on-site employment would represent a commitment to furthering a model that has become obsolescent.

In addition to the needlessness of Beltway expansion in the face of the shift of the employment paradigm, Beltway expansion would have a negative environmental impact as well. Widening the Beltway would result in the destruction of hundreds of irreplaceable acres of the Capital area's tree canopy, a significant portion of those acres on public parks.

In concluding, I repeat my strong opposition to expanding the Beltway in accordance with projections based on the commuting requirements of the past. Rather, I call on state transportation officials to reevaluate the transportation needs of Maryland residents based on the changed reality of the working world. If any alleviation of traffic on the Beltway would appear desirable, I would support planning for strengthening the public transportation system.

Sincerely,

Tom Skallerup
[REDACTED] Russell Road
Silver Spring MD 20910

From: Kara Skipper [REDACTED]
Sent: Tuesday, November 9, 2021 8:10 AM
To: SHA OPLANESMLS
Subject: I-270 Widening

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Hello,

As a constituent and commuter in Maryland, I urge you to conduct a more thorough review on the Beltway/I-270 highway expansion project. MDOT SHA should keep last year's DEIS "No Build" alternative as the preferred alternative to the highway expansion project.

The highway expansion project will further pollute our water and air, harm our waterways, forests, and streams, and negatively impact communities of color. This expansion will decrease quality of life and increase vehicle emissions, induce sprawl development, and increase stormwater runoff.

I urge the MDOT SHA, FHWS, and the State to focus on finding more equitable, climate change-resistant, and transit-oriented solutions to the region's traffic congestion problems. Expansion will not fully address demand, but well-planned public transit in the form of trains or buses could. Please look into these alternatives.

Best,
Kara

Kara Skipper

[REDACTED]
[REDACTED] Taylor Avenue, E-2
Annapolis, Maryland 21401

From: Mary Slaughter [REDACTED]
Sent: Sunday, November 7, 2021 5:54 PM
To: SHA OPLANESMLS
Subject: I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

I have three major objections to adding toll lanes to I270 and I495:

1. I grew up in California where building more and more highways only increased traffic. This is true all over the country. Let's learn from the experience of others and not invest in something that has been shown not to work.
2. The age of individual auto travel is ending. Climate Change threatens our very existence and we need to get people out of their cars and onto mass transit. We need all the carbon gobbling trees that line the beltway and the parks that would be reduced by highway expansion. We need to do everything we can NOW to halt climate change so our grandchildren can have a liveable environment.
3. I live right by the Purple Line and suffer from the mis-management of this public-private partnership. I have no reason to believe highway expansion will be any smoother and it will cause years of disruption to neighborhoods, businesses, and traffic. With the Purple line many years behind schedule and the beltway close by my down-county neighborhood will suffer from both simultaneously. Again, learn from past experience and don't repeat this mistake.

I strongly oppose lanes and support the no-build option.

Sincerely,

Mary Slaughter

From: Nancy Small [REDACTED]
Sent: Monday, November 29, 2021 5:43 PM
To: SHA OPLANESMLS
Subject: Opposition to Toll Lanes

I support the no-build option and oppose the I-495/I-270 toll-lane project. The projected tolls are exorbitant and will preclude people from using the toll lanes. Also, by enlarging 270, it will encourage developers to put more housing up county and in Frederick and Washington counties, thus increasing traffic and defeating the purpose.

Nancy Small

Alexander Smith

Please stop pretending that you're building new lanes to relieve congestion. That just induces more demand until there's just as much traffic as before. Never in the history of urban highways has adding a new lane actually reduced traffic. You're also not addressing addressing long-term traffic growth by adding lanes, you're creating it. Converting HOV lanes to allow buses and toll users is great, but adding new lanes is a complete waste of money.

From: Greg Smith [REDACTED]
Sent: Tuesday, November 30, 2021 7:48 PM
To: SHA OPLANESMLS
Subject: I oppose the proposed widening, and I support the No Build Alternative

To whom it may concern,

I oppose the proposed widening, and I support the No Build Alternative.

Sincerely,

Greg Smith

[REDACTED] Farragut Street
Hyattsville, Maryland 20781

From: K J Doneby Smith <info@email.actionnetwork.org>
Sent: Sunday, November 21, 2021 6:11 PM
To: SHA OPLANESMLS
Subject: Keep the "no build" option

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

The Beltway/270 expansion project is a bad idea. It will increase air pollution, destroy habitat and wetlands and neighborhoods. It will also increase our greenhouse gas emissions by encouraging more car traffic at a time when we need to be doing everything possible to cut emissions as fast as we can. WSSC will likely pass on the cost of relocating water infrastructure so we will see higher water bills. The fiscal issues with the Purple Line have demonstrated that P3 projects are no guarantee that taxpayers won't be left paying the bill. All this for a "fix" that won't last more than a few years and that will result in high tolls that most people can't afford.

We need real solutions that link transportation, land use and environmental planning to achieve a healthy environment, thriving economy, and more equitable and inclusive society.

K J Doneby Smith

[REDACTED]

[REDACTED] Tulare Dr.

Silver Spring, Maryland 20906

Walton Smith

I object to Public/Private 495/270 expansion.

I object especially to the "Private" aspect.

Private means profit.....profit can only come from the citizens.

If Expansion is to occur.....use the "normal" processes.

With the population reduction and economic collapse under way there will be no need for more highways. Maintain what we have now.

Walton

Amy Sochard

I object to the preferred alternative because it will make short trips on 270 less safe by eliminating the local lanes. I also object to the increased traffic noise it will bring to my neighborhood, particularly due to large trucks and motorcycles that already fail to comply with noise restrictions. Faster traffic = more noise! Please don't go through with this crummy plan designed to enrich some contractor and disadvantage residents!

Max Socol

I support the no-build option and oppose MDOT's toll lanes proposal. This project will cost a huge sum, not to mention 50 years of payments to a private company that is unaccountable to the people of Maryland. And for all that, agency studies show that it will do very little to decrease commuting times. To spend so much for so little, in the context of a clear and present climate crisis, is an abuse of the public trust. Spend the money on rail, bus, and other responsible and realistic options, and stop lying to the public about a magical highway expansion.

From: Nancy Solomon [REDACTED]
Sent: Monday, November 29, 2021 10:45 AM
To: SHA OPLANESMLS
Subject: Supplemental Draft Environmental Impact Statement (SDEIS) for the I-495/I-270 Toll Lanes

Thank you for accepting public comments regarding the SDEIS for the proposed I-495/I-270 Toll Lanes.

I am OPPOSED to these additional lanes primarily because they will prevent Maryland from significantly decreasing greenhouse gas emissions in the transportation sector. We cannot afford to ignore this issue anymore, as we are in an age of climate crisis.

I am also OPPOSED to these additional lanes because they will increase the daily commute for the majority of drivers, will be a tax burden to Maryland taxpayers for decades, will increase water pollution and flash flood risk for local communities, will negatively impact many parks (and the sound buffer they provide), and may disproportionately affect low-income communities and communities of color because no environmental justice analysis was included.

Sincerely,
Nancy B. Solomon
[REDACTED] Crescent Road, [REDACTED]
Greenbelt, MD. 20770

--

Solomon Ink

From: Sydney Sowell <info@email.actionnetwork.org>
Sent: Friday, October 29, 2021 9:23 AM
To: SHA OPLANESMLS
Subject: I'm against Beltway and I-270 widening

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

This project will increase pollution of our waterways and forests. It will remove more habitat and decrease access for wildlife. It will decrease quality of life for all of us by increasing vehicle emissions, increase storm water and salt water runoff and induce yet more unneeded commercial development.

I join many others in requesting that the MDO, SHA, FHWS and the State of Maryland find other, more equitable, climate change resistant, transit oriented solutions to the region's traffic congestion problems.

Sydney Sowell

Sydney Sowell

[REDACTED]

[REDACTED] Palisades Dr

Dunkirk, Maryland 20754

Lisa Spain

Widening roadways to prepare for increased traffic; adding toll lanes, or any additional lanes at all is simply kicking the can down the road and leaving our children to suffer the consequences. We must stop burning fossil fuels, and increasing road capacity doesn't do that. We must invest in other ways to efficiently move people in our region. We must invest in affordable housing near job centers. We can't continue on this path to climate disaster. The only environmental evaluation needed has been done and sealed; climate change is here, and we have to stop building bigger, wider roads. The data shows that making more roads solves traffic problems temporarily, if you build it, more cars will simply come.

From: Jim Stahler [REDACTED]
Sent: Monday, October 4, 2021 4:18 PM
To: SHA OPLANESMLS
Subject: Maryland Toll Lanes - Don't do it

I live in Falls Church, about a mile inside the Beltway on US 50, and my experience with the Virginia toll lanes has been very negative. They actually slow down everyone, but they slow down users of the toll lanes not quite as much as the users of the free lanes.

I estimate that I lost about 200 hours in traffic delays while they built the toll lanes, and drove about 100 miles in detours. I hoped that the delays would go away once the toll lanes opened, but the very first time that I drove to Maryland after the toll lanes were opened, there was a 20-minute backup to cross the Cabin John Bridge (I have lived here a long time) that had not been there before. Now there is usually a 10-20 minute backup to cross the bridge, even on weekends.

I have a friend near Fredericksburg whom I visit about once a month. I leave early on Friday afternoons, and it takes me 1½ to 2½ hours to get there, and about an hour to come home late at night. The traffic moves smoothly until there is an exit from the toll lanes to the free lanes, which backs up traffic for a mile or two. Altogether, the toll lanes delay the free lanes by a half hour to an hour and a half in the 60-mile drive.

If the toll lanes just took traffic off of the free lanes, they might be a good idea, but they dump it right back onto the free lanes and make the drive worse than if the toll lanes weren't there. If the Beltway and I-270 were just widened by a lane or two, traffic would be greatly alleviated, but that way no one makes money off of traffic misery.

Jim Stahler
[REDACTED]

Harlene Stanchfield

I'm not one who is terribly diplomatic or elegant when expressing my feelings about the I-495 & I-270 Managed Lanes. I am extremely opposed to the I-495 & I-270 Managed Lanes. As someone who will be deeply affected by this, I can't say how disappointing it is to have so many people opposed to expansion and the Maryland government is not taking any of the concerns into consideration. As someone who overlooks I-270, the traffic patterns have changed significantly. South of Shady Grove Road, there have not been backups unless there is an accident. SAIC has surveyed various government departments with a result stating that 82% of the departments surveyed will not have employees return to the office on a full-time basis. In a national survey, 83% of businesses are not returning to the workplace on a full-time basis. I can't understand why homeowners and businesses need to either have to relocate or be extremely inconvenienced for something that doesn't appear to be necessary at this time. Times have changed over the last 2 years and this has caused employers and employees to work differently. When reviewing the need for expanding the highways, why not consider current data rather than data from another time. Another issue is how this expansion will be paid. While the government states it will not be paid with tax funds, there are others that say it will cost taxpayers. Not to mention the environmental issues expanding lanes will cause during construction and upon completion. I don't understand why Maryland government continues to push this expansion. Please do not continue with the Managed Lanes project!

From: Marianne Starr [REDACTED]
Sent: Monday, November 29, 2021 1:28 PM
To: SHA OPLANESMLS
Subject: Don't expand the Beltway!

I work as a naturalist with Montgomery Parks and Recreation, at Cabin John Park. The expansion would destroy a significant amount of parkland, killing trees that clean our air and water and provide habitat for native wildlife. We have so many more people coming to all the parks in the area due to Covid restrictions, people who need to be or see (as they drive by on current roads) nature to help them destress in these stressful times. Also, the huge additional amount of impermeable surface will greatly increase rain runoff into the streams that feed into the Potomac and then the Chesapeake Bay. Isn't Montgomery County supposed to try to help the Bay? I don't buy a Bay license plate just for looks. All that runoff pollutes and degrades the streams and increases flooding.

I also read that this expansion will NOT help curb the traffic much, just like 200 did not. Many people cannot afford to pay daily high tolls! It would mean that low income people wouldn't benefit at all. Why not invest in designated bus lanes? Has the county looked into a fleet of electric busses? Think of all the additional air pollution. There was a summit last month on global warming that countries from around the world attended. We're supposed to be decreasing CO2, not increasing it.

I am hoping that one good thing will come out of Covid, and that is more people working from home. We have a huge number of federal and state government employees who hopefully could work from home. My husband is a retired federal employee who still does some part time work-- all easily from home. I am a retired educator (my naturalist job is my second career) and of course it is better for teachers and specialists to be with students, so not everyone can be home. But at least study how many cars can stay off the roads now that so many work successfully and efficiently from home.

So please, please, don't expand the Beltway. There has to be another way. My grandchildren and all the other children and adults in Montgomery County need --must have-- clean air.

Sincerely,
Marianne Starr
[REDACTED]

From: Lucy Steinitz [REDACTED]
Sent: Sunday, November 7, 2021 8:45 PM
To: SHA OPLANESMLS
Subject: Do not expand 270 or the Beltway

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

I oppose more lanes on these highways. We need more investment in public transportation instead.

We also need more HOV-2 lanes (longer on 270 and also included -- no extra lane -- on the Beltway.). But instead of just for cars with 2 or more riders, add electric cars and Hybrids to the HOV lanes.

Yours truly,
Lucy Y Steinitz

Lucy Steinitz

[REDACTED]

[REDACTED] Gardiner Ave, GARDINER AVE,
Silver Spring, Maryland 20902

From: rg steinman [REDACTED]
Sent: Sunday, November 28, 2021 8:59 PM
To: SHA OPLANESMLS
Subject: Against Beltway Expansion

We are in a Planetary Crisis.

Adding more cars and more pavement is absolutely the opposite direction we need to go. We need more trees and more forests to help reduce air pollution and slow down climate change.

But instead, this project would accelerate our climate emergency. The toll lanes would impact 15 parks, including three national parks. Over 1,200 trees would be removed from national parks alone. The other parks impacted include five owned by the Maryland-National Capital Park and Planning Commission, five parks owned by the City of Rockville and two parks owned by the City of Gaithersburg. A total of 36.1 acres of parkland would be negatively impacted. There would be a total loss of 500 acres of forest canopy from parkland and other greenspaces, including from strips of greenspace that provide a buffer between the highways and nearby neighborhoods. These communities would be harmed by increased noise, air and water pollution and the increased risk of flooding. In addition, 389 homeowners from Gaithersburg to Potomac would lose part of their property to toll lanes.

And all for what? Appendix A of the SDEIS shows travel times if the lanes are built compared to not building the lanes. If the toll lanes are built, MDOT projects that 2 minutes and 36 seconds would be saved during the morning rush hour by drivers who travel in the general (non-tolled) lanes on I-270 from where it intersects with I-370, down to the American Legion Bridge. However, when drivers return home during the evening rush hour, their travel time would increase by 10 minutes and 6 seconds. So, after enduring 5 years of construction delays, drivers who use the general lanes will be rewarded with a 7 minute and 30 second increase in their daily commute, round trip. The toll lanes would cause substantial harm to the environment and our communities while failing to help the majority of drivers who would use the general lanes.

This is the definition of insanity. How will you explain it to your children, and your grandchildren?

I am against the Beltway expansion. And you should be too.

Thank you for heeding the warnings all around us.

~ Roberta G (rg) Steinman

Silver Spring, MD

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Name: Michael Sternfeld

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail

Transcription:

This is Michael D. Sternfeld. That's S-T-E-R-N-F-E-L-D of Gaithersburg, Maryland. I am a frequent user of 270 and 495. I have a Master's degree in Transportation Policy, Operations, and Logistics from George Mason University. And I have over 20 years' experience, both domestic and international, in the railroad business, mostly in the passenger railroad business. I strongly suggest that more frequent MARC service, including midday trains, will get more people off the road than managed lanes or any construction project. As for 495, some mitigation is needed there too, because this State did not build a parallel light rail or heavy rail system around the Beltway 40 years ago when they should have. But as far as the 270 corridor, you need to increase train service and make all transfers to WMATA, to the Washington Metro totally free. You'll never get a full one-seat ride for Washington commuters on the 270 route, but you can mitigate that by increased MARC frequency, free transfers, and other amenities. This is Michael D. Sternfeld of Gaithersburg, Maryland, and as I said, I have a Master's degree in Transportation Policy from George Mason University. Thank you.

From: Anne Stevens [REDACTED]
Sent: Sunday, November 28, 2021 9:11 AM
To: SHA OPLANESMLS
Subject: SDEIS

To whom it may concern,

I am writing to voice my support for the No Build option. Continuing to widen roads is not a good solution. It may relieve congestion for a few years, after years of construction that increases congestion, but it is temporary. I-270 has been widened previously, now here we are talking about widening it again. When will this stop? When we run out of land to pave over?

A 50 year contract with a private business for road transportation is irresponsible. Do we know what transportation will look like in 15-20 years, much less FIFTY years from now? How can a commitment for that time period be made when technology is always expanding and new options are available?

What subsidies will we be saddling our future generations with? The Purple Line construction has not been successful. It is over-budget and way over time. What guarantees are there, that are reliable, that this won't occur with the 270/495 expansion. The contractors make profits and the State of Maryland keeps paying money that the tax payers were told by the governor they would never have to pay.

Why were more options not considered? This has the appearance of a decision being made before a careful, COMPLETE analysis has been done.

I oppose the toll lanes and support the No Build option. Let's be sensible about meeting our transportation needs in Maryland.

Anne Stevens
Silver Spring, MD

From: Damuel Stewart [REDACTED]
Sent: Monday, November 29, 2021 9:42 AM
To: SHA OPLANESMLS
Subject: Opposed

I am a current resident and am adamantly opposed to the toll lanes, as the project does not provide any positive environmental, economic, or social benefits to our community. Thanks.

Damuel,
Current Resident

From: Susan Stewart [REDACTED]
Sent: Thursday, November 18, 2021 8:39 PM
To: SHA OPLANESMLS
Cc: governor.mail@maryland.gov; pfranchot@comp.state.md.us; treasurer@treasurer.state.md.us; rebecca.ballo@montgomeryplanning.org; brian.crane@montgomeryplanning.org; susan.shipp; jack.orrick@offitkurman.com; susan.lee@senate.state.md.us; marc.korman@house.state.md.us; sara.love@house.state.md.us; ariana.kelly@house.state.md.us; MCP-Chair@mncppc-mc.org; marc.elrich@montgomerycountymd.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.friedson@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.reimber@montgomerycountymd.gov
Subject: Public Comment regarding the Supplemental DEIS for I-495 expansion
Attachments: 2021 11-18 Letter re I-495 expansion.docx

Please see the attached letter.

Sincerest regards,
Susan Rice Stewart
[REDACTED] Wishbone Terrace
Cabin John, MD 20818

Susan Rice Stewart

██████ Wishbone Terr

Cabin John, MD 20818

November 18, 2021

Jeffrey T. Folden, P.E., DBIA
Deputy Director, I-495 & I-270 P3 Office
Maryland Department of Transportation State Highway Administration
707 North Calvert Street
Mail Stop P-601

Dear Mr. Folden,

I am writing you as a lifelong resident of Montgomery County, MD (73 years). I was born into the county after WWII and have enjoyed the services and environment for all of those years. I remember well the opening of I-495 in the 1960's and the first expansion in the 1970's. However, the currently proposed expansion of I-495 and the I-270 intersection with toll lanes truly puzzles me. First of all, I do not know anyone who uses the toll lanes on I-495 in Virginia. And having lived in the county for so long and moved a few times, I know a lot of residents. I understand the need for widening the American Legion Bridge as Virginia has always had one more lane feeding the bridge than Maryland. But the toll road proposal makes zero sense. It will only cause more traffic on the Clara Barton Parkway and MacArthur Blvd adjacent to I-495 near the I-270 link. I currently reside between these two arteries. River Road will also be greatly affected and it is already at capacity during post-Covid times.

I do not understand why no Master Plan has followed through with an "outer beltway" to handle trucks. In these times, where truck traffic is truly essential for the supply chain, I-495 can be clogged for and with them. I remember the decision to not route I-95 through DC but rather make the eastern portion of I-495 also I-95. But there is still a huge number of trucks, as you know, on the western section of I-495—an outer beltway would help the attendant congestion—I presume environmental factors (farming areas) are the reasons. But these same considerations for the environment should also be considered in the Cabin John I-495/I-270 corridor. It is interesting to see the many faults that the Sierra Club uncovered in the EIS performed for the I-495 expansion project.

Cabin John has been fortunate to have the Cabin John Park land which is at the confluence of several watersheds. Over the 36 years that I have lived here, I have seen a remarkable increase in stormwater runoff. It was only in the last decade or so that the county installed street gutters and storm water drains—before that, we had tarmac roads with no storm water management and front yards were holding standing water and homes required sump pumps. I presume and project that more paving from the nearby road expansions will only exacerbate the water runoff problems.

Finally, has the state or county performed any planning or research vis a vis driverless vehicles—specifically driverless trucks that seem to be talked about more and more? What will that mean for I-495? Or would an outer beltway that could handle more trucks be the answer?

The long and the short of my comments is that over 73 years, the last 20 has seen a major decline in the quality-of-life vis a vis traffic congestion. The answer should not always be “add another lane” to the Beltway and make it a toll road. My only hope is that the post-Covid work at home paradigm continues as that is only way I see congestion being slightly contained.

Sincerely,

“Signed” Susan Rice Stewart

Cc: MD Gov. Hogan; MD Comptroller Franchot; MD Treasurer Kopp; Rebecca Ballo, Montgomery County Planning Dept.; Brian Crane, Montgomery County Planning Dept.; Susan Shipp, Cabin John Citizens Assoc.; Jack Orrick, Carderock Springs Citizens Assoc., Susan Lee, MD State Senator; Marc Korman, MD State Delegate; Sara Love, MD State Delegate; Ariana Kelly, MD State Delegate; Casey Anderson, Chair, Montgomery County Planning Board; Carol Rubin, Commissioner, Montgomery County Planning Board; Partap Verma, Commissioner, Montgomery County Planning Board; Tina Patterson, Commissioner, Montgomery County Planning Board; Gerald Cichy, Commissioner, Montgomery County Planning Board; Marc Elrich, Montgomery County Executive; Gabe Albornoz, Montgomery County Councilmember; Andrew Friedson, Montgomery County Councilmember; Evan Glass, Montgomery County Councilmember; Tom Hucker, Montgomery County Councilmember, Will Jawando, Montgomery County Councilmember; Sidney Katz, Montgomery County Councilmember Nancy Navarro, Montgomery County Councilmember; Craig Rice, Montgomery County Councilmember; Hans Riemer, Montgomery County Councilmember

From: [REDACTED]
Sent: Sunday, November 21, 2021 8:49 AM
To: SHA OPLANESMLS
Subject: widening beltway

How very, very shortsighted is this disastrous plan to widen the beltway and 270. In a time where we all must use resources sparingly as we watch our planet heat up, doing anything that invites MORE CARS on the road is irresponsible.

Construction would devastate our parklands, our air, our homes, our neighborhoods. And it would mainly benefit those who can afford to pay the tolls.

Instead of pouring money into this ill-conceived project, use the money for public transportation!

Please don't continue with this disaster!

Joyce Stocker
Silver Spring

From: [REDACTED]
Sent: Sunday, November 14, 2021 8:59 PM
To: SHA OPLANESMLS
Subject: very opposed to beltway expansion

Given the dire state of our planet, my family and I are very opposed to widening of 495 and 270. Allowing more cars on the road, destroying habitats and parkland, releasing dust and chemicals into the air....absolutely so short sighted in these desperate times for our environment.

Please, please don't do this.

Joyce Stocker and Family
Silver Spring

From: [REDACTED]
Sent: Tuesday, November 30, 2021 7:05 PM
To: SHA OPLANESMLS
Subject: Objection to widening of 495

We are very opposed to the idea of widening 495 and 270. One positive outcome of the pandemic restrictions is that many, many people have been able to work from home. This decreases traffic and the resulting pollution. The cost of using these extra lanes will discourage many motorists from using them.

Please do not go forward with this ill conceived plan!

Joyce Stocker
Matt Stocker
Silver Spring

From: Michael Stolar [REDACTED]
Sent: Monday, November 8, 2021 7:08 AM
To: SHA OPLANESMLS
Subject: I support the no-build option and oppose the I-495/I-270 toll-lane project."

Aside from the fact that expanding I270 will damage my neighborhood (Fallswood is adjacent to I270), numerous offices in DC and MD have no plans to return to the "everyone must be in the office everyday" model, it makes no sense to expand the highway. This proposal is simply based on an outdated traffic model.

Michael Stolar
[REDACTED] Fallswood Dr
Rockville

Name: Richard Stolz

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Testimony

Transcription:

This is Richard Stolz. That's R-I-C-H-A-R-D S-T-O-L-Z. I live at [REDACTED] Lochness Court in Rockville, and I'm calling, I have not heard all the comments that have been made, but the ones that I have heard seem to indicate that some of the callers supporting the project, have actually not referenced, have not read the SDEIS. It sounds like they are kind of offering talking points that have come from the, the motor vehicles, from the SHA. So I wanted to point that out. Also, information about the, the, the improved traffic resulting from the, the Innovative Traffic Management Program, [inaudible] management, for anyone interested, can be found on the website, which is the I-270 corridor investing in the power of 'go.' So that's all there for people to look at. And finally, I want to [inaudible] of the financing [inaudible], but it seems to me that the State has not demonstrated that public financing would actually not be a better option, keeping the cost down. We've not seen an analysis of the comparison of the private sense, who the toll company, Transurban, versus public financing, that analysis has not been shown, a convincing way to the public. So I wanted to bring that to everybody's attention. Thank you very much.

John Stout

Dear MDOT,

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

Implementing only Phase 1 South will create a major congestion and bottleneck in the eastbound direction at the points where the managed lanes end and cause an existing chokepoint to get even worse.

We must halt this wasteful highway boondoggle, which will not only worsen air pollution, but continue to fuel the climate crisis.

Thank you for your time and consideration.

John Stout

JEFFREY STRAHOTA

I'm not in favor of hot/managed lanes on 495/270 in southeastern Montgomery County. Having driven on these roads nearly daily for much of the last 2 decades, more lanes=more cars, and we'll still have unbearable congestion. Why not spend more of our resources making better alternatives than using 495/270?

More bridges over the Potomac (Clara Barton/Glen Echo to CIA/GW Pkwy Interchange; Riverbend area; Whites Ferry area) will provide ample alternatives to getting on that stretch of Beltway and 270 for destinations to/from Potomac through NW DC.

We could also spend smarter by improving interchanges at more major bottleneck intersections in MoCo like was done with Randolph Rd @ MD355, MD97 & US29. This would provide alternative East/West routes through MoCo like MD410, MD193, Randolph, MD28, MD200, etc. as more palatable options to move around without needing to use the beltway, and also keep the North/South thoroughfares flowing with traffic into and out of DC.

These aforementioned improvements to Randolph Rd have made it a better alternative, but bottlenecks on this road at MD185, MD586, MD650 to accommodate North/South flow are enough to seek MD200 or 495 most times when needing to go East/West.

Thanks for your consideration.

From: paula strange [REDACTED]
Sent: Thursday, November 11, 2021 10:41 AM
To: SHA OPLANESMLS
Subject: SDEIS

I support the no-build option and oppose the I-495/I-270 toll-lane project.
PLEASE consider the destruction to our environment and take note of changing work/drive patterns.
Except for the rush hours, 270 is not crowded.

Paula Strange
[REDACTED] Duke Court
Rockville MD 20850

Sent from my iPad

Andrew Strasfogel

I live in the Evergreen community in Cabin John, MD ([REDACTED] Cypress Grove Lane). My concern is that poorly controlled runoff from 495 during significant rain events has had an adverse effect to our property. The storm water management system for the new lanes should address this issue.

Specifically, I am requesting that the storm water management plan for the project remediate the ravine that currently channels heavy runoff directly under our back yard fence from 495. This has eroded our garden soil and dumped sediment directly into our back yard swimming pool, which can necessitate draining, cleaning and refilling at considerable expense to us. I have attached photos of the ravine that has formed over the years absent an acceptable storm water management system for 495 that has caused adverse impacts to our property, including the swimming pool.

Of additional concern is the runoff from 495 between our property and [REDACTED] Cypress Grove Lane during the increasingly frequent heavy rain events due to climate change. I have attached photographic evidence from the September 18, 2021 storm. The heavily sedimented runoff erodes the boundary zone between ours and the neighboring property and then enters Cabin John Creek. With proper management, this siltation would not occur.

I am requesting that the new storm water management plan expressly 1) fill the ravine (gulch) that serves as a runoff conduit directly into our back yard, and 2) create a diversion from 495 runoff away from us and the neighboring boundary with [REDACTED] Cypress Grove Lane, while also avoiding sedimentation of Cabin John Creek. The Final EIS must lay out how this will be accomplished.

Thank you for your consideration of these comments. Please see the attached photos.











From: Richard Stumpf [REDACTED]
Sent: Saturday, November 13, 2021 12:22 PM
To: SHA OPLANESMLS
Subject: Choose the No-build option for I-495/I270

Dear Mr. Jeffrey T. Folden,
Director, I-495 & I-270 P3 Office Maryland Department of Transportation

I oppose the MDOT's I-495/I-270 toll-lane project, and I support the no-build option.

The SDEIS does not consider reductions in traffic due to increases in telework, which will directly impact the tolls. This makes all traffic analyses wrong. It does not consider that toll lanes will only succeed if the other lanes are clogged. When they are not, we Maryland taxpayers will pay for it without a benefit.

It does not consider alternatives, such as reversible lanes for morning and afternoon commutes, or ways to get people out of cars, such as a separate MARC line.

Toll lanes will benefit Transurban, they will not benefit Maryland taxpayers, and they will not benefit all us who live in Montgomery County and want less traffic and pollution and more alternatives to cars for getting to work.

Sincerely,

Richard Stumpf

[REDACTED] Tweed St

Rockville 20851

From: [REDACTED]
Sent: Monday, November 29, 2021 6:19 AM
To: SHA OPLANESMLS
Subject: Beltway expansion

A much better plan to relieve beltway traffic than widening it and adding toll lanes would be to extend the ICC to the Potomac and add another Potomac River bridge. The ICC is already a toll road so would produce income. Extending it would definitely remove traffic from the beltway. So what if the necessary land is in private hands? The land needed for beltway expansion is too. The rich need to do their share for the common good and give up a little. It shouldn't always be on the backs of the middle class.

Verna Suit

Margery Sullivan

Having recently driven Rockville to Tysons Corner at rush hour, I have experienced the heavy non moving traffic prior to getting to the bridge.it was terrible. But looking at the environmental destruction and the years of traffic congestion expanding phase 1 should not be an option. Review of buses 20 years later might be an option

From: Carolyn Summerville [REDACTED]
Sent: Saturday, November 6, 2021 5:04 PM
To: SHA OPLANESMLS
Subject: Comments on SDEIS

I oppose the toll lanes and support the no-build option for many reasons.

The first reason is because expanding the beltway and building a new bridge will bring the noise, air and water pollution generated by the construction and utilization of the new lanes, closer to our home. Our property is adjacent to the American Legion Bridge.

The second reason is that expanding the beltway will add to our commutes over the ALB, not reduce them, particularly on our way home. This adds insult to injury. When the new I-495 was built in 1961, it displaced my paternal grandparents, whose c.1870 farmhouse would have been obliterated, had my father not hired house movers to move it out of the way, onto the land that was left after the state seized most of the land through eminent domain. My grandparents were elderly, and had lived on the land for over 40 years. They were both dead within the year, dying prematurely due to the sudden disruption; their farm gone. I never got to meet them.

There are glaring omissions to the SDEIS, such as the expansion's effects on global warming, estimated taxpayer subsidies for the next 50 years, and a description of the utility relocations that will be necessary and who will pay for them. Perhaps its worst failure, is that the SDEIS does not consider alternatives to toll lanes. With the pandemic, many people are teleworking. If Maryland was to consider and implement more incentives for private employers to include teleworking for their employees (as the federal government has done for their workers), the need to reduce traffic congestion would be solved without a single scoop of dirt being moved.

Carolyn Summerville
John Summerville

Gary Sundel

We are opposed to the proposed Toll Road Beltway/270 expansion because the added lanes will be exorbitantly expensive and do nothing to aid the transportation needs of the average commuter in the coming century.

Jennifer Taboada

I oppose the managed lanes as it only benefits individuals with middle to high income! Lower wage and struggling family's who have to commute will be punished!!!! Instead of this extend HOV both ways and support ride share options to reduce traffic!!!! NO TOLLS

Camille Taft

I have submitted comments repeatedly opposing this overly expensive option for the expansion of I-495. The onset of the pandemic opened the eyes of many businesses to realize the option of remote working as a viable option. Besides the high price of the potential use of this expansion project, the need simply isn't there anymore. The essential workers that would need to commute either use public transport or wouldn't be able to afford these prices. Please VOTE NO to not move forward with this expansion of I-495!!!

Robert Taft

"I support the no-build option and oppose the I-495/I-270 toll-lane project."

After enduring 5 years of construction delays, drivers who use the general lanes [northbound from the American Legion Bridge to the intersection of I-270 and I-370] will be rewarded with a 7 minute and 30 second increase in their daily commute, round trip."

500 acres of tree canopy would be cut down.

15 parks would be harmed, including 3 national parks.

MDOT would not treat most of the stormwater runoff, which would further degrade local waterways.

MDOT did not analyze the impact on global warming.

There is no assessment of whether low-income communities or communities of color would suffer more of the harmful impacts.

This truth-telling editorial in the Washington Post says it all: "Hogan has claimed that the lanes would have 'virtually no cost to taxpayers,' because the 50-year deal...would be paid for using private financing. That's not true."

The public's going to pay for those toll lanes one way or another: through sky-high tolls, taxes, fees, assumption of financial risk, compensation to the rapacious Australian contractor for revenue shortfalls, and much, much more.

TO BE CLEAR -

"I support the no-build option and oppose the I-495/I-270 toll-lane project."

From: David Tallerico [REDACTED]
Sent: Tuesday, November 30, 2021 11:21 AM
To: SHA OPLANESMLS
Subject: Don't Build Lexus Lanes

I support the no-build option.

Regards,

-David

David Tallerico
[REDACTED] Red Oak Drive
Silver Spring, MD 20910

From: Peter Tantisunthorn [REDACTED]
Sent: Wednesday, November 17, 2021 10:16 AM
To: SHA OPLANESMLS
Subject: Oppose I-270 toll lanes

Hello,

I support the no-build option for the I-270 toll roads. I would like to see more transit, BRT, light rail and multi-modal solutions to traveling the I-270 corridor.

Have a great week!
Pete

Ellen Tasikas

Dear Sir/ Madam,

I am writing to express concern at the pervasive inconsistencies in this Environmental Study. There are incongruities in the type of scenarios set forth and the repercussions in traffic flow such as the impact of the merge points in Bethesda. This is NOT addressed. It talks all about what is NOT being done and I do not see how it actually affects key areas. This is not a valid study, and I am demanding for the sake of our community, a thorough and valid study which can ACTUALLY predict traffic flow repercussions.

Honestly, any widening to the beltway will be a blow to the Rock Creek park ecosystem which will have widespread and unpredictable outfall on all of us. Rock Creek Park has been a part of my family's sense of home and healing from the craziness of the DC/ Bethesda area. We have visitors from all over the area come and play in these woods, recreate in the parks, exercise and recharge. It is a fallacy to believe that this project will not poison what is truly our most beautiful treasure in this area. You only need to look so far to Virginia to see that this is benefiting private interests and not the public good. The greater Rock Creek Park and the area directly impacted by this project are NOT EVEN ADDRESSED. The way it will affect the Potomac and the whole DC area are just NOT ADDRESSED. This study is absolutely inadequate and invalid.

From: Ellen Tasikas [REDACTED]
Sent: Wednesday, November 10, 2021 3:08 PM
To: SHA OPLANESMLS
Subject: invalid environmental study

Dear Sir/ Madam,

I would like to say that the environmental study does NOT address at all the area where I am concerned about , namely the area around the Wisconsin / 270/ 495 interchange. I searched for this information and it talked more about what is NOT being done than what is actually being done. I am really very stunned that this area where the greatest burn is to be felt is NOT EVEN touched upon.

ellen tasikas

From: Nancie Tassara [REDACTED]
Sent: Tuesday, November 30, 2021 10:23 AM
To: SHA OPLANESMLS
Subject: I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

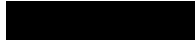
I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

Please stop ruining the neighborhoods where we have chosen to live. We need to find other solutions.



Co-Creating Value For Our **CLIENTS**

Nancie Tassara
Business Process Manager



From: Therese Taylor-Stinson [REDACTED]
Sent: Sunday, November 28, 2021 5:57 PM
To: SHA OPLANESMLS
Subject: Public Comments on Beltway Toll Lane SDEIS

To Whom It May Concern,

We understand the county intends to add toll lanes to the Beltway and I-270 near Sligo Creek Park and our home in Woodside Forest. After reading the Supplemental Draft Environmental Impact Statement (SDEIS), I list the following concerns for adding said toll lanes, and we strongly OBJECT to moving forward with these plans.

- Toll lanes would not improve daily commutes but instead add additional travel time during construction and thereafter.
- Last year's Draft Environmental Impact Statement (DEIS) provided the range of public subsidies that would be needed to fund the various alternative for private toll lanes. The SDEIS does not include an estimate of the subsidies that may be necessary under the alternative MDOT selected (the Preferred Alternative). The extent to which the State will be subsidizing this project is of immense concern to Maryland taxpayers, who could be on the financial hook for 50 years. The estimate of subsidies should have been included in the SDEIS and its omission suggests that MDOT is not willing to share it with the public.
- The SDEIS fails to describe the utility relocations that will be required to make way for the toll lanes. Nor does it address who will bear the cost of moving water, sewer, cable, gas, electric and other utility lines.

- Inadequate stormwater treatment will drastically increase stormwater runoff, increasing water pollution and flash flood risk for local communities. MDOT plans to treat only 45% of the stormwater runoff onsite. These highways already contribute substantially to the degradation of water quality in nearby waterways.
- The addition of lanes will drastically increase stormwater runoff, increasing water pollution and flash flood risk for local communities. These highways already contribute substantially to the degradation of water quality in nearby waterways. By failing to treat most of the stormwater onsite, the toll lanes would further degrade local streams, creeks and the Potomac River.
- Air pollution and global warming analyses not Included.
- Living in Sligo Creek Park, potential harm to parks and other greenspaces is unacceptable.

Sincerely,

Bernard Stinson and Therese Taylor-Stinson
[REDACTED] Crosby Road
Silver Spring MD 20910

From: Joel Teitelbaum [REDACTED]
Sent: Saturday, November 27, 2021 9:15 PM
To: SHA OPLANESMLS
Subject: I oppose the I-490/I-270 Toll Lanes. Please do not impose them on us.

It has become evident the further this harebrained Interstate Highway toll-lane notion of widening roadways to install 4 lanes of toll-road proceeds that its proponents in Maryland State government are making mistake after mistake, compounding into a self-contradicting and oxymoronic falsehood. The State of Maryland's current approach to forcing toll-lanes on us along complex stretch of highways leading to and from the American Legion Bridge must undergo deep revision by stopping altogether to deeply reconsider its means and its goals.

I call for the NO BUILD option to be chosen at this time. Sheer lack of thoughtful planning, mismanagement of the toll-road design, and misleading, falsified traffic congestion models and inadequate economic modeling for wildly variable tolls add up to another huge mistake by Maryland DOT engineers and so-called planners. The already failed, partially built (badly), and still-stalled Purple Line Light Rail project stands out as a warning beacon for we Marylanders. It is time to bring this faddish concept to a halt and start thinking anew.

Just stop it! Allow residents, small business, and local governments a fulsome share of decision-making and redesign options through a participatory process led by a group of independent thinkers from every jurisdiction through which the proposed toll-road would pass, and inputs from adjacent adjacent Counties, small cities, and suburbs.

Do NOT force through another boondoggle like grossly misconstrued and mishandled Purple Line Project, which need also be subjected to a thorough revisit by localized communities and both Montgomery and Prince Georges County executive and legislative leaderships. I hope that our state government will find a compromise on how to rethink and modify this interstate toll-lane project and the Purple Line while incumbent governor is still in office, and correct its own mistakes.

Joel Teitelbaum, Ph.D.
Greater Lyttonsville community
Silver Spring, Maryland
[REDACTED]

From: Elizabeth [REDACTED]
Sent: Saturday, October 2, 2021 12:30 PM
To: SHA OPLANESMLS
Subject: Public comments

I am a resident of Bethesda, MD ([REDACTED] Tulip Hill Terrace, Bethesda, MD 20816).

Please provide additional tree planting to compensate for any trees lost in this or any other project, and to make any existing routes more scenic. Thank you.

Elizabeth Thede

From: David Thomas [REDACTED]
Sent: Friday, October 29, 2021 6:22 AM
To: SHA OPLANESMLS
Subject: SDEIS as written will not work

Dear Sir or Madam:

SDEIS as written will not work, since it will not solve the traffic problem of getting people from Frederick Maryland to locations inside and near the beltway. It cuts off at 370, and all people can do is go east at that point.

Without alterations, your beltway lanes will also not do anything but give some of the wealthy an easier commute, without helping anyone else.

You should be providing hi-occupancy express lanes administered by MDOT, just as is done from I-95 south to Stafford County in Virginia.

Your current plan is insufficient, and will not solve the problem.

David J. Thomas, P.E. emeritus (M.S. Civil Engineering, Vanderbilt University)

[REDACTED] Brice Rd
Rockville MD 20852-1002

From: Timothy Thornburg [REDACTED]
Sent: Tuesday, November 16, 2021 12:01 PM
To: SHA OPLANESMLS
Subject: OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

Hi,

I oppose the toll lanes; it is just going to make the existing bottlenecks worse. More cars trying to get across one bridge. Also based on my travels in Virginia it is not working. The traffic is heavier for those than not can afford and confusing for those that are not familiar with the setup.

What is needed is an outer beltway and another bridge if public transportations is not on the table. Like expand the inter county connector to cross the Potomac into Virginia. This would help with the existing bottlenecks.

Thanks
Tim Thornburg
Silver Spring, MD

From: Tricia Tice [REDACTED]
Sent: Tuesday, November 30, 2021 11:55 AM
To: SHA OPLANESMLS
Cc: councilmember.katz@montgomerycountymd.gov;
councilmember.hucker@montgomerycountymd.gov; Councilmember Evan Glass; Riemer's Office,
Councilmember; Councilmember.Albornoz@montgomerycountymd.gov
Subject: New highways are not necessary

To: oplanesMLS@mdot.maryland.gov

First, let me say I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.....

Disruptive transportation technologies and practices mean new highways are not necessary. This convergence is equivalent to the introduction of the automobile 100 years ago.

Today the smart money is investing seriously in the convergence of Disruptive Technologies, for example: integrating autonomous electric vehicles with services such as Lyft or Uber. Soon it will be quick and easy to call up an autonomous EV from your phone. This means many people will decide that spending tens of thousands of dollars on something which sits in your driveway 90% of the time is not worth it.

To understand how innovative technology is on the cusp of disrupting our system of transportation, you need to hear what Tony Seba, of Stanford University and the RethinkX team of experts, has to say. They will show you why, by the time the 495/270 Lane Widening is complete, it will no longer be needed and will be a huge financial burden.

We need to protect future taxpayers from responsibility for a contract signed 50 years before and prevent it right now.

Future of Transportation / Keynote: 2020 NCDOT Transportation Summit
<https://www.youtube.com/watch?v=y916mxoio0E>

(If you don't want to click on this link, please go to Youtube and search with the title above.)

--

Patricia Tice
[REDACTED] Piccard Drive
[REDACTED]
Rockville, MD 20850

Atmospheric concentrations of all major greenhouse gases continued to rise in 2020. CO2 concentrations are higher than at any time in the last two million years.

Julia Tilton

I support the no-build option and oppose MDOT's toll lanes proposal.

I firmly believe toll lanes will do nothing to alleviate the traffic, and in fact only penalize those who have no public transportation option and are in a lower income bracket and thus cannot afford to pay the tolls. It is disgusting to me that the toll build project is moving forward despite the opposition being loud and clear. I think the only thing this project serves is the bank accounts of the company potentially standing to profit from this project and the best interest of Maryland residents is not at the heart of the project. I hope our leaders will do what is best for Marylanders and support the no build option, and instead invest in expanding public transportation.

From: Lois Todhunter [REDACTED]
Sent: Sunday, November 28, 2021 10:46 AM
To: SHA OPLANESMLS
Subject: I oppose toll lanes and support the no-build alternative

To the Maryland Department of Transportation regarding the Supplemental Draft Environmental Impact Statement (SDEIS) for the toll lanes project:

I want to register my deep opposition to the DOT and Gov. Hogan's plan to add toll lanes to I-270 and I-495.

Even the SDEIS concludes that the added lanes would reduce commuters' time in traffic by just over two and a half minutes. Given the amount of environmental disturbance and destruction, increased stormwater runoff, degradation of streams and waterways, lower air quality, reduction in parks, wetlands and forests, and affect on historical properties, **it is not worth it.**

Work schedules, at-home work options, and driving patterns have been affected by the **on-going pandemic**. It is unknown what the post-pandemic traffic patterns will look like. Those who must be at work in person are often those who can least afford to pay tolls: medical, landscaping, house cleaning, and grocery workers, to name a few.

The unknown and unnecessary cost of relocating utilities will fall to homeowners, which flies in the face of promises that tax-payers will not foot the bill for this project. Homeowners are taxpayers who will be forced by utility companies to pay the significant cost for these utility projects.

Gov. Hogan refuses to listen to the large majority of Marylanders who will be most affected by the I-270 & I-495 P3 project. The costs and risks have not fully been assessed and **we do not want the toll lanes project.**

Lois Todhunter
[REDACTED] Dewitt Drive
Unit SH102
Silver Spring, MD 20910

From: carole tomayko [REDACTED]
Sent: Monday, November 29, 2021 7:51 PM
To: SHA OPLANESMLS
Subject: Vote "No" on OPLANES"

To whom it may concern:

From the first time I heard about expanding the Beltway through Silver Spring and beyond, I have been strongly against the project and have written time and time again listing the reasons for my opposition.

First and foremost, if the same amount of time and treasure that have gone into this venture had been poured into thinking about and funding better options for transit, we might find ourselves well on the way to solving our area's major transportation problems.

Secondly, the OPLANES do not represent the wishes of the majority of Marylanders who pay attention to such complicated plans, especially to those who care deeply about the environment.

Politicians who support this plan will meet with my stiff resistance in the next election.

Carole Tomayko
[REDACTED] Belvedere Blvd
Silver Spring, MD. 20902

From: carole tomayko [REDACTED]
Sent: Saturday, November 6, 2021 1:37 PM
To: SHA OPLANESMLS
Subject: Beltway Expansion

For many reasons, I oppose the expansion of 495 through the northern stretch of the beltway and down its eastern stretch, as well. My primary concern is for the environment which can never be served by putting more automobiles on the road. Every dollar that goes into supporting automotive access to DC and its suburbs is a dollar not spent on researching and building newer and better forms of transit which do not spew carbon dioxide into the air.

If the proposed plans could prove that more people could get around more cheaply and conveniently using these new roads, maybe I would have to reconsider my opinion. It has been shown, however, that average drivers will not be spending less time on their commutes, and will be spending a great deal of money on the days they choose to leave the free lanes they share with trucks, the majority of beltway travelers, and all the on/off exits and ramps along the whole length of the beltway.

Furthermore, I am angered by the bait and switch policies of the people in charge of this PPP plan. They told us it was off the table, and now its magically back up for a vote. This is a terrible way to earn trust in a community which is already leery of such governmental obfuscation.

In short:

Do not widen 495

Do shift focus to plan eco-friendly options for getting commuters around

Carole Tomayko
[REDACTED] Belvedere Blvd
Silver Spring, MD. 20902

From: Solange Toura Gaba <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 2:07 PM
To: SHA OPLANESMLS
Subject: Widening Beltway and I-270 - DO NOT MOVE FORWARD WITH PROJECT

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Dear Deputy Director Folden,

Thank you for the opportunity to submit comments on the widening of the Beltway and I-270. My hope is that this is not merely an exercise that will ignore voices opposing the project and succumb to pressure from entities ignoring the impact of climate change and the negative impact construction will have on our area's natural habitat. In our time, we should be exploring other alternatives that will have minimal impact on our environment and natural resources so that future generations are able to enjoy our local parks, waterways and natural areas.

Expanding will increase traffic and consequently, pollution. During the pandemic, it was evident how decreased traffic and reduced industrial activity significantly improved air quality. Moreover, work habits changed during the pandemic, and the model of people commuting to offices is changing. One should no longer rely on past forecasts of traffic patterns.

The highway expansion construction will decrease quality of life and increase vehicle emissions, induce sprawl development, and increase stormwater and saltwater runoff. Mr. Folden, do you not wish for your family and future children, grandchildren (I know not whether you currently have any) to enjoy the woodlands and forests? Do you not wish to tell them you had a part in preserving our wonderful natural habitat?

Mr. Folden, I urge you to keep last year's DEIS "No Build" alternative as the preferred alternative to the highway expansion project.

I request that the MDOT SHA, FHWS, and the State focus on finding more equitable, climate change-resistant, and transit-oriented solutions to the region's traffic congestion problems.

Sincerely,

Solange

Solange Toura Gaba


█ Summit Hall Rd
Gaithersburg, MD, Maryland 20877

From: Emily [REDACTED]
Sent: Monday, November 29, 2021 10:24 AM
To: SHA OPLANESMLS
Subject: Toll Lanes

As a regular commuter on the beltway, I'm writing to oppose the beltway expansion and toll lanes. I do not believe that increased road volume will reduce congestion, and there is no doubt that it will harm our parkland. We need to find environmentally sustainable solutions to road congestion, that involves giving people real alternatives to traveling everywhere by individual automobiles.

This is already happening, as I used to drive on the beltway at least five days a week, but with my employer's increasing flexibility about working from home, I expect that once we return fully to being permitted to work in person I will be doing so two or three days a week. Now is not the time to increase our infrastructure for automobiles. Let's try to shift mobility to more efficient alternatives.

Sincerely,
Emily Townsend
[REDACTED] Manor circle
Takoma Park, MD 20912

From: Maria Treminio-Ramirez <info@email.actionnetwork.org>
Sent: Monday, October 25, 2021 10:49 PM
To: SHA OPLANESMLS
Subject: Widening of 270 and 495

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Hello,

I am a teacher and lifelong resident of Montgomery County. Please opt out of widening the highways. After covid-19, we have learned that we can work without having to drive around so much. I think we should focus more on other things like promoting telework, helping build better sidewalks and bike paths, and providing more and better energy efficient transportation options.

I promise that people in your future including grandchildren, grand nephews/nieces, or just future children and animals in general, will be more thankful for a cleaner environment than a larger road.

Thank you,

Maria Treminio-Ramírez

Maria Treminio-Ramirez

[REDACTED]

[REDACTED] Emerald Green Drive

Clarksburg, Maryland 20871

From: suzetrettel [REDACTED]
Sent: Monday, November 29, 2021 5:10 PM
To: SHA OPLANESMLS
Subject: I support the no-build option

I support the no-build option and oppose I-495/I-270 toll- lane project. Parks would be harmed including 3 National Parks.

Susan Trettel

From: Tom Tucker [REDACTED]
Sent: Wednesday, November 17, 2021 1:18 PM
To: SHA OPLANESMLS
Subject: My opposition to the toll lanes

I am writing to express my opposition to the proposed toll lanes on the Capital Beltway. This idea will not be the panacea it is proposed to be. It will do massive destruction to the neighborhoods in its way. Put our state's transportation efforts into better transit solutions.

Sincerely,

Tom Tucker
[REDACTED] Hilton Avenue
Takoma Park, MD 20912

From: [REDACTED]
Sent: Tuesday, November 30, 2021 3:36 PM
To: SHA OPLANESMLS
Subject: RE toll lanes on 495 & 270

I do not support building toll lanes on these highways. I support the "no build" option.

Catherine Tunis
[REDACTED] Larch Ave.
Takoma Park, MD

From: Melissa Turner [REDACTED]
Sent: Tuesday, November 30, 2021 7:00 AM
To: SHA OPLANESMLS
Subject: Family of 4 Opposes Beltway Expansion

Good morning,

I am writing to express that I **OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.**

My family lives on Singleton Drive which runs along 495. Our neighborhood is a wonderful place! It's an active community with people walking and running, children playing outside. The one downside is that we already can hear cars on the highway.

If the highway were enlarged it would affect the noise and air pollution and it would bring the highway closer to our home. The toll lanes and highway expansion would not improve congestion on the highway. It would make traveling to work more expensive for residents. It would decrease the property value of homes. I don't see any benefit of this expansion. It just won't work.

My children, husband and I love our home and neighborhood. We don't want to move. Please oppose the toll lanes, take your time and really study the consequences of your proposals before acting.

Thank you,
Melissa Turner

From: Christy Turtzo [REDACTED]
Sent: Monday, November 8, 2021 9:15 AM
To: SHA OPLANESMLS
Subject: Comments about the SDEIS

I am a resident, registered voter, taxpayer and homeowner in Rockville, Maryland, and I am writing to you because I support the no-build option and strongly oppose the I-495/I-270 toll-lane project.

This project, as currently proposed by MDOT and Governor Hogan, will do nothing to improve daily commutes, and will cause great environmental damage, as well as enormous costs to relocate utilities. As a Maryland taxpayer, I am infuriated that I will be subsidizing money spent on this boondoggle, which will make lives worse for those of us who actually live and work in the area that will be affected.

Please stop this horrible project.

L. C. Turtzo
Rockville, Maryland

Ebsan Uddin

Please focus on enhance public transportation options because multiple studies have shown that increased highway lanes do not ease congestion. Instead, it increases demand which will further aggravate congestion in the future and require a huge amount of public funds for maintenance which can be better used to beef up public transportation.

From: [REDACTED] on behalf of Sushant Upadhyaya
Sent: Saturday, November 13, 2021 11:23 PM
To: SHA OPLANESP3
Subject: More time with my family

Dear Secretary of Transportation Greg Slater,

The first phase of the Maryland P3 program would have an immediate impact on my quality of life by shortening my commute.

Key improvements to the American Legion Bridge & I270/I-495, like the regional express toll lanes could save commuters up to 75 hours per year. That is 75 more hours I can spend with my family and doing the things I love.

Our region is growing rapidly. Without these critical improvements to our infrastructure, Marylanders could spend even more time on the road than they already are.

Please support making key improvements to I-270/I-495 and American Legion Bridge including free HOV passage on regional express toll lanes!

Sincerely,

Sushant Upadhyaya

[REDACTED] Highland Vista Dr Ste [REDACTED] Ashburn, VA 20147-2698 [REDACTED]

Stefanie Van Pelt

Please abandon the plan to widen 270. It's misguided and favors the wealthy. It is also taking us in the wrong direction in our fight against climate change. We need to be focusing on public transportation infrastructure. Why not use those funds to make a light rail up 270, with connecting buses? Someone needs to start more creatively addressing transportation needs and pursuing public transportation and bike/pedestrian infrastructure aggressively. There is no time to waste. Why do we talk about the money that Metro is losing, without acknowledging the billions of dollars put into highways, streets, and parking lots. Let's put public money in PUBLIC transportation.

From: [REDACTED]
Sent: Monday, November 15, 2021 1:39 PM
To: SHA OPLANESMLS
Subject: Fwd: Toll Lane proposal for 270/495

Dear Sir/Madam:

I am writing concerning the I-270/495 project, including the environmental impacts of this proposed work.

It is clear to many Montgomery County residents that widening the bridge and putting in toll lanes is not the responsible solution to the traffic congestion here. Instead, widening 270 above Clarksburg would ease much of the backup on 495. Adding reversible lanes may also help.

In addition, pursuing increased automobile travel at this time when we are well aware of the climate implications of vehicle emissions is certainly bad public policy. After the remote-work opportunities for many during Covid, it seems clear that policies to encourage employers to permit or even require some work-from-home options would take cars off the roads and help employees not waste hours of their lives driving a car.

In addition, the environmental destruction that will be caused by the construction on the bridge will be monumental, including effects on our water quality and air quality.

Please add my name to the list of Montgomery County residents who are opposed to the concept of putting privately run toll lanes on our highways.

Laura Van Etten
Dickerson, MD

Irene Vangsness

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

The cost of the tolls are too high and people will use the regular lanes and increase traffic congestion. The Montgomery County government needs time to assess the effects of this project, but in my opinion this project is unnecessary. Real expansion should be made on 270 North from Clarksburg to Frederick. It would cost much less to add an addition lane to the existing highway. There is so much housing development in that area that traffic will only be worse if the Beltway expansion proceeds.

From: Lollyn Lindley [REDACTED]
Sent: Monday, November 29, 2021 7:22 PM
To: SHA OPLANESMLS
Subject: No on Beltway Expansion

Please do not move forward with the plans for expanding the beltway. This project is wrong for so many reasons that have already been mentioned so I will focus my comments on the section of Beltway between Colesville Road and Georgia Ave. The land for the Sligo Creek Parkway at this location was given to Montgomery County for a specific purpose and that was to create a park and a road to town as part of the City Beautiful Movement. Because of the gift this section of Parkway was the first section to be built within Montgomery County. The land was privately owned and those owners were specific in their gift. This situation was reported in the SHA phase 1 cultural impact study that was conducted for proposed improvements to Sligo Creek Park in the early 2000's. Because all SHA projects were ordered abandoned by Governor Elrich upon his inauguration in favor of attention to the inter county connector the SLIGO CREEK, Route 29 intersection report was never finalized by the SHPOS office or received final approval however the DRAFT REPORT can be found at the SHA Cultural Resource Office at [REDACTED] N Calvert St in Baltimore MD.

L M Vann

Sent from my iPhone

Sent from my iPhone

From: Jack Vega [REDACTED]
Sent: Tuesday, November 16, 2021 4:51 PM
To: SHA OPLANESMLS
Subject: Support for Alternative 9 Phase 1 South

As a resident and three decade commuter of the region (from Frederick Maryland into Northern Virginia), I wanted to express my support for Alternative 9 Phase 1 South.

The benefits of this alternative are

- **Systemwide delay** will be reduced by 18% during the AM peak and 32% during the PM peak when compared to the No Build.
- **Vehicle throughput** at the American Legion Bridge increases by 25-30%, eliminating one of the region's most severe choke points for most parts of the day
- The number of **failing roadway segments** will be reduced by 12% in the AM peak and 42% in the PM peak, a 29% overall reduction in the percentage of lane-miles operating at Level "F" service.
- **Peak-hour speeds improve significantly in most sections, during BOTH peak periods.**

Thank you,

Javier (Jack) Vega
[REDACTED] Kings Mill Ct, Frederick, MD 21702

From: Uzi Vishkin [REDACTED]
Sent: Sunday, November 21, 2021 9:46 AM
To: SHA OPLANESMLS
Subject: No to the I - 495 / I-270 toll project

Dear sir/madam,

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

I believe that the emphasis on further overdevelopment of the I-270 corridor (I270C) goes against common sense of urban development as much better alternatives exist. Apparently such alternatives have not been seriously considered. So, I will demonstrate one such alternative below.

Compare: (i) the current density of the I270C all the way to Clarksburg to (ii) the underdevelopment of many areas south of the straight line connecting Columbia to Germantown (C2G). It would make much more sense to center future development around these C2G areas.

The already-built ICC is a greatly underused resource. Building another major north-south highway connecting the ICC and C2G to the Beltway will be much cheaper. There are only 5 miles between the ICC and the Georgia Avenue interchange of I-495. A solution that includes a sunken highway will allow much **shorter** commutes to the new C2G areas. Major extension of the Metro red line north of Glenmont and other public transportation solutions would also benefit from the shorter distances of C2G approach over the I270C one.

The current plan is not only inferior to alternatives it will also worsen current traffic bottlenecks. Implementing only Phase 1 South will create a major congestion and bottleneck in the eastbound direction at the points where the managed lanes end. This will cause an existing chokepoint to get even worse.

Overall, I believe that it is time to benefit from the major investment in the ICC before rushing to an even bigger major investment whose cost-benefit is questioned by so many stake holders?

Thanks for your attention.

Uzi Vishkin
[REDACTED] Kettle Pond Court
Potomac, MD 20854

From: Song Volk [REDACTED]
Sent: Tuesday, November 30, 2021 10:09 PM
To: SHA OPLANESMLS
Subject: Comment on proposed toll lanes on Beltway and I-270

No thank you. Do not support this.

Sent from my iPhone

From: Barbara Voorhees [REDACTED]
Sent: Monday, November 29, 2021 8:05 PM
To: SHA OPLANESMLS
Subject: My opinion

I oppose the 270/495 toll road and expansion project. I am for the NO BUILD option.

Barbara Voorhees
[REDACTED] Conway Road
Bethesda, Maryland 20817

From: Barbara Voorhees [REDACTED]
Sent: Monday, November 29, 2021 8:12 PM
To: SHA OPLANESMLS
Subject: My opinion

Hello I strongly support the NO BUILD option and am very much against the proposal for 270 and 495 Toll Road.

I am completely against this.

Barbara Voorhees [REDACTED] Conway Road, Bethesda , Maryland 20817

From: Avorce [REDACTED]
Sent: Tuesday, November 30, 2021 11:41 PM
To: SHA OPLANESMLS
Subject: Beltway and I-270 Toll Lanes Plan SDEIS Comments

I oppose the plan to widen the Beltway and add toll lanes to the Beltway and I-270.

I would like to associate myself with the comments submitted by the Sierra Club on the SDEIS.

Among my concerns, which I hope will be addressed in a serious way:

1. The so-called preferred alternative is a fake choice: the alternative scenarios were very narrowly construed. Mass transit was never seriously considered as an alternative to a no change baseline.
2. This proposal is precisely the wrong thing to do now. It is a serious - and perhaps even deadly - mistake to put more cars on the road by building more single car highways at a time we face a climate crisis for exactly that reason.
3. The air quality studies provide little or no scientific information about the impact of the plan on air quality. At the least, Governor Hogan's plan should be science-based.
4. Storm water management problems are not handled well - which is not surprising. The SWM arguments of the SDEIS are presented with a sleight of hand. The inability to mitigate onsite (as described in the text) illustrates why the proposal should not be carried through. Watershed mitigation rather than onsite locational mitigation does not make any concrete sense, except in a sort of bureaucratic and theoretical way.
5. Tree canopy implications are barely addressed and are therefore worrying.
6. Traffic estimates appear to be based on poorly conceived assumptions. This analytical problem will have implications for the fiscal purse.

It appears to me (I am a fiscal economist) that the taxpayer is being asked to assume far too much risk.

Thank you.

Anne Vorce
Silver Spring, Md

Jennifer Wachtel

Although bus transit and HOV 3 vehicles would cross the proposed new American Legion Bridge toll-free, more lanes and tolls are not solutions to the congestion on I-495 and I-270. Most highway studies show that adding lanes actually increases congestion in the long term, which outweighs the short-term benefit of increased road space. Instead, MDOT should redirect these efforts to bolstering public transit options to relieve congestion, including light rail and increased bus rapid transit connections across the existing bridge.

From: Victoria Wagman [REDACTED]
Sent: Monday, November 29, 2021 1:45 PM
To: SHA OPLANESMLS
Subject: I oopose the toll lanes

There is no purpose for the toll lanes. It is a waste!!! Please vote againstst the toll lanes.

Victoria wagman
[REDACTED] August Drive
Silver spring MD 20902

Ann Wagner

I oppose the present P3 plan to expand the beltway and 270 for the following reasons:

- *) Any improvement in traffic flow will be reduced by increased traffic (build it and they will come). Recent news articles support this.
- *) Construction (historically breaking the schedule) will dramatically degrade traffic flow over an extended period.
- *) MDOT has not shown the expertise to handle a large P3 contract (see the Purple Line).
- *) MDOT traffic modeling has been an opaque black box, and thus not credible.
- *) The bidding and award of the preliminary contract to Transurban appears fishy: Hogan aide Amanda Allen moving to this company, the governor's trip to visit Transurban in Australia, ignoring performance problems of Transurban in Australia.
- *) The decision to make beltway improvements a P3 reflects a philosophy of privatizing public goods, at increased cost and less control by the government.
- *) In particular, the decision to remove the possibility of public feedback to the contractor's specific design.
- *) The process has not investigated public transportation options proposed by the elected governments of the counties involved.
- *) And more...

From: Catherine Wakelyn [REDACTED]
Sent: Thursday, November 18, 2021 2:56 PM
To: SHA OPLANESMLS
Subject: COMMENTS ON SDEIS RE BELTWAY AND I-270 TOLL LANES

I oppose the toll lanes and support the no-build option. Among other things, the Supplemental Draft Environmental Impact Statement (SDEIS) points out that the toll lanes (1) wouldn't improve the commute between Gaithersburg and the American Legion Bridge; (2) would eliminate at least 500 trees from the tree canopy; (3) would create storm water runoff that would add to pollution of our waterways; and (4) would harm 15 parks, including 3 national parks. But more importantly, there has NEVER been an estimate of the subsidies that Maryland taxpayers will be forced to pay Transurban. Transurban has been free to set revenue projections secure in the knowledge that under existing laws, Marylanders will fully compensate any shortfall. In a time of global climate change when options for public transportation alternatives and teleworking should be a critical part of any transportation analysis, the deafening silence of the SDEIS to address any of these measures should be a clarion call to oppose the toll lanes and support the no-build option.

Thank you,
Catherine Carl Wakelyn
[REDACTED] Crestridge Drive
Silver Spring, MD 20910
[REDACTED]

Name: Hannah Wald

Agency/Organization/Jurisdiction, if applicable: N/A

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail (11/06/2021)

Transcription:

Hi there. My name is Hannah Wald of Rockville, Maryland. My address is [REDACTED] Azalea Drive, Rockville, Maryland, Zip Code 20850. I am calling in opposition to the expansion of I-495 and 270. And I'm calling because the Governor and MDOT have not been consistent or transparent at all through this whole process. They very obviously discarded, without any consideration, any alternatives to expansion, and there, there was, there's like, no good faith here. They've been going back on commitments they've made or promises they've made to, you know, citizens to local leaders, to local elected leaders, things they said they were going to do, and then went back on and it's all been very rushed. It's not been done in a transparent or democratic manner. And it's also questioning whether we even need this with the way work has shifted a lot, you know, since the pandemic, to remote. And I don't know what we're supposed to get out of this, given that a lot of people aren't going to be able to afford the tolls. And the idea is it's supposed to be just for ordinary people to be able to get out of the traffic, but you know, it's not going to do that. It's very obviously not going to do that. So what is this for? Who is this for? And that's all I have to say about it. Thank you. Bye.

Robert Wald

I strongly urge MDOT not to widen the Beltway and I-270. I am in favor of rebuilding the American Legion Bridge at its current size/footprint, but no wider.

Building more highway lanes won't alleviate traffic in the long term. And until we know what post-COVID commuting looks like, and until the ICC, which was built to relieve traffic on the Beltway, reaches full capacity, it is a waste of Maryland taxpayer dollars to widen the Beltway and I-270. There are so many better ways to spend that money, including building more (and more reliable) electrified public transportation, especially for underserved communities throughout the state.

From: Elisa Walker [REDACTED]
Sent: Sunday, November 14, 2021 3:12 PM
To: SHA OPLANESMLS
Subject: Public comment - I OPPOSE the project

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 A NO-BUILD OPTION. And if the project ends up being built anyway, I strongly urge you to lock in the lowest possible toll rates, and to do everything possible to reduce environmental and community impacts.

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 has been merely token, with just a handful of informational meetings and with public comments received from a miniscule fraction of the affected tri-county population of approximately 2.5 million people. NO mailings were made to neighborhood associations or other community groups, and NO outreach was done on metro, buses, radio, TV, etc. The vast majority of residents were never informed of this project, and therefore denied any voice.

- 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? New studies released in conjunction with the COP-26 climate conference in Glasgow show that unless we take drastic action NOW to reduce emissions, we will soon be confronting catastrophic effects of global warming. While that may sound too far-off to be relevant for this one specific project, it is in fact exactly what we need to be thinking about – and building more highways is not the solution! Studies have long shown that expanding highways does not alleviate traffic jams, but instead draw more traffic and increases congestion and pollution (citation 1). As an example, even your own analysis shows that the project “would not alleviate traffic congestion in the regular lanes during the evening commute [...]” (citation 2).

- TOLLS EXACERBATE INEQUALITY: Studies have shown that the 270 tolls could reach as high as \$50 one-way – an exorbitant, price-gouging amount – and Transurban has already said that even those estimated rates are not high enough (citation 3). More broadly, any amount of toll is inequitable and unacceptable. Tolls disproportionately harm lower income people, people of color, women & seniors. By building tolls into our *public* highway system, you are explicitly shaping public policy to help the affluent – the exact opposite of what our public funds should be used for. This is an unsupportable policy goal in a democratic society! According to the Washington Post, your own analysis “contradict[ed] state transportation officials’ assertions that adding toll lanes would benefit even those motorists who could not afford — or did not want to pay — the tolls” (citation 2).

- PUBLIC/PRIVATE PARTNERSHIP: P3s are giveaways to corporations, offering private profit and public risk. As pointed out in a recent Washington Post op-ed, “the private investors lined up to finance the proposed lanes wouldn’t be interested if they weren’t going to make high returns on their investment” (citation 3). Moreover, P3s often end up costing the government far more than initially expected, and every indication is that that will hold true for this project as well. For instance, WSSC already estimates far higher costs for utility work than MDOT built into its projections (citation 3). Instead of giving public funds away to private corporations, we should raise corporate taxes and invest directly in our communities.

CITATIONS:

- (1) Washington Post obituary for Anthony Downs, economist whose work “explained why expanding the highway system would lead to more traffic jams,” https://www.washingtonpost.com/local/obituaries/anthony-downs-dead/2021/10/27/ebff5d5a-3679-11ec-8be3-e14aaacfa8ac_story.html.
- (2) Washington Post, “Toll lanes on Beltway, I-270 in Maryland wouldn’t lessen worst evening traffic without other improvements, study says,” <https://www.washingtonpost.com/transportation/2021/10/01/maryland-toll-lanes-traffic/>.
- (3) Washington Post, “The true cost of Maryland’s toll-road plan,” <https://www.washingtonpost.com/opinions/2021/11/12/true-cost-marylands-toll-road-plan/>.

Kristen Walker

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https://www.washingtonpost.com/local/obituaries/anthony-downs-dead/2021/10/27/ebff5d5a-3679-11ec-8be3-e14aaacfa8ac_story.html.

(2) Washington Post, "Toll lanes on Beltway, I-270 in Maryland wouldn't lessen worst evening traffic without other improvements, study says," <https://www.washingtonpost.com/transportation/2021/10/01/maryland-toll-lanes-traffic/>.

(3) Washington Post, "The true cost of Maryland's toll-road plan,"

<https://www.washingtonpost.com/opinions/2021/11/12/true-cost-marylands-toll-road-plan/>.

Chris Wallis

As someone who uses 270 south of 370 most weekdays during rush hour, it's hard for me to imagine Gov. Hogan making the same drive day in and day out. It begs the question, then, why he is so steadfast on seeing this project through. His legacy, perhaps, or some grander political ambition. It is not for the good of the people of this region. This plan only moved forward after the shuffling around of members of the Transportation Planning Board to include supporters of the governor's project. For that politically dubious reason, this plan should not move forward. We also know that the Governor and other supporters of this project lied about projects in Montgomery County that would lose funding if this project did not go forward. We know now that those projects were not funded and still have not been allocated funding. Making empty threats at local officials, folks who live and work in the impacted area, does not signal care for the residents here. This major, multi-year construction project pushed through on cronyism and lies and impacting those of us who use these highways frequently, not Annapolis elites, should not be allowed to move forward.

From: Barclay Walsh [REDACTED]
Sent: Wednesday, November 17, 2021 6:19 PM
To: SHA OPLANESMLS
Subject: Toll Lanes OPPOSE

I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

please don't do it

B Walsh
Bethesda 20817

From: RJ Walsh [REDACTED]
Sent: Thursday, November 25, 2021 5:29 PM
To: SHA OPLANESMLS
Cc: governor.mail@maryland.gov; pfranchot@comp.state.md.us; treasurer@treasurer.state.md.us; elizabeth.hughes@maryland.gov; julie.langan@dhr.virginia.gov; jeanette.mar@dot.gov; beth.cole@maryland.gov; tim.tamburrino@maryland.gov; marc.holma@dhr.virginia.gov; john.simkins@dot.gov; rebecccah.ballo@montgomeryplanning.org; brian.crane@montgomeryplanning.org; Susan Shipp; jack.orrick@offitkurman.com; susan.lee@senate.state.md.us; marc.korman@house.state.md.us; sara.love@house.state.md.us; ariana.kelly@house.state.md.us; marc.elrich@montgomerycountymd.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.friedson@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; Heather Barnes
Subject: Public Comment on supplemental DEIS for Beltway Expansion

The expansion of the bridge and beltway will be a long and disruptive process. As a Cabin John homeowner near the American Legion Bridge and as volunteer with the C&O Canal Trust (I am a Quartermaster at Lockhouse 10)., I am concerned about aspects of the proposed expansion. Specifically, I hope that during the process and afterwards:

1. **Arterial impact is minimized.** We already accommodate many more commuters from areas well-beyond expected distances as they use technologies like Google Maps to use our neighborhood roads as cut-throughs. The same roads my kids use on their bikes.
2. **Noise pollution is controlled.** As residents in this area, we are subjected to significant aircraft noise thanks to a) the FAA's change in flight paths to & from DCA and b) significant helicopter runs up & down the river.
3. **The C&O canal and adjoining parkland is protected.** In addition to the Potomac river, which is vital to the area, we have a piece of American history running underneath the American Legion bridge. Both should be should be protected in the short and long term.

Very respectfully,

Robert Walsh
[REDACTED] 81st St, Cabin John, MD 20818

HSIN WANG

I opposed to the proposed Toll Road Beltway/270 expansion because the added lanes will be too expensive and please use our tax money wisely like provide more cheaper and convenient public transportation options to commuters instead.

From: Suzie Ward [REDACTED]
Sent: Tuesday, November 30, 2021 11:50 AM
To: SHA OPLANESMLS
Subject: I-270, I-495 Expansion Plan

Jeffrey T. Folden, P.E., DBIA
Director, I-495 & I270 P3 Office
Maryland Department of Transportation
State Highway Administration
Baltimore, MD 21202

November 30, 2021

Dear Mr. Folden:

I am writing to voice my OPPOSITION to the widening of I-495 & I-270 and the installation of toll lanes on said highways. Studies indicate that this proposed project will not decrease, but will rather increase commute times. Additionally, during the Pandemic, we have seen a decrease in commuter traffic due to telework. This telework trend is likely to continue into the foreseeable future and beyond as businesses become aware of the benefits to the company, the environment, and ultimately, the climate.

There is the open question of how much this project will ultimately cost taxpayers to say nothing of the exorbitant tolls that commuters will have to pay per trip. Most people will not be able to afford the tolls, so there is likely to be continued congestion on the free lanes.

The toll lanes would impact 15 parks, including three National Parks. Over 1,200 trees would be removed from National Parks alone. Other parks impacted include five owned by Maryland-National Capital Park and Planning Commission, five owned by the city of Rockville and two parks owned by the city of Gaithersburg. There would be a total loss of 500 acres of forest canopy from parkland and other green spaces, including from strips of green space that provide a buffer between the highways and nearby neighborhoods. These communities would be harmed by increased noise, air and water pollution, and the increased risk of flooding. MDOT plans do not nearly adequately provide for stormwater runoff onsite thus the toll lanes would further degrade local streams, creeks and the Potomac River. The loss of mature forest cannot be replaced in 20 or 40 years. It takes multiple generations to replace mature forest and its ecosystem, if that is actually even possible.

There seems to have been no thought to Environmental Justice. The impact of this proposed construction will negatively impact the Morningstar Tabernacle No. 88 Moses Hall and Cemetery as well as Gibson Grove A.M.E. Zion Church. This is NOT acceptable!

It appears that there has been a failure to thoroughly study the alternatives to this widening/toll road project. According to a 2017 report by the regional Transportation Planning Board (TPB), traffic demand management strategies, including a substantial increase in telework, would be the most effective mechanism to reduce traffic delays. Based on their research during the COVID Pandemic, the Maryland Transportation Institute testified at a General Assembly hearing in August 2020 that "just a 5% reduction in travel demand could lead to 32%-58% reduction in traffic congestion on major freeways."

The MDOT website states that "MDOT is committed to delivering a transportation program that protects and improves the land and water resources of Maryland." I fail to see how this project fulfills this stated commitment.

This project is ill advised and should NOT be undertaken. It should be scrapped.

Respectfully submitted,

Suzanne Ward
[REDACTED] Gaither Street
Gaithersburg, MD 20877

Steve Warner

I believe the bridge is the most obvious need as, without it the 270 improvements would be moot. I prefer the northern section be built first on 270 as the current bridge is an old relic as the grade on the Maryland side is bad even if the media uses it for their purposes as a flatter grade with bicycle lanes is preferred as, the Wilson bridge was rebuilt some years ago as the current span should be demolished.

Also take away the tolls on the ICC to mitigate pressure on 495 that no action is recommended as, extend the ICC to the Baltimore Washington Parkway.

Any pressure to widen 495 east of the project area will need to take into account parks, homes and businesses as, Holy Cross Hospital is in that footprint and would need to relocate if that comes, about as finally the National Park Seminary will need to be taken into account as eminent domain should not be a joking matter even 8n families

From: Steve Warner [REDACTED]
Sent: Tuesday, November 2, 2021 11:51 AM
To: SHA OPLANESMLS
Subject: 495 270 improvements

Any improvement on 270 will be moot in the bridge is not rebuilt across the river as the grade on the Maryland side is bad as even if the media uses it.

A new bridge across the Potomac with a flatter grade will be nice slightly with upstream or downstream similar to the Wilson bridge.

It is my preference to build the north section of 270 first as, was done in phases, 70 years ago

Any pressure even if jokingly to apply eminent domain on 495 east of 270 is and should not be encouraged as to consolation for those who want instant gratification in any widening the tolls on the ICC be done away with as extended to the Baltimore Washington Parkway

Steve Warner

Silver Spring

From: SUSAN WASHINGTON [REDACTED]
Sent: Monday, November 15, 2021 11:37 AM
To: SHA OPLANESMLS
Subject: Opposition to Toll Lanes - I-495 and I-270

I'm writing to express my opposition to the plan to add toll lanes to portions of I-495 and I-270.

As a long-term Montgomery County resident who lives very close to I-495, I see the traffic congestion everyday and recognize the challenge this poses to drivers. However, I do not believe that the expansion of portions of our highways will reduce congestion. I have seen what happens in other cities, like Atlanta, where congestion is worse than ever. The harm that additional lanes - more cars - would have on our already fragile environment and the impact on neighboring communities is not worth the cost.

More should be done to explore other ways to reduce congestion such as improved access to rail transit, ramp metering or incentives to increase telework.

Sincerely,

Susan M. Washington
[REDACTED] Granville Drive
Silver Spring, MD 20901

From: Jacquelyn Waters [REDACTED]
Sent: Monday, November 15, 2021 7:31 AM
To: SHA OPLANESMLS
Subject: Toll lanes

Oppose the toll lanes and support the no build option.

Jacqui Waters
Sent from my iPhone

Peggy Weaver Kay

I oppose the proposed Beltway expansion for several reasons. One, I oppose the taking away of large acres of homes, park land. Two, I oppose taking away community amenities, such as green areas, parks, school property, fire station, recreation & health facilities, buffer zones to alleviate beltway traffic noise, canopy trees, & rerouting existing ramps.

I deplore the way this project has been rushed through without adequate, studies, time & public input & will still not affect traffic commensurate with the upheaval to communities & peoples lives.

I also am not satisfied with the time this project will take to complete and have no confidence that the cost effect or time line is adequate. There is no guarantee that results of this expansion will outweigh the negative affects on citizens lives, livelihoods, & traffic. I am sure that the beltway expansion will be worse during construction, take longer than expected, cost more than expected, affect the citizens daily lives negatively, and that the results will not be adequate to justify the cost, upheaval, & environmental impact.

From: Cassie Weaver [REDACTED]
Sent: Tuesday, November 30, 2021 8:48 AM
To: SHA OPLANESMLS
Subject: No Build Option

Hello,

As a member of the Forest Estates neighborhood in Silver Spring, a Montgomery County and Maryland resident, and a human on the only planet we've got, I'm writing to express my strong support for the No Build option. We have to work together to find ways to make a smaller footprint on the environment; to support public transportation; to create new ways of moving people. Absolutely nothing about highway expansion is practical, sustainable, or right.

Thank you,
Cassie Weaver
[REDACTED] Dublin Drive
Silver Spring, MD

From: Phil Webster [REDACTED]
Sent: Saturday, November 6, 2021 4:17 PM
To: SHA OPLANESMLS
Subject: Opposition to Toll Lanes on I-495

Governor Hogan,

I am writing in opposition to construction to the Toll Lanes on I-495. The Climate Crisis is real and it is upon us. Scientists are calling for the entire world to be net Carbon neutral by 2050 which is only 28 years away. Reducing or eliminating carbon from the transportation sector can only be accomplished in a just manner is with substantial expansion in public transportation. The Greater Washington DC area is forecast to continue to grow which would require more and more toll lanes in a few short years. We cannot build our way out of this with more highways!

An additional issue is where will all of the cars that additional highways will generate in DC? Additional cars coming into DC will only move this bottlenecks onto the streets of DC and will require construction of additional parking garages.

Public transportation into and within DC is the only solution for the Climate Crisis AND meeting the transportation needs for all residents.

Thank you,
Phil Webster
Columbia, Maryland

Phil Webster
[REDACTED]

"If you have come to help me, you are wasting your time. But if you have come because your liberation is bound up with mine, then let us work together."

Aboriginal activists group, Queensland, 1970s, from Lila Watson

sally wechsler

Please do not build more roads - all studies show that building more roads or lanes improves traffic for a short time but then more traffic develops. Especially don't do a public/private road building/toll project. Please work on improving public transport, bike lanes and pedestrian safety. We don't need more lanes, especially toll lanes, we need more easily accessible public transport system.

From: Zachary Weinstein <info@email.actionnetwork.org>
Sent: Thursday, November 11, 2021 4:01 PM
To: SHA OPLANESMLS
Subject: Support No Build option

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Please support the no build option. Widening highways doesn't reduce congestion but it will prevent us from achieving our climate goals.

Zachary Weinstein

[REDACTED]

[REDACTED] Ripley Street, [REDACTED]

Silver Spring, Maryland 20910

From: maweiss66 [REDACTED]
Sent: Monday, November 8, 2021 7:20 PM
To: SHA OPLANESMLS
Subject: Toll Lane Project I-495/I-270

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

Michael Weiss

[REDACTED] Danville Court
North Bethesda, MD

From: Susan Weiss [REDACTED]
Sent: Wednesday, November 24, 2021 1:59 PM
To: SHA OPLANESMLS
Subject: Road expansions

I write in opposition to the proposed widening of 495, the Capitol Beltway, and 270. Such expansion will not alleviate traffic congestion, as numerous studies have indicated, and are contrary to our need to improve mass transit and make it feasible to expand the use of mass transit, while putting Maryland on the road to mitigating climate change.

I strongly urge the MD DOT to shut these proposed projects down now.

Susan Weiss
[REDACTED] Lily Pond Ct,
Rockville, MD 20852

From: Jack Welch [REDACTED]
Sent: Wednesday, November 24, 2021 2:40 PM
To: SHA OPLANESMLS
Cc: Jim Laurenson
Subject: Beltway Expansion

I oppose expanding the beltway - and the damage it would do to our environment for but a temporary relief to traffic congestion. We should be expanding avoidable mass transportation and taking other steps to solve such problems without creating larger long-term problems

John Welch
Gaithersburg MD
20878

From: Laurie Welch [REDACTED]
Sent: Tuesday, November 30, 2021 10:58 AM
To: SHA OPLANESMLS
Subject: don't expand the Beltway

I am part of a group in Takoma Park working to address stormwater runoff and local flooding. I was very concerned to learn that by widening the Beltway that there would be a total loss of 500 acres of forest canopy from parkland and other greenspaces, including from strips of greenspace that provide a buffer between the highways and nearby neighborhoods. Replacing trees with pavement is a surefire way to increase flooding and degrade the local streams and rivers. And since the SDEIS finds that, after enduring 5 years of construction delays, drivers who use the general lanes will be rewarded with a 7 minute and 30 second increase in their daily commute, round trip (see Appendix A).

There are so many problems with this project - impacts that have not been measured; an estimate of the amount of subsidies from MD taxpayers over the next 50 years (as has been found in similar projects); the effect of future telework by Federal employees and others on road congestion; and more.

Please put an end to this project!

Laura Welch
Takoma Park, MD

From: Eliza Wethey [REDACTED]
Sent: Sunday, November 28, 2021 9:08 PM
To: SHA OPLANESMLS
Subject: OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

I oppose the toll lanes and support the no-build option. There will be virtually no change in traffic speeds from the George Washington Memorial Parkway up I-495 and I-270 to the end of the toll lanes at I-370. Travel speed on the Beltway from the GW Memorial Parkway to the I-270 spur would be the same in the year 2045, whether the toll lanes were added or not. Traffic speed on I-270 North, from the spur to I-370 would be 29 miles per hour if no lanes were added and 28 miles per hour if the lanes were added. The bottom line: After putting up with five years of construction delays, drivers traveling north during evening rush hour would see no improvement in their commute home from work.

From: Mark Wetterhahn [REDACTED]
Sent: Monday, November 15, 2021 12:33 PM
To: oplanes270@mdot.maryland.gov
Subject: Additional comment on DEIS

Your list of historic places in Chapter 4 does not includes New Mark Commons in Rockville: <https://mht.maryland.gov/nr/NRDetail.aspx?FROM=NRHDCountyList.aspx&NRID=1671&propertyName=New%20Mark%20Commons&mapLocation=noimage2.gif&COUNTY=Montgomery>

Sent from [Mail](#) for Windows

From: ROBERTA WHALEN [REDACTED]
Sent: Saturday, November 27, 2021 12:24 PM
To: SHA OPLANESMLS
Subject: OPPOSE

I oppose the toll lanes and support the no build option.

This bottleneck has proven to be a bad idea in every jurisdiction that it's been tried and Larry Hogan should be ashamed to be foisting this on the people of Maryland.

Bad economics, bad climate results, bad policy all around.

Bobbi Whalen

O. Positive, Inc.

[REDACTED] E Schuyler Rd

Silver Spring, MD 20901

[REDACTED]

From: Jennifer Whalen [REDACTED]
Sent: Thursday, November 25, 2021 4:31 PM
To: SHA OPLANESMLS
Subject: I oppose the toll lanes

Please do not support the expansion of the beltway. I oppose the addition of the toll lanes, and support the no build option.

The Supplemental Draft Environmental Impact Statement (SDEIS) reveals that the toll lanes would actually make daily commutes longer for those who drive in the non-tolled lanes, or general lanes. The SDEIS also reveals the many ways that the toll lanes would harm our communities and our environment. Just as important, the review omits key information about the project, such as the subsidies that taxpayers could be forced to pay Transurban or the impact of the toll lanes on global warming.

Please do not go forward with this boondoggle.

Jennifer Whalen
[REDACTED] Granville Dr.
Silver Spring, MD 20901

From: Leslie Wharton <lesliew@eldersclimateaction.org>
Sent: Monday, November 29, 2021 9:30 AM
To: SHA OPLANESMLS
Subject: Expanding Beltway and adding toll lanes

I have lived in Maryland since 1990 and believe that the proposed plan to expand the beltway and add toll lanes will be destructive of Maryland's environment, communities, add greenhouse gas emissions in both construction and use. I strongly oppose this expansion.

Leslie Wharton
[REDACTED] Sentinel Drive [REDACTED]
Bethesda, Md. 20816

From: Doug Whitescarver [REDACTED]
Sent: Monday, November 29, 2021 10:44 PM
To: SHA OPLANESMLS
Subject: Do NOT widen I-495 or I-270

I support the no-build option and oppose the I-495/I-270 toll-lane project. Too many houses and park land will be taken for virtually no benefit. Traffic will just increase based on the lanes available and any toll lanes will only benefit those with means and not the overall public.

Public transportation with rail or buses should be better utilized and better residential or condo planning should be evaluated to help limit growth.

Thank you for evaluating all options with the no-build being viable.

Doug Whitescarver

Wyngate School District

From: William Whitman [REDACTED]
Sent: Monday, November 8, 2021 1:20 PM
To: SHA OPLANESMLS
Subject: Fwd: Fw: Oppose the 1-495/1-270 toll lane project

I support the no-build option and **oppose** the I-495/I-270 toll-lane project. When is enough enough? Driving 270 today and seeing the already insane number of lanes, I can't help but wonder why we think adding more asphalt is a solution for congestion. Particularly when you see how the toll lanes have been ineffective in NOVA. I've experienced the VA I-66 toll lane "solution." The non-toll lanes remain bumper to bumper while a handful of cars peel off and pay the exorbitant tolls.

Adding toll lanes is a mis-use of taxpayer dollars that intentionally favors the wealthy. Reading the transcripts and having participated in several of the hearings, it is clear that this is not about decreasing congestion (despite the advertisements and talking points of Hogan's staff) and more about decreasing drive times for those who can afford to pay the tolls. When these "private partners" don't get the tolls they project, the tax payer will pick up the cost as has been shown in other P3 projects of this type. Either the private "partner" gets subsidized or they walk away and the tax payers have to pay for the ongoing operating and maintenance expenses.

This is NOT the solution for a County that is supposed to be forward-looking. Let's get cars off the road. If we learned one thing from 2020 and the pandemic, it is that fewer cars resulted in no/less congestion. Let's also do a better job ticketing aggressive drivers. Most back-ups I have experienced have been the result of accidents caused by careless or aggressive drivers.

Let's be smart. Use our tax payer dollars for real solutions not corporate giveaways.

Sincerely,

Bill Whitman

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Somerset Development Company, LLC

[REDACTED] Wisconsin Avenue, NW

[REDACTED]
Washington, DC 20016
[REDACTED]

From: Alan Whittemore [REDACTED]
Sent: Tuesday, November 30, 2021 11:10 AM
To: SHA OPLANESMLS
Subject: Public comment, SDEIS, 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 Supplemental Draft Environmental Impact Statement (SDEIS) is flawed and inadequate. The SDEIS understates the value of the impacted resources, clearly underestimates the magnitude of the environmental impacts. The consideration of reasonable alternatives to the project omits alternatives that should have been considered (expansion of public transit networks, construction of a second bridge on an alternate route to the west). The project's own analysis agrees with earlier analyses, that the proposed project will not improve transit times significantly, but will just charge extra tolls for similar commute times. Proceeding with such a project without consideration of alternatives that might actually reduce transit times is not acceptable

I am particularly concerned with continued plans to expand the structure of the bridge onto the important biological research station comprising Plummer's Island on the Maryland shore of the Potomac immediately southeast of the current Beltway bridge. This area is a unique and extremely valuable scientific resource, managed and extensively studied by 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 environmental change, and long-term research on how different organisms change with time 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.

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 built fifty years ago, the planned location of the bridge was moved in order to reduce impacts on this important scientific resource. The current proposal would place bridge piers on part of the Island, destroying several of the long-term monitoring sites on this irreplaceable scientific resource regardless of the scientific and social impact.

As mentioned above, I am deeply concerned that the SDEIS fails to discuss 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 SDEIS 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 SDEIS, and violates the laws requiring all viable alternatives to be discussed in the impact statement. No-Build is the only option offered by this SDEIS 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.

-- Alan Whittemore, Ph.D.

From: Ashley Wilder Smith [REDACTED]
Sent: Sunday, November 28, 2021 9:17 PM
To: SHA OPLANESMLS
Subject: I Oppose New Toll Lanes on the Beltway in MD

Too whom it may concern,

As an almost 20 year resident of Montgomery County MD, I am writing to express my strong OPPOSITION to the proposed Beltway expansion and toll roads. There are numerous concerns. But chief among them are the substantial expense that would be shouldered by residents, the reduction of public park land, and the removal of, or encroachment on, area homes, in addition to the extensive noise pollution. It will negatively affect thousands of commuters who live or work (or both!) in Montgomery County.

I urge you NOT to move forward with this expansion.

Sincerely,
Ashley Smith

From: Rochelle Wilder [REDACTED]
Sent: Saturday, November 6, 2021 1:42 PM
To: SHA OPLANESMLS
Subject: OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION

These toll lanes will mean more traffic for those who do not pay to take the toll lanes. I am against this.

Rochelle Wilder
[REDACTED] E. Indian Spring drive
Silver Spring, MD 20901

From: [Rochelle Wilder](#)
To: [SHA OPLANESMLS](#)
Subject: Comments
Date: Sunday, November 21, 2021 11:44:24 AM

- I support the no-build option and oppose the I-495/I-270 toll-lane project.”
 - This [truth-telling](#) editorial in the Washington Post says it all: “Hogan has claimed that the lanes would have ‘virtually no cost to taxpayers,’ because the 50-year deal...would be paid for using private financing. That’s not true.”
 - The public’s going to pay for those toll lanes one way or another: through sky-high tolls, taxes, fees, assumption of financial risk, compensation to the rapacious Australian contractor for revenue shortfalls, and much, much more.
 - The maximum toll rates apply when there’s heavy congestion, the only times most people would consider using toll lanes.
 - The tolls in the table are in 2021 dollars. Given the approved yearly escalation rate, tolls for passenger vehicles will be well over \$4/mile when the toll lanes open. That means **\$50 tolls** to drive from the George Washington Parkway to Shady Grove!
 -
- Note the exorbitant tolls for multi-axle trucks. The cost will drive big rigs into the general lanes, causing more -- and more serious -- accidents, extra wear and tear on the roads, more trucks on secondary roads, etc

Rochelle Wilder

From: James Wilkinson <info@email.actionnetwork.org>
Sent: Thursday, November 18, 2021 9:48 PM
To: SHA OPLANESMLS
Subject: I-495 and I-270 widening

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

It is 2021. Many studies have shown that highway transportation and the emissions it generates are a wasteful use of natural resources. This is especially true in an area as populated as the Washington area. This area could be a leader in public transportation but it seems as if MDOT and SHA are still going over old ground from the 1950s in terms of highway expansion without any other options. These roadways are already 8 to 12 lanes wide. How much bigger can they get without admitting that the expansion option has run its course??

James Wilkinson



Brush Run

Columbia, Maryland 21045

Derrick Wilson

Roads are like water the bigger the container the more cars will occupy it. It doesn't matter if they add tolls or 8 lanes. It will just result in more congestion. The toll lanes are just going to be fast lanes for the rich. I likened this to the repeal of net neutrality where some cars get priority for their ability to pay for the fast lane. The key to easing traffic is less cars on the road and better public transportation.

From: Laura Wilson [REDACTED]
Sent: Thursday, November 11, 2021 2:09 PM
To: SHA OPLANESMLS
Subject: "Support the no-build option and oppose MDOT's toll lanes proposal"

Dear Mr. Folden and Maryland Transportation Department Team,

First, thank you for your consideration of the best ways to facilitate traffic flow in the I-495 and I-270 area. However, the idea of adding more lanes should not be an option. Their destruction of the environment would far outweigh any benefits. Just think of the acres of green space and woodlands that would be ruined, and the additional run-off and pollution to the surrounding areas. Furthermore, people with more money would benefit while others who couldn't afford the toll lanes would suffer. Why not encourage more telework from home. If the federal government can encourage saving us all from commuter pollution, why can't state governments do the same?

Thank you for more consideration of other options and not going forward with toll lanes.

Sincerely,

Laura Wilson

Merrell Wilson

270/15 Actually the same roadway; Needs to be enlarged to Four (4) Lanes North and South from the Montgomery County Border to the Pennsylvania State Border in order to prevent traffic congestion and backups Daily. Anything less is a Bandaid which won't help anything!

From: Philip Wingeier-Rayo [REDACTED]
Sent: Saturday, November 6, 2021 1:17 PM
To: SHA OPLANESMLS
Subject: Opposition to widen I-495

Hello,

I am writing to express my opposition to widening I-495 to add toll lanes. I have three main reasons why I oppose this project: 1) we are in the midst of a pandemic and we do not know the long-term impact on commuting patterns of the pandemic. Initial indications are there more people will continue to telecommute and the additional toll lanes are not necessary. 2) The second reason is the environmental impact. The expansion will necessarily cut down trees, eliminate wetlands, and adversely impact species in these green areas. 3) Finally, the most recent environmental study indicates that the toll lanes will actually make one's commute longer for those who travel in the general lanes. This is the exact opposite of what we need. Our elected governmental leaders should look out for the greater good—not just the good of those who can afford to pay more to shorten their commute.

For these reasons I OPPOSE the widening of I495 and the addition of toll lanes.

Thank you for reading.

Philip Wingeier-Rayo
[REDACTED] Admiralty Drive
Silver Spring, MD 20910

From: Pamela Winston [REDACTED]
Sent: Saturday, November 27, 2021 5:43 PM
To: SHA OPLANESMLS
Subject: Oppose Toll Lanes, Support No Build Option

Please do not support the expansion of the Beltway and the addition of toll lanes. Approving this would have terrible environmental impacts, advantaging only the few, mostly moneyed residents. It is highly negative for both environmental and equity reasons. Please vote no, and support the no-build option.

Sincerely,

Pamela Winston
[REDACTED] Glenside Drive
Takoma Park, MD 20912

Sent from [Mail](#) for Windows

From: Catherine Winter [REDACTED]
Sent: Friday, November 19, 2021 1:12 PM
To: SHA OPLANESMLS
Subject: I just saw the "toll cost" article in Washington Post, Nov. 19th, and I oppose-

Dear MDOT,

In addition to not solving the problem and environmental concerns, I am concerned about the extremely high cost of tolls of added lanes, which I was not aware of until now.

In addition, I am concerned that if the roads are widened, all of our highways will pose the additional danger of multiple lanes (plus high speeds). It is difficult enough to teach a teenager how to negotiate our highways in our area, without them all being super multi-lane. Even though my daughter now has her license, we are putting off having her drive on the challenging RT. 95, until she gets more much experience. She has already had several negative encounters with lane-changing speeders on 270, as it is. If more lanes are added to 495 and 270, pretty much every highway in the area (with the possible exception of ICC 200), will become more lethal.

Please note that I support the NO-BUILD option.

Sincerely,

Cathy Winter
(former MCPS High School teacher)

[REDACTED] Gates Ave.
Silver Spring, Md., 20902

From: Matthew Wissman [REDACTED]
Sent: Thursday, November 11, 2021 2:51 PM
To: SHA OPLANESMLS
Subject: Support for Alternative 9 Phase 1 South

Hello,

I would like to submit my comments and support for changes to the American Legion Bridge and multimodal view of transit in the future.

This project will reduce systemwide delay by 18% during the peak AM rush and 32% during the peak PM rush compared with the NO Build scenario. As we look to attract talent and business to the region this will help offer the flexibility that employees want in a post-pandemic world.

Best,

Matthew Wissman

From: Carrie Witkop <info@email.actionnetwork.org>
Sent: Wednesday, November 17, 2021 8:58 AM
To: SHA OPLANESMLS
Subject: please don't expand the Beltway or 270

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

Expansion of these two major roads will not be helpful in the long run because we will simply get more traffic without solving the real problem. The problem is that we need to encourage alternative transportation. I drive these roads all the time and most cars only have one passenger.

Of great concern is water quality and the additional amount of polluted runoff water into our natural water system. This is not a good idea for our communities in Maryland. Please reconsider and do not expand these roads.

Carrie Witkop

[REDACTED]

[REDACTED] McGregor Drive

Chevy Chase, Maryland 20815-4709

From: Bridget Wood <info@email.actionnetwork.org>
Sent: Friday, November 26, 2021 9:44 AM
To: SHA OPLANESMLS
Subject: Keep DEIS "No Build" Alternative. Focus on equity, climate action, and green transit.

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

To Whom It May Concern:

Good morning. I hope you're well.

Please do not expand the Beltway / I-270. We have more than enough huge roads.

Elected officials are not being honest and are not making good decisions for future generations by speaking about and/or doing occasional conservation actions AND expanding Beltway/270. It doesn't make sense and elected officials know this.

When, I ask you elected officials, when? When will you do the right thing?

Gandhi said, "There is no 'way to peace,' there is only peace." Elected officials, you cannot preserve and protect air, water, wildlife, and human communities by NOT preserving and protecting them. Please stop lying to yourselves, to us, and to children.

People protect what they love.

What do you love?

Do you love your children and your grandchildren? Do you love clean air and water and wish the same for your children?

What is your favorite local wildlife? If no animal or plant comes to mind, please go for a walk outside. When you notice wildlife - a chickadee or an oak tree - pause and observe it. Watch how wild things live. Just watch and listen.

Humans are not the only ones here. All living things are here together. The sad spectrum of humans' lack of wellness is due to collective forgetfulness of our role IN nature, and collective wrong thinking that we are here to live separate from nature.

It is evident that our society did the wrong thing by ignoring this land's indigenous practices of living sustainably with nature.

Let's make a fresh start together with nature.

We will be grateful to you for not expanding Beltway/270. Thank you!

Sincerely,

Bridget Wood

Bridget Wood

[REDACTED]

[REDACTED] Meadowside Ln.

Rockville, Maryland 20855

From: William Woodcock [REDACTED]
Sent: Monday, October 25, 2021 11:06 AM
To: SHA OPLANESMLS
Subject: NO TO TOLLS EXCEPT BRIDGE

Toll everyone \$1.00 one way on bridge, pay for everything ourselves abandon toll roads idea with private funds.
Roads are Governments Responsibility. Equal Opportunity!!!!

William Woodcock
[REDACTED] Oak Tree Cr
Frederick, MD 21701

Sent from my iPhone
Bill Woodcock

Mobile [REDACTED]

From: Katherine Woods [REDACTED]
Sent: Tuesday, November 16, 2021 11:19 AM
To: SHA OPLANESMLS
Cc: Katherine Woods
Subject: Do not build the toll lanes

To MDOT,

I oppose the building of additional lanes of any kind, whether toll or non-toll, for the Beltway/495. As you know, the current environmental assessment, as incomplete as it is (lacking information on impact to minority communities as required by federal law) also shows that there would be no appreciable improvement in traffic times for commuters.

So we would be knocking down forests (carbon capture machines and air pollution cleaners) to build additional paved roads for additional *polluted* runoff, increased emissions, increase heat sink effect from paved surfaces vs cooling from forests, and increased air and noise pollution in increased proximity to people's homes.

I would say that in this day and age, when we are aiming for 1.5 degrees and are falling far short, MDOT and the Hogan administration would rather go down in history looking like Nero fiddling while Rome burns.

Think of the alternatives! Think of how your administration could be a leader in building green infrastructure that encourages modern, innovative investment, green employment and leadership that gets national attention. Rather than playing into the old trope of Republicans in the oil industry's pocket, try something new! Stand out from the crowd and be a beacon of hope for a better future for our children.

Just because it was once a good idea, does not mean expanding the beltway is still our only option. The world is changing, let's change with it and show that we are up to the challenge.

I OPPOSE THE TOLL LANES AND SUPPORT THE NO-BUILD OPTION.

Thank you for reading.

Kate Woods
Silver Spring, MD

From: Judywcur [REDACTED]
Sent: Saturday, November 27, 2021 12:58 PM
To: SHA OPLANESMLS
Subject: Toll Lane project

We live on Broad Brook Drive in Bethesda and **oppose the toll lanes. We support the no-build option as toll lanes would negatively affect the environment and citizens and would not effectively resolve the traffic issue. Our neighborhood would greatly appreciate a stop to this ill-planned project.**
Judy Woods-Curran

From: JOHN WOODWARD [REDACTED]
Sent: Tuesday, November 30, 2021 8:59 PM
To: SHA OPLANESMLS
Subject: I-270/495 Toll Lanes

I support the no build option and oppose toll lanes on I-270/495.

Implementing only Phase 1 South will create a major congestion and bottleneck in the eastbound direction at the points where the managed lanes end and cause an existing chokepoint to get even worse.

The ICM program installed ramp metering, extended merge lanes to create extra through lanes, converted a shoulder to an HOV-2 lane, and turned an old HOV-2 lane into an extra through lane. But the toll-lane project would destroy the taxpayer-funded ICM improvements on lower I-270, create congestion where there is none, and make the notorious I-270 northern bottleneck even worse.

Why add tolls, disrupt parks and neighborhood, and get worse traffic as a result?

From: Dan Woomey [REDACTED]
Sent: Thursday, November 18, 2021 1:07 PM
To: SHA OPLANESMLS; ExecSecretariat.FHWA@dot.gov
Subject: I Oppose I-495 & I-270 Toll Lanes Project

I join with the Maryland Sierra Club, the Maryland Coalition for Responsible Transit (MCRT), and the Citizens Against Beltway Expansion (CABE) in opposition to building Toll Lanes.

The reasoning to oppose this project is long and includes:

Inherent flaws of omissions and undeveloped or underdeveloped plans cannot be fixed. They must be addressed directly and vetted with the public and the communities affected by the toll lanes construction.

Our communities need reasonably priced access to jobs, schools, and businesses, and other locations that are part of our daily lives. We do not need a multi-modal transportation system, one for the “Haves” and one for the “Have Nots.”

The Australian Transurban does not have an interest in what our communities need. Its incentive is to make a profit and establish a footprint in Maryland by creating a significant economic operational role in the state. It would effectively create a foothold for a foreign country in our state taking monies from Maryland better used for transportation systems development serving all of our citizens.

According to the recent Census, Maryland is in the top four states in the United States in diversity. This quality extends to the needed modes of transportation. Many in our communities rely heavily on transit, yet many residents will not be able to afford the tolls.

Toll roads encourage more vehicular traffic, which also leads to more pollution, which further leads to negative effects in communities located along the path of the toll lanes, not to mention the effect on local roads, particularly in these communities whose infrastructure issues are often last on the list for attention.

The federal government has noted that the needs of communities must be determined at the beginning of the process. This has not occurred and it is questionable environmental justice issues were given the weight in the planning process required. Environmental justice does not appear to be a concern of the project developers or the state government. It is important to note that communities of color and low income for decades have been especially challenged with these kinds of transportation projects. We should not see this destructive trend continue.

Large, heavy vehicles will use the free lanes to avoid the cost of using the toll lanes, making the remaining non-toll lanes less safe to all, and especially those who cannot afford to make use of the toll lanes. Also, the non-toll lanes will face increased wear and tear. Repairing them will increase in frequency and cost more. Again, the net effect will be the creation of two transportation system - one for the “Haves” and one for the “Have Nots.”

Comprehensive analyses have not been undertaken to assess the impacts on the local roads. These analyses need to be done prior to any decision on moving forward with the project. Suggesting such analyses will be completed once the construction starts is a serious flaw and is unacceptable.

There is no commitment to addressing or assisting with plans for non-vehicular traffic. Alternate transportation modes are increasingly being addressed in Maryland, as are livable, walkable communities. These plans and ongoing efforts must be taken into consideration.

The report on the project plan does not address the full scope of the environmental impact on our communities, counties, and state. This is a significant flaw. Stormwater mitigation, runoff from adding extensive impermeable surfaces, tree removal, wildlife, and more are not discussed. We are in a particularly rich environmental area of importance to residents and visitors—locally, statewide, nationally, and internationally. Our communities, counties, and state natural resources are critical for ongoing research and recreation. The impacts on these resources and activities need to be identified and seriously discussed before any decision to move forward with this project is contemplated.

This impact on historical areas is not discussed. The proposed areas for the project are located in a rich historical area of importance locally, statewide, nationally, and internationally. Again, the impacts on these areas need to be identified and seriously discussed before any decision to move forward with this project is contemplated.

The full impacts on travel and commuting resulting from the pandemic are still unknown, however, it is clear that there is and will likely continue to be a reduction in commuting to the workplace, as business and government organizations and agencies have and are continuing to encourage remote working. To make major transportation decisions at this juncture is premature. While there has been an uptick in traffic, many are still working remotely or have quit their prior jobs and started to work out of their homes or in other careers.

As stated previously, this plan will encourage more vehicular traffic. Maryland must proactively reduce greenhouse gas emissions and strategically designing mass transit systems that reduce vehicle use is critical.

Some of the specific concerns include:

- The addition of toll lanes would not improve daily commutes between Gaithersburg and the American Legion Bridge;
- 500 acres of tree canopy would be cut down to make way for the toll lanes;
- 15 parks would be harmed, including 3 national parks; and
- MDOT would not treat most of the stormwater which would further degrade local waterways.

There are also many unanswered questions, such as:

- What is the estimate of taxpayer-funded subsidies that will be paid to Transurban?
- Who will pay for relocating water, sewer, and other utilities;
- Would rail transit, ramp metering and incentives to increase telework be more effective steps to address congestion;
- What are the financial, quality-of-living, etc. impacts on low-income communities, as required by federal law?
- What is the impact of building and operating toll lanes on the area's climate and global climate?

Again, I join with the Maryland Sierra Club, the Maryland Coalition for Responsible Transit (MCRT), the Citizens Against Beltway Expansion (CABE), and many other citizens and organizations in opposing the building of the proposed Toll Lanes.

Dan Woomer

Woodland Road

Linthicum Heights, MD 21090

Email:

Name: Liz Workman

Agency/Organization/Jurisdiction, if applicable: None

Virtual Public Hearing Date: 11/1/2021

Type/Session: Voicemail (10/28/2021)

Transcription:

Hi, my name is Liz Workman. You know, I'm still dumbfounded on, I can't believe you're pursuing this, widening the highway. This is a 1970s solution to 2021 problem. It's not gonna work. Filling up the highway with more cars will not work. I mean, hundreds of Marylanders die every year from vehicle emissions. More people are gonna die. Is that what you want? Do you want to accelerate climate change in our backyard? I mean, please. I know, I think maybe you're reasonable people, please reconsider this, it's wrong, it's just wrong. There are alternatives. You could have people, you could work with employees, employers give them incentives and have employees who can work at home, work at home a few days a week. There are so many things that you could do. You can look at mass transit solutions that haven't been looked at here. You could do something like San Francisco, where they have the app where people are having incentives to travel at different times. Anyway, this is madness. Please, please think about it. It's just madness. Thanks for listening to me. Buh-bye.

James Worthey

I support the no-build option and oppose the I-495/I-270 toll-lane project. Electrified rail transit will save the planet and improve our quality of life.

From: Yilan Xiang <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 1:07 PM
To: SHA OPLANESMLS
Subject: oppose the Beltway/I-270 highway expansion project

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

I strongly oppose the above-mentioned expansion. It creates an environment for more traffic. We'd better build a better infrastructure to accommodate traffic without impacting the environment. Plus the toll lane will only benefit rich people who can afford it, not benefit most people.

Thanks
Yilan Xiang

Yilan Xiang
[REDACTED]
[REDACTED] Marquette Ter
Bethesda , Maryland 20817

From: Anne Yau [REDACTED]
Sent: Tuesday, November 30, 2021 8:59 AM
To: SHA OPLANESMLS
Subject: No on Beltway expansion

As someone who lives within 3 blocks of the Beltway and Georgia Avenue, I am opposed to expanding the Beltway or adding more lanes of traffic. Doing so will increase harmful pollution and health risks to those living near the Beltway, will irreparably harm long-standing neighborhoods, and exacerbate disparities in home values across Montgomery County.

Please look at other options that foster a better future for Maryland, and not rely on transit “solutions” from the 20th century.

Anne Yau

From: [Yelamanchili, Aarati](#)
To: [SHA OPLANESMLS](#)
Subject: 270 highway tolls
Date: Tuesday, November 2, 2021 7:39:14 AM

To whom it may concern,

WHY DOES MONTGOMERY COUNTY HAVE 10% TAXES AND FAIRFAX COUNTY HAS 6% AND STILL NEED TO CHARGE RESIDENTS EXPENSIVE TOLLS FOR THEIR COMMUTES!!!! HOGAN SAID THERE WAS A SURPLUS IN TAXES THIS YEAR, WHY ISNT THAT MONEY GOING TOWARDS HIGHWAY IMPROVEMENTS!!!! WHAT INCENTIVES DO MONTGOMERY COUNTY RESIDENTS HAVE TO STAY IN THIS COUNTY INSTEAD OF MOVING TO FAIRFAX WHERE THE SCHOOLS ARE EQUALLY AS GOOD. RIDICULOUS!!

Aarati Yelamanchili
[REDACTED] Rosedale Ave
Bethesda MD 20814

From: Andy Yoken [REDACTED] Sent You a Personal Message
Sent: Wednesday, November 17, 2021 10:55 PM
To: SHA OPLANESMLS
Subject: I support the no-build option and oppose I-495 and I-270 expansion

Dear Director,

Expanding Highways Is NOT The Answer/Solution! Implementing 100% 'Guaranteed' Non-Lethal Safe Speeds Is (On Every Transportation Mode)! Extremely tragic fatalities continue to happen, and it is a crying shame (absolutely disgraceful)! A speed limiter serviced in every transportation mode would guarantee 100% that no driver/rider would ever be able to accelerate (no matter what they do) beyond the/a designated ('thoroughly' researched/confirmed/finalized/realized) rate for everyone no matter where they travel to/from. Vision Zero MUST be and achieved as soon as realistically possible, and, again, the only way it can happen is for this particular 'speed limiter' to be universally implemented in every single transportation mode. Thanks. Vision Zero Day of Remembrance is Sunday, November 21, 2021!

I'm writing to support the no-build option and oppose the Maryland Department of Transportation's proposal to add toll lanes on I-495 and I-270. I also have the following concerns with the Supplemental Draft Environmental Impact Statement (SDEIS) on Alternative 9 ? Phase 1 South: American Legion Bridge I-270 to I-370:

- The SDEIS shows that the project will hardly reduce rush hour congestion in the general lanes and reduce it only modestly in the toll lanes.
- The SDEIS affirms extensive and irreversible impacts on adjacent communities, 15 parks, 3 historical sites, 500 acres of tree canopy, and nearly 50 rare, threatened, and endangered species.
- The SDEIS has major errors in its traffic modeling which makes congestion, air quality, noise, and environmental justice impacts in the study also erroneous.
- The SDEIS fails to adequately consider the cumulative impacts of climate changes and impacts on environmental justice communities.
- The SDEIS fails to adequately address stormwater management because it uses mitigation credits to escape this responsibility.
- The SDEIS suggests widening the Eastern portion of I-495 with new private toll lanes is still in the overall plan, because the No-Build was not selected for that segment.
- The SDEIS lacks major essential information on cost, analysis of alternatives, and mitigation of impacts. Many agencies have pointed out these and other major insufficiencies in the SDEIS. The public has not been afforded a full review opportunity due to the short comment period and missed, incomplete, and erroneous information in the SDEIS.

For all these reasons the Federal Highway Administration and State Highway Administration must not accept this rushed, incomplete SDEIS and select the no-build option for this project.

Sincerely,

Andy Yoken

Black Lantern Lane
South Burlington, VT 05403

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 core.help@sierraclub.org or (415) 977-5500.

From: Michelle Stewart-Young [REDACTED]
Sent: Tuesday, November 30, 2021 9:17 PM
To: SHA OPLANESMLS
Subject: 495/I270 Expansion Project

Please, please do not let this project happen . This would impact Parks, playgrounds .

I support the no-build option and oppose the 495/270 Expansion Project . Please for our communities and our children and the wildlife don't do this .

Thanks you,
Michelle Young - born and raised in Montgomery County

Sent from my iPhone

Joan Zenzen

I am writing to oppose the I-270 and I-495 toll lane P3 proposal. My reasons are:

1. The lanes will not appreciably alleviate congestion and will actually make traffic worse for the afternoon rush hour heading north on I-270.
2. Gov. Hogan has refused to fund any outside analysis of the project, despite the state treasurer requesting such analysis--making clear that such analysis would likely show the flaws in the project.
3. The governor had said that the Beltway part of the project would be taken out of the project, but the latest EIS puts the Beltway back in--this change indicates how much I and many others do not trust anything the governor says or what the EIS says.
4. The plan does not take into consideration the effects of the pandemic on traffic.
5. The plan does not take into account real analysis of public transportation as an option.
6. Citizens will have to pay for moving underground utilities--at an extremely high price--what about Gov. Hogan's claim that the project will cost Marylanders "nothing"???

This project has been a bad idea from the start and continues to be so. I strongly urge MDOT to drop this project.

Joan Zenzen

Joseph Zerafa

As someone who grew up in Montgomery County and has been a lifelong resident of Maryland, I am incredibly disappointed that Maryland would even consider this project. These toll roads are ineffective in Virginia and make commuting a pay to play system. It only benefits wealthy residents as the non-toll roads remain just as congested as ever. I do not want any of my state tax dollars to go towards a project that only benefits the wealthy and leaves the rest behind. I would rather an investment in public transit be studied. I am disappointed in Maryland, Hogan, and the rest of the politicians that have pushed this project forward.

From: Natale Zimmer <info@email.actionnetwork.org>
Sent: Friday, November 5, 2021 11:28 AM
To: SHA OPLANESMLS
Subject: beltway/270 expansion

Deputy Director I-495 & I-270 P3 Office Jeffrey Folden,

please no. we need to invest in other transportation options and incentives to change behavior instead of facilitating more car use. policy is priorities in action, and governments use money to create incentives and disincentives all the time. I don't support addl funding, public or public/private partnership, to expand roadways. redirect those \$\$ to helping people install solar, purchase electric cars, bikes, and scooters. Make it easier to live with a smaller impact.

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Mirta Zimmerman

I support the no build option

From: Paul Zovko [REDACTED]
Sent: Tuesday, November 30, 2021 9:55 PM
To: SHA OPLANESMLS
Subject: "I support the No-Build Option"

I support the No-Build Option

Time tables in Appendix A show the toll lanes would not improve daily commutes in the general lanes;
500 acres of tree canopy would be cut down;
15 parks would be harmed, including 3 national parks;
MDOT would not treat most of the stormwater runoff, which would further degrade local waterways;
MDOT did not analyze the impact on global warming;
There is no assessment of whether low-income communities or communities of color would suffer more of the harmful impacts.

This is another project that will benefit the rich and hurt the middle class and poor in so many countless ways. Only the select few rich people will benefit from this disastrous proposal.

This massive amount of money for this project would go a long way to supporting alternative traffic solutions with far less impact on the environment and disrupt fewer people and businesses.

Why would Marylanders ever want to give up our road ways to foreign investors for an indefinite period of time when there are better and greener solutions that have not been brought to the table and evaluated before this expansion proposal is being pressed to move forward.

Please ask yourself this question, Who is benefitting financially from this expansion project? Sounds like a very few will benefit in a enormous way and the rest of the DMV will get screwed.

And Yes, there are many people questioning who is getting paid off to push this outrageous proposal pushed through behind a lot of closed doors. Lots of talk about investigations into government fraud.

Sincerely hope brighter minds will prevail for future proposals to reduce beltway/270 congestion.

Thank You
Paul Zovko
[REDACTED]