

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
1	1.0 General		1.0 Congress	United States Congress	As I noted by letter in December 2006 requesting extension of scoping period, the challenges in combining the operation of the WRAMC and the NNMC are substantial. Nonetheless, with the requisite cooperation of the various governmental agencies involved, this project can provide important benefits to our community and to our country. Most critically, it will create a world-class campus for delivery of the finest medical services available for treating our returning servicemen and women. In doing so, it will also increase the opportunities for collaboration between NNMC and its neighboring medical institutions – the National Institutes of Health, suburban Hospital, and the Uniformed Services University of the Health Sciences, a collaboration that benefits all who live within metropolitan Washington, D.C.	The Navy concurs with the comment and appreciates the time and effort taken to provide comments on the document.
2	1.0 General		1.0 Congress	United States Congress	While I support its objectives, I believe it is imperative that the challenges created by this BRAC project are addressed in ways that both meet the objectives of the military and are consistent with the needs and requirements of the community in which it is located. Since the release of the DEIS on December 14, 2007, Montgomery County officials, agencies, community and neighborhood organizations, and numerous individuals have worked tirelessly to identify specific concerns with the substance of the DEIS and to highlight areas of deficiency in its methodology and analysis. They have undertaken this process with great thoughtfulness and seriousness of purpose and have systematically and exhaustively identified significant flaws in the DEIS and issues requiring additional study.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
3	1.0 General		1.0 Congress	United States Congress	I share the community and Montgomery County's concerns in these many areas. Certainly, the increase in traffic that this merger will cause is at the top of every list of significant impacts and requires extensive mitigation. Unfortunately, the DEIS does not recommend mitigations sufficient to allay these well-justified concerns. Moreover, other legitimate concerns raised by the stakeholders – including those relating to parking, noise and air quality, enhancements for bicycle and pedestrian safety and accessibility, lodging for visitors and families, use of shuttle bus service, parking for construction workers, campus environmental issues, "green" building design, and base access, among many others – must be addressed with greater specificity in the final EIS.	Responses to the comments from Montgomery County officials, agencies, community and neighborhood organizations, and numerous individuals are appended to the Final EIS. In addition, revisions to the EIS have been made where appropriate.
4	9.0 Transportation	Roadway Funding	1.0 Congress	United States Congress	The Department of Defense should take greater responsibility for the road improvements required to ensure that its mission can be achieved.. it would be unfair for the federal government – in pursuit of the economic efficiencies and military objectives that drive the BRAC process – to shift entirely to local state governments the significant financial burden that flows directly from this consolidation. While the State and County are responsible for funding improvements that were needed prior to this BRAC action, it would be inequitable to require them to fund mitigations made necessary only because of this consolidation. For example, in addition to the intersection and other improvements that are recommended in Montgomery County's submission, I urge the Department of Defense to implement measures that will ensure accessibility from the Medical Center metro to the NNMC campus. In enabling employees, visitors and families of the wounded to access the base more efficiently, this improved access will serve an important military need.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for DAR certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
5	9.0 Transportation		1.0 Congress	United States Congress	The consolidation of WRAMC and NNMC is part of the country's national defense efforts, and road improvements are essential to ensuring adequate access to the installation. I urge the Navy to include in the final EIS a recommendation that the base commander initiate the process, as required, to make this project eligible for Defense Access Road ("DAR") Program funding. Given the facility's importance in treating our wounded servicemen and women, the roads involved are, without question, "important to our national defense" and, consequently, improvements should be funded, at least in part, through the DAR Program.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.

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6	1.0 General		1.0 Congress	United States Congress	NNMC should establish a Community Liaison Council to foster communication between the facility and its neighbors through the construction period and continuing through the transition to the new Walter Reed National Military Medical Center. The local neighborhood associations have expressed their commitment to work with NNMC to ensure that this consolidation is successful and meets the military's objectives. Creating a mechanism for facilitating ongoing communication will enable the community to be informed of actions that would affect the community in the upcoming months and to share and resolve concerns in a forum that invites cooperation.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through the NNMC BRAC website http://www.bethesda.med.navy.mil/Professional/Public_Affairs/BRAC/ and announcements made through the County's regional staff. The Navy will continue to respond to public concerns through the NNMC Public Affairs Office.
7	1.0 General		1.0 Congress	United States Congress	The BRAC action has the unique feature of being undertaken in an urban, highly developed and congested area. In light of this status, I urge the Departments of Defense, Army and Navy to take all appropriate actions to mitigate the anticipated impacts on the community of this consolidation. In so doing, the federal government will create its world-class medical facility in a community that is welcoming and cooperative and will play a critical part in ensuring the success of this expanded facility.	The Navy concurs with the comment and appreciates the time and effort taken to provide comments on the document.
8	1.0 General		1.0 Federal Agencies	Regional Env. Prot. Assist. U.S. DOI	The US Department of the Interior has no comment on the DEIS for Activities to Implement 2005 BRAC at the NNMC in Bethesda, MD.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
9	1.0 General		1.0 Federal Agencies	Office of the Director, NOAA's National Geodetic Survey	The DEIS has been reviewed within the areas of the National Oceanic and Atmospheric Administration, National Geodetic Survey's (NGS) geodetic responsibility, expertise, and in terms of the impact of the proposed actions on NGS activities and projects. If there are any planned activities which will disturb or destroy geodetic control monuments, NGS requires notification not less than 90 days in advance of such activities in order to plan for their relocation. NGS recommends that funding for this project includes the cost of any required relocation(s). All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the homepage of NGS at the following Internet address: http://www.ngs.noaa.gov . After entering this website, please access the topic "Products and Services" then "Data Sheet." This menu item will allow you to directly access geodetic control monument information from the NGS database for the project. This information should be reviewed for the location and designation of any geodetic control monuments that may be affected.	The Navy will review the NGS database identifying the location and designation of any geodetic control monuments that may be affected by the proposed project and will notify NGS if appropriate.
10	9.0 Transportation		1.0 Federal Agencies	National Capital Planning Commission	NCPC staff understands that corridor studies are needed to evaluate affected areas along MD 355, Old Georgetown Road, and Cedar Lane; and a funding source of \$2,010,000 is being appropriated by the Congressional Omnibus Appropriations Bill for BRAC-related transportation study of the Maryland State Route 355 Corridor. The Navy should coordinate and actively participate with the State of Maryland, in conjunction with the Montgomery County Department of Public Works and Transportation (DPWT) and the Maryland – National Capital Park and Planning Commission (M-NCPPC), to carry out the necessary studies of the proposed short-term & long-term transportation improvements related to the proposed BRAC activities as well as development in the surrounding areas.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.

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11	9.0 Transportation		1.0 Federal Agencies	National Capital Planning Commission	<p>The final EIS should clearly reflect the proposed number of employees and the criteria for the proposed space-to-employee ration of 1:3 for the projected staff parking spaces that will be provided. Additionally, the final EIS should specify the proposed measures that will implement the Transportation Management Plan, which must be submitted for NCPC review, and should address the following:</p> <ul style="list-style-type: none"> • Current demand for employee and visitor/contractor parking spaces • Future parking demand for employee parking • Future parking demand for visitors/contractors • Strategies to reduce parking demand by employees • Strategies to reduce parking demand by visitors/contractors 	<p>Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The mentioned in the comment will be considered in the TMP, which is being updated in support of the prospective Master Plan update. The Navy will finalize the Master Plan and the TMP update after NCPC and the public has an opportunity to review and comment as part of the Master Plan process.</p>
12	9.0 Transportation		1.0 Federal Agencies	National Capital Planning Commission	<p>Other concerns of the Commission staff include the cumulative effects of increased traffic when considered along with the planned State and County developments in the area. The final EIS should include a more comprehensive analysis and projection of cumulative traffic impacts, as well as proposed minimization/mitigation measures.</p>	<p>The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). The EIS Traffic Study is required by the County to include only approved but unbuilt developments. The study included 11 developments identified by M-NCPPC staff. These developments included several residential developments located along Wisconsin Avenue, south of Jones Bridge Road (See Appendix C, Sub-Appendix A).</p>
13	9.0 Transportation		1.0 Federal Agencies	National Capital Planning Commission	<p>NCPC staff encourages the Navy to continue efforts to promote use public transportation and other modes of transportation alternative to single occupancy vehicles, including METRO and commuter rail/bus service, carpooling, and shuttle service. The EIS should fully evaluate the feasibility of a direct link from the Medical Center Rail Station to the campus' south gate.</p>	<p>The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.</p> <p>The Navy is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.</p>
14	6.0 Cultural Resources		1.0 Federal Agencies	National Capital Planning Commission	<p>The Navy has consulted with the Maryland Historical Trust (MHT) for more than a year, and the current proposals included in the DEIS were formally presented to the MHT on January 14, 2008. MHT requested documentation demonstrating the Navy's consideration of a full range of alternatives to the demolition of Building 12, such as construction of the new facility elsewhere, or construction of sympathetic additions to the rear or side of the building. MHT also recommended mothballing Buildings 18 and 21 and advised against demolition of these contributing buildings solely because there was not current use for them. MHT also reported that the scope of the Section 106 undertaking for the alternatives being considered had not yet been defined as part of the Navy's review.</p>	<p>The Navy will continue to consult pursuant to Section 106 of the National Historic Preservation Act on all projects addressed in the EIS which have an effect upon historic properties. The identification of these projects as a single "undertaking" for Section 106 purposes may not be appropriate given the dynamic and varied nature of the programs to be accommodated at Bethesda. The Navy will, however, work with the Maryland Historical Trust (MHT) and other agencies to structure a Section 106 process which takes into account the has full range of effects upon historic properties of all projects.</p>
14.1	6.0 Cultural Resources		1.0 Federal Agencies	National Capital Planning Commission	<p>Continuation of 14.</p>	<p>The Preferred Alternative includes the adaptive reuse of Buildings of 18 and 21 linked to new construction of an administrative facility. The reuse of these two buildings is based upon their ability to meet programmatic, functional, and cost effective standards. The Navy will continue to consult with the MHT on any planned reuse or other disposition of these buildings.</p>
15	6.0 Cultural Resources		1.0 Federal Agencies	National Capital Planning Commission	<p>NCPC staff encourages the Navy to continue evaluating the effects on historic resources with MHT under Section 106 consultation and to determine appropriate mitigation measures, particularly with regard to preferred treatments for Buildings 12, 18 and 21. Once the scope of the undertaking is confirmed and the range of historic preservation alternatives has been agreed upon, the Navy and the MHT should develop a Memorandum of Agreement that will demonstrate concurrence in the avoidance, minimization or mitigation of any adverse effects. This should be completed prior to concluding the EIS.</p>	<p>Continuation of 14.</p>

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16	6.0 Cultural Resources		1.0 Federal Agencies	National Capital Planning Commission	While each of the alternatives being considered preserves the significant view shed related to the original campus structures, particularly Building 1 and the landscape to its west, the DEIS indicates that the area west of Building 1 is planned for construction storage during the implementation of the BRAC-related construction projects. The visual impacts related to this staging activity would likely be adverse, since the west drive and lawn are contributing elements to the National Register Historic District. NCPC staff does not support the use of the west lawn for construction storage or staging due to the likelihood that it would be in place for approximately three to four years (2008 through 2011); staff encourages the identification and evaluation of other sites that would not obstruct the primary view shed both to and from the campus for such an extended period.	The Navy has evaluated all available open space and has determined that only the area to the west of Building One provides sufficient space, avoids safety concerns related to crossing patient circulation, and permits management of construction traffic so as to minimize disruption to the community roadways.
17	2.0 Natural Resources	Wetlands	1.0 Federal Agencies	National Capital Planning Commission	The final EIS should show the stream-side buffer required by the State of Maryland at the stream valley of the unnamed Stoney Creek tributary. The final EIS should include a discussion of the impact on water resources and soil resulting from additional athletic fields being added to the campus.	A wetland investigation of the site was conducted in February 2008; no wetlands are present at the site and the report is enclosed in Appendix E. Therefore, a 25-foot buffer is not warranted. The planning and construction of athletic fields is not a part of this BRAC action and was not analyzed as a direct impact in this EIS. At this time, it is not known when these new fields would be built or where and how many will be built. When ripe for decision, appropriate NEPA would be conducted for the MWR fields. It is, however, expected that this BRAC action, when added to the action that could occur for additional MWR fields would not cause significant incremental impacts not addressed in the evaluation of the BRAC impacts. This is stated in Section 4.12 under cumulative effects.
18	6.0 Cultural Resources		1.0 Federal Agencies	National Capital Planning Commission	NCPC staff would like to clarify the Commission Action taken at the August 2, 2007 Commission meeting (NCPC Project Number 6759), where NCPC approved comments on the concept for the two new medical facility buildings flanking Building 1. The submission from the Navy included only Buildings A and B; the proposed parking garages related to BRAC were not reviewed and will require a separate submission. Reference to this project and Commission approval on pages ES-21, 2-33, and 4-59 should reflect this clarification.	Clarification has been made in the EIS.
19	1.0 General		1.0 Federal Agencies	US EPA Region III	EPA commends the Navy for its concise evaluation; however, clarification is necessary for two areas of concern-wetlands and historic resources.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
19.1	1.0 General		1.0 Federal Agencies	United States Environmental Protection Agency Region III	In accordance with the National Environmental Policy Act of 1969 and Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement for the National Naval Medical Center in Bethesda, MD. As a result of this review, EPA has assigned this Draft Environmental Impact Statement (DEIS) a rating of EC-2 (Environmental Concerns/Insufficient Information), which indicates that we have environmental concerns regarding the proposal and that there is insufficient information in the document to fully assess the environmental impacts of this project. A copy of EPA's ranking system is enclosed for your information.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

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19.2	2.0 Natural Resources		1.0 Federal Agencies	United States Environmental Protection Agency Region III	<p>Page 2-20, "The only structure proposed under Alternatives One and Two in the vicinity of potential wetlands is the Southern Parking facility, which as currently proposed would be at least 75 feet from the stream and would not encroach on either the potential wetland or within the 25-foot buffer afforded to non-tidal wetlands by the State of Maryland." As noted (page 3-1) , "Any activity that involves excavating, filling, changing drainage patterns, disturbing the water level or water table, grading and removing vegetation in a non-tidal wetland or within a 25-foot buffer requires a permit." Even though the South Parking structure is well outside the 25-foot buffer, the wetland areas have not been delineated and no jurisdictional determination has been made. If the wetland is designated as a Special State Concern, the buffer is expanded to 100-feet. If this is the case, environmental impacts can be adverse as there appears to be at least a 75 foot buffer. It is suggested that the Navy delineate wetlands, especially in the South Parking area, to ensure no impact to wetlands designated Special State Concern.</p>	A wetland investigation of the site was conducted in February 2008; no wetlands are present at the site and the report is enclosed in FEIS Appendix E.
19.3	6.0 Cultural Resources		1.0 Federal Agencies	United States Environmental Protection Agency Region III	<p>Page 4-57, "The Navy worked with the staffs of the MD SHPO and NCPC prior to officially submitting a Design Concept for the facilities to the NCPC at its October 4, 2007 meeting. Although the formal Section 106 consultation had not yet been initiated, the informal discussions and revisions that took place prior to its review and favorable comment by NCPC constitute a first step toward resolving issues connected with the impact of these planned facilities on the most sensitive historic properties." In addition, it is stated in the DEIS that the Navy intends to pursue a formal Section 106 consultation with the goal of achieving a ratified agreement document to resolve all adverse effects to historic properties. This agreement document would be appended to the Record of Decision on the Final Environmental Impact Statement. However, since the DEIS identifies historic resource impacts and losses that may not have been specifically addressed in the Design Concept, EPA questions why the MD SHPO was not included in the Distribution List for the DEIS. It is recommended that consultation with the MD SHPO be conducted throughout the planning process.</p>	The Maryland Historic Trust (SHPO) is included in the distribution provided through the Maryland Intergovernmental Review Committee. In addition NNMC has transmitted separate consultation letters enclosed in Appendix A.
20	1.0 General	Compliance	2.0 State	MDP	<p>In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 14.24.04, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter, with attachments, constitutes the State process review and recommendation based upon comments received to date. This recommendation is valid for a period of three years from the date of this letter.</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
21	6.0 Cultural Resources		2.0 State	MDP - MHT	<p>The Maryland Historical Trust stated that "the Navy should continue to consult with the Maryland Historical Trust and others pursuant to Section 106 of the National Historic Preservation Act."</p>	The Navy will continue to consult pursuant to Section of the National Historic Preservation Act on all projects addressed in the EIS which have an effect upon historic properties.
22	1.0 General	Compliance	2.0 State	MDP, MDBE, MDE	<p>The Maryland Departments of Business and Economic Development, the Environment, and this Department found this project to be generally consistent with their plans, programs, and objectives, but included these qualifying comments.</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

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23	1.0 General	Coordination	2.0 State	MDP - MDBED	The Office of Military and Federal Affairs, within the Maryland Departments of Business and Economic Development, stated that it "recognizes the Draft EIS for NNMC Bethesda is in accordance with the actions necessary to implement the 2005 BRAC Law. The DEIS highlights the need for continued coordination between the Navy, Montgomery County, State of Maryland and residents to address critical issues such as infrastructure improvements to minimize the impact of the expansion while supporting the activities, mission and support of the Medical Center and the uniformed military."	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
24	1.0 General	Compliance	2.0 State	MDP - MDE	The Maryland Department of the Environment submitted these qualifying comments. 1. Any above ground or underground petroleum storage tanks that may be utilized must be installed and maintained in accordance with applicable State and federal laws and regulations. Contact the Oil Control Program at 410-537-3442 for additional information. 2. Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at 410-537-3318.	The Navy will comply with all applicable state and local laws and regulations.
25	1.0 General	Compliance	2.0 State	MDP - MDE	The Maryland Department of the Environment submitted these qualifying comments. 3. The Hazardous Waste Program should be contacted at 410-537-3343 prior to construction activities to ensure that the treatment, storage or disposal of hazardous wastes and low-level radioactive wastes at the facility will be conducted in compliance with applicable State and federal laws and regulations. 4. Any contract specifying lead paint abatement must comply with Code of Maryland Regulations (COMAR) 26.16.01 Accreditation and Training for Lead Paint Abatement Services. If a property was built before 1950 and will be used as rental housing, then compliance with COMAR 26.12.02 Reduction of Lead Risk in Housing; and Environment Article Title 6, Subtitle 8, is required. Additional guidance regarding projects where lead paint may be encountered can be obtained by contacting the Environmental Lead Division: 410-537-3825.	The Navy will comply with all applicable state and local laws and regulations.
26	1.0 General	Cumulative Impacts	2.0 State	MDP - MDE	This Department commented that the NIH facilities, adjacent to NNMC, plan to expand by 2020. The NNMC expansion should be informed by the NIH expansion activity. This DEIS should have some discussion about the proposed improvements to NIH in Bethesda. The NNMC expansion should take the NIH expansion into account, and address how the cumulative impact of such growth at both Federal facilities will affect the open space, traffic, water resources, and air quality in the Bethesda area.	Section 4.12 discusses the proposed NIH expansion and notes relevant cumulative effects.
27	1.0 General	Compliance	2.0 State	MDP - MDNR, MD Police	The Maryland Departments of Natural Resources, and State Police found this project to be consistent with their plans, programs, and objectives.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
28	1.0 General	Compliance	2.0 State	MDP	Any statement of consideration given to the comments should be submitted to the approving authority, with a copy to the State Clearinghouse. The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation	All substantive comments received from all sources are addressed and appended to the FEIS.
29	1.0 General	Compliance	2.0 State	MDP	Please remember you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us.	The Navy will comply with all applicable state and local laws and regulations.

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30	1.0 General	Compliance	2.0 State	MDOT	Thank you for providing the Maryland Department of Transportation (MDOT) with the opportunity to comment on the DEIS for Activities to Implement 2005 BRAC Actions at National Naval Medical Center, Bethesda, Maryland – Maryland State Clearinghouse State Application Identifier number: MDxxxxx. This memorandum, along with the attached errata sheet from MDOT, the State Highway Administration (SHA), and the Maryland Transit Administration (MTA) provides the Department's response for comments on the DEIS. In addition, our Maryland State Clearinghouse Response Form recommendation is the standard comment code "R2", defined as being approved contingent upon certain actions as outlined in our comments.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
31	9.0 Transportation		2.0 State	MDOT	We appreciate the Navy's continuing effort in identifying traffic mitigation opportunities for the area surrounding National Naval Medical Center (NNMC), and strongly recommend continued coordination on this effort to address mutual interests in serving increased traffic in, through, and around NNMC.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
32	9.0 Transportation	Roadway Funding	2.0 State	MDOT	With regard to the funding of improvements, a focused effort needs to be maintained on overall financial responsibility and scheduled implementation. This will necessarily involve close coordination among State and County governments along with the Department of the Navy. As an example, traffic engineering improvements along MD 355 in front of the hospital will be undertaken by MDOT. To facilitate these types of improvements, NNMC should be prepared to participate by funding the relocation of the fence adjacent to MD 355 since it is on hospital property.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
33	9.0 Transportation		2.0 State	MDOT	MDOT is also encouraging the continuing exploration of creative funding solutions. The NNMC Metro Station Eastside Entrance might be analogous to the funding of the Arlington National Cemetery Metro Station in the 1970's. The Arlington National Cemetery Station was not considered a "community oriented station" to be funded under the tri-state compact funding mechanisms in place at the time, but a station of "national interest".	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
34	9.0 Transportation		2.0 State	MDOT	With the support of the Office of Economic Adjustment/Department of Defense, the case could be made for 100% Federal Funding of the Eastside Entrance, particularly if identified in the FEIS, as a needed element to improve transit access to NNMC.	Because the Navy is submitting a request for Defense Access Roads (DAR) Program certification for transportation improvements, a duplicate request to the Office of Economic Adjustment is not necessary.
35	9.0 Transportation		2.0 State	MDOT	The Eastside Entrance is located on 100% federal property, owned by the Department of Defense. In addition, the eastside entrance serves a "national interest" of care for "wounded warriors" and visits by families, friends, as well as military and family outpatients. Besides serving NNMC, this entrance would also serve the relocated Walter Reed Hospital, the Uniformed Services unit, eastside bus drops headed to National Institutes of Health (NIH), and, depending on the design, patient and medical personnel movement between NNMC and NIH.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
36	9.0 Transportation	Pedestrian Connection	2.0 State	MDOT	MDOT is supporting a WMATA's "preliminary engineering study" to determine the engineering feasibility and cost of the eastside entrance, the crossing of MD 355 by bridge or tunnel, and supporting bus and drop-off requirements on both sides of MD 355. MDOT recommends that NNMC include the Eastside Entrance in their Final EIS. This would provide a Record of Decision (RoD) that would expedite study, design and construction of the eastside entrance as warranted. WMATA may advise whether any other Federal or National interest stations, like Federal Triangle or Smithsonian were funded with 100% federal funds.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.

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37	9.0 Transportation		2.0 State	MDOT	Additionally, Interstate Highway construction on National Park land and some federal lands was eligible for 100% Interstate Funding. Much of the WMATA Metro was funded through an Interstate Substitution to Transit, and elements of the METRO system may have also enjoyed 100% funding when crossing federal lands. WMATA may advise on this as well.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMCMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMCMC side of MD 355 and for improvements at the intersections that provide direct access into NNMCMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.
38	9.0 Transportation	Pedestrian & Bike & Transit	2.0 State	MDOT - MTA	In general, more detailed transit ridership, bicycle and pedestrian volume information needs to be provided in the Final EIS to address the increase of both inpatient and outpatient health care services on the NNMCMC campus. This information is needed to develop the necessary transportation improvement requirements.	The Navy has included detailed transit ridership, bicycle and pedestrian volume information in Appendix C, Transportation Study. The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
39	9.0 Transportation	Funding +	2.0 State	MDOT - SHA	The DEIS acknowledges that the influx of jobs and increased activity on the NNMCMC Campus will cause a higher demand for improvements to the transportation network in the Bethesda area. The Navy's role in funding and/or partnering with the state of Maryland to implement these needed mitigation projects should be discussed in the FEIS. The timing and impacts of the traffic mitigation projects should be identified in the document. In addition, funding sources for these highway and transit improvements, including but not limited to Defense Access Road (DAR) funds, should be identified in the document.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. The Navy is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMCMC side of MD 355 and for improvements at the intersections that provide direct access into NNMCMC. The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. The State of Maryland has programmed funding over the next four years for intersection improvements around NNMCMC. The intersections under consideration include: Rockville Pike (MD 355) at Cedar Lane, Old Georgetown Road (MD 187) at Cedar Lane, Connecticut Avenue (MD 185) at Jones Bridge Road, and Rockville Pike (MD 355) at Jones Bridge Road.
40	9.0 Transportation	Funding +	2.0 State	MDOT - MTA	Funding off-base transportation improvements is of concern to MDOT. The DOD states several times that needed off-base transportation improvements will not qualify for Defense Access Road (DAR) federal grants since this BRAC action does not constitute an "unusual impact". Even though the DAR Program defines an "unusual impact" on a quantitative level as a significant increase in traffic where volumes are doubled, there still seems to be a basis for considering this BRAC action as an "unusual impact" and applying for the funding due to the sheer volume of new employees and visitors and how it would overload the existing adjacent transportation infrastructure. Please see our comments in the cover letter. Specifically, the Navy should fund the relocation of the perimeter fence to facilitate transportation mitigation projects along MD 355 and provide any necessary right-of-way at no cost. Additionally, the Navy should explore funding options for the proposed Metro Station access.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMCMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMCMC side of MD 355 and for improvements at the intersections that provide direct access into NNMCMC. If road widening on the perimeter of NNMCMC is implemented by the State, the Navy agrees to coordinate the relocation of the perimeter fence and the necessary right-of-way to facilitate transportation mitigation projects.
41	9.0 Transportation		2.0 State	MDOT - MTA	There is a lack of detail regarding source information, trip distribution and projected modal split of the estimated 2500 daily BRAC employees (which includes the estimated 136 commuters due to Cumulative impacts) and the 1862 daily visitors. There are also inconsistencies with the number of current NNMCMC employees and visitors stated in the DEIS (almost double) compared to the numbers shown in the Navy website. This is critical since it forms the basis for future trips and traffic projections.	The DEIS Transportation Study (Appendix C) discusses the assumed trip distribution at page 52. The study assumes conservatively that 15% of the employees would travel via alternative modes (transit, walk, drop-offs, etc). It is expected that most of the daily visitors will travel via single-occupant and rideshare auto modes. The DEIS has the most current data; website will be updated.
42	9.0 Transportation		2.0 State	MDOT - SHA	At a number of intersections, channelized right turn lanes, which are not long enough to provide either significant storage or much ability for right turning traffic to bypass the through queue, are shown as dedicated right turn lanes in Figures 3a and 3b. Critical lane analysis of these intersections, with the provided lane configurations, may therefore predict better operations at these intersections than is obtainable in the field.	The lane configurations, analyses and recommended mitigation have been revised in the EIS.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
43	9.0 Transportation		2.0 State	MDOT - SHA	The DEIS mentioned incorporating master plans of other agencies to provide a future assessment of the year 2011. Please confirm that this analysis includes: (1) the NIH Commercial Vehicle Inspection facility (completed) across from North Wood Road. This facility provides inspections for multiple federal facilities in both Maryland as well as the District. It currently draws significant heavy vehicle traffic – notably northbound left-turns, whereas minimal left-turn provision is provided. (2) The new NIH visitor access (not yet opened to traffic) between South Drive and Center Drive/Jones Bridge Road. Our understanding is that this will be the sole visitor access to the NIH property. It may significantly increase U-turn traffic at each of the signals to the north and south.	The DEIS includes the commercial vehicle facility in the analysis of existing and future traffic conditions. The visitor center will produce a marginal volume of new trips. There would be some increase in U-turns at South Drive, the impacts of which could be mitigated by signal phasing/timing improvements by the State Highway Administration, if required by further studies after the facility becomes operational.
44	9.0 Transportation	TMP	2.0 State	MDOT - SHA	The DEIS includes potential Transportation Demand Management strategies. The FEIS should include specific strategies that will be implemented. Employee parking strategies should be developed, to mitigate traffic impacts and promote transit ridership.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
45	9.0 Transportation		2.0 State	MDOT - MDOT	The Navy should consider options for gate operations to mitigate traffic impacts, such as creating visitor-and/or employee-only entrances. The Navy should also consider moving the gates further from the highway right-of-ways to avoid stacking.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area.
46	9.0 Transportation	Pedestrian & Bike	2.0 State	MDOT - SHA	NNMC should support completion of bicycle and sidewalk projects included in the DEIS. Include Accessible Pedestrian Signals (APS) among the recommended pedestrian modifications.	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
47	9.0 Transportation		2.0 State	MDOT - SHA	If a subterranean connection is created between NNMC, NIH, and WMATA: ensure that pedestrian connectivity is maintained such that a pedestrian may traverse MD 355 without having to pay for a fare card.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.
48	9.0 Transportation		2.0 State	MDOT - SHA	In addition to parking incentives for higher-occupancy vehicles such as vanpools and carpools, consider parking and other incentives targeting motorcycles and mopeds. The reduced size and increased maneuverability of such vehicles can place less strain on transportation infrastructure, and increased fuel efficiency can reduce environmental and energy impacts.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
49	9.0 Transportation		2.0 State	MDOT - SHA	Change any references in the document as the "Bi-county Transitway" to the "Purple Line."	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document. Language has been revised in Appendix C.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
50	9.0 Transportation		2.0 State	MDOT- SHA	In addition to the light rail transit alternatives, the Purple Line study is also considering bus rapid transit (BRT) alternatives. Specifically, one of the studied BRT alignments follows Jones Bridge Road and connects into the Medical Center Metro Station. The Purple Line will provide transfer access at: Silver Springs (MARC Brunswick Line/WMATA Red Line), College Park (MARC Camden Line/WMATA Green Line), New Carrollton (MARC Penn Line/WMATA Orange Line/AMTRAK).	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
51	9.0 Transportation		2.0 State	MDOT- SHA	Operational authority of the new proposed Purple Line has not been determined at this time. Please note the following in future documents: 1) If the Purple Line is operated by the Maryland Transit Administration (MTA), MARC riders may be permitted free transfer to the Purple Line. 2) If the Purple Line is operated by WMATA, Metrorail riders may be provided with discounted Metrobus service. A policy would need to be developed for transfers from the Purple Line to WMATA Metrorail.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
52	9.0 Transportation		2.0 State	MDOT- SHA	Regarding the trip distribution, it appears that a total of 27% of trips are coming from the northwest area, which includes the northern portions of MD 187 as well as areas serviced by I-270. 22% of the total trips are assigned to MD 187. Please elaborate on the rationale used to assign a significant portion of traffic to MD 187 rather than along the I-270 east spur to southbound MD 355.	The trip distribution conforms with the recommendations of the M-NCPPC Local Area Transportation Review Guidelines and reflects the travel patterns of trips to the NNMC, which in this case includes the avoidance of traffic congestion along MD 355.
53	9.0 Transportation		2.0 State	MDOT - MTA	Within the Executive Summary – Socioeconomics Section, there is mention that an increase in local employment of between 5,500 and 5,600 would be expected as a result of construction of the BRAC actions, but there is no mention of transit service additions or adjustments as a result of this temporary impact. On page 2-25, it does mention that there will be greater reliance on mass transit during construction, but no suggestions for mitigation are given.	Modifications to Mass Transit operations will be determined by WMATA.
54	9.0 Transportation		2.0 State	MDOT - MTA	More consideration should be given concerning the existing service and operations of the Bethesda Circulator Shuttle Bus, as this could be a resource to mitigate traffic impacts and promote mobility options for employees.	Operations of the Bethesda Circulator Shuttle Bus will be considered as part of the TMP, which is being updated in support of the prospective Master Plan update.
55	9.0 Transportation		2.0 State	MDOT - MTA	The baseline traffic estimates used for this DEIS are substantially lower than those derived from the M-NCPPC study for the prior five years. This issue needs to be investigated before transportation recommendations can be programmed.	The DEIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
56	9.0 Transportation		2.0 State	MDOT - SHA	SHA appreciates the Navy's willingness to assist with planned improvements to Rockville Pike as stated in the DEIS: "Add an additional lane in each direction along Rockville Pike, per recommendation of the 1990 Bethesda Chevy Chase Master Plan. NNMC Bethesda will cooperate by providing frontage along MD 355 to accommodate the implementation of this measure if the state of Maryland and Montgomery County determine it appropriate to implement. Appropriate real estate easements would be coordinated and implemented to permit widening of Rockville Pike." In addition, we request that the Navy consider similar assistance for short term improvements to MD 355 as well as to other State and local roadways should they be needed to mitigate for BRAC impacts.	If road widening on the perimeter of NNMC is implemented by the State, the Navy agrees to coordinate the relocation of the perimeter fence and the necessary right-of-way to facilitate transportation improvement projects.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
57	9.0 Transportation	Improvements	2.0 State	MDOT	The Navy should fund the relocation of the perimeter fence to support planned improvements along MD 355, which will mitigate long-range BRAC traffic impacts, as well as potential short-term impacts.	If road widening on the perimeter of NNMC is implemented by the State, the Navy agrees to coordinate the relocation of the perimeter fence and the necessary right-of-way to facilitate transportation improvement projects.
58	9.0 Transportation	Beltway	2.0 State	MDOT - SHA	The Coalition of Navy Med Neighbors has requested the study of a dedicated entrance/exit to the base from the I-95 Inner Loop as the highest priority to decrease the amount of traffic on arterial roadways surrounding the base. The Navy has identified "potential I-495 Slip Ramp Access" as a long-term regional issue, rather than an improvement related to mitigation and suggests that the Slip Ramp Access may not be feasible. Given the limited operational effectiveness of direct access ramps on local traffic congestion due to several identified traffic flow and safety concerns, and the environmental constraints associated with a new access point, it is highly unlikely that the SHA would be able to obtain approval from FHWA for a new Beltway access point at this location.	The Navy agrees with the assessment of SHA. However, a decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA.
59	9.0 Transportation		2.0 State	MDOT - MTA	Please provide information on: Specific commitments to implement the Transportation Management Plan (TMP). This document needs to be closely coordinated with MTA, as well as SHA and Montgomery County. It needs to be on an aggressive schedule, in line with the NNMC Master Plan, and project responsibilities listed in the Plan need to be determined. An additional measure for patient and employee drop-off areas both inside and outside the gate access points should be considered. This could foster ridesharing and vanpooling for vehicles that do or do not need to obtain security access onto the base. A logical location for a pull-off zone would be off of MD 355 adjacent to the pedestrian walkway that connects the Medical Metro Station to NNMC. Wording to address the ongoing Purple Line study, from a regional transit access standpoint should be included. Analysis of NNMC employee commuter origins should be included, to better assess transit demand impacts and potential mitigation.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
60	9.0 Transportation		2.0 State	MDOT - MTA	Foreseeable future projects are listed, and on p. 4-73, next to last bullet, it states that: "a planned Metrorail link in the southwest corner of the installation near the southern Rockville Pike security gate." The term "Metrorail link" needs to be defined. Also, is the "southern Rockville Pike security gate" the same as the "south Wood Road" security gate mentioned several times in the DEIS, as well as the following bullet? MTA was under the impression that the Metrorail link and the pedestrian connection between the NIH campus and NNMC would be tied together as one project on identical alignment. The two bullets seem to come across otherwise.	Text has been changed in EIS to reflect a pedestrian access between the Medical Center Metro Station and NIH campus and the southwest corner of NNMC. The "southern Rockville Pike security gate" is the same as the "South Wood Road" security gate.
61	9.0 Transportation		2.0 State	MDOT - SHA	Under the DEIS Cumulative Impacts Section on page 4-73, the Navy describes the Grier Road Commercial Vehicle Inspection Facility that would be a commercial vehicle inspection station on NNMC. What is the likelihood and timing of the creation of this facility? The DEIS should consider traffic relief this facility would provide in relation to the additional traffic from the alternatives.	A potential Grier Road Commercial Vehicle Inspection Facility will be evaluated as part of the base wide study of gate operations. The results of this study will determine need for this facility and the timing of any subsequent implementation. Potential impacts of gate improvements will be studied under a separate NEPA document.
62	9.0 Transportation		2.0 State	MDOT - SHA	The DEIS recommends provision of a dedicated southbound right turn lane for the intersection of Connecticut Avenue and Jones Bridge Road, but the existing conditions diagram in the DEIS shows that the southbound right turn lane is separated. It appears the Navy is interpreting a channelized right turn movement as a right turn lane, but the lane does not provide storage, and is therefore not actually a separate right turn lane. Please clarify or explain what appears to be a contradiction in the DEIS.	The lane configuration and analyses have been corrected. The recommendation is maintained.

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63	9.0 Transportation		2.0 State	MDOT - SHA	With the direction of congestion along the major routes shown on page 19 and the truck traffic percentages shown on page 21, SHA believes locating an inspection facility at Grier Road would reduce the amount of NNMC traffic entering the South Gate entrance during the AM and PM peak periods.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
64	9.0 Transportation		2.0 State	MDOT - SHA	SHA suggests that the navy investigate timing its deliveries to avoid the peak congestion. An example would be re-timing its deliveries that use WB Jones Bridge Road during the AM (see table 4, 20.9% truck traffic in the AM peak) coinciding with congestion being greatest along Jones Bridge Road west bound during the AM peak.	Truck deliveries typically occur outside of the morning and afternoon peak commuter periods (7 -9 AM and 4 -6 PM, respectively). The Navy will consider the timing of truck deliveries in the TMP update.
65	9.0 Transportation		2.0 State	MDOT - SHA	A routing diagram for heavy vehicles was identified. Please provide a similar diagram indicating the proposed routing of visitors (or if visitors may use any access, please indicate such).	Visitors to NNMC use all available access points.
66	9.0 Transportation		2.0 State	MDOT - SHA	Please show the locations of the potential park and ride lots for vehicles at I-495/Kensington Parkway and River Road, from west of the Cabin John Fire Station No. 10 west of Seven Locks Road.	Locations for satellite parking mentioned in the EIS were provided by local and state transportation agencies. The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
67	9.0 Transportation		2.0 State	MDOT - SHA	The percentages of trucks using MD 355 and Jones Bridge Road, eastbound and westbound for each roadway, from the MD State Highway Administration are shown in Table 4 on page 21. Figure 17 on page 53 shows the percentage of all NNMC inbound and outbound trips on external roadways. Please include the amount of NNMC inbound and outbound truck traffic along these same external roadways on a new figure. This will help demonstrate the magnitude of NNMC truck traffic on Rockville Pike and the South Wood Road entrance.	This figure would not substantially supplement the information provided at Pages 21 - 23 of the DEIS traffic study.
68	9.0 Transportation		2.0 State	MDOT - SHA	Consider adjusting internal routing to make use of the signal at South Drive / South Wood Road, rather than increasing demand on the unsignalized North Wood Road intersection. The North Wood Road intersection is located approximately 650 feet from the signal at Cedar Lane – a less than desirable distance for a potential new signal installation.	This comment will be considered as part of the North Wood Road Signal Warrant analysis.
69	9.0 Transportation		2.0 State	MDOT - MTA	There are no transit improvements mentioned under the Potential Mitigation Measures to Address Impacts from NNMC Actions subsection (4.5.1). Transit improvements should be included as a potential mitigation strategy. Some of these recommendations are listed in the next subsection entitled: Potential Long Term Improvements (4.5.2), but they should be moved up to section 4.5.1. Transit recommendations listed as "long term" that can remain there include: A bridge or tunnel pedestrian connection between the Metro Station and NNMC, which would eliminate pedestrian exposure to the Rockville Pike traffic. Improve bus service by providing real-time next bus information at all bus stops in the vicinity of NNMC. Include a new transit recommendation here that discusses the evaluation of Commuter Bus Service routes directly into NNMC.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
70	9.0 Transportation		2.0 State	MDOT - MTA	M-NCPPC has gone on record stating that there is an obvious need for transit improvements as a result of the BRAC actions. MTA supports their request for the Naval Hospital to provide innovative strategies for ride sharing programs, for park and ride lots, for parking management, and for guaranteed rides home. These recommendations are contained in the TMP, but more detail is needed regarding the implementation strategies for these programs and recommendations. The FEIS should contain more detailed recommendations and specific implementation timeframes, regardless of the timing of the completion of the Master Plan.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.

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71	3.0 Air		3.0 County	MNCPPC	Although the EIS accounts for the demolition of existing structures, there is no mention of recycling demolished materials. Since there is significant embodied energy in the materials of the existing structures, it is worthwhile to consider deconstructing and recycling these materials, rather than demolishing the structures and sending the materials to the landfill. In the short term, the landfill volume will be enlarged by adding the demolished materials to the cumulative waste stream. Furthermore, carbon expense is duplicated by using new materials instead of existing materials. To reduce the carbon footprint of the development, the Final EIS should include an analysis of carbon expense.	While carbon monoxide (CO) impacts were analyzed in DEIS, the carbon dioxide (CO2) concentrations are not currently regulated by Federal or State governments. The Navy will encourage the contractor to use recycling facilities when cost-effective/practical to segregate such waste.
72	2.0 Natural Resources	Landscaping	3.0 County	MNCPPC	The Draft EIS notes a plan will be developed to comply with the intent of the Maryland Forest Conservation Act. If the acreage above is correct, (30.5 acres on 241 acres) this site contains about 12.7% forests and would be required to provide an additional 2.3% or 5.5 acres. Since forests are so valuable in combating global climate change by sequestering and storing carbon dioxide, this minimum forest planting should be made a committed goal of the plan.	The EIS states that "Although NNMC is not subject to the Forest Conservation Act, it would develop the components of a Forest Conservation Plan when woodlands are affected." The Navy is not required to develop a plan or mitigate for forest loss because the proposed development carefully avoids woodland areas. This is consistent with the Maryland Forest Conservation Act.
73	2.0 Natural Resources		3.0 County	MNCPPC	This document is unclear about what defines a woodland or forest. It is unclear whether the use of woodland or forest refers to the definition in the Maryland Forest Conservation Act, which is: "a biological community dominated by trees and other woody plants covering a land area of 10,000 square feet or greater." and includes: "areas that have at least 100 trees per acre with at least 50% of those trees having a 2 inch or greater diameter at 4.5 feet above the ground and larger; and forest areas that have been cut but not cleared."	The woodlands cited in the EIS are from an effort in 2000 to develop an integrated natural resources management plan (INRMP). The plan was not finalized, but the survey of vegetation is the most current available. Woodlands, in the general terms of the survey, are contiguous forested areas. The types of trees in each is provided in Section 3.3.1.1. The definitions of the Maryland Forest conservation Act, which is not binding on a federal installation, are not used for this survey.
74	2.0 Natural Resources		3.0 County	MNCPPC	The text refers to 24 acres of woodland north and south of USUHS on page 3- 12, but the location of USUHS is not identified on the Natural Resources maps on pages 3-1 7 and 18. The acreage of woodland noted on page 3-13 add up to 25.5 acres, but it is unclear in the narrative if this refers to the "other smaller natural areas" and if it is in addition to or separate from the 24 acres of woodland. The aerial photos show 25.5 acres of forest plus the forested corridors along the tributary and roads, which may be a total of 45 – 50 acres. M-NCPPC Geographic Information System (GIS) shows 30.5 acres of forest on a 241 acre site.	The INRMP studies cite 24 acres but the mapping of the areas total 25.5 acres. Text in EIS has been changed to state approximately 25 acres and a label for USUHS has been added to the figures.
75	6.0 Cultural Resources	Building Concepts	3.0 County	MNCPPC	The new buildings must be symmetrical around Building One. 12. The adjacent front planes of Building A (outpatient Care Pavilion) and Building B (Inpatient Addition) cannot be forward (west) of the front of the wings of Building One. 13. The view shed west of Building One is to remain unobstructed. The west footprints of Buildings A and B, along Wood Drive, are to step away from the wings of Building One. 14. The front walls of Buildings A and B cannot be higher than the wings of Building One.	The comment is consistent with the Concept Design for the Medical Additions submitted by the Navy to the National Capital Planning Commission on October 4, 2007 and the Commission's comments made in connection with their favorable review. The Navy will utilize these design parameters as the basis for a stipulation in the Memorandum of Agreement which is the goal of the Section 106, National Historic Preservation Act consultation now underway.
76	6.0 Cultural Resources	Building Concepts	3.0 County	MNCPPC	Building heights may be permitted to be higher than the wings of Building One provided their front walls are setback to minimize visibility from within the site. 16. The overall heights of Buildings A and B are to be the same. 17. New construction should respect, and enhance where possible, the historical importance of the other buildings and courtyards on the site.	The comment is consistent with the Concept Design for the Medical Additions submitted by the Navy to the National Capital Planning Commission on October 4, 2007 and the Commission's comments made in connection with their favorable review. The Navy will utilize these design parameters as the basis for a stipulation in the Memorandum of Agreement which is the goal of the Section 106, National Historic Preservation Act consultation now underway.
77	6.0 Cultural Resources	Building Concepts	3.0 County	MNCPPC	The proposed additions should meet the appropriate design parameters for the site and building including: <ul style="list-style-type: none"> ■ Footprint ■ Building frontage/setbacks ■ Symmetry ■ Building heights ■ Preservation of view sheds and historic landscapes 	The comment is consistent with the Concept Design for the Medical Additions submitted by the Navy to the National Capital Planning Commission on October 4, 2007 and the Commission's comments made in connection with their favorable review. The Navy will utilize these design parameters as the basis for a stipulation in the Memorandum of Agreement which is the goal of the Section 106, National Historic Preservation Act consultation now underway.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
78	6.0 Cultural Resources	Building Concepts	3.0 County	MNCPPC	Historic Preservation Section staff concurs with comments and recommendations of the Maryland Department of Planning, State Historic Preservation Office (SHPO) response to U.S. Department of the Navy dated January 4, 2007, which states "the proposed undertaking has a potential to affect historic properties. The Trust's finding of consistency is contingent upon the requirement that further consultation between the Applicant and the Trust take place; pursuant to Section 106 of the National Historic Preservation Act."	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
79	6.0 Cultural Resources	Building Concepts	3.0 County	MNCPPC	Historic Preservation Section staff concurs with the design parameters recommendations listed in the DEIS Appendix A: Correspondence and Public Involvement, National Capital Planning Commission (NCPC) Staff Recommendation document Page 5, including: <ul style="list-style-type: none"> ■ The buildings must be symmetrical around Building One. The adjacent front planes of Building A (Outpatient Care Pavilion) and Building B (Inpatient Addition) cannot be forward (west) of the front of the wings of Building One. ■ The view shed west of Building One is to remain unobstructed. ■ The west footprints of Buildings A and B, along Wood Drive, are to step away from the wings of Building One. The front walls of Buildings A and B cannot be higher than the wings of Building One. ■ Building heights may be permitted to be higher than the wings of Building One provided their front walls are setback to minimize visibility from within the site. ■ The overall heights of Buildings A and B are to be the same. 	The comment is consistent with the Concept Design for the Medical Additions submitted by the Navy to the National Capital Planning Commission on October 4, 2007 and the Commission's comments made in connection with their favorable review. The Navy will utilize these design parameters as the basis for a stipulation in the Memorandum of Agreement which is the goal of the Section 106, National Historic Preservation Act consultation now underway.
80	6.0 Cultural Resources	Building Concepts	3.0 County	MNCPPC	New construction should respect, and enhance where possible, the historical importance of the other buildings and courtyards on the site. Historic Preservation Section staff concurs with the NCPC and SHPO staff findings listed in DEIS Appendix A: Correspondence and Public Involvement, National Capital Planning Commission (NCPC) Staff Recommendation document Page 7, that the proposed additions meet the appropriate design parameters for the site and building including: Footprint Building frontage/setbacks Symmetry Building heights Preservation of view sheds and historic landscapes.	The comment is consistent with the Concept Design for the Medical Additions submitted by the Navy to the National Capital Planning Commission on October 4, 2007 and the Commission's comments made in connection with their favorable review. The Navy will utilize these design parameters as the basis for a stipulation in the Memorandum of Agreement which is the goal of the Section 106, National Historic Preservation Act consultation now underway.
81	6.0 Cultural Resources	Building Concepts	3.0 County	MNCPPC	Furthermore, Historic Preservation staff concurs with the SHPO conceptual approval of the location, footprint, and massing of the building, and the Section 106 consultation should be initiated as soon as possible to move forward with the design and planning details of the project. The Montgomery County Historic Preservation Section looks forward to continue participation in the review process for this project as it moves forward.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
82	7.0 Land/Socio	Correction	3.0 County	MNCPPC	The Draft EIS reference dating the M-NCPPC to 1972, should be corrected to read 1927 (page 3-56)	The reference has been corrected in the EIS.
83	7.0 Land/Socio	Traffic	3.0 County	MNCPPC	The Draft EIS (page 4-62) states that the proposed land uses, because they are all on the existing NNMC property, are "consistent with existing plans and precedence and are compatible with adjacent facilities." It then concludes that there will be no direct effects or significant indirect effects outside the NNMC boundaries. The staff does not agree with this assessment, which is undermined by the acknowledgement that the proposed expansion is substantially beyond the expectations of the Bethesda Chevy Chase Master Plan. While the BCC Master Plan certainly anticipated continued and expanded medical (and other) facilities at NNMC, the proposed uses are not the significant issue. It is the magnitude of the expansion within such a compressed timeframe that was not anticipated in the Master Plan.	There are no direct effects because all development takes place on NNMC within base boundaries. The Base has its own lodging, eating establishments and retail facility. Lodging needed for patients and visitors will be provided on Base. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging. Therefore the primary off-base effect is traffic. The EIS notes that BRAC actions increase traffic. Text has been added to EIS that notes that community planners believe that traffic congestion in the region could cause land development plans to be altered and the BRAC traffic volumes contribute to the congestion with heavier volumes than previously anticipated in their plans.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
84	7.0 Land/Socio	Correction	3.0 County	MNCPPC	The Draft EIS incorrectly states that the 1990 Bethesda Chevy Chase Master Plan is currently being updated (page 3-56). The White Flint and Twinbrook Sectors of the North Bethesda/Garrett Park Master Plan are being updated. And next year the Westbard Sector of the BCC Master Plan is to begin an update. But no update to the broader Bethesda Chevy Chase Master Plan is under consideration.	Reference to update has been deleted in the EIS.
85	7.0 Land/Socio	Correction	3.0 County	MNCPPC	The Draft EIS uses a term (page 4.63) "flag housing" without identifying its definition.	Refers to housing for flag officers - those holding the rank of admiral in the U.S. Navy or Coast Guard, or general in the other services.
86	7.0 Land/Socio	Housing	3.0 County	MNCPPC	The Draft EIS states that substantial numbers of patients will be arriving at the base daily (with their families or friends), but it does not indicate where they will be arriving from. The language implies that many patients will be living in the area and coming in for extended periods for outpatient treatment or therapy. It is important to know where these people will be living while in the area, particularly whether they be on other military bases or in private housing or hotels. This is a crucial element with no information that is discernable in the report. Depending on where and how these populations are to be housed, there may be a need to consider incentives for certain types of lodging options.	The majority of patients live in the National Capital Area and do not need accommodations. There is adequate existing or planned on-base lodging to accommodate patients and their families from outside the National Capital Area that stay overnight. The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on a out-patient basis but require family support during their stay. Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.
87	7.0 Land/Socio	Housing	3.0 County	MNCPPC	The Draft EIS states that additional NNMC traffic under BMC is not a large percent of local traffic therefore the traffic "would not be expected to be the cause of indirect adverse land use effects that are significant. The staff disagrees with this assessment. We have not been provided with sufficient information in the Draft EIS to determine if this is true, as increased traffic is not the only element with potential to impact area land use planning. As noted, a compelling missing element is the potential impact that the added patient/ visitors may have on area lodging capacity. Knowing what type of lodging facilities these visitors may or may not need (traditional rooms, extended stay rooms, etc.) would be very helpful to the master plan effort underway in White Flint.	The Navy anticipates that all required lodging will be provided on Base.
88	7.0 Land/Socio		3.0 County	MNCPPC	Coordinate with M-NCPPC staff to review and define the assessment of indirect land use impacts.	The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities. There are no direct effects because all development takes place on NNMC within base boundaries. The Base has its own lodging, eating establishments and retail facility. Lodging needed for patients and visitors will be provided on Base. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging. Therefore the primary off-base effect is traffic. The EIS notes that BRAC actions increase traffic. Text has been added to EIS that notes that community planners believe that traffic congestion in the region could cause land development plans to be altered and the BRAC traffic volumes contribute to the congestion with heavier volumes than previously anticipated in their plans.
89	1.0 General	Master Plan	3.0 County	MNCPPC	NNMC Campus Plan - The Draft EIS (page 3-55) reviews the NIH Master Plan Update (2003) but makes only a brief mention of the NNMC Campus Master Plan process currently underway. This limited discussion of its parameters and status is provided mostly as a part of other discussions, not as a separate section. This is important information that should be provided to the community.	As the Master Plan is prepared and finalized, drafts will be reviewed in meetings open to the public. This EIS is prepared to assess the proposed actions under BRAC and is not intended to evaluate or discuss the master plan, which follows separate channels for coordination.

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90	1.0 General	Master Plan	3.0 County	MNCPPC	Provide an update on the NNMC Campus Master Plan timing and issues under consideration.	The Navy plans to move forward with the NNMC Master Plan in 2008.
91	7.0 Land/Socio	Housing	3.0 County	MNCPPC	Provide additional information on the potential impact of added out-patients and visitors on area lodging capacity.	<p>The majority of patients live in the National Capital Area and do not need accommodations. There is adequate existing or planned on-base lodging to accommodate patients and their families from outside the National Capital Area that stay overnight.</p> <p>The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on a out-patient basis but require family support during their stay.</p> <p>Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.</p>
91.1	7.0 Land/Socio	Housing	3.0 County	MNCPPC	Continuation of 91.	<p>Continuation:</p> <p>The new construction in addition to the existing and renovated spaces will provide sufficient lodging for enlisted billeting, active duty in an outpatient status, and family residence during a patient's outpatient treatment. Ample housing has been planned to accommodate both enlisted staff living on WRNMMC's campus and family members staying to support patients receiving treatment. In the event that there is a surge of patients and supporting family members and WRNMMC's housing falls short, WRNMMC would assist family members in finding lodging at local Bethesda hotels close to the hospital. The number of family members who would fall into this category would be few and their anticipated length of stay short.</p>
92	7.0 Land/Socio	Housing	3.0 County	MNCPPC	In regard to the socioeconomic impacts of the BRAC action (page 4-67), the Draft EIS states that the additions to NNMC would have "no significant effect" on housing off base because there is no anticipated relocation of off-base personnel associated with the action, and thus no change in the supply or demand for housing in the study area. But again, there is no mention in this evaluation of the need for temporary housing for patients and their families who are not living on the base.	<p>The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on a out-patient basis but require family support during their stay.</p> <p>Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.</p>
92.1	7.0 Land/Socio	Housing	3.0 County	MNCPPC	Continuation of 92.	<p>Continuation:</p> <p>The new construction in addition to the existing and renovated spaces will provide sufficient lodging for enlisted billeting, active duty in an outpatient status, and family residence during a patient's outpatient treatment. Ample housing has been planned to accommodate both enlisted staff living on WRNMMC's campus and family members staying to support patients receiving treatment. In the event that there is a surge of patients and supporting family members and WRNMMC's housing falls short, WRNMMC would assist family members in finding lodging at local Bethesda hotels close to the hospital. The number of family members who would fall into this category would be few and their anticipated length of stay short.</p>

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93	9.0 Transportation		3.0 County	MNCPPC	Provide exclusive turn lanes at all entrances to NNMC to limit the potential queuing at the access points along major arteries.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. The Navy is also submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
94	9.0 Transportation	Cedar Lane+	3.0 County	MNCPPC	The traffic study contained in the DEIS recommends potential short term traffic mitigation measures that must be evaluated and considered in future studies that include the following: a. An additional left turn lane along the eastbound and westbound approaches of Cedar Lane at MD 355. b. An additional left turn lane along the southbound approach of Old Georgetown Road at Cedar Lane and elimination of on-street parking along eastbound Cedar Lane to provide for an additional receiving lane. c. Conduct a full intersection study, including a traffic signal warrant analysis and new geometric design at the intersection of MD 355 and North Wood Road.	The FEIS will recommend further studies and implementation of these and/or other improvements by appropriate public agencies.
95	9.0 Transportation		3.0 County	MNCPPC	The traffic study contained in the DEIS recommends potential short term traffic mitigation measures that must be evaluated and considered in future studies that include the following: d. Change lane configuration to provide for an exclusive left turn lane and a shared through/right turn lane at the intersection of MD 355 and Jones Bridge Road. e. An additional left turn lane along the eastbound approach of Jones Bridge Road and a separate right turn lane along the southbound approach of Connecticut Avenue (MD 185) at their intersection. f. All gates for vehicular and pedestrian access must be evaluated for safety and security considering the provision of additional lanes and potential relocation of the security check points further inside the campus to ensure no vehicular queuing forms outside the gates and onto the adjacent streets. Specific improvements are stated in the DEIS but additional analysis are required to ensure improvements would satisfy the need for safety and security of the NNMC and elimination of potential queuing on adjacent streets.	The FEIS will recommend further studies and implementation of these and/or other external improvements by appropriate public agencies. The need for additional on-site gate operational and security improvements will be addressed during the prospective Master Plan update development phase.
96	9.0 Transportation	Beltway	3.0 County	MNCPPC	The traffic evaluation contained in the DEIS recommends potential long term traffic mitigation measures that must be further evaluated and considered for future implementation. Potential slip ramp access from I-495 into NNMC campus to reduce traffic on MD 355 should be studied for its feasibility.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
97	9.0 Transportation	Roadway Funding	3.0 County	MNCPPC	Second, while 2,200 new employees may not be considered a "significant increase" in personnel, the impact of over 1,860 visitors and patients per day (484,000 per year) in addition to the added staff, is very significant in terms of land use planning. Third, while traffic may not be doubled, is it difficult to understand why the criterion does not take into account the existing level of traffic congestion. Doubling traffic may or may not have substantial impact on a military base in rural or suburban locations where traffic is often not that heavy to begin with. But in a very congested urban area any substantial changes can cause excessive impact, a strict interpretation of this clause is not helpful when it is apparent that the changes will require extensive and very expensive modifications to avoid congestion that will be harmful to area residents and - equally important the military personnel being treated at the facility.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
98	9.0 Transportation	Roadway Funding	3.0 County	MNCPPC	The Draft EIS concludes (page ES-19) that under the BRAC law, the U.S. Navy cannot provide funding or management of road improvements outside its property, except under the Defense Access Roads (DAR) Program. This program provides a means for the military to pay for their fair share of the cost of public highway improvements necessary to mitigate an "unusual impact" of a defense activity. The document defines "unusual impact" as impacts such as a significant increase in personnel at a military installation," and that a "significant increase" is defined as one that doubles existing traffic at the year of implementation, or one that requires relocation of an access gate, or other unrelated criteria. It states that none of the BRAC changes meet this criterion for inclusion in the DAR program. The staff considers this to be an unsatisfying conclusion for the. Following reasons: First, it is curious that the EIS does not consider this merger of primary elements of two major military medical facilities in a densely populated urban setting to be unusual.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.
99	9.0 Transportation	Pedestrian Connection	3.0 County	MNCPPC	The traffic evaluation contained in the DEIS recommends potential long term traffic mitigation measures that must be further evaluated and considered for future implementation. a. <i>Transit improvements</i> that include a pedestrian connection in the form of a bridge or a tunnel between the Metrorail station on the west side of MD 355 and NNMC campus to eliminate the need for potentially difficult crossings of MD 355 for the Metro users. Building a tunnel is a priority for safety purposes, and provides the most desirable connectivity between the Metro station and NIH on the west side at MD 355 and the NNMC campus on the east side of MD 355. It must also be open to all pedestrians, not just NNMC visitors or Metrorail users. <i>Staff recommends that a Metrorail access tunnel be implemented in the short term.</i>	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.
100	9.0 Transportation	Parking	3.0 County	MNCPPC	The proposed development on NNMC campus projects a net increase of 1,800 parking spaces. This combined with existing parking on site provides approximately 7,923 parking spaces on site. NNMC total future employees on site are estimated at 10,500. This results in a parking space/employee ratio of 1:1.3. This is a high parking space/employee ratio that will be counterproductive to achieving the goals of transportation demand management outlined in the Transportation Management Plan (TMP). The EIS and TMP must reduce parking supply. The Transportation Element of NCPC's Comprehensive Plan for the National Capital Region stipulates that a parking ratio of 1:3 (1 space for every 3 employees) is appropriate for projects within 2,000 feet of a Metrorail station.	Among the 7,923 parking spaces suggested by the comment are a significant number of parking reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. Specific parking issues will be addressed in the TMP, which is being updated as part of the Master Plan update. NNMC has a good history of working to avoid creating unnecessary parking. In 1994 NNMC formed a transportation committee to develop a TMP due to complaints about a lack of parking. In 1996 Congress held hearings on the need for additional parking at NNMC and 330 new spaces was recommended. NNMC did not build the spaces but implemented the TMP. Since that time two projects have reduced the number of parking places at NNMC.
101	9.0 Transportation	Parking	3.0 County	MNCPPC	The EIS will add 1,800 net additional new parking spaces for 2,500 new employees. That translates to one space for every 1.4 new employees, well in excess of the NCPC guidelines. To be in compliance with NCPC guidelines, the number of new net spaces would be reduced to 833 just for the new employees. This calculation does not account for parking space needs for visitors; therefore we strongly suggest that subsequent planning documents, including the Final EIS and campus master plan more comprehensively address the issue of parking supply and management. The overall calculation (to be discussed in the master plan) should include: <ul style="list-style-type: none"> ■ Existing parking supply for employees and visitors/contractors, etc. ■ Current parking demand for those spaces ■ Future parking demand for employees ■ Future parking demand for visitors/contractors, etc. ■ Strategies to reduce parking demand by employees ■ Strategies to reduce parking demand by visitors/contractors 	Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
102	9.0 Transportation	Pedestrian & Bike	3.0 County	MNCPPC	The traffic evaluation contained in the DEIS recommends potential long term traffic mitigation measures that must be further evaluated and considered for future implementation. Pedestrian and bicycle improvements that include construction of 5-foot sidewalks and planned bicycle facilities on roadways identified in the DEIS. All missing segments of sidewalks and bicycle facilities in the study area should be built to provide continuity in the pedestrian and bicycle facilities network. Provide for ADA compliant and curb access for disabled users. All intersections must provide for proper crossings that include appropriate markings and pedestrian signal phasing. Staff recommends that the completion of the sidewalks and bicycle facilities identified in the DEIS be included as a recommendation of the future study.	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
103	9.0 Transportation	Satellite Parking	3.0 County	MNCPPC	The traffic evaluation contained in the DEIS recommends potential long term traffic mitigation measures that must be further evaluated and considered for future implementation. Satellite parking that provides for a park-and-ride lot with shuttles transporting employees and visitors to the NNMCC campus. A location at the northeast quadrant of 1-495 and Connecticut Avenue has been identified for approximately 250 parking spaces. This potential facility must be further evaluated as a park-and-ride lot primarily for NNMCC employees and visitors but also for others who wish to use the Metro station at NIH site to reach other locations in the metropolitan area. Additional locations for satellite parking should be identified.	Locations for satellite parking mentioned in the EIS were provided by local and state transportation agencies. The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
104	9.0 Transportation	TMP	3.0 County	MNCPPC	Strengthen the Transportation Management Plan by requiring the implementation of the specific strategies identified on pages 71 through 74 of Appendix C, as opposed to making them selective or optional. Identify quantitative TDM program elements and performance objectives and how the achievement of performance objectives will be monitored. Changing words such as "may" or "could" to "will" or "must" converts irresolute ideas to firm commitments.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
105	9.0 Transportation	TMP	3.0 County	MNCPPC	9. Complete the Transportation Management Plan and provide mechanism for implementation of strategies contained in the TMP to reduce the need for expansion of roadways in the area	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
106	9.0 Transportation	TMP	3.0 County	MNCPPC	The proposed strategies identified in Appendix C of the Draft EIS to reduce single occupant vehicle travel to and from the NNMCC are bold and innovative and have a high likelihood of success, if implemented as a total package. However, the language must be strengthened to require the implementation of the proposed strategies as opposed to making them a laundry list from which some strategies may be chosen for implementation and some not. For example, changing words such as "may" or "could" to "will" or "must" will convert creative, but irresolute ideas to strong, firm commitments. The strategies, as a complete package, can then succeed - with one caveat. The TMP must commit to stronger parking reduction measures consistent with NCMPC guidance (see below). We also would like to see the TMP more strongly tied to traffic impacts.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
107	9.0 Transportation	TMP	3.0 County	MNCPPC	The TMP essentially serves as the means by which the applicant will reduce travel demand, particularly Single Occupancy Vehicle (SOV) travel during peak periods. However, the TMP does not reference how it is helping to offset the traffic impacts and perhaps even reduce the need for capacity improvements such as adding turn lanes or reconstructing intersections. Further analysis should be guided by County's 2007-2009 Growth Policy.	The implementation of an effective TMP could further reduce the employee vehicular trip generation over and above the 15% factor assumed in the EIS Traffic Study. However, the increased trip reduction would not negate the need for the DEIS recommended or other required infrastructure improvements.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
108	9.0 Transportation		3.0 County	MNCPPC	The traffic evaluation contained in the DEIS recommends potential long term traffic mitigation measures that must be further evaluated and considered for future implementation. An additional lane in each direction on MD 355 should be studied for its feasibility.	4.7.3.1 Potential External Roadway and Intersection Improvements includes the recommendation to add an additional lane in each direction on Rockville Pike, as does the comparable paragraph in the Executive Summary and Section 2.10.2.5.
109	9.0 Transportation		3.0 County	MNCPPC	Provide an updated traffic study at the time of submitting mandatory referral materials that incorporates findings and recommendations from the studies described above and incorporates travel demand management plan recommendations.	This recommendation has been noted for the master plan and TMP updates.
110	9.0 Transportation	Correction	3.0 County	MNCPPC	There are several errors in depicting the lane configurations at studied intersections. These errors must be corrected and a new calculation of Critical Lane Volume and Level of Service calculated based on the correct lane configurations. Staff will provide these correction under separate cover.	These corrections have been included in the EIS.
111	9.0 Transportation		3.0 County	MNCPPC	The State of Maryland, in conjunction with County Department of Public Works and Transportation (DPWT) and M-NCPPC, must immediately start the feasibility study of the proposed short-term & long-term transportation improvements that includes corridor studies along MD 355, Old Georgetown Road and Cedar Lane with the \$2,010,000 fund being appropriated by the Congressional Omnibus Appropriations Bill for BRAC related transportation study in Montgomery County. The scope of this traffic study will be determined after the Final EIS is released. The grade separation of MD 355 and Cedar Lane that is recommended in the Bethesda Chevy Chase master plan should be included in the study scope.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
112	2.0 Natural Resources		3.0 County	MNCPPC	Although the Draft EIS recognizes the tributary on site as a non-tidal wetland, the Environmental Guidelines, approved by the Montgomery County Planning Board, distinguish it as a stream with a minimum buffer width. This stream is given a buffer width based on its location in the Lower Rock Creek watershed, designated Use I by the Maryland Department of the Environment. Use I streams are required by the Environmental Guidelines to have buffer widths of between 100' minimum, if the stream banks have gentle slopes, up to 150', if the slopes are 25% and greater. The Brinklow-Blocktown soil identified in this area indicates slopes of 15% - 25%, which, if verified, means a buffer width of 125'.	A wetland investigation of the site was conducted in February 2008; no wetlands are present at the site and the report is enclosed in FEIS Appendix E. Therefore, a 25-foot buffer is not warranted.
113	2.0 Natural Resources		3.0 County	MNCPPC	Given recent concern about the failing health of the Chesapeake Bay, placing a wider stream valley buffer along the tributary is the best step to insure public health at one of the nation's premier health facilities. Montgomery County is also contributing to upgrading the health of the Bay in several important ways. The County is in the process of developing a Water Resource Plan, required by the State of Maryland to comply with the Clean Water Act and the Chesapeake Bay Agreement.	Comment noted: The Water Resource Plan being developed by Montgomery County is not finalized. NNMC is adhering to all current water quality regulations including: Maryland's Environment Article, Title 4, Subtitle 1 and 2 for erosion and sediment control and stormwater management (COMAR 26.17.01 and 26.17.02); Environment Article, Title 9, Subtitle 3 (COMAR 26.08.04); Environment Article, Title 5, Subtitle 05 (COMAR 26.17.04); Maryland's stormwater management program to address stormwater discharges (General Discharge Permit No. 03-DP-2537, General NPDES Permit No. MD0025670); the Federal Clean Water Act Section 402; and the Code of Federal Regulations (40 CFR 122.26); ; the 1994 Maryland Standards and Specifications for Soil Erosion and Sediment Control; and Maryland's Stormwater Management Act of 2007.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
114	1.0 General	Cumulative Impacts	3.0 County	MNCPPC	If built, future athletic fields may require removal of valuable forest resources. Construction of athletic fields requires the land to be cleared, graded, and the soil altered and compacted. This will have short and long term impacts on water quality, carbon storage and sequestration, and soil health. Location of these facilities should be planned well in advance to determine the environmental impact. Consider building these facilities on top of structures with artificial turf.	The planning and construction of athletic fields is not a part of the BRAC proposed action or alternatives and consequently the impacts of potential MWR fields are not evaluated in this EIS. At this time, it is not known if or when these new fields would be built, nor do plans or details for them exist. When ripe for decision, appropriate NEPA would be conducted for the MWR fields. It is, however, expected that this BRAC action, when added to the action that could occur for additional MWR fields would not cause significant incremental impacts not addressed in the evaluation of the BRAC impacts. This is stated in Section 4.12 under cumulative effects.
115	9.0 Transportation	Roadway Funding	3.0 County	BIC	The Committee strongly disagrees with the DEIS dismissal of the applicability of Defense Access Road (DAR) grants. This BRAC action will occur in a confined, urban and well established community along major access roads that are already heavily congested. It will add significant unanticipated traffic to the region, exacerbating congestion in a dense urban environment. This situation will certainly challenge the integrity of NNMC's mission to establish a world class joint service military medical facility if doctors and patients are mired in gridlock and cannot gain timely access to urgent care. This situation will be more untenable considering the emergency medical and homeland security demands of NNMC, NIH and Suburban Hospital. DOD has a responsibility to deal with these off-campus issues. It is short-sighted to dismiss the applicability of DAR funding to help ensure the success of this high profile critical mission.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.
116	9.0 Transportation	Beltway	3.0 County	BIC	The Committee strongly disagrees with the DEIS dismissal of a proposed I-495 Beltway Slip Ramp directly to the NNMC campus. The DEIS does not recommend moving forward on this project. The Committee believes that a slip ramp directly to the NNMC campus warrants an immediate and thorough study because, if feasible, it would relieve significant levels of congestion from local roads and could serve as an evacuation route in an emergency. Rather than dismissing this project, SHA should conduct a study to determine its feasibility and should address current congestion on I-495 between I-270 and MD97.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
117	9.0 Transportation	Beltway	3.0 County	BIC	The Committee believes that transportation studies must be considered comprehensively. The I-495 Beltway Slip Ramp study, including a study of traffic along the Beltway between I-270 and MD97, should be conducted in conjunction with the MD355 Corridor Study that is to be conducted. In addition, the area of the MD355 Corridor Study should be extended north to Montrose/Randolph Roads and south to MD410.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
118	9.0 Transportation	TMP	3.0 County	BIC	The Committee strongly supports the implementation of a robust transportation management plan (TMP) that discourages the use of single occupancy vehicles in the area of NNMC. The Draft EIS includes generic elements of a potential TMP but commits to nothing, waiting instead for a Master Plan. Since the elements of a Master Plan are already known, such as ongoing projects at USUHS and planned construction of day care centers, NEX expansion and Navy Lodge, the Final EIS should include a site-specific TMP. At the same time, the Committee understands the unique problems of attempting to reduce traffic at a military medical facility that operates around the clock and believes the Final EIS should more strongly address ways to reduce traffic in the region that is not generated by Defense activities.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
119	9.0 Transportation	Construction	3.0 County	BIC	The Committee is concerned that the Draft EIS dismisses potential traffic and pollution impacts on surrounding neighborhoods during the BRAC construction phase. Past experience with similar projects has demonstrated significant impacts to neighborhoods from construction-related parking, traffic congestion, demolition and transport of hazardous materials, and air and noise pollution.	The daily volumes for construction vehicles carrying material and equipment are significantly smaller than the volumes estimated for commuters during operations in the transportation analysis (the total estimated truck trips over three years is only equivalent to several days of operations, which has over 3,000 vehicles per day). Likewise, the construction crew commuting will be constrained by limiting parking spaces (currently 200 spaces); contractors are committed contractually to (and gain LEED points by) subsidizing mass transit and bussing from designated parking lots for other construction workers. The air analysis calculates emissions for all equipment used during construction and adds fugitive particulates that could be stirred up. As stated in the EIS, the construction contractors would adhere to Montgomery County noise standards, which the EIS assumes adequately protect the public. Demolition and transport of any materials deemed hazardous would comply with all regulations, are also set to protect the public.
120	1.0 General	Coordination 1	3.0 County	BIC	The Navy must establish an ongoing Office of Community Liaison, similar to that of the National Institutes of Health, to keep neighbors informed of campus activities, particularly during BRAC construction phase.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
121	8.0 HHS	Emergency Vehicles	3.0 County	BIC	Impacts must be mindful of non-BRAC related contingencies, especially impacts on emergency vehicles generally and those relating to the Bethesda Hospitals Emergency Preparedness Partnership (BHEPP) with NIH and Suburban Hospital.	The Navy will continue participation in the NIH-NNMC-Suburban Hospital consortium to promote continuous interconnection between the campuses in the event of a mass casualty incident. Similarly, the Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.
122	2.0 Natural Resources	Landscaping	3.0 County	BIC	While traffic and environmental mitigation are the top priorities, construction should be mindful of green space and livable communities wherever possible.	The Navy concurs with the comment and appreciates the time and effort taken to provide comments on the document.
123			3.0 County	BIC	Geology, Topography, and Soils - no comment.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
124	2.0 Natural Resources		3.0 County	BIC	New stormwater facilities need to address environmental concerns of increased mosquitoes and other disease carrying insects with the presence of infectious disease at NNMC and the extensive traveling of the residents surrounding NNMC.	Mosquito control is an element that must be addressed in the stormwater management plan for any best management practices that could result in standing water.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
125	2.0 Natural Resources		3.0 County	BIC	What specific controls will be used to prevent and reduce erosion at the site both during construction and upon completion?	Specific erosion controls are determined during design and construction and have not yet been developed for either the proposed construction or operation of new facilities at NNMC. As noted in the DEIS, prior to any construction, erosion controls specific to each site will be developed as part of the required erosion and sediment control plan, consistent with Maryland's Environment Article, Title 4, Subtitle 1 and 2 for erosion and sediment control and stormwater management (COMAR 26.17.01 and 26.17.02). In addition, appropriate, site-specific stormwater controls would be developed during the design phase of the facility, which would retain stormwater and slow overland flow, reducing slow the rate at which water leaves the site, and capture eroded soils and concentrated nutrients before they enter downstream water flow. Site conditions will determine which of these requirements will be used prior to construction.
126	2.0 Natural Resources	FCA	3.0 County	BIC	Why doesn't the Forest Conservation Act apply to the NNMC BRAC action?	The Forest Conservation Act, a state law, does not bind federal installations. However, as noted in the EIS, NNMC strives to comply with the principles of the Maryland Forest Conservation Act (Natural Resources Article 5-1601-1612, Annotated Code of Maryland) to the maximum extent practicable.
127	2.0 Natural Resources	Landscaping	3.0 County	BIC	There is no indication of the number of trees and plant material to be removed and plans for replacement and/or reforestation. Both Alternatives require the removal of many mature trees in the surface parking area to the north of the tower. What replacements and/or reforestation will take place to compensate for their removal?	The Navy has designed development to avoid woodlands to the greatest extent possible. The Navy realizes that construction of the parking area to the north of the tower will take out trees; however, it is the Navy's intent to landscape the area with appropriate vegetation once construction is complete. The Navy appreciates the aesthetic value that trees bring to the NNMC campus. Please note that trees in a parking lot are not considered a forested area.
128	3.0 Air	Plant Removal	3.0 County	BIC	As trees, bushes and plants help to maintain a healthier air quality, there must be impacts of the removal and failure to replace these forms of vegetation.	The Navy has designed development to avoid woodlands to the greatest extent possible. The Navy realizes that construction of the parking area to the north of the tower will take out trees; however, it is the Navy's intent to landscape the area with appropriate vegetation once construction is complete. The Navy appreciates the aesthetic value that trees bring to the NNMC campus.
129	3.0 Air	Mobile	3.0 County	BIC	The Air Quality Analysis does not cite specific traffic studies that were used to reach conclusions. The Committee is concerned that standard formulas may not apply to the realities of this BRAC action. The Analysis may not take into consideration impacts of traffic during the construction phase and by the addition of approximately 2,500 employees and 484,000 annual visitors after construction is complete, and that levels of particulate matter and ground level ozone (smog) may be higher than estimated in the DEIS.	Traffic study and survey data utilized in air quality Hot Spot analysis for CO include: "Volume Count Detail Report, by Maryland Department of Transportation, State Highway Administration, Highway Information Services Division", "Turning Movements & NNMC Parking, by NNMC Traffic Team", and DEIS Traffic Appendix C. Impacts to Air Quality from construction equipment on site essentially assume operation at idle speeds; trucks analysis include two or more miles of each truck trip at an average of 2.5 mph, the equivalent of idling for emissions calculations. All calculations find particulate emissions as well as the precursors of ozone (NOx and VOCs) to be well below de minimis levels established by USEPA to assure the health of the airshed. As WRAMC is in the same airshed, the staff, patients, and visitors coming to NNMC instead of WRAMC in 2011 do not represent an additional source of emissions into the airshed.
130	3.0 Air	Analysis	3.0 County	BIC	The Air Quality Analysis was taken over a one year period and does not address short term load effects during high impact construction phases. Spreading the data over a one year period lowers the impact during high construction periods and does not adequately analyze the environmental effects.	The EIS Air quality general conformity applicability analysis was performed as required by law and compares annual emissions of pollutants to annual de minimis thresholds. The analysis is in accordance with USEPA and Navy guidelines. The Navy will follow best management practices to address impacts during construction.
131	3.0 Air	Construction Dust	3.0 County	BIC	In terms of proposed air quality mitigations, what chemicals will be used for dust control and what is their environmental impact?	Watering of the soil to limit dust generation will be used as needed.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
132	3.0 Air	Analysis de minimis	3.0 County	BIC	Are the cited de minimis standards of air pollution appropriate for this nonattainment area?	Yes - refer to the USEPA website http://www.epa.gov/air/genconform/deminimis.htm .
133	4.0 Noise		3.0 County	BIC	What data was used to determine that "Residential areas on the east side of NNMC and across Jones Bridge Road are far enough from the construction sites that they are unlikely to be impacted by the noise from construction activities"?	The facilities in close proximity to Jones Bridge Road that would undergo construction/demolition are Building 12 and Building 23. Building 12 and Building 23 areas are approximately 700 and 400 feet respectively from the NNMC property line to the south. The road accounts for additional 50 plus feet. Noise level diminishes 6 dBA with every doubling of distance from a stationary source. The conclusion made in the Draft EIS were based on these data.
134	4.0 Noise		3.0 County	BIC	Have the number and location of noise monitoring stations been determined? Where will they be located?	To measure the impact of the construction noise impacts, the noise monitoring locations will be located in receiving property lines. The monitoring will be conducted as per a noise suppression plan, which will be subject to Montgomery County DEP approval. The noise monitoring will take place before and during construction activities. This will be conducted by the construction contractor.
135	4.0 Noise		3.0 County	BIC	Noise analysis data has not been updated since 2003 and may be out of date.	The Draft EIS used the 2003 Noise Study to identify the locations of the intersections where the noise monitoring stations were located that would be applicable to the NNMC projects. The traffic increase in those intersections were based on the 2006 traffic counts used in the Draft EIS Transportation Study.
136	4.0 Noise		3.0 County	BIC	Has noise generated by construction truck traffic been analyzed? Has a construction truck route been selected and has noise along that route been projected?	Improvements to perimeter road are being made to re-route truck traffic away from the main hospital and pedestrian routes, minimizing noise impacts.
137	4.0 Noise		3.0 County	BIC	The Committee is concerned that the impacts on noise of increased helicopter traffic have not been sufficiently addressed. There is no credible analysis of the current or anticipated increased levels of helicopter traffic or their impact on traffic as well as noise in this congested urban environment.	The Draft EIS states that there will be an increase of 1-2 flights per month, however, this increase would not result in significant noise or traffic impact.
138	5.0 Utilities	Utilities Capacity Data	3.0 County	BIC	The DEIS states that the present utility infrastructure will support either Alternative One or Two. The Committee believes the Final EIS should include confirmation of this statement from PEPCO, WSSC and Washington Gas that this statement can be supported.	Neither the DEIS nor FEIS state that the utility infrastructure can support the BRAC Actions without improvements. DEIS states in Executive Summary and Chapter 2 that as designs are finalized, additional utility studies will be conducted to identify whether improvements to any utility lines or pipes within NNMC are appropriate and these improvements would be implemented as part of the construction. FEIS has clarifying text that lines outside could also require improvement and further notes as stated in Chapter 4.6 that the provision of natural gas requires a detailed evaluation when design detail is available to determine supplier capacity or necessary improvements.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
138.1	5.0 Utilities	Utilities Capacity Data	3.0 County	BIC	Continuation of 138.	Continuation: Documentation that Pepco can support build out is referenced in the DEIS (NAVFAC 2007e): the Pepco Account Manager acknowledges the planned increase in electrical loading at NNMC and states that Pepco will provide NNMC with adequate supply to serve the facility's increased load. DEIS states Washington Gas is not able to define specific improvements to serve the build out without knowing specific demands (in therms) and seasonal peak demands for the new buildings (Washington Gas, 2007); their 6-inch (non-interruptible) line feeding the buildings and 8-inch (interruptible) line feeding the boilers could handle increased demand, but detailed modeling of their system with accurate thermal and equipment loading data would be required to determine exactly how much of an increase could be handled. Per reference (NAVFAC, 2007c) and Section 4.6, discussions with WSSC indicate WSSC can provide water and wastewater services for BRAC actions. Details on system upgrades will be developed during the design process.
139	5.0 Utilities	Utilities Capacity Data	3.0 County	BIC	Will utility lines outside the fence adequately support lines inside the fence? If not, what will be the impacts of upgrading these lines, particularly if such upgrades would disrupt traffic along MD355 and other roadways?	Documentation that Pepco can support build out is referenced in the DEIS (NAVFAC 2007e): the Pepco Account Manager acknowledges the planned increase in electrical loading at NNMC and states that Pepco will provide NNMC with adequate supply to serve the facility's increased load. DEIS states Washington Gas is not able to define specific improvements to serve the build out without knowing specific demands (in therms) and seasonal peak demands for the new buildings (Washington Gas, 2007); their 6-inch (non-interruptible) line feeding the buildings and 8-inch (interruptible) line feeding the boilers could handle increased demand, but detailed modeling of their system with accurate thermal and equipment loading data would be required to determine exactly how much of an increase could be handled. Per reference (NAVFAC, 2007c) and Section 4.6, discussions with WSSC indicate WSSC can provide water and wastewater services for BRAC actions. Details on system upgrades will be developed during the design process.
140	5.0 Utilities/ 3.0 Air	Analysis Fuel oil	3.0 County	BIC	Would the use of an oil-fueled backup system in the event of a PEPCO failure have impacts on air quality? Have these impacts been assessed?	A sensitivity calculation for 100% use of fuel oil for new facilities instead of natural gas has been added to the discussion of operations emissions in Appendix B and Chapter 4.4. If fuel oil was used in place of natural gas for 100% of the new facility requirements, heating emissions from NOx would increase 2.55 TPY to total 4.39 TPY. PM2.5 would increase 0.27 TPY to 0.59 TPY total and SO2 would increase 12.51 TPY for a total of 12.54 TPY annually. Both VOC and CO emissions would decrease. Therefore resultant emissions would be slightly higher but still well below de minimis thresholds of 100 TPY.
141	5.0 Utilities		3.0 County	BIC	The BHEPP collaboration depends on the integrity of local utilities. BRAC impacts and mitigations should account for the utility needs of NIH and Suburban Hospital.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
142	9.0 Transportation		3.0 County	BIC	The Committee is very concerned that NNMC traffic estimates are substantially lower than those derived from an MNCPPC study for the one-to-five years prior to the NNMC study. NNMC should acknowledge in the Final EIS that further studies may reveal that more extensive mitigations may be required than are identified in the Draft EIS.	The improvements recommended in the EIS Traffic Study were based on accurate and representative counts conducted as part of this study, as well as traffic forecasts and analyses conducted in accordance with the M-NCPPC Local Area Transportation Review (LATR) Guidelines.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
143	9.0 Transportation		3.0 County	BIC	The Committee is very concerned that the Draft EIS dismisses the impact of increased traffic on intersections that are already or close to failing. To understate the significance of adding more traffic to intersections that are already failing short-sighted and not helpful. Considering the nature of the project – to develop a world class medical center to treat America’s active, retired and wounded military personnel – the Defense Department has a responsibility to ensure the flow of traffic, especially emergency vehicles, in and around the facility. The Final EIS must reconsider the impacts of this BRAC action on roads and intersections that are already or close to failing, must propose mitigations and assume DOD responsibility to ensure accessibility of NNMC to patients and doctors post-construction.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
144	9.0 Transportation	Construction	3.0 County	BIC	The Committee is very concerned that the traffic impacts during the construction phase have not been analyzed, and that the Draft EIS includes flawed assumptions that have no basis in fact. For example, the Draft EIS offers no assurance of specific plans or programs to prevent construction-related parking and congestion in nearby neighborhoods. The Committee believes NNMC should provide a plan for the construction phase, particularly if Congress accelerates it by one year.	The daily volumes for construction vehicles carrying material and equipment are significantly smaller than the volumes estimated for commuters during operations in the transportation analysis (the total estimated truck trips over three years is only equivalent to several days of operations, which has over 3,000 vehicles per day). Likewise, the construction crew commuting will be constrained by limiting parking spaces (currently 200 spaces); contractors are committed contractually to (and gain LEED points by) subsidizing mass transit and bussing from designated parking lots for other construction workers.
144.1					Continuation of 144.	The Navy will provide 200 parking spaces for construction workers and the Navy contractor will reserve the parking spaces for contractor and subcontractor management and field staff only. For the remaining construction workforce, the Navy has required that the contractor use alternative means of bringing the workers onto NNMC, including mass transit. As a way to meet LEED Silver Certification requirements, the contractor is using mass transit use by the construction workers towards the certification. The contractor will utilize a combination of offsite coordinated park-and-ride and public transportation. The contractor will provide subsidies to the workers who utilize the WMATA system to access the construction site. To deter parking in the neighboring areas; the contractor is implementing a program that will include spot checks and disciplinary actions such a written warning for the first offense and termination of the employee's badge access for the second offense.
145	9.0 Transportation		3.0 County	BIC	The Committee is very concerned that the lack of reliable data about the nature of visits to the campus will make it difficult to develop viable mitigations. Although the trip generation breakdown may be technically adequate to examine intersection capacity, it is nowhere near detailed enough to relate auto usage to specific functions and facilities on site. It is, therefore, impossible to judge the adequacy or proper distribution of the parking onsite or develop an efficient transportation demand management program. For example, what exactly constitutes a visit, and how many cars does NNMC expect to come to the campus each day, and during what hours? Formulaic calculations do not reflect the reality of daily activities at the campus.	Due to medical privacy requirements, NNMC cannot survey patients regarding their activities while on base. However, traffic calculations were conducted using conservative estimates, which will be used to develop on-base traffic mitigations. The parking distribution and Transportation Management Plan (including TDM) will be addressed as part of the Master Plan update.
146	9.0 Transportation	Roadway Funding	3.0 County	BIC	Similarly, the Committee is very concerned that the Draft EIS dismisses the applicability of Defense Access Road (DAR) grants in this project. Defense Department standards applying DAR grants only where defense actions double the amount of traffic on base-serving arteries is short-sighted and unrealistic in a heavily urban environment.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
147	9.0 Transportation		3.0 County	BIC	Transportation statistics are inconsistent in many places throughout the Draft EIS. For example, the projected trip distribution pattern at the 5 NNMC access points (Figure 17, page 53, Transportation Study, Appendix C) is not consistent with the DEIS traffic counts on which it is based. In addition, the DEIS based BRAC traffic and travel patterns on current NNMC data even though existing residential data for Walter Reed employees (who are expected to maintain their current residential locations and commute to NNMC) clearly indicate that their traffic and travel patterns will differ from those of current NNMC employees.	The distribution of trips at the NNMC gates was based on existing vehicular access patterns (see page 52 of traffic study). The EIS Traffic Study was required to follow the general recommendations of the M-NCPPC Local Area Transportation Review Guidelines, since it was more certain that the functions and services, rather than all the Walter Reed Medical Center employees, would be relocated to NNMC. Some employees would be relocated to Fort Belvoir and a significant amount of new employees would be hired.
148	9.0 Transportation		3.0 County	BIC	Traffic counts underestimate the potential CLV at certain intersections because they do not account for cut-through traffic (often illegal) on neighborhood roads to avoid those intersections. For example, neighborhoods at the MD355 intersections with Cedar Lane and Jones Bridge Road experience significant cut-through traffic.	The EIS Traffic Study conforms with the M-NCPPC Scoping Letter (see Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
149	9.0 Transportation		3.0 County	BIC	The Committee believes the traffic study area was too limited. Studies should be conducted on roadways and intersections extending along MD187, MD355 and MD185 north to Montrose/Randolph Roads and south to MD410. Studies should include arterial and secondary roads in these corridors.	The EIS Traffic Study conforms with the M-NCPPC Scoping Letter (see Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
150	9.0 Transportation		3.0 County	BIC	The Committee is concerned that the Draft EIS does not account for several large development projects along the greater MD355 corridor and throughout the region that will impact traffic in the area of NNMC.	The EIS Traffic Study included the background developments identified by the M-NCPPC TPD staff (see Scoping Letter in Appendix C).
151	1.0 General	Coordination	3.0 County	BIC	The Committee urges NNMC to establish an Office of Community Relations, similar to that at the National Institutes of Health, to meet regularly with neighborhood residents, business owners and local officials and provide an ongoing flow of information during and after the construction process.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff. The Navy will continue to respond to public concerns through the NNMC Public Affairs Office.
152	9.0 Transportation		3.0 County	BIC	On-Campus Improvements The Draft EIS lacks a traffic analysis of the impacts of new NNMC security gates along Jones Bridge Road. These gates will likely cause new traffic backups that will require mitigation. One suggestion is to study the feasibility of constructing an access road on NNMC property parallel to the north side of Jones Bridge Road that would be used to provide car and truck access to any of the Jones Bridge Road gates.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document. The Navy is studying gate improvements at all NNMC gates as well as the Perimeter Road.
153	9.0 Transportation	Drop Off and Pedestrian Connection	3.0 County	BIC	On-Campus Improvements Kiss-and-ride and patient drop-off access should be provided to encourage vanpooling and carpooling. A weather protected walkway or tunnel – preferably a moving walkway – should be constructed from Kiss-and Ride lots and an anticipated east-side Metro entrance, to enhance pedestrian accessibility and use of transit and carpooling.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road. In addition, the Navy is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
154	9.0 Transportation	Roadway Funding	3.0 County	BIC	The Draft EIS should not dismiss Defense Access Road (DAR) grants as a source of funding for these essential improvements. The Draft EIS bases a shift of responsibility to road improvements to local and state governments on an inappropriate standard. That is, it states that the Navy is not permitted to provide funding or management of road improvements outside its properly except under the Defense Access Roads (DAR) Program, which only allows the federal government to pay its "fair share" when there is an "unusual impact." (DEIS at pages 4-49-4-50, section 4.7.3.2). However, the definition used therein for "unusual impact" is doubling existing traffic impact. This is an inappropriate standard given the well acknowledged unique aspect of this BRAC action being the only such action taken in a high-density urban setting.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
154.1	9.0 Transportation	Roadway Funding	3.0 County	BIC	State and/or County Jurisdiction (short term) Rockville Pike (MD 355) at Cedar Lane Old Georgetown Road (MD 187) at Cedar Lane Rockville Pike (MD 355) at Jones Bridge Road Connecticut Avenue (MD 185) at Jones Bridge Road Rockville Pike (MD 355) at North Wood Road State and/or County Jurisdiction (short term). The federal government should assume responsibility to fund mitigations of the traffic impacts this critical BRAC mission will have in a dense urban setting.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
155	9.0 Transportation	Roadway Funding	3.0 County	BIC	It is easily imagined that under more traditional BRACs, such as an expanded military installation in a rural setting, that the standard requiring a doubling of traffic would be more common and appropriate. In such actions, doubling traffic on rural roads where little exists prior to the BRAC, the "unusual impact" definition of twice existing traffic makes sense. Here, it would be nearly impossible to double traffic in an area in which several of the key intersections are already failing. DOD must exercise wise judgment in this instance and consider waiving or revising its standards for DAR grants in this urban BRAC, and must assume a more active role in funding and assisting in road improvements surrounding the NNMC. It should be the Navy's goal, as well as common sense, that there should be no failed intersections in the area surrounding its flagship medical center after this BRAC action is concluded, not simply returning the intersection to a pre-BRAC level of failure.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
156	9.0 Transportation		3.0 County	BIC	State and/or County Jurisdiction (short term). The Committee urges the County or NNMC to utilize police presence to enforce traffic laws and help facilitate the movement of traffic through intersections and along nearby roadways.	The Navy will evaluate traffic improvements on site as part of the gate operations study. However, off base policing will remain the responsibility of local and state law enforcement agencies.
157	9.0 Transportation		3.0 County	BIC	State and/or County Jurisdiction (short term). New and Improved sidewalks around the NNMC perimeter would encourage pedestrian access and promote safety.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
158	9.0 Transportation		3.0 County	BIC	The Committee appreciates the Navy's willingness to transfer frontage along MD355 to allow for important traffic mitigation projects, such as construction of an east side entrance to the Medical Center Metro station, adding turn lanes, and potential widening of MD355. The Committee believes transfer of frontage along Jones Bridge Road would also be appropriate to improve access to NNMC gates, facilitate the flow of traffic, and mitigate congestion at two key intersections with MD355 and MD185. Some Committee members are concerned that widening MD355 would be detrimental to pedestrian safety and the preservation of green space and support the use of reversible lanes as an alternative to widening.	If road widening on the perimeter of NNMC is implemented by the State, the Navy agrees to coordinate the relocation of the perimeter fence and the necessary right-of-way to facilitate transportation improvement projects.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
159	9.0 Transportation	Beltway	3.0 County	BIC	Potential Long-Term Improvements Beltway Slip Ramp: The Committee strongly disagrees with the DEIS dismissal of a proposed I-495 Beltway Slip Ramp directly to the NNMC campus. The DEIS does not recommend moving forward on this project. The Committee believes that a slip ramp directly to the NNMC campus warrants an immediate and thorough study because, if feasible, it would relieve significant levels of congestion from local roads. Rather than dismissing this project, SHA should conduct a study to determine its feasibility and should address current congestion on I-495 between I-270 and MD97.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
160	9.0 Transportation	Satellite Parking	3.0 County	BIC	Potential Long-Term Improvements Fringe Parking: Proposals for shuttle lots at I-495 @ MD185 only encourage traffic to use the Beltway, which is already over utilized. The Committee urges NNMC and the County to study constructing shuttle lots much farther out, which would be more likely to attract commuters and remove cars from already congested urban areas.	Locations for satellite parking mentioned in the EIS were provided by local and state transportation agencies. The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
161	9.0 Transportation		3.0 County	BIC	Potential Long-Term Improvements Pedestrian Improvements. The Committee supports sidewalk construction and rehabilitation in the area.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
162	9.0 Transportation	Bike	3.0 County	BIC	Potential Long-Term Improvements Bicycle Improvements. Improvements to the trail surface of the Capital Crescent Trail between Bethesda and Silver Spring are necessary, as well as to the Rock Creek Park Trail. Some Committee members note that the Draft EIS recommendation to improve lighting along the Rock Creek and other bicycle trails is unnecessary because the trails currently are closed after dark.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
163	9.0 Transportation	Bike	3.0 County	BIC	Potential Long-Term Improvements The Final EIS should recommend full implementation of Montgomery County's Countywide Bikeways Functional Master Plan in recognition that bicycle commuting is feasible only where there is an unbroken, interconnected system of bikeways. The Master plan focuses on ensuring bikeway connections to the County's major activity centers: municipalities, central business districts, town centers, transit stations, major employment hubs, countywide park trails and regional parks. For similar reasons, all roads in the vicinity of NNMC should have wide outside lanes and/or rideable shoulders where there is no adjacent bike path.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
164	9.0 Transportation	Pedestrian Connection	3.0 County	BIC	Potential Long-Term Improvements Transit Improvements An entrance to the Medical Center Metro station from the east side of MD355 is essential. This would also serve as a pedestrian tunnel beneath MD355 to enhance pedestrian safety.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.
165	9.0 Transportation		3.0 County	BIC	Potential Long-Term Improvements Have transit ridership studies been done for WRAMC and NNMC employees relative to the Purple Line, CCT, or potential use of shuttle buses?	The Navy is not aware of any such studies.
166	9.0 Transportation		3.0 County	BIC	Potential Long-Term Improvements BCC, Downtown Bethesda Master Plan Improvements. Elements of the Master Plans should gain a high priority with BRAC. Reversible lanes along MD187 and MD355 north of the Bethesda CBD are feasible projects. In addition, road signage along all major arteries must be improved to direct traffic to NNMC.	Comment noted. The document mentioned in the comment was consulted and is listed in Appendix C. Road signage recommendation will be passed on to public transportation agencies.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
167	9.0 Transportation	TMP	3.0 County	BIC	<p>Transportation Management Plan (TMP)</p> <p>The Committee strongly supports the implementation of a robust TMP that discourages the use of single occupancy vehicles in the area of NNMC. The Draft EIS includes elements of a potential TMP but commits to nothing, waiting instead for a Master Plan. Since the elements of a Master Plan are already known, such as ongoing projects at USUHS and planned construction of day care centers, NEX and Navy Lodge, the Final EIS should include a site-specific TMP.</p>	<p>NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.</p>
168	9.0 Transportation	Parking	3.0 County	BIC	<p>Future Parking Provisions. The Committee believes there is no data to support the net increase of almost 1,900 parking spaces on the Campus. How was this figure derived?</p>	<p>Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.</p>
169	9.0 Transportation	Pedestrian Connection	3.0 County	BIC	<p>Pedestrian Safety and Access and/or Metro Entrance: The Committee strongly supports construction of a Medical Center Metro entrance on the east side of MD355. In addition, the Committee supports constructing weather protected walkway or tunnel – preferably a moving walkway – from Kiss-and Ride lots and this Metro entrance, to enhance pedestrian accessibility and use of transit and carpooling.</p>	<p>The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.</p>
170	9.0 Transportation		3.0 County	BIC	<p>Planned Improvements</p> <p>Cedar Lane at Rockville Pike.</p> <p>Jones Bridge Road at Wisconsin Avenue</p> <p>Rockville Pike would be widened to eight lanes between Cedar Lane and Jones Bridge Road after 2010.</p> <p>An interchange at Rockville Pike and Cedar Lane.</p> <p>The Bethesda CBD Master Plan (July 1994) recommends implementing a peak period reversible lane on Old Georgetown Road from Woodmont Avenue northward to Huntington Parkway.</p> <p>The Bethesda CBD Master Plan also recommends converting Wisconsin (northbound) and Woodmont (southbound) Avenues into a one way pair through the CBD.</p> <p>Increase the level of feeder bus services, particularly in the eastern half of planning area.</p> <p>Provide park and ride lots for 750 vehicles at locations that would intercept vehicles destined to employment centers such as Bethesda CBD, NIH and the National Naval Medical Center.</p>	<p>Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.</p>
171	9.0 Transportation	Cedar Lane	3.0 County	BIC	<p>Planned Improvements The Committee notes an error in Appendix C, Transportation Study. Page 9 Diagram # 5 is incorrect. Of the three Cedar Lane westbound lanes at MD355, the middle lane is a left turn lane in addition to being a through lane.</p>	<p>The lane configuration and associated intersection capacity analyses has been corrected in the EIS.</p>

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
172	9.0 Transportation		3.0 County	BIC	Planned Improvements. The Committee supports the use of reversible lanes outlined in the Master Plans, and also supports studying the feasibility of reversible lanes along MD 355 between I-495 and the CBD.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
173	9.0 Transportation		3.0 County	BIC	Planned Improvements. The Committee strongly supports an expanded Ride-On and shuttle bus program. Planned Improvements. The Committee believes that park-and-ride lots close to NNMC would do little to relieve traffic from major arteries in the area. These lots should be located much farther out, to remove single occupancy vehicles from roadways and encourage the use of commuter buses, carpools and vanpools.	Locations for satellite parking mentioned in the EIS were provided by local and state transportation agencies. The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
174	9.0 Transportation		3.0 County	BIC	Programmed Improvements: Intersection Capacity Improvement and Roadway Rehabilitation: Rockville Pike at Jones Bridge Road. Rockville Pike: northbound Bridge 15119 over I-495 outer loop -- bridge deck replacement. This project is under way and will be completed in the near future.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
175	9.0 Transportation		3.0 County	BIC	Programmed Improvements: Corridor and Transitway Projects: The Capital Beltway Study is in its planning phase and to date has determined the need to widen this facility to 10 lanes through Montgomery and Prince George's Counties. Some members of the Committee believe this plan is not likely to be realized in the foreseeable future and should not be considered a potential mitigation for this BRAC action.	It has not been included as a potential improvement in the EIS.
176	9.0 Transportation		3.0 County	BIC	Programmed Improvements: Corridor and Transitway Projects: The InterCounty Connector. The Committee notes that this project has been planned for decades and should not be considered as a BRAC mitigation at the expense of other projects that must be implemented.	It has not been included as a potential improvement in the EIS.
177	9.0 Transportation		3.0 County	BIC	Programmed Improvements: Corridor and Transitway Projects: The Bi-County Transitway (Purple Line). While there is no consensus on the Committee for a specific mode or route of this project, the Committee believes that transit access to NNMC must be increased. Some Committee members support the Purple Line Master Plan, others support the Bus Rapid Transit alignment along Jones Bridge Road, while others believe the "Loop" proposal deserves further study. It would be helpful if MTA conducted a ridership survey of WRAMC and NNMC employees. Constructing the Purple Line would also make even more essential the construction of an east-side Medical Center Metro entrance.	The Navy will cooperate with any MTA ridership surveys of NNMC employees and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355.
178	9.0 Transportation		3.0 County	BIC	Programmed Improvements: Corridor and Transitway Projects: The I-270 Corridor Cities Transitway (CCT). It would be helpful if MTA conducted a ridership survey of WRAMC and NNMC employees. Constructing the CCT would also make even more essential the construction of an east-side Medical Center Metro entrance	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
179	9.0 Transportation	Pedestrian & Bike	3.0 County	BIC	Programmed Improvements: Pedestrian and Bicycle Facilities. The Committee supports measures that promote the use and enhance the safety of pedestrian and bicycle paths. Sidewalk upgrades and completion of the area hiker/biker network are critical. Providing for safe pedestrian access to and from the Medical Center Metro station from both sides of MD355 is critical and would be addressed by constructing an east-side station entrance that could also serve as a pedestrian tunnel.	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures. The Navy is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
180	5.0 Utilities	LEED	3.0 County	BIC	NNMC must commit to achieving Leadership in Energy and Environmental Design (LEED) standards in the construction of the new facilities.	As stated in Section 2.5, the Navy plans for all BRAC facilities to be certified Silver according to the US Green Building Council's Leadership in Energy and Environmental Design (LEED) Program.
181	7.0 Land/Socio	Traffic	3.0 County	BIC	The Draft EIS shows no basis in fact for the conclusion that BRAC will yield no direct impacts or significant indirect impacts to land use, zoning, or relocation of WRAMC employees.	The new development on NNMC is within Base boundaries, which has its own lodging, eating establishments and retail facility. Lodging needed for patients and visitors will be provided on Base. The relocation of jobs to NNMC from WRAMC constitutes less than 1/2 mile additional distance for commuters coming from the east on the beltway, reduces the distance for those coming from the west, and provides a more convenient Metro station for public transit. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging. Therefore the primary off-base effect is traffic. The EIS notes that BRAC actions increase traffic. Text has been added to FEIS noting that community planners believe traffic congestion in the region could cause land development plans to be altered and the BRAC traffic volumes contribute to the congestion.
182	7.0 Land/Socio		3.0 County	BIC	Does NNMC have plans to schedule patient and family visits so they do not contribute to traffic during peak hours?	Refer to Figure 4, Appendix C. It is not possible to limit patient appointments to avoid peak traffic hours.
183	7.0 Land/Socio	Housing	3.0 County	BIC	The Committee is very concerned that the important land use issues related to housing for increased military personnel, outpatients and families are not adequately addressed in the Draft EIS. Lack of sufficient on-campus housing will have impacts on traffic. The scarcity of affordable housing in Montgomery County could force NNMC personnel and outpatient families to live remotely and create more traffic on roads throughout the region.	The Navy anticipates that all required lodging for patients and related visitors will be provided on Base. The relocation of jobs to NNMC for employees currently at WRAMC constitutes less than 1/2 mile additional distance for commuters coming from the east on the beltway, reduces the distance for those coming from the west, and provides a much closer metro station for those using public transit. There is no expectation that employees currently working at WRAMC and residing off base would have reason to relocate their residences. The commute is likely to be easier for the majority. NNMC will provide on-base lodging for those needing on base lodging.
184	7.0 Land/Socio	Housing	3.0 County	BIC	Is there an analysis of how many of the patients (including all in-patients, out-patients, TBI and PTSD) are expected to have family members relocate to this area during the time of convalescence? Of these relocated families, how many can be accommodated on base? What is the average length of stay for a relocated family?	The majority of patients live in the National Capital Area and do not need accommodations. There is adequate existing or planned on-base lodging to accommodate patients and their families from outside the National Capital Area that stay overnight. The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on an out-patient basis but require family support during their stay. Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
185	7.0 Land/Socio	Housing	3.0 County	BIC	Square footage statistics for Fisher Houses and BEQ housing do not translate into the number of people these facilities would serve. Is there a factual basis that construction of two new Fisher Houses will meet this demand?	The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on a out-patient basis but require family support during their stay. Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.
185.1	7.0 Land/Socio	Housing	3.0 County	BIC	Continuation of 185.	Continuation of 185: The new construction in addition to the existing and renovated spaces will provide sufficient lodging for enlisted billeting, active duty in an outpatient status, and family residence during a patient's outpatient treatment. Ample housing has been planned to accommodate both enlisted staff living on WRNMMC's campus and family members staying to support patients receiving treatment. In the event that there is a surge of patients and supporting family members and WRNMMC's housing falls short, WRNMMC would assist family members in finding lodging at local Bethesda hotels close to the hospital. The number of family members who would fall into this category would be few and their anticipated length of stay short.
186	7.0 Land/Socio	Housing	3.0 County	BIC	What is the impact on the nearby and surrounding community as these families attempt to find suitable housing and cannot find on-base housing? Is there a factual basis that new BEQ facilities will meet military personnel housing needs? If on-campus housing for military personnel is insufficient, will NNMC institute incentives for personnel to live near Metro stations or close to the campus?	The majority of patients live in the National Capital Area and do not need accommodations. There is adequate existing or planned on-base lodging to accommodate patients and their families from outside the National Capital Area that stay overnight. The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on a out-patient basis but require family support during their stay. Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.
186.1	7.0 Land/Socio	Housing	3.0 County	BIC	Continuation of 186.	Continuation of 186: The new construction in addition to the existing and renovated spaces will provide sufficient lodging for enlisted billeting, active duty in an outpatient status, and family residence during a patient's outpatient treatment. Ample housing has been planned to accommodate both enlisted staff living on WRNMMC's campus and family members staying to support patients receiving treatment. In the event that there is a surge of patients and supporting family members and WRNMMC's housing falls short, WRNMMC would assist family members in finding lodging at local Bethesda hotels close to the hospital. The number of family members who would fall into this category would be few and their anticipated length of stay short.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
187	7.0 Land/Socio	Housing	3.0 County	BIC	The Draft EIS failure to address on-campus patient and visitor housing has important socioeconomic consequences. Square footage statistics for Fisher Houses and BEQ housing do not translate into the number of people these facilities would serve. Reasonably priced accommodations will likely be located at a distance from NNMC, forcing families to reside far from NNMC, creating other financial and transportation hardships for them and further contributing to regional traffic congestion.	The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on an out-patient basis but require family support during their stay. Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.
187.1	7.0 Land/Socio	Housing	3.0 County	BIC	Continuation of 187.	Continuation: The new construction in addition to the existing and renovated spaces will provide sufficient lodging for enlisted billeting, active duty in an outpatient status, and family residence during a patient's outpatient treatment. Ample housing has been planned to accommodate both enlisted staff living on WRNMMC's campus and family members staying to support patients receiving treatment. In the event that there is a surge of patients and supporting family members and WRNMMC's housing falls short, WRNMMC would assist family members in finding lodging at local Bethesda hotels close to the hospital. The number of family members who would fall into this category would be few and their anticipated length of stay short.
188	7.0 Land/Socio	ROI	3.0 County	BIC	The Committee would like to see more information, if available, about the economic impact of BRAC-related employment, especially during construction, on the Maryland and Montgomery County economies, not just on the wider Region of Influence.	It is not possible to project specific impacts within different parts of the ROI because it is not possible to estimate how many construction workers or how much material would come from Montgomery County versus Prince Georges County versus the District. The ROI was selected because construction draws from each of these jurisdictions. At this point in the analysis, contracts have not been awarded.
189	7.0 Land/Socio		3.0 County	BIC	The Committee believes the EIS should address the socioeconomic impact of this BRAC action on the Bethesda Central Business District and the other institutions of the BHEPP – NIH and Suburban Hospital. The Committee believes the Final EIS should evaluate the impacts of this BRAC action on the economic viability of current and future developments in the Bethesda Central Business District. The Committee is concerned that increased traffic and congestion resulting from this BRAC would discourage people from coming to the CBD and have negative commercial impacts.	The improvement measures identified in the EIS would remedy impacts from additional traffic caused by the BRAC alternatives by bringing the intersections back to a level of service equal to or better than that from background traffic under the No Action Alternative conditions. After implementation of the improvement measures, no direct socioeconomic impacts are expected because all development takes place on NNMC within base boundaries.
189.1					Continuation of 189.	The Base has its own lodging, eating establishments and retail facility. Lodging needed for patients and visitors will be provided on Base. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging. Therefore the primary off-base effect is traffic. The EIS notes that BRAC actions increase traffic in discussing land use. Text has been added to FEIS that notes that community planners believe that traffic congestion in the region could cause land development plans to be altered and the BRAC traffic volumes contribute to the congestion with heavier volumes than previously anticipated in their plans.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
190	8.0 HHS	BHEPP	3.0 County	BIC	The Committee is very concerned about the implications of this BRAC action on the viability of the Bethesda Hospitals Emergency Preparedness Partnership (BHEPP), collaboration between NNMC, NIH and Suburban Hospital in times of crisis in the National Capital Region. What measures will NNMC use to ensure the viability of the BHEPP in the face of increased vehicular and pedestrian traffic?	The Navy will continue participation in the NIH-NNMC-Suburban Hospital consortium to promote continuous interconnection between the campuses in the event of a mass casualty incident. Similarly, the Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.
191	9.0 Transportation		3.0 County	BIC	Increased traffic will have safety impacts generally. What measures will NNMC use to ensure pedestrian and drive safety in off-campus neighborhoods impacted by increased traffic?	The Navy will encourage contractors to emphasize proper conduct of their employees off Base. However, the Navy has no jurisdictional authority for imposing or enforcing motor vehicle regulations for private citizens operating vehicles off Base.
192	9.0 Transportation		3.0 County	BIC	What safety assurances will be in place with the increase in Regulated Medical Waste (RMW), asbestos and other substances being shipped off-base? Have related increases in truck traffic and noise been included in the relevant studies?	NNMC will follow all Standard Operating Procedures for safety and will comply with all federal and state regulations related to RMW and other hazardous materials. Discussions on increases in truck traffic and noise related to the BRAC action are included in the EIS. The visitor vehicle trips assumed for the traffic analysis includes service vehicles.
193	8.0 HHS	Emergency Vehicles	3.0 County	BIC	Given the increased levels of traffic that are anticipated, what provisions are being made to ensure the safe and unhindered travel of emergency vehicles in the area?	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.
194	9.0 Transportation		3.0 County	BIC	As stated on page 4-73, the DEIS considered both NIH and BCC master plans and concluded that commuter traffic will not increase as a result of the NIH Master Plan. However, the DEIS does not take into account the new NIH visitor center that will be coming on line in the second quarter of 2008 which will add vehicles to north bound Route 355 via Battery Lane throughout the day.	The EIS Traffic Study is required by the County to include only approved but unbuilt developments. The study included 11 such development identified by M-NCPPC staff. The new visitor center would accommodate the visitor vehicles that are currently inspected at the South Drive facility. The center would not generate significant new vehicular trips.
195	9.0 Transportation		3.0 County	BIC	While the Navy received background development information from the county, it is not inclusive of all the development planned in the nearby area. It is not clear that the DEIS has taken into consideration the combined impact of many new apartment buildings that are in the early construction phases along Wisconsin Avenue south of Jones Bridge Road and north to Montrose/Randolph Roads.	The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines. The EIS Traffic Study is required by the County to include developments identified by M-NCPPC staff. In this case the M-NCPPC staff identified 11 such developments.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
196	9.0 Transportation		3.0 County	BIC	The DEIS needs to be more forthright on the cumulative impact that the traffic will have both during and beyond peak hours. The Navy acknowledges that "incremental effect could add to a general level of traffic that would be noticeable and inconvenience other motorists" p. 4-78. However, DEIS understates the extent of the problem. Using its own survey data, base-related traffic will increase by 25% the number of failing intersections in the PM commute. A more realistic estimate, based on 2006 County data, would suggest that the number of failing intersections around NNMC resulting from base expansion will more than double.	The DEIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
197	9.0 Transportation		3.0 County	BIC	There is no data about the traffic impacts of increased visits to the day care centers, Navy Lodge, or expanded NEX.	Please refer to Section 4.12 initial paragraphs that discuss additional personnel associated with these facilities, and to Section 4.12.7, which discusses the potential cumulative effects for traffic. The EIS Traffic Study assessed the impacts of the total additional employees. This is a very conservative (high side) approach, considering the fact that a significant proportion of the additional trips to the campus would be multi-purpose, involving visits between various land uses including those noted in the comment.
198	1.0 General	Distribution	3.0 County	BIC	Correspondence and Public Involvement, Attachment 5: List of Community Associations that was mailed the Notification of the Public Scoping Meetings – this list does not include at least two nearby citizens associations that, in fact, were not officially notified of the scoping meetings.	The Navy appreciates the comment. As noted Appendix A, Attachment 5 is a list of Community Associations that were mailed the scoping meeting notifications and two homeowners associations were not in the list. This was rectified for the Draft EIS and the association is listed in Section 7, Distribution List of the EIS.
199	1.0 General	EIS Process	3.0 County	Montgomery County Council Member	The Draft Environmental Impact Statement (EIS) released by the Navy on December 14, 2007, details the effect of this relocation and proposes limited mitigation measures to reduce these impacts. The Navy has rejected requests from myself and other Montgomery County Councilmembers to extend the 45-day comment period to the EIS, leaving County officials and members of the public with a brief time frame to read and respond to a lengthy document which contains proposed recommendations that could affect the quality of life of thousands of Bethesda residents.	The Navy regrets that it was unable to grant the communities' request for additional time to review the Draft EIS. The compressed time period for design and construction directed by law for implementation of the BRAC action required that the standard 45-day review period for an EIS be met.
200	9.0 Transportation		3.0 County	Montgomery County Council Member	Residents of the neighborhoods surrounding NNMC have devoted the past month to reviewing the EIS and have shared many of their concerns with my office. Their comments and my own review of the EIS lead me to conclude that the Navy needs to fundamentally rethink, revise, and rework its suggested mitigations to the impact of the relocation of Walter Reed to Bethesda. The overarching goal of these mitigation measures must be to reduce single occupancy vehicle trips to NNMC – world class medical institutions only function when patients and staff can arrive in a timely and safe manner to the campus. The families in surrounding neighborhoods must be allowed to enter and exit their homes without fear of round the clock gridlock.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
201	9.0 Transportation	Roadway Funding	3.0 County	Montgomery County Council Member	The federal government must assume its financial responsibility to pay for the road improvements needed to mitigate the effects of greatly increased traffic in one of the most congested areas of the County. Failure to do so creates an unfunded mandate for local and state communities already facing drastic budget shortfalls. The County needs to directly challenge the assertion that the Defense Access Roads (DAR) approval source is not applicable.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
202	9.0 Transportation	Satellite Parking	3.0 County	Montgomery County Council Member	Creation of mandatory Traffic Demand Management practices which discourages the use of single occupancy vehicles. The strategies discussed in the EIS are illustrative only and include no specific actions to implement the goal of reducing vehicle trips. NNMC should, for example, create a shuttle bus system to transport employees from satellite parking lots.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
203	9.0 Transportation	Parking	3.0 County	Montgomery County Council Member	A substantial reduction in the number of parking spaces provided on site. The DEIS contemplates an increase of 1,800 parking spaces, which would result in a ratio of one parking space for every 1.3 employees. This is significantly more parking than is recommended for sites immediately adjacent to a metro station and is, as the Planning Board staff has made clear, "counterproductive to achieving the goals of transportation demand management."	Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.
204	9.0 Transportation	Pedestrian Connection	3.0 County	Montgomery County Council Member	Mass transit use would increase with a second Metro entrance on the east side of MD 355. Construction of a pedestrian bridge or tunnel across MD 355 would also provide safe passage across a road most pedestrians find harrowing to traverse.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.
205	9.0 Transportation	Pedestrian & Bike	3.0 County	Montgomery County Council Member	Bicycle and pedestrian access to NNMC must be a priority. Sidewalks should be widened and bicycle access to the campus must be improved through completion of bike trails and incentives for bicycle commuting.	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
206	9.0 Transportation		3.0 County	Montgomery County Council Member	More detailed traffic analysis, including data on non-peak hour vehicle trips, expected patient trips, and traffic impacts during the construction phase. This information is necessary to properly evaluate the impact of the Walter Reed relocation and mitigation measures. The proposed MD-355 Corridor Study should be extended north to Montrose Road and south to MD 410.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
207	9.0 Transportation		3.0 County	Montgomery County Council Member	Construction impacts on neighborhoods surrounding NNMC should be evaluated and best management practices implemented to reduce the effects of excessive noise, air pollution, and truck traffic.	The Navy will implement best management practices to reduce the effects of excessive noise, air pollution, and truck traffic.
208	1.0 General	Coordination	3.0 County	Montgomery County Council Member	NNMC should appoint a Community Liaison Group to create dialogue and resolve issues with residents of surrounding communities during construction and through the relocation of Walter Reed.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff. The Navy will continue to respond to public concerns through the NNMC Public Affairs Office.
209	9.0 Transportation		6.0 Public	Capital View Civic Association	I see there's a nice map back there and it shows those wonderful Google maps and they demonstrate clearly the community in which the physical development will occur. But what I need from you guys is another map which points out, you know those little arrows, points out the Navy Medical Center site and then perhaps it could include a circle, one mile, two miles, five miles which names the neighborhoods which are to be impacted by this and so that we all know exactly what's going to be happening in my neighborhood in Capital View Park and Kensington Heights and all of the special neighborhoods which are nearby this development.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
210	9.0 Transportation		6.0 Public	General Public	From what is the estimated additional 484,000 patients and visitors derived? Assuming that the visitors/patients receiving care on the weekend subtracts from the number of those receiving care during the week is unfounded. The expanded weekend care would allow a visitor/patient to receive care during the week AND on weekends.	The additional patient/visitor load was determined by an extensive market analysis that resulted in a redistribution of patients to all military treatment facilities in the National Capitol Area. 484,000 additional patients/visitors was determined to be WRNMMC's share in the post-BRAC military health care market. Staffing requirements were driven by the utilization of the existing and additional patient population of WRNMMC. To meet the needs of the WRNMMC patient population, over half of the care delivered at the new WRNMMC will be secondary or tertiary care. Staffing of the facility will be determined to accommodate the new distribution/delivery of these services.
210.1	9.0 Transportation		6.0 Public	General Public	Continuation of 210.	484,000 annual patients and visitors, if assumed to come for medical care on the 260 weekdays in each year, equates to 484,000/260 or 1,862 additional patients/visitors daily on weekdays. Because some appointments and medical care occur on Saturday, an estimate that an additional half day each week should be considered yields a daily average of 484,000/286 or 1,692. So the 484,000 patients and visitors annually is 1,692 – 1,862 daily depending upon the assumption used. The 1,862 was used for traffic analysis to ensure conservative evaluation of weekday traffic.
211	9.0 Transportation		6.0 Public	General Public	What will happen to Walter Reed in DC and its Annex in Silver Spring? Each has a site of 100+ acres and many buildings. The BRAC legislation exempted Walter Reed in the District for the EIS. But no legislation was enacted about Silver Spring and that has enormous impacts on adjoining land uses. Indeed, the Annex is the one major site owned by the government in Silver Spring North of Beltway. Each site should be mentioned in the EIS in terms of its use in the future.	Walter Reed main campus will be covered by a separate NEPA document.
212	9.0 Transportation		3.0 County	DPS, Land Development Division	The report identifies several impacted roadways and intersections in the transportation section. Most of them are under the jurisdiction of SHA. The report did indicate most of these intersections would have required improvement, without the BRAC improvement generated traffic, either now or by year 2011. If any improvements are necessary, they will be most likely permitted through SHA or County CIP projects. Thus, both scenarios will not require any ROW permitting actions from DPS. DPWT has extensive planning comments on the report and they are being coordinated through their Deputy Director of Special Projects, Mr. Mohammad Siddique.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
213	2.0 Natural Resources		3.0 County	DPS, Land Development Division	Water Resources Permitting Sections 3.1 and 3.2 included thorough discussions of existing conditions regarding geology, topography, soils and water resources. DEP may have additional information concerning the existing condition of the unnamed tributary of Stoney Creek that traverses the property. Sections 4.1 and 4.2 correctly identifies MDE as the agency that will review sediment control and stormwater management (SWM) plans for use in development of the property. Both sections accurately describe the impact of each alternative of development. Section 4.2 also describes, in detail, the required compliance with MDE regulations, the MDE Stormwater Design Manual, and the Maryland SWM Act of 2007.	Comments noted. The Navy appreciates the time and effort taken to provide comments on the document.
214	2.0 Natural Resources		3.0 County	DPS, Land Development Division	At this stage, all discussion is not design specific. "Green engineering" (green roofs, parking lot filter strips, pervious pavements) was mentioned, which the County supports. However, it could be placed a little more prominently in the report (currently toward the end of discussion in Section 4.2.1.1). These are preferred practices in the MDE 2007 Stormwater Act.	The Act's preference for nonstructural best management practices is mentioned in the EIS Executive Summary and Chapter Two discussions of water resources consequences, as well as the first half of Section 4.2.1.1 in the paragraph that introduces detailed discussion of stormwater management.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
215	2.0 Natural Resources		3.0 County	DPS, Land Development Division	Both Sections 3.2 and 4.2 contain discussions about requirements for areas of redevelopment. Compliance with MDE standards is proposed. However, those areas of redevelopment should consider compliance with current County law, which is more stringent than MDE standards. County SWM requirements for redevelopment match those for new development, except that recharge is not required. MDE standards only require treatment or imperviousness reduction (or a combination thereof) of 20% of a redevelopment site. County standards require treatment (including imperviousness reduction) of the entire redevelopment site. All private and local government development or redevelopment in the surrounding area is currently governed by the more stringent County standards. This project should comply as well.	The Navy will consult with state and local agencies during the planning phase of the BRAC project. Details of the stormwater management plan will be determined during the design phase. The Navy intends to comply with applicable laws and regulations.
216	2.0 Natural Resources		3.0 County	Montgomery County DEP	The Draft EIS should acknowledge that this site drains to a water body identified as impaired by the Maryland Department of the Environment (MDE) and which will require a regulatory limit (Total Maximum Daily Load, or TMDL) on discharges of the impairing substances. Development of the site will require runoff control measures that do not contribute to the identified impairments. These include bacteria, nutrients, sediment, and aquatic biota. The NNMC is covered under an MDE general permit for stormwater discharges, and DEP understands that MDE will be providing a "waste load allocation" for each permittee (or perhaps by category of permittee - for example, all federal or all state facilities) within an impaired watershed through the TMDL process. The Draft EIS should also acknowledge the Energy Independence and Security Act of 2007, which includes the following provision related to stormwater controls for federal development projects.	As stated in the EIS Section 3.2.1, "MDE has identified the Rock Creek Watershed in Montgomery County in the State's 303(d) regulation as impaired by nutrients, sediments, fecal bacteria, and impacts to biological communities." Information regarding Rock Creek's TMDL status in Montgomery County was taken from http://www.mde.state.md.us/Water/HB1141/Map_WQ_MontgomeryCo.asp .
217	2.0 Natural Resources		3.0 County	Montgomery County DEP	Section 438. Storm Water Runoff Requirements for Federal Development Projects - The sponsor of any development or redevelopment project involving a Federal facility with a footprint that exceeds 5,000 square feet shall use site planning, design, construction, and maintenance strategies for the property to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the property with regard to the temperature, rate, volume, and duration of flow. Note the commitment in the Act to the "maximum extent technically feasible" rather than the existing language in the Draft EIS, which refers to using low impact development measures "when practical."	Text has been added to state that Navy will also adhere to stormwater management requirements for development or redevelopment projects involving a Federal facility that are contained in the Energy Independence and Security Act of 2007, as implemented by Department of Defense.
218	2.0 Natural Resources		3.0 County	Montgomery County DEP	In the Water Resources section of Table 2-4, it is noted that the increased impervious surface due to development on the site would "increase stormwater runoff and pollutants." The volume of water needing treatment to meet the MDE Design Manual requirements given the amount of new imperviousness that will be created should be analyzed to determine if additional area may be needed to meet stormwater management requirements.	The acreages of new impervious surfaces presented in Table 2-4 and throughout the EIS are estimates in advance of detailed design. The volume of water needing treatment will be analyzed in greater detail during the development of the NNMC's Stormwater Management Plan, which would occur as part of the design phase of this project. Prior to construction, the stormwater management plan developed by NNMC would be approved by MDE.
219	2.0 Natural Resources		3.0 County	Montgomery County DEP	Only five of the six ponds used for stormwater management are labeled in Figure 3-3. In addition, Figure 3-3 should include the delineation of the drainage areas going to those ponds and number of acres and amount of impervious area served by each pond. This would provide a baseline for the existing level of stormwater control on the site.	The instream pond will be labeled "Instream Pond." Determination of the drainage areas will be conducted during the design phase of the project as part of the overall stormwater management plan for NNMC.
220	2.0 Natural Resources		3.0 County	Montgomery County DEP	In Section 3.2.1, Water Quality, the document notes that "the District of Columbia has also established a fecal bacteria TMDL for the portion of the Rock Creek within D.C.'s boundaries." On July 30, 2007, the EPA approved the bacteria TMDL for the Maryland portion of Rock Creek. The document should acknowledge the DEP monitoring work which has shown the subwatershed of this part of Rock Creek to be in poor stream resource condition with fair habitat conditions (Countywide Stream Protection Strategy, 1996 and 2003 update).	As stated in the EIS, "MDE has identified the Rock Creek Watershed in Montgomery County in the State's 303(d) regulation as impaired by nutrients, sediments, fecal bacteria, and impacts to biological communities." Information regarding Rock Creek's TMDL status in Montgomery County was taken from http://www.mde.state.md.us/Water/HB1141/Map_WQ_MontgomeryCo.asp .

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221	2.0 Natural Resources		3.0 County	Montgomery County DEP	In Section 3.2.1, there should be a diagram of the site which documents which additional areas are available for installation of the types of structural controls from the MDE Design Manual listed on page ES-17. The document should note that DEP and the National Institutes of Health (NIH) are cooperatively adding stormwater management improving water quality to a southern, more upstream part of this same campus (near the National Library of Medicine). This is a stormwater pond to serve 220 acres at a cost of \$2 million. Whatever is done downstream should not "offset" the improvements anticipated from this new upstream control.	At this stage of planning, neither the final design of the campus nor the stormwater management plan have been developed. As specific structural stormwater controls has not yet been determined, creating a map showing specific areas and what type of structural stormwater controls could be placed would be premature. Prior to construction, the stormwater management plan developed by NNMC would be approved by MDE. This plan would address the increase in impervious surfaces and subsequent increases in overland runoff by incorporating stormwater control designs into the project to manage the rate at which runoff and associated nutrients leave the site. This requirement has recently been made more stringent by Maryland's Stormwater Management Act of 2007, which requires that environmental site design, through the use of nonstructural best management practices and other better site design techniques, be implemented to the maximum extent practicable.
222	3.0 Air	Idling Mobile	3.0 County	Montgomery County DEP	The Draft EIS, including Appendix B, contains an in-depth analysis of emissions of criteria air pollutants produced during construction of the project and during the operation of new heating equipment, generators, and parking garages. It also contains a detailed analysis of the potential for localized increases in carbon monoxide from additional traffic and parking garages. No similar localized analysis is shown for NOx and PM, perhaps due to the fact the effects of these criteria pollutants is a more regional rather than local issue. A brief explanation of the reason for not undertaking such an analysis should be included.	Text inserted into Section 4.4 and Appendix B: Although NOx and VOCs are also of concern because of their role as precursors in the formation of ozone, the EIS evaluates these as regional emissions for the general conformity applicability analysis in the preceding section. Their reactions form ozone pollutant levels through a series of chemical functions that are slow and occur many miles from the sources. Therefore, the effects of NOx and VOCs are more appropriately examined on a regional emissions basis and a localized impact analysis is not warranted. PM2.5 is not a localized concern for the proposed project because the project does not and will not have 8% or more projected traffic volumes comprised of diesel trucks as defined by MDE per USEPA's recommendation.
223	3.0 Air	Construction	3.0 County	Montgomery County DEP	It would be beneficial for air quality during construction to require the use of control measures such as diesel oxidation catalysts or particulate filters on diesel equipment and the use of ultra-low sulfur diesel (ULSD) in off-road construction equipment (On-road diesel vehicles already use ULSD. Such measures have been implemented on other major construction projects, including the Inter-County Connector.	The Navy will investigate opportunities to use control measures such as diesel oxidation catalysts or particulate filters on diesel equipment and the use of ultra-low sulfur diesel (ULSD) in off-road construction equipment during construction.
224	3.0 Air		3.0 County	Montgomery County DEP	Table 3-3 is incorrect. There is no separate standard for 24 hour average PM 2.5 in Maryland. The NAAQS for 24 hour average PM 2.5 is the Federal standard of 35 ug/m3. Table 4-3 references the controlled regional emissions inventory contained in the State Implementation Plan (SIP) for the region prepared by the Metropolitan Washington Air Quality Committee. The table includes the 8-Hour Rate-of-Progress figures for 2008. It would be more appropriate to show the figures for 2009, which are also contained in the SIP. It is unclear why the table does not include emissions from area sources. In addition, the units used in Table 4-3 are incorrect. Emissions in the SIP are tons per day (TPD), not tons per year (TPY).	Change to State standard has been made and information/TPD correction has been added to Table 4-3. TPD was basis of analysis and is cited in text; heading was a typo.
225	3.0 Air		3.0 County	Montgomery County DEP	Appendix B (page B-4) states that "Under the current EPA policy for addressing PM2.5 precursors, only PM 2.5 and SO2 must be evaluated in all regions. States are not required to evaluate VOC, NOx, or ammonia unless the State or EPA make a technical demonstration that those particular emissions from sources within the state significantly contribute to PM 2.5 concentrations in a given non attainment area." While this is true for VOC and ammonia, it is not true for NOx. Rather States are required to address NOx as a PM2.5 attainment plan precursor and evaluate reasonable controls for NOx in PM2.5 attainment plans, unless the State and EPA make a finding that NOx emissions from sources in the State do not significantly contribute to PM2.5 concentrations in the relevant non attainment area.	The EIS also evaluated NOx; change to text made.

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226	3.0 Air	Construction dust	3.0 County	Montgomery County DEP	Application of these and other more extensive control measures will be required during the demolition of buildings containing asbestos, lead paint and mold. The Draft EIS recognizes the potential for these substances to be present in older buildings, and notes that it is standard practice to check for asbestos, lead based paint and mold prior to demolition or renovation in any building. In addition, it states that NNMC has procedures in place to manage the substances, to identify problem areas, protect and inform affected persons, remediate as necessary, and comply with the applicable standards. Demolition or renovation of older buildings with asbestos and lead paint is not an uncommon occurrence in the region, and there are a number of general and specialized contractors capable of effectively and safely performing such work.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
226	3.0 Air	Construction Dust	3.0 County	Montgomery County DEP	Proposed dust control methods listed in the EIS seem to adequately address the issue of fugitive dust during construction and demolition. The EIS proposes the following precautions: <ul style="list-style-type: none"> o Use, where possible, of water or chemical for dust control. o Installation and use of hoods, fans, and fabric filters to enclose and vent the handling of dusty materials. o Covering of open equipment for conveying materials. o Prompt removal of spilled or tracked or other materials from paved streets and removal of dried sediments resulting from soil erosion. o Employment of a vehicle wash rack to wet loads and wash tires prior to leaving the site 	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
227	4.0 Noise		3.0 County	Montgomery County DEP	Table 3-6 of the Draft EIS is incorrect. The levels shown in Table 3-6 are identified as the maximum Leq (equivalent sound pressure level) for the State and County during daytime and nighttime at commercial and residential properties. The State and County levels established for noise at the receiving property lines for commercial and residential properties are maximum allowable noise levels, measured as dBA, not Leq as stated in Table 3-6. Leq is the total amount of sound energy expended during specific period of time, stated as a single dBA level. Therefore, when the sound level is expressed as Leq it is possible for the fluctuating sound level to exceed the maximum allowable noise levels as specified in State law and the Montgomery County Noise Control Ordinance, Chapter 31B of the Montgomery County Code.	Table 3-6 has been revised in the EIS.
228	4.0 Noise		3.0 County	Montgomery County DEP	The Draft EIS does not address the specific location of new heating, ventilating, and air conditioning (HVAC) equipment and emergency generators on the site. Careful consideration should be given to the location of this equipment. Although all equipment will ultimately have to comply with applicable County noise standards, careful planning will minimize the need for expensive and technically difficult retrofit measures after operations begin.	HVAC equipment will be sited to ensure compliance with the Montgomery County Noise Ordinance.
228	4.0 Noise		3.0 County	Montgomery County DEP	The EIS makes no mention of noise control measures to be implemented post construction. Of particular concern is tonal noise, which can become problematic and is often associated with mechanical HVAC equipment and cooling tower units. Tones are often perceived as a whine or hum, which can be heard distinctively as a single pitch or a set of pitches. The Montgomery County Noise Control Ordinance contains noise limitations for pure tones, which are defined as a prominent discrete tone. A prominent discrete tone exists if the one-third octave band sound pressure level in the band with the tone exceeds the arithmetic average of the sound pressure levels of the 2 contiguous one-third octave bands by greater than 5 dBA for center frequencies of 500 hertz and above, 8 dBA for center frequencies of 160 to 400 hertz, and 15 dBA for center frequencies less than or equal to 125 hertz. For prominent discrete tones, the noise limitations are 5 dBA lower than defined in the Montgomery County Noise Control Ordinance, Chapter 31B-5(a)(l) of the Montgomery County Code.	The Navy will comply with all Montgomery County Noise Control Ordinance.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
229	4.0 Noise		3.0 County	Montgomery County DEP	On page 4-26, the Draft EIS notes that "Construction and demolition contractors would be expected to adhere to State of Maryland and Montgomery County requirements. Essentially, noise levels of 75 dBA to 85 dBA are permissible during the construction weekday and these are reduced to 55 dBA to 67 dBA at other times, depending upon the surrounding land use " As correctly stated on page 3-27, the maximum allowable noise level at the receiving property line is 85 dBA only if the Montgomery County DEP has approved a noise-suppression plan for the activity.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
230	4.0 Noise		3.0 County	Montgomery County DEP	The proactive noise control measures mentioned in the EIS, if properly and comprehensively applied, should adequately limit the impact of construction noise. The proposed potential measures to control noise impacts include: o Source limits and performance standards to meet noise level thresholds for daytime, evening, and nighttime hours o Designated truck routes o Establishment of noise monitoring stations for measuring noise prior to and during construction o Design considerations and project layout approaches including measures such as construction of temporary noise barriers, placing construction equipments farther from noise-sensitive receptors, and constructing walled enclosures/sheds around especially noisy activities such as pavement breaking o Sequencing operations to combine especially noisy operations to occur in the same time period o Alternative construction methods, using special low noise emission level equipment, and selecting and specifying quieter demolition or deconstruction methods	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
231	9.0 Transportation		3.0 County	Montgomery County DEP	DEP is aware of several local storm drainage issues that might need to be evaluated within the scope of road improvements associated with the NNMC expansion: Jones Bridge Road and Glenbrook Parkway: DEP understand at the culvert under Jones Bridge Road and storm drain under Glenbrook Parkway were sized for the 10-year storm. When this capacity is exceeded in higher storm events, tail water from overtopping Jones Bridge Road may back up to ground level near several houses upstream of this intersection. Consequently, a local floodplain analysis should be part of any road improvements that might increase flows to the Jones Bridge Road culvert or alter the grade of Jones Bridge Road at this intersection.	The Navy concurs with the comment and appreciates the time and effort taken to provide comments on the document.
232	9.0 Transportation		3.0 County	Montgomery County DEP	Woodmont Avenue and Wisconsin Avenue: The storm drains both upstream and downstream of the Wisconsin Avenue culvert were designed to convey the 10-year storm by the Washington Suburban Sanitary Commission (downstream of MD 355 in the early 1960's) and then Montgomery County (upstream of MD 355 in the mid 1980's). Larger storm events result in the flooding of Wisconsin Avenue near Woodmont Avenue. If the NNMC project planners are concerned about road access during severe (e.g., 100-year) storm events, they might need to assess this culvert and the associated storm drain systems to verify the adequacy of existing conditions.	The Navy concurs with the comment and appreciates the time and effort taken to provide comments on the document.

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233	1.0 General	Compliance	3.0 County	County Executive	Montgomery County proudly supports the mission of this BRAC action. The County and Navy must work as partners to ensure that the action fulfills its mission and is accomplished in a manner that is compatible with the NNMC's urban environment. Regrettably, the Draft EIS fails to acknowledge the significant and detrimental impacts of this BRAC action on the community that surrounds NNMC. Failure to acknowledge and take decisive action to mitigate impacts on the environment and transportation network will impede the mission of this BRAC action.	The Navy has evaluated the impacts of this BRAC action on the community that surrounds NNMC and will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. The Navy is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
234	1.0 General	Compliance	3.0 County	County Executive	The attached comments from County agencies and our BRAC Implementation Committee detail many serious shortcomings of the Draft EIS, but we want to highlight here our most significant concerns: 1) Unlike nearly all of the hundreds of BRAC moves across the country mandated by the 2005 law, which relocates large numbers of military personnel and facilities to secure bases away from population centers, NNMC BRAC is bringing additional military functions into a densely populated and well established urban environment around the NNMC campus. This creates a set of very difficult problems requiring specific solutions that address these problems.	The Navy concurs with the comment and appreciates the time and effort taken to provide comments on the document.
235	9.0 Transportation		3.0 County	County Executive	The Draft EIS understates many of the impacts on the region's environment and the transportation network that serves NNMC. This action will cause increased and substantial congestion in an already congested area around the expanded medical facility. If a patient, medical professional or emergency vehicle cannot reach the hospital in a timely manner because they are mired in gridlock, then the Navy's mission will have failed. That clearly is not what the Navy or Montgomery County wants. The Navy should acknowledge that this move will have direct and significant impacts, and work to address those impacts.	The Navy acknowledges that the BRAC move will have impacts on the local roadway network. The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
236	9.0 Transportation	Roadway Funding	3.0 County	County Executive	In particular, dismissing the applicability of Defense Access Road (DAR) grants to NNMC BRAC is an incorrect judgment. Under the DAR program, the Department of Defense (DOD) must pay its fair share for improvements to public highways that experience a sudden or unusual defense-related traffic impact. This is clearly the case in Bethesda with NNMC BRAC, which will add 2,500 employees -- an approximate increase of 33 percent -- and double to approximately 900,000 the number of visits to the campus each year. The DOD criteria to provide relief where traffic has suddenly doubled because of expanded military base operations may be suitable for rural roads but are irrelevant to urban roads like many of those in Bethesda. Indeed, the "doubling" criteria are neither statutory nor rigid. Rather, the determination of eligibility for DAR funding is initiated by the on-base commander on a case-by-case assessment that road improvements are required and that local transportation authorities lack the resources to implement them.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
236	9.0 Transportation	Roadway Funding	3.0 County	County Executive	The Final EIS should offer the possibility of DAR funding and the Navy should take an active role in seeking DAR funding to address the issues with this move. Attached is information from the Congressional Research Service of the Library of Congress pertaining to the Defense Access Road program, including the statutes referred to above.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
237	1.0 General	Data	3.0 County	County Executive	Important data is lacking, inconsistent, unsubstantiated or poorly explained in many instances. For example, the Draft EIS has not documented the number of military personnel, functions or outpatients that will be transferred from the Walter Reed Army Medical Center (WRAMC) to NNMC and how the relocation of current WRAMC personnel and patients to NNMC and Fort Belvoir reflect the care level-based distribution mandated by the 2005 BRAC law. These are among the figures that must be included in the Final EIS in order to address critical transportation and land use matters, such as mitigating traffic congestion and identifying housing needs on and near the base.	The additional patient/visitor load was determined by an extensive market analysis that resulted in a redistribution of patients to all military treatment facilities in the National Capitol Area. 484,000 additional patients/visitors was determined to be WRNMMC's share in the post-BRAC military health care market. Staffing requirements were driven by the utilization of the existing and additional patient population of WRNMMC. To meet the needs of the WRNMMC patient population, over half of the care delivered at the new WRNMMC will be secondary or tertiary care. Staffing of the facility will be determined to accommodate the new distribution/delivery of these services.
238	9.0 Transportation	Roadway Funding	3.0 County	County Executive	The Draft EIS downplays impacts on traffic in surrounding neighborhoods during and after the construction phase. By failing to properly assess the impacts of this BRAC action, the Draft EIS does not place proper urgency on essential transportation mitigation projects, some of which would qualify for DAR funding.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
239	9.0 Transportation	Further Studies	3.0 County	County Executive	The MD 355 Corridor Study must be fast-tracked. It must include the intersection improvements recommended in the Draft EIS, the widening of MD 355 to include turn and through lanes, shoulders to provide direct access for emergency vehicles, pedestrian medians, and an evaluation of a grade separated interchange at MD 355 and Cedar Lane.	Comment noted. Further studies addressing both regional and local transportation issues should be undertaken by the public transportation agencies.
240	9.0 Transportation		3.0 County	County Executive	Construction of an entrance to the Red Line Medical Center Metro station on the east side of MD 355 would enhance transit use and provide pedestrian connectivity. This project must be fast-tracked as a short-term project. Alternatively, a pedestrian bridge may be constructed over MD 355 in full compliance with the Americans with Disabilities Act (ADA). DOD may have a role in constructing this entrance because it provides direct access to and is located on NNMC property.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
241	9.0 Transportation		3.0 County	County Executive	The Draft EIS does not give proper consideration to transportation alternatives that would reduce single occupancy vehicles in the region. The Draft EIS did not include NNMC WRAMC employee ridership statistics for the proposed Purple Line and Corridor Cities Transitway projects. The County is working with the Maryland Transit Administration on approved alignments for these planned projects and these statistics are an important element in moving these projects forward as stipulated in Montgomery County's Master Plan.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
242	9.0 Transportation		3.0 County	County Executive	The Draft EIS does not address NNMC's responsibility to provide expanded shuttle bus service for its employees. NNMC should work with State and County agencies to identify suitable and appropriate outlying locations for park-and-ride lots that would serve NNMC shuttles. This is particularly important during the construction phase when on-site parking for construction workers will be limited.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
243	9.0 Transportation	Pedestrian & Bike	3.0 County	County Executive	Safe and convenient pedestrian access between the NNMC and NIH campuses is essential. Measures to ensure safe pedestrian access to and around the campus, including sidewalk and signaling improvements, must be a priority. The pedestrian/bicycle master plan for the area must be implemented in its entirety.	The Navy is supportive of further studies and implementation of required improvements by appropriate public transportation agencies. The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
244	9.0 Transportation	Beltway	3.0 County	County Executive	The Draft EIS dismisses a proposed 1-495 Beltway Slip Ramp directly to the NNMC campus. MSHA should conduct an evaluation of the feasibility and benefit derived by providing slip ramps as part of its MD 355 Corridor Study. This long term project could help alleviate congestion on local roads that serve NNMC.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
245	9.0 Transportation	Parking +	3.0 County	County Executive	The Draft EIS projects a net increase of approximately 1,800 parking spaces, which would encourage more single occupancy vehicles (SOVs) and congestion in the area. The Navy should make its best effort to limit the number of parking spaces to conform to National Capital Planning Commission (NCPC) standards and must include a robust Transportation Management Plan (TMP) that discourages SOVs. The Draft EIS includes generic elements of a potential TMP but commits to nothing, waiting instead for a Master Plan. Since the elements of a Master Plan are already known, the Final EIS must include a site-specific TMP.	Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.
246	7.0 Land/Socio	Housing	3.0 County	County Executive	The Draft EIS does not address the issues of housing or lodging for outpatients and their families. One of the primary purposes of this BRAC action is to improve the care and treatment of wounded soldiers, many of whom suffer catastrophic injuries that require long-term care and rehabilitation. However, no supporting information is provided that planned on-campus housing facilities will be sufficient, and there is no provision for alternatives if it is not. The availability of convenient and affordable lodging and transportation to and from campus must be addressed.	The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on a out-patient basis but require family support during their stay. Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.
246.1	7.0 Land/Socio	Housing	3.0 County	County Executive	Continuation of 246.	Continuation: The new construction in addition to the existing and renovated spaces will provide sufficient lodging for enlisted billeting, active duty in an outpatient status, and family residence during a patient's outpatient treatment. Ample housing has been planned to accommodate both enlisted staff living on WRNMMC's campus and family members staying to support patients receiving treatment. In the event that there is a surge of patients and supporting family members and WRNMMC's housing falls short, WRNMMC would assist family members in finding lodging at local Bethesda hotels close to the hospital. The number of family members who would fall into this category would be few and their anticipated length of stay short.
247	8.0 HHS		3.0 County	County Executive	The Draft EIS does not address impacts on Homeland Security. This is significant in any circumstance but especially as it relates to the Bethesda Hospitals Emergency Preparedness Partnership, the collaboration between NNMC, National Institutes of Health (NIH) and Suburban Hospital - the region's designated trauma center - that has received substantial federal support to prepare for a national emergency in the National Capital Region. Measures to ensure the passage of emergency vehicles in the area should be addressed, including providing access for emergency vehicles across the NNMC and NIH campuses.	NNMC, NIH, and Suburban Hospital are investigating the possibilities of either bridges or tunnels that would allow the mechanized movement of gurneys or stretchers from one facility to the other.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
248	1.0 General	Coordination	3.0 County	County Executive	The Draft EIS does not address the need to provide open lines of communication between the Navy and the surrounding community. The Navy should establish an ongoing Office of Community Liaison, similar to that of NIH, to keep neighbors informed of campus activities during and after the BRAC construction phase so the community can be apprised of construction schedules and major events occurring on the campus that could impact the community.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through the NNMC BRAC website http://www.bethesda.med.navy.mil/Professional/Public_Affairs/BRAC/ and announcements made through the County's regional staff. The Navy will continue to respond to public concerns through the NNMC Public Affairs Office.
249	5.0 Utilities	LEED	3.0 County	County Executive	The Draft EIS does not offer a commitment by the Navy to achieve Leadership in Energy and Environmental Design (LEED) standards set out in County law.	The Final EIS states that all new BRAC facilities on NNMC will be certified Silver according to the US Green Building Council's Leadership in Energy and Environmental Design (LEED) Program.
250	1.0 General	Compliance	3.0 County	County Executive	The County requires all government agencies to submit plans for development to the Maryland-National Capital Park and Planning Commission for review. We respectfully request that the Navy commit to make its best efforts to adhere to the recommendations that the Commission may identify as a result of this review.	The Navy will comply with all applicable state and local laws and regulations.
251	1.0 General	Compliance	3.0 County	County Executive	Montgomery County appreciates your careful consideration and thorough response to this letter and attached comments. We are proud of our role, and look forward to a cordial collaboration with the Navy to ensure the success of this mission, to provide the best medical care to our country's servicemen and servicewomen.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
252	1.0 General	Compliance	3.0 County	Montgomery County Fire Rescue Service	Risk Reduction Being a federal entity, the National Naval Medical Center (NNMC) and future Walter Reed National Military Medical Center (WRNMMC) are not required to meet Montgomery County's fire and building codes even though the facility is located within the County. While the facility must meet federal codes and standards, the NNMC/ WRNMMC is nonetheless encouraged to include a full complement of fire detection, alarm, and suppression systems within its new and renovated buildings, as required in Montgomery County codes, as well as carbon monoxide detection/alarm systems within residential occupancies on site. In addition, the NNMC/WRNMMC is encouraged to establish and maintain a robust risk reduction program, including implementation of comprehensive fire prevention measures, annual building inspections, fire safety education, and injury prevention education. An effective risk reduction program should result in fewer and less-severe injuries to WRNMMC employees and visitors as well as fewer fires at the facility, resulting in less property damage.	The Navy will comply with all applicable state and local laws and regulations.
253	8.0 HHS	MCFRS	3.0 County	Montgomery County Fire Rescue Service	Emergency Response While the NNMC presently has an on-site fire department (Station 50) operating a four person engine on a 24/7 basis, the facility is encouraged to expand its capabilities for emergency medical incidents prior to BRAC implementation. Presently, emergency medical services (EMS) at the NNMC are provided by first-responders on board Station 50's engine, with mutual aid EMS provided by the National Institutes of Health (NIH) Fire Department (Station 51) and the Montgomery County Fire and Rescue Service (MCFRS). "BLS," or basic life support services (i.e., patient care and transport to hospital), at the NNMC are provided primarily by the NIH Fire Department ambulance and MCFRS ambulances in accordance with mutual aid agreements. "ALS," or advanced life support services (i.e., advanced patient care and transport), at the NNMC are provided by MCFRS medic units per mutual aid agreement.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
254	8.0 HHS	MCFRS	3.0 County	Montgomery County Fire Rescue Service	Mutual aid calls to the NNMC by MCFRS apparatus (averaging 40 incidents per year and 50 unit responses per year between 2002 and 2006) will likely double (i.e., approximately 80 incidents and 100 unit responses) following BRAC implementation. The anticipated increase in call load is related to the vast increase in the number of patients and visitors projected for the facility, plus the additional 2200-2500 employees to be transferred from Walter Reed Army Medical Center. The number of vehicle collisions on roadways in the vicinity of WRNMMC is expected to increase as well, resulting in additional assistance provided by MCFRS units (i.e., EMS units, rescue squads, and fire engines).	Concern is valid and a statement of this potential impact has been added to Section 4.10
255	8.0 HHS	MCFRS	3.0 County	Montgomery County Fire Rescue Service	While Federal Stations 50 and 51 will handle the majority of the increased fire and EMS call load at WRNMMC related to BRAC, the overall impact on MCFRS call volume should be in the low to moderate range, as MCFRS Stations 20, 41, and 7, collectively, are expected to have capacity to absorb this increased demand for services. The greatest impact will be on Station 41 – the Bethesda Chevy Chase Rescue Squad – whose medic units, much like today, will provide nearly all of the advanced life support services to the WRNMMC1 and whose ambulances, as today, will provide most of the basic life support services when the NIH Fire Department's ambulance is unavailable to respond to the WRNMMC. To provide its personnel and visitors the most effective EMS services and to rely less upon mutual aid EMS assistance, the NNMC/WRNMMC is encouraged to expand its fire department capabilities to include BLS transport and advanced life support services, including ALS transport.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
256	9.0 Transportation		3.0 County	Montgomery County Fire Rescue Service	Following BRAC implementation, response times by MCFRS units could increase by 20% or more due to higher weekday traffic volume on roadways immediately adjacent to the WRNMMC, including "failed" intersections (i.e., those having a Level of Service rating of "F" for critical lane volume exceeding 1600 vehicles per hour). While MCFRS units should be able to meet Montgomery County's response time goals onto the WRNMMC facility itself, response time goals may be exceeded in areas beyond WRNMMC due to these traffic congestion issues. For example, MCFRS apparatus assigned to Stations 20 (Bethesda), 7 (Chevy Chase), and 41 (Bethesda-Chevy Chase Rescue Squad) might, on weekdays, have difficulty reaching certain portions of Bethesda, Chevy Chase, Kensington, and south Rockville within response time goals that they can reach presently within these goals. Increased response times will impact not only the first-due unit(s) but all units that are due on multi-unit assignments such as vehicle collisions, structure fires, hazmat incidents, etc.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
257	8.0 HHS	Emergency Vehicles	3.0 County	Montgomery County Fire Rescue Service	To alleviate a portion of the traffic congestion-related impacts upon the MCFRS, it is recommended that wide shoulders be constructed along Rockville Pike, Cedar Lane, and Jones Bridge Road in the vicinity of the WRNMMC that could be used by emergency vehicles to move quickly through traffic congestion. An alternative would be the designation of an existing or future traffic lane for use by emergency vehicles only on roadways in the vicinity of the WRNMMC. Absent one or both of these alternatives, MCFRS vehicles will have great difficulty moving through traffic, particularly during rush hours, in the vicinity of the WRNMMC and points beyond.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.
258	8.0 HHS	MCFRS	3.0 County	Montgomery County Fire Rescue Service	Change: "Montgomery County Fire and Rescue Department" to "Montgomery County Fire and Rescue Service" (MCFRS). Change: MCFRS staffing figures to: "approximately 1800-2000 career and volunteer firefighter-rescuers.	Changes have been made in the EIS.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
259	8.0 HHS	MCFRS	3.0 County	Montgomery County Fire Rescue Service	Add paragraph: "Due to their close proximity to the NNMC/WRNMMC, MCFRS Stations 20 (Bethesda), 41 (Bethesda-Chevy Chase Rescue Squad), and 7 (Chevy Chase) provide the majority of MCFRS' mutual aid assistance to the NNMC/WRNMMC. Apparatus located at these stations include emergency medical services (EMS) units, fire suppression units, rescue squads, and hazardous material units. Other nearby MCFRS stations (Kensington Station 5 and Bethesda Stations 6 and 26), as well as others in adjacent areas of Montgomery County, provide additional mutual aid fire, rescue, and EMS assistance to the NNMC/WRNMMC when needed." Comment: Do not see the need to mention fire departments from Prince Georges County and Washington D.C. as they would only be involved in providing services to the WRNMMC under very unusual circumstances (e.g., mass casualty incident, multi-alarm fire of four alarms or higher).	As per comment, paragraph has been added to the EIS. Information on the other two jurisdictions is retained for consistency with other sections, which do not omit any ROI jurisdiction.
260	9.0 Transportation		3.0 County	Montgomery County DPWT	This DEIS appears to be generally complete, correct, and internally consistent. There do not appear to be any "fatal" flaws (omissions, inaccuracies, or inconsistencies). Overall, the Traffic Section of the report takes into account the methodology as established by MNCPPC's Local Area Transportation Review (LATR) guidelines. That is, the study collected turning movement data at 27 intersections as directed by MNCPPC, added traffic from planned yet undeveloped properties and lastly added traffic to be generated by the expansion of NNMC.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
261	9.0 Transportation		3.0 County	Montgomery County DPWT	Many of the road improvements called for in the DEIS are necessary to facilitate vehicular traffic flow. However, in providing these additional road improvements we should be cautious that we do not make the area more auto-friendly at the expense of transit and pedestrian/bike friendly measures. At the same time that we facilitate auto access, access by transit vehicles (buses, shuttles), pedestrians, and bicyclists should be maintained and enhanced as well	The Navy concurs with the comment and appreciates the time and effort taken to provide comments on the document.
262	1.0 General	Alternatives	3.0 County	Montgomery County DPWT	The DEIS points out numerous times that "To comply with BRAC law, these actions [i.e., an 'action alternative'] must be accomplished on or before 15 September 2011." Furthermore, "Implementation of the No Action Alternative would require the Congress to change the existing BRAC Law." Therefore, it seems that, unlike many other NEPA reviews, in this case the No Action Alternative is not really a viable alternative for consideration, but merely serves as a baseline or benchmark to evaluate the two action alternatives. So, it is assumed herein that one of the action alternatives will be implemented. Of the two action alternatives, there is no significant difference between them on the basis of transportation policy factors. Therefore, neither Alternative is superior to the other from a transportation policy standpoint. There may be other economic, environmental, or social factors which differentiate the two action alternatives, however.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
263	9.0 Transportation	Funding	3.0 County	Montgomery County DPWT	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.

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264	9.0 Transportation		3.0 County	Montgomery County DPWT	History has taught us that over time road and intersection construction, and resulting vehicular traffic flow improvements, are likely to be offset by growth in vehicular movements. Unless substantial numbers of trips can be accommodated by non-auto mode use, congestion is likely to increase again. In making improvements related to BRAC expansion at NNMC, we should try to plan for and provide components within whatever improvements are planned that contribute toward both lasting, long-term access and mobility improvements, rather than just near-term road fixes. A major component of both short- and long-term solutions must be provisions for alternative modes of travel, both to preserve the effectiveness of the road improvements to be made, and to enable growth in alternative mode use over time.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
265	9.0 Transportation		3.0 County	Montgomery County DPWT	The Traffic Study does not accurately or completely describe the Red Line Medical Center Station. It states that the current number of boardings/alightings is 5,100 when WMATA Metrorail ridership reports average weekday boardings/alighting of 10,029 from July 2006 through June 2007. Metrorail ridership has been stable for at least five years.	Comment noted. Appropriate revisions have been made in the FEIS.
265.1	9.0 Transportation		3.0 County	Montgomery County DPWT	The Washington Metropolitan Area Transit Authority recently completed a survey of Metrorail users for 2007 and this information is summarized by station and contains valuable information as to trip purpose of riders, home location of riders, and mode of access and egress to/from the station. This information should be used in the traffic and transportation analysis. For instance, this Metrorail survey indicates that 30% of the riders using the Medical Center station reside in the District of Columbia and 44% reside in Montgomery County and the largest origin Metrorail station of those using the Medical Center station is Shady Grove with 8% followed closely by Dupont Circle at 7%. The Metrorail survey information is very important to examine and use in the trip generation and forecasting of the alternative scenarios as well as in developing the TMP.	Continuation of 265.
266	8.0 HHS	MCFRS	3.0 County	Fire Rescue Service	Other impacts that MCFRS will experience related to increased traffic congestion associated with the WRNMMC include higher fuel usage and greater probability of collision while responding. These impacts will have an adverse fiscal impact on MCFRS and, thus, upon Montgomery County and its taxpayers.	Concern is valid and a statement of this potential impact has been added to Section 4.10.
267	9.0 Transportation		3.0 County	Montgomery County DPWT	The Traffic Study does not accurately describe the Purple Line and the Purple Line modal and alignment options. The report on page 40 refers to the Bi-County Transitway "that would connect Silver Spring and Bethesda with a light rail line following an abandoned railroad right of way for most of its length." The Maryland Transit Administration is conducting an Alternative Analysis and preparing a draft Environmental Impact Statement that is examining alignment and modal option including bus rapid transit and light rail transit. The DEIS is scheduled to be released late spring 2008. One of the bus rapid transit options will travel on Jones Bridge Road with a station at the Naval Medical Complex. The trip distribution analysis for the traffic study shows about 25% of the trips are coming from the east and could be candidates for the Purple Line. Looking beyond the Traffic Study and its 2011 target date, the Purple Line and its potential ridership needs to be considered in developing the TMP.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
268	9.0 Transportation		3.0 County	Montgomery County DPWT	The Traffic Study does not accurately represent the Corridor Cities Transitway (CCT) and the highway alternatives for I-270. As with the Purple Line, the CCT is undergoing an extensive alternatives analysis leading to a draft Environmental Impact Statement release in late spring 2008. The CCT study includes bus rapid transit and light rail transit to the Shady Grove Metrorail station as its southern terminus. Shady Grove Metrorail station is already the largest origin station for Metrorail trips to Medical Center and the importance of this station and the Red Line connection to Medical Center will only increase as the CCT and the highway improvements along I-270 are implemented.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
268.1	9.0 Transportation		3.0 County	Montgomery County DPWT	One highway alternative is to create express toll lanes to I-370 and then extended into Virginia using the western leg of I-270 over the American Legion Bridge. Virginia and Maryland are coordinating their study of toll lanes options for this section of highway. The resultant highway configuration along I-270 and along this stretch of the Capital Beltway and the selected CCT alignment and mode could have a significant impact on modal choice, and distribution including the potential benefit of a new exit ramp from the Inner Loop to the site.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
269	9.0 Transportation		3.0 County	Montgomery County DPWT	The Traffic Study future year analysis is for year 2011. This target year may be acceptable for the future year analysis of the EIS, but fails to reflect the transportation impacts of the development on the build out network that includes the Purple Line, the CCT, the I-270 highway improvements, and the ICC. These major regional projects should have an important influence on traveler behavior including routing, mode, and location of residence.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
270	9.0 Transportation		3.0 County	Montgomery County DPWT	The Traffic Study is using a trip distribution pattern that does not correlate to the 2007 Metrorail ridership survey. In this survey, 30% of the Medical Center station users reside in the District of Columbia, while the traffic study is only showing 4% coming from the south along Wisconsin and another 4% coming from the south along Connecticut Avenue. The Metrorail survey would indicate a much larger proportion of trips coming from the south than depicted on page 53 of the traffic study. These trips reflect a reverse commute that would appear to benefit the project.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
271	9.0 Transportation		3.0 County	Montgomery County DPWT	The Traffic Study section on the Transportation Management Plan (TMP) does not contain specific detail to provide direction on the need, use, routing, operating cost, operator, number of required buses for the shuttle bus services. The general recommendation can not be assessed without this detailed information.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
272	9.0 Transportation	Pedestrian Connection	3.0 County	Montgomery County DPWT	The pedestrian tunnel/overpass connecting the Medical Center Metrorail station to the Naval Medical campus is identified as a potential long term improvement and not needed in the short term period. This grade separated connection is needed in the short term to provide a safe crossing of MD 355 and to reduce pedestrian conflicts with autos. The pedestrian tunnel/bridge improvement should be discussed at greater length and should reflect the immediate need for safe pedestrian crossing of Wisconsin Avenue.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.
273	9.0 Transportation		3.0 County	Montgomery County DPWT	The Traffic Study examines congestion levels during the peak hours. The study does not clearly discuss whether the project's peak hours are the same as traffic peak hours. The study should also identify trip generation by time of day with a diurnal analysis.	The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines. The project's peak hours differ from those of the surrounding roadways. A diurnal analysis is not consistent with the LATR guidelines that were accepted by M-NCPPC.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
274	9.0 Transportation		3.0 County	Montgomery County DPWT	<p>Facilities on the State Highway network most directly serving the NNMC site include I-495 to the north, MD 185 to the east, MD 410 to the south, MD 187 to the west, and MD 355 immediately adjacent (on the west). A review of the current State Consolidated Transportation Program reveals the following programmed highway projects on these facilities within the "NNMC Region Roadway Network" as shown on Figure 3-5.</p> <ul style="list-style-type: none"> • I-495 – (Development and Engineering Program) study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (in Planning through FY 2011) • MD 355 – (System Preservation Program) bridge deck replacement on bridge 15119 on MD 355 northbound over I-495 outer loop (under construction in FY 2008) • MD 410 – (System Preservation Program) geometric improvements on MD 410 from Pearl Street to Chelton Avenue (construction start in FY 2008) 	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
275	9.0 Transportation		3.0 County	Montgomery County DPWT	<p>All of these projects are appropriately referenced in the DEIS Appendix C Transportation Study except the latter. However, it is a minor maintenance type project that will have little direct impact on NNMC transportation conditions. With respect to the current State Highway Needs Inventory of projects which have been identified as needed, but are not programmed, the following are shown:</p> <ul style="list-style-type: none"> • MD 355 at Cedar Lane – Interchange construct <p>This project is referenced in the DEIS Appendix C Transportation Study (but as a M-NCPPC master planned project, which it also is).</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
276	9.0 Transportation		3.0 County	Montgomery County DPWT	<p>Examples of improvements which should be incorporated to provide for and promote alternative modes of travel include:</p> <ul style="list-style-type: none"> • Provide a landscaped median wherever road widths are greater than four lanes. Along the widened length of Wisconsin Ave./Rockville Pike between Jones Bridge Road and Cedar Lane, and along the widened portion of Jones Bridge Road, Cedar Lane, and other roads, such a median could reduce the negative functional and aesthetic impacts of broad roadways, reduce vehicular speeds, and make the entire area more pedestrian friendly. • Provide pedestrian refuges. In the median at each intersection wherever roadways are wider than four lanes, provide a safe pedestrian refuge for those who are unable to cross the entire six-to-eight lane intersection in one light cycle. 	The Navy is supportive of further studies and implementation of the noted improvements by appropriate public transportation agencies.
277	9.0 Transportation	Pedestrian & Bike	3.0 County	Montgomery County DPWT	<ul style="list-style-type: none"> • Consider constructing a broad pedestrian/bike overpass linking the two health-related campuses of NNMC and NIH. Such an overpass could potentially provide a local circulation route for vehicle traffic between the two campuses in emergency situations. However, in all but emergency situations, this overpass could be primarily for pedestrian and bicycle circulation, vehicular traffic from shuttles circulating between the two campuses, and other authorized vehicles. 	NNMC, NIH, and Suburban Hospital are investigating the possibilities of either bridges or tunnels that would allow the mechanized movement of gurneys or stretchers from one facility to the other.
278	9.0 Transportation	Pedestrian & Bike	3.0 County	Montgomery County DPWT	<ul style="list-style-type: none"> • Promote pedestrian and bicycle circulation. Provide landscaped pedestrian/bike pathways leading from all buildings on the NNMC campus to the points of access for Metro and for other pedestrian crossing points. Ensure that safe, attractive pedestrian and bike paths are provided throughout the campus. 	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
279	9.0 Transportation		3.0 County	Montgomery County DPWT	<ul style="list-style-type: none"> Incorporate transit facilitation into all roadway improvements. When adding road lanes, widening intersections, and changing gate access points, the potential for prioritizing and facilitating bus/shuttle transit should be examined thoroughly and incorporated wherever possible. Provision should be made for queue jumpers, signal prioritization, dedicated access points or lanes, and other mechanisms to facilitate transit vehicle (and, where possible, other HOV) movements throughout the area. Bus pull-offs, space for shelters, sidewalk and bike path connections, and other transit amenities should also be provided, both throughout the base and on the surrounding street network. 	The Navy is supportive of further studies and implementation of the noted external improvements by appropriate public transportation agencies. The on-campus improvements will be considered during the prospective Master Plan update phase.
280	9.0 Transportation		3.0 County	Montgomery County DPWT	<ul style="list-style-type: none"> Provide for and promote car sharing. Provide car sharing parking spaces in parking facilities around the NNMC campus to permit and encourage use of car sharing as an adjunct to transit and other alternative mode use. Position these spaces in highly visible and convenient locations. On-street parking locations may be desirable in portions of the campus, to increase ease of access and visibility. Negotiate an arrangement with car sharing providers to enable employees and others working on-site to use car sharing vehicles at reduced rates. 	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
281	9.0 Transportation		3.0 County	Montgomery County DPWT	Require contractors to adopt equivalent policies for promotion of alternative modes. Often employees of the federal government have much more generous benefits promoting transit and other alternative mode use than contractor employees working alongside them, who are not eligible for those benefits. Contractors providing more than a certain minimum number of employees working on the WRNMMC site should be required to provide a package of incentives for alternative mode use equivalent to that provided for federal employees.	The Navy will encourage mass transit use by the contractors working at NNMC.
282	9.0 Transportation	Parking	3.0 County	Montgomery County DPWT	Parking policies for the campus are a critical underpinning for any effort to obtain increased use of alternative modes. The National Capital Planning Commission (NCPC) has established maximum parking ratios for federal facilities in the Washington region. NIH is striving to achieve these ratios. The Navy should include specifics in the final EIS and in its TMP regarding parking policies and provisions for reducing the ratio of parking spaces to employees to comply with NCPC requirements.	Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.
283	5.0 Utilities	LEED	3.0 County	Montgomery County DPWT	When developing the infrastructure for both demolition and construction of facilities, policies and procedures should be developed that place a high priority on sustainability.	As part of infrastructure development, the Navy is committed to sustainability and the medical care facilities will be LEED Silver certified.
284	5.0 Utilities		3.0 County	Montgomery County DPWT	Both construction and demolition debris are recyclable, and therefore should not be disposed.	The Navy will pursue all opportunities for recycling with the contractors working on the BRAC project.
285	5.0 Utilities		3.0 County	Montgomery County DPWT	Construction and demolition contractors should provide on-site containers for workers to source separate recyclable construction and demolition material, and have reliable market for material.	The Navy will pursue all opportunities for recycling with the contractors working on the BRAC project.
286	5.0 Utilities		3.0 County	Montgomery County DPWT	When developing architectural plans, facilities should be designed to accommodate adequate space for recycling containers.	The Navy will pursue all opportunities for recycling with the contractors working on the BRAC project.
287	5.0 Utilities	LEED	3.0 County	Montgomery County DPWT	Ultimate sustainability could be achieved if facilities were designed, constructed and operated under the guiding principles of the U.S. Green Building Council's LEED certification program (Leadership in Energy and Environmental Design).	As stated in Section 2.5, the Navy plans for all BRAC facilities to be certified Silver according to the US Green Building Council's Leadership in Energy and Environmental Design (LEED) Program.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
288	9.0 Transportation		3.0 County	Montgomery County DPWT	The pedestrian crossing from NIH and the Metrorail station to NNMC is referred to as being under consideration. The Traffic Study identifies this pedestrian connection as a needed long term improvement, but this need is not supported in the DEIS language. The pedestrian underpass or bridge crossing Wisconsin Avenue is a critical element of the transportation plan to serve NNMC and should be stated as such in the DEIS for completion prior to the opening of the BRAC program.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
289	9.0 Transportation		3.0 County	Montgomery County DPWT	Overall, the Traffic Section of the report takes into account the methodology as established by MNCPPC's Local Area Transportation Review (LATR) guidelines. That is, the study collected turning movement data at 27 intersections as directed by MNCPPC, added traffic from planned yet undeveloped properties and lastly added traffic to be generated by the expansion of NNMC. However, different sections highlight mitigation measures differently. For example, the Executive Summary includes widening of MD 355 however, Appendix C does not. The different sections need to be in agreement.	The intention of the Executive Summary is to highlight the most relevant findings. It not a complete account of the document. Section 4.7.3.2 under intersection improvements for Rockville Pike and Cedar Lane and for Rockville Pike and Cedar Lane recommends the widening of MD 355. Page 70 of Appendix C lists potential improvements proposed by the Bethesda Chevy-Chase and Bethesda Downtown Master Plans which include the this widening - noted as adding lanes.
290	9.0 Transportation		3.0 County	Montgomery County DPWT	Roadway Network Add a description of the Capital Beltway (I-495) to this discussion	A description of the Capital Beltway (I-495) has been included in the EIS.
291	9.0 Transportation		3.0 County	Montgomery County DPWT	The Levels of Service (LOS) are noted as being defined by the University of Maryland. This is an error. Levels of Service were defined by the American Association of State Highway Officials (1965). It is suggested that the reference to the University of Maryland be removed. Additionally, the text in paragraph two refers to lane capacity which is an error. The 1,600 capacity being referred to relates to Critical Lane Volume (CLV) capacities.	Comments noted. The ranges for LOS were taken from the University of Maryland website. Language will be corrected to reflect this. Similarly, the language will be modified to reflect that indeed the 1600 value corresponds to the CLV limit established.
292	9.0 Transportation	Correction	3.0 County	Montgomery County DPWT	In the first paragraph of this subsection, there is a reference to the collection of signal timing data. It should be noted that this data was supplied by Montgomery County DPWT.	Comment noted. Section has been modified to reflect the comment.
293	9.0 Transportation		3.0 County	Montgomery County DPWT	The second full paragraph describes sidewalks that are "overly narrow, have mid-path obstructions, and are not adequately separated from adjacent vehicle traffic..." This language needs to be expanded so as not to imply that DPWT is lacking in their maintenance of the sidewalk infrastructure. Crosswalks are repainted as schedules allow. The use of the word "poor" in the text and Figure 3-8 when describing sidewalk conditions needs to be revised. Furthermore, "urban" standards do not always allow for the inclusion of a buffer, thus stating that conditions are not adequate is not correct.	Comments noted. Existence of DPWT sidewalk maintenance program has been noted in Section 3.7.6. Legend in figure has been changed to note it conditions in 2006. Improvements are regularly scheduled and conditions may vary in 2008. IT notes these as locations where improvements could be considered.
294	9.0 Transportation		3.0 County	Montgomery County DPWT	Update Figure 3-8 to reflect recent improvements. For example, the sidewalk along the north side of MD 410 west of MD 185 is in good condition and adequate due to the implementation of improvements through a Congestion Relief Study project at this location.	Footnote has been added to reflect date of survey and ongoing program of improvements.
295	9.0 Transportation		3.0 County	Montgomery County DPWT	Correct the name of Rockville Pike. It is mistakenly printed as Rockville "Park"	Correction has been made in the EIS.
296	9.0 Transportation		3.0 County	Montgomery County DPWT	The DEIS has incorrect Metrorail ridership figures for the Medical Center station. There is no information given on the bus ridership on the routes serving the Medical Center Station and no information concerning the number of boardings at the station and transferring between bus routes. This information is required to understand the existing transit use patterns and the opportunity for additional bus riders from the NNMC development.	Metro ridership figures have been revised and bus ridership numbers added to EIS.
297	9.0 Transportation		3.0 County	Montgomery County DPWT	Commuter Rail service is described, but as with bus service, there is no information about existing MARC train use for employees and visitors or the role commuter rail can play in supporting non-auto travel.	Since MARC train commuters transfer to Metrorail system to arrive at NNMC, they are accounted for as a portion of the Metrorail users.
298	7.0 Land/Socio	Correction	3.0 County	Montgomery County DPWT	Correct the creation date of M-NCPPC to 1927 (not "1972"). Delete reference to the "District of Columbia" in that M-NCPPC has no jurisdiction there.	Correction has been made in the EIS.

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299	7.0 Land/Socio	Correction	3.0 County	Montgomery County DPWT	Washington, D.C. is not a "county"; the ROI should refer to local jurisdictions, rather than counties.	Correction has been made in the EIS.
300	7.0 Land/Socio	Correction	3.0 County	Montgomery County DPWT	Eliminate the discrepancy between the differing amounts of the national median household income; which is correct - \$44,334 or \$41,994?	Correction has been made to reflect the most recent census data.
301	9.0 Transportation		3.0 County	Montgomery County DPWT	Delete the last sentence in Paragraph 2 that states that "volumes greater than 1,600 represent unacceptable conditions." MNCPPC guidelines vary the acceptable CLV threshold for the various Policy Areas. Table 4-9 indicates the acceptable CLV for every intersection studied. As shown, a CLV of 1800 is acceptable for Intersections 21-27.	Comment noted. Sentence has been modified to indicate that the 1600 CLV applies to conditions in the Bethesda Chevy Chase policy area.
302	9.0 Transportation		3.0 County	Montgomery County DPWT	Paragraph 1 states that "the ITE Manual provided a greater percentage of trips during peak hours..." The word percentage should be replaced with the word "number". Paragraphs 2 and 3 need to be reworded. ITE trip rates project the "total" traffic associated with a particular use. The variable used to project the traffic is thousands (1000s) of square feet, employees, parking spaces, etc and accounts for all trips, including visitors. The text in these paragraphs is misleading.	Comment noted. Word in paragraph 1 has been replaced and language in paragraphs 2 and 3 has been modified.
303	9.0 Transportation		3.0 County	Montgomery County DPWT	The first full paragraph refers to "an additional lane in each direction and a reversible lane along approaches of Old Georgetown Road..." DPWT does not support the use of a reversible lane on Old Georgetown Road.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
304	9.0 Transportation	Beltway	3.0 County	Montgomery County DPWT	A Beltway Slip ramp into the NNMC Campus is discussed on Page 4-52. The ramp may have a positive benefit to the operations along MD 355. MDOT should evaluate this project in the MD 355 Corridor Study. The analysis was lacking in its detail of trips.	Comment noted. The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines.
305	9.0 Transportation		3.0 County	Montgomery County DPWT	There is a reference to a planned Metrorail link in the southwest corner of the installation near the southern Rockville Pike security gate. There is no information about this Metrorail link and what is the reference source. There is no planned Metrorail link. There is one alternative for the Purple Line bus rapid transit that passes this location, but this is not a Metrorail connection or link.	The EIS has been revised to remove reference to a Metrorail link at the southwest corner of NNMC. The Metro connection discussed in the EIS will refer to the eastside entrance to the Medical Center Metro Station.
306	9.0 Transportation		3.0 County	Montgomery County DPWT	Language regarding trip generation should be consistent and clear to the lay person.	Comment noted. Language has been improved to reflect suggestion.
307	9.0 Transportation	TMP	3.0 County	Montgomery County DPWT	Transportation Demand Management (TDM) or TMP Goals: On Page 49 there is reference to a reduction of 15 % assumed "in trips using modes other than auto." It is unclear whether this assumption applies to peak hour/peak period trips or across the board to all trips, and what the sources are for this reduction. If the assumption is that the mode share for alternative modes will be increased by 15% by the on-site transportation demand management efforts or TMP this is a rather ambitious goal. It will require a TMP with very substantial incentives and disincentives, and ample support for transit serving the site. Each percentage of mode share shift within the County's Transportation Management Districts has been obtained only after years of effort and significant financial support. A clear set of goals should be established for the TMP and provision made for how the effectiveness of various strategies will be measured.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
308	9.0 Transportation		3.0 County	Montgomery County DPWT	<p>Why is NNMC not responsible for any non-auto-oriented improvements? It is unclear why certain road/intersection improvements are included as short-term or intermediate term "Potential Mitigation Measures," which NNMC will support "together with other involved public agencies," but other improvements, such as Fringe Parking, Pedestrian Improvements, Bicyclist Improvements, and Transit Improvements are all considered "Long Term" and thus "the Navy is not responsible for further analysis of these recommendations." It seems the Navy is saying the only improvements they will assist with or "support" are those which are exclusively auto-oriented. This is not supportive of an overall effort to accommodate the BRAC impacts on the surrounding area or of the effort to reduce the vehicular impacts from these actions. There should be recognition in the final EIS of the need to provide for and assist with these other types of mitigation to extent possible. For example, if additional right-of-way is needed to provide good pedestrian crossings or connections, or improved transit accessibility, NNMC should do so.</p>	<p>The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.</p>
309	9.0 Transportation	TMP	3.0 County	Montgomery County DPWT	<p>The TMP should be identified early in the process.</p>	<p>NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.</p>
310	9.0 Transportation	TMP	3.0 County	Montgomery County DPWT	<p>Incorporation of TMP in EIS: The text of this section states "the NNMC TMP will be updated as part of the ongoing Master Plan." Given the impacts from traffic in this area, it seems essential the TMP be incorporated as part of the recommended mitigation efforts in the final EIS.</p> <p>Timing of TMP-Related Efforts: The TMP should be developed and implemented well in advance of the BRAC consolidation. An enhanced program should be created and implemented with the existing on-base population so the program is up and running by the time new employees begin to be relocated to the base. Prospective new employees should be contacted with "Relocation Outreach" efforts at their current work sites before they begin commuting to the NNMC campus, to inform and educate them about their commuting options. Experience has shown that reaching employees before they begin a new commute is more effective than trying to influence them to change after they have established their new commuting patterns.</p>	<p>NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.</p>

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311	9.0 Transportation	TMP	3.0 County	Montgomery County DPWT	Provisions of the TMP: The outline of the TMP included in the Transportation Study is a good starting point, but could benefit from fine-tuning and should be based on a thorough understanding of the base population.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
312	9.0 Transportation	TMP	3.0 County	Montgomery County DPWT	Staffing: There is a brief discussion of the need for a Base Transportation Coordinator (BTC) and an Employee Transportation Coordinator (ETC). However, comparison with staffing of NIH's comprehensive program and other similar programs should be made and a staffing plan developed which links parking management and all other elements of the TMP and provides adequate staffing for successful implementation.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
313	9.0 Transportation	TMP	3.0 County	Montgomery County DPWT	Alternatives for connections with downtown Bethesda: Another option for promoting connections with Bethesda would be to provide a timed transfers and/or reduced Metrorail fare for off-peak use (e.g., just during lunchtime hours) to promote employees at NNMC/WRNMMC using the existing Medical Center station to connect with the downtown Bethesda station. Campus shuttles could be timed to arrive at the Medical Center station just before the trains departed for downtown Bethesda. Certain restaurants might participate by discounting fares or meals at their site for those proving Metro use (in the same way some restaurants provide validated parking). A system would need to be worked out to evidence Metrorail use, perhaps using the SmartTrip card.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.

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314	9.0 Transportation	TMP	3.0 County	Montgomery County DPWT	Live Near Your Work: This type of initiative would be worthy of exploration as a way to reduce traffic impacts. While purchasing a home in the surrounding Bethesda neighborhoods might be economically impossible for most employees at NNMC, a listing of rental properties within walking distance or an easy transit commute could be maintained, much as many college campuses do. In addition, more distant neighborhoods with good access to transit connections to the base could be identified and listings provided. A map showing areas of the region and commuting times would be helpful to those trying to make housing decisions. A program offering assistance with closing costs, first month's rent, or other cost components could be developed to provide incentives for employees to select housing in those areas.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
315	9.0 Transportation	TMP	3.0 County	Montgomery County DPWT	Other components of TMP: Additional TDM (Transportation Demand Management) measures should be included in the TMP. Strong, consistent promotion of the alternatives to driving alone is a critical underpinning to the effort. Creative approaches tailored to the particular needs of employees and specific parameters of the base should be developed. An advisory committee comprised of diverse representation from various components of the base population should be established to help TDM staff in developing and assessing various types of strategies.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
316	9.0 Transportation	TMP	3.0 County	Montgomery County DPWT	Ridematching (Carpool and Vanpool) It is not clear whether any effort has been made to conduct on-site matching at NNMC. If so, what has been the result? Numbers of carpools/vanpools and number of employees participating should be indicated. Consideration should be given to creating a combined database with NIH, which operates its ridematching program in concert with the Metropolitan Washington Council of Governments. Incentives for car/van pooling also must be provided, but the pre-tax benefit referenced in the report in this section cannot be applied to carpools (though it does apply to vanpools). Other incentives/program components should include preferentially-located parking for car/vanpools, reduced parking charges, monitoring and enforcement systems for pool parking, discount coupons or other benefits at the Navy Exchange, and special access lanes to enable quicker passage through entrance gates.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.

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317	9.0 Transportation	TMP	3.0 County	Montgomery County DPWT	Reserved Parking at Existing and New Park and Ride Facilities (Page 72) Land for Park and Ride lots at I-495 and Connecticut Avenue may be readily available from the state, but analysis needs to be done to see if employees would actually use such a lot on a voluntary basis – or whether they can be required to park in such a location. It may be difficult to get employees living to the east to drive nearly the entire way to the campus but then exit the Beltway one exit before reaching their final destination to park and take a shuttle for the final leg of their journey. It would be much more desirable to tap off employees earlier in their journey to work. Efforts should be made to identify Park and Ride lots in such locations and identify the needed shuttle bus service to campus, based upon analysis of existing and future employee residential locations.	Locations for satellite parking mentioned in the EIS were provided by local and state transportation agencies. The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
318	9.0 Transportation	Satellite Parking	3.0 County	Montgomery County DPWT	Recommendations have also been made at earlier points in the process to use the commuter parking lot located at Montrose Road and Rockville Pike for fringe parking for NNMC. This lot is on land owned by the State and managed by Montgomery County. It will be undergoing changes due to the State's construction of the Montrose/Randolph/ MD 355 grade-separated intersection project, which may result in reduced numbers of spaces. This lot is located within the County's North Bethesda Transportation Management District, which is an area where efforts are being made to reduce commuter traffic impacts similar to the efforts being made at NNMC. Again, it would be more desirable to identify Park and Ride lots closer to residential origins of existing and future employees.	Locations for satellite parking mentioned in the EIS were provided by local and state transportation agencies. The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
319	9.0 Transportation	TMP	3.0 County	Montgomery County DPWT	NNMC should initiate a comprehensive study of telecommuting options at the base, both with current jobs and with those coming to the base as a result of BRAC. Establishment of a formal telecommuting program, complete with goals and measures of effectiveness, will assist NNMC in achieving the best results from this type of effort.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
320	9.0 Transportation	TMP	3.0 County	Montgomery County DPWT	NNMC employees already receive transit subsidies up to the maximum \$115 per month permitted under federal law. NNMC/WRNNMC could further incentivize transit use by taking other actions, such as: Paying for part or all of the cost of remote parking at Metro stations for those who take transit, and/or allowing pre-tax payroll deduction of such costs. The maximum amount of this parking benefit is increasing to \$220 per month as of January 2008. Parking at a Metro station typically costs approximately \$100 per month. As an additional incentive to take Metro, NNMC could pay this cost or share it with employees, allowing them to payroll deduct their portion of the cost. At current prices, paying the full cost of \$1,200/year for this remote parking is far less costly to NNMC than paying to construct additional parking spaces on-site or at other Park & Ride locations.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
321	9.0 Transportation	TMP	3.0 County	Montgomery County DPWT	The report mentions extension of the "existing free Bethesda Circulator to the Medical Center Metrorail Station" as one method to provide connections to downtown Bethesda and thus help discourage single occupant driving. Currently this shuttle is supported using revenues from the Bethesda Parking Lot District (PLD) and may only serve areas within that district. Additional funding would need to be provided from other sources if the circulator route were to be extended. In addition, additional vehicles would be required if headways were to remain at the current 8 minutes.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
322	9.0 Transportation		3.0 County	Montgomery County DPWT	A reference to the MD 410 System Preservation Project should be added to any transportation reevaluation done for the FEIS.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
323	1.0 General		3.0 County	Montgomery County DPWT	The names of three local agencies are consistently mistaken in the DEIS and should be corrected in the FEIS. These are the Montgomery County Department of Public Works and Transportation, the Montgomery County Fire and Rescue Service [not "Department"], and the Maryland-National Capital Park [not "Parks"] and Planning Commission.	The names have been corrected in the EIS.
324	1.0 General		3.0 County	Montgomery County DPWT	The inconsistencies between the amounts of development noted in different places in the DEIS should be reconciled for the FEIS. Examples of these differences include: • On Page. 2-8 and 2-11 it states that there would be approximately 322,000 SF of renovation to existing medical care space; however Table 2-3 on Page. 2-35 only shows 317,000 SF for each Alternative. Which is correct? This also affects the total area of renovated space for each alternative (513,000 SF vs. 508,000 SF for Alt. 1 on Page. 2-6 and 428,000 SF vs. 423,000 SF for Alt. 2 on Page 2-11). Although it is a minor amount of space, the FEIS should contain consistent amounts throughout, and to the extent that transportation impacts are affected by building space, the Transportation Study should be double-checked because the total area of space might also be affected.	Text in the EIS has been corrected to state 317,000 SF; Table is correct.
325	1.0 General	Distribution	3.0 County	Montgomery County DPWT	Chapter 7 is the list of people and organizations contacted and providing coordination and information to the development of the DEIS. The Washington Metropolitan Area Transit Authority is not officially represented on this listing. The only reference is a representative on the transportation advisory committee. This may be an important missing link in the coordination of the transit elements dealing with Metrorail and Metrobus and may account for the misinformation on the ridership at the Medical Center Metrorail station.	The Navy has been fully engaged with WMATA and the agency has been part of the Transportation Advisory Committee. The TAC list presented in Section 7, Distribution List is part of an official list.
326	9.0 Transportation		3.0 County	Montgomery County DPWT	Commuting profile: Specifics need to be included regarding the current commuting profile of employees at NNMC. This should include the extent to which they are using Metrorail and bus transit, the times they are arriving/ departing, etc. This data should be available from the commuter survey conducted by NNMC in 2007 which was based upon Commuter Services' Annual Commuter Survey.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
327	9.0 Transportation		3.0 County	Montgomery County DPWT	Existing transit service. More detail needs to be included regarding current transit service. A limited amount of information is included on Page 3-44, and in Appendix C, the Transportation Study, Page 30. A table of each bus route serving NNMC, and the headways, hours of service, etc. should be included. Ridership counts at various times of day should be examined, to determine whether additional capacity exists on these routes.	The EIS existing conditions section provides background for the evaluation of traffic impacts. Requested detailed information on bus service is not required for evaluation of traffic impacts as conducted. It is relevant to the development of a TMP and will be addressed as that document is prepared.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
328	9.0 Transportation		3.0 County	Montgomery County DPWT	<p>NNMC shuttles and shelters: More detailed information regarding the current and planned operations of the NNMC shuttles, including hours of operation, headways, etc. should be included. Indications are the shuttles currently operate only during the a.m. and p.m. peak periods. Shuttles should operate throughout the day to link those on the base with the Medical Center Metro Station and to link with off-site park-and-ride locations. A map showing shelter locations on the base should be included, and a program established for providing lighted shelters at all stops. Wherever possible with new buildings and facilities, convenient access to shuttles should be integrated with the design. For example, a shuttle bus pull-out should be provided at the front entrance to new buildings, and an overhang between the front door and the curb furnished for weather protection between the shuttle and the front door. A comprehensive plan for future shuttle operations should be developed.</p>	<p>The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.</p>
329	9.0 Transportation	Parking	3.0 County	Montgomery County DPWT	<p>Parking profile, future demand, management plans: Specifics should be provided regarding the current parking profile for employees, patients, and visitors. Table 8 on Page 34 of Appendix C, the Transportation Study, lumps employee parking together with patient parking. NNMC should know the number of employees with permits to park on campus and where they are permitted to park. The utilization rates of various types of parking should also be presented. Currently the DEIS only states that during the morning peak period 4,685 spaces out of 6,123 total spaces (77%) were occupied. No indication is given of which parking areas or sources of parking demand (i.e., employees, patients, visitors) were included in that figure. If only 77% of spaces were occupied perhaps not as much additional parking will need to be constructed as originally planned, with resulting savings possible. The analysis resulting in the number of additional spaces required to be built should be provided. Clarification is needed as to how parking will be managed so it is available to patients and visitors separately from those employed on-site.</p>	<p>Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.</p>
330	1.0 General	Alternatives	4.0 NIH	National Institutes of Health	<p>NIH commends Navy for preserving the exterior architectural appearance of the WRNMMC installation. It not only preserves the historical features of the facility, but it enhances the symmetry of the exterior elevation, especially from Rockville Pike. NIH recommends that attention be given to establish a similarly attractive appearance from Jones Bridge Road so that patients and visitors identify with the Jones Bridge Road entrances as viable means of entering the installation and not a sort of "back door".</p>	<p>The southern portion of NNMC along Jones Bridge Road is not a Historic District and is not subject to NHPA.</p>
331	9.0 Transportation		4.0 NIH	National Institutes of Health	<p>By understating the likely environmental consequences of the proposed action, authorities from the State of Maryland and Montgomery County are likely to support transportation projects elsewhere in the state and county that have a higher perceived need. Understating the congestion will not only impact NIH, Suburban Hospital and residents but will create an unintended consequence for DOD. Specifically, this will impact the ability of WRNMMC to recruit and retain high quality personnel and will degrade patient satisfaction. Therefore, the NIH recommendation is that the Final EIS include an analysis of the impact if commuters shift commuting patterns so that the logical intersections are more uniformly saturated, which is the most likely outcome. Once having done that, it would be logical to quantify the number of intersections that worsen to the F rating.</p>	<p>The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines.</p>
331	9.0 Transportation		4.0 NIH	National Institutes of Health	<p>Congestion is the principal concern of NIH relative to the proposed action. Whereas NIH recognizes that significant congestion pre-dates the proposed BRAC action, it is essential that the Final EIS capture the true impact resulting from the proposed action. The Draft EIS and supporting transportation study indicate that only one intersection will worsen to the F rating as a result of the BRAC transportation demand. This conclusion seems to assume that commuters will mindlessly continue to follow the existing traffic pattern. In reality, commuters will search for less congested intersections and revise their commuting patterns, so it is extremely likely that several additional intersections will become rated F as a result of this action.</p>	<p>The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines.</p>

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
332	9.0 Transportation	Parking	4.0 NIH	National Institutes of Health	From the description provided in the Draft EIS, it appears that WRNNMC would be providing 3 parking spaces for every 4 employees corresponding to a parking ratio of 0.75. In contrast, the NIH provides less than 2 parking spots for every 4 employees in accordance with an agreement with the Maryland-National Park and Planning Commission (M-NCPPC) and the National Capital Planning Commission (NCPC). Furthermore, NCPC is requesting that NIH further reduce its parking ratio to 1 space for every 3 employees for a total ratio of 0.33, to further limit the impacts on local traffic congestion and the added emissions. The NIH recommends that Navy reduce the parking ratio at the proposed WRNNMC to reflect a ratio closer to the one NCPC is requesting of NIH. The reduced parking ratio would also potentially encourage Navy employees to increase the use of mass transportation to access the proposed WRNNMC, therefore reducing traffic in the immediate area of the campus as well as emissions.	Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.
333	9.0 Transportation		4.0 NIH	National Institutes of Health	NIH is concerned over the Navy's intent to add the majority of the new traffic to the Rockville Pike entrances, since most of the morning peak traffic comes from the north and therefore turns left. The left turns cue up traffic as commuters await the limited duration left turn signal. NIH suggests that the Navy encourage the expanded use of entrances on Jones Bridge Road; whereby commuters can take Connecticut Avenue, turn right on Jones Bridge and right again into WRNNMC. The entrances along Jones Bridge Road are also unaffected by helicopter operations.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
334	9.0 Transportation	Drop Off	4.0 NIH	National Institutes of Health	Other solutions we recommend WRNNMC consider are listed below: Provide vehicle drop-off and/or pick-up passengers without the car entering the base. Currently, vehicles park and idle in nearby neighborhoods while waiting for people to walk off the base. This drop-off point should be located near a gate that can handle pedestrian access.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
335	9.0 Transportation		4.0 NIH	National Institutes of Health	Arrange for a police presence at key intersections during peak hours, optimizing signalization, adding shared turn and through lanes, fixing worn intersections, cooperating on ongoing studies.	The Navy will evaluate traffic improvements on site as part of the gate operations study. However, off base policing will remain the responsibility of local and state law enforcement agencies.
336	9.0 Transportation		4.0 NIH	National Institutes of Health	Construct better sidewalks on the north side of Jones Bridge Road and funneling pedestrian traffic to that side of the roadway.	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
337	9.0 Transportation		4.0 NIH	National Institutes of Health	Further encourage staff and visitors to utilize public transportation to access WRNNMC.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
338	9.0 Transportation	Satellite Parking	4.0 NIH	National Institutes of Health	DOD should ensure that the WRNNMC shuttle connecting the Metro with the campus offers predictable and frequent service. NIH noted a dramatic increase in mass transit ridership when it added its campus shuttle. Consider operating fringe parking lots with shuttle service, similar to the NIH Mid-Pike parking and shuttle service, which is heavily utilized by NIH personnel.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
339	9.0 Transportation		4.0 NIH	National Institutes of Health	Recommend that Navy partner with Metro to develop a separate entrance into Metro from the Navy side.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
340	9.0 Transportation		4.0 NIH	National Institutes of Health	The Draft EIS does not clearly address the safe and orderly induction of an estimated 1,862 patients and visitors into the installation. From the experience of NIH, visitors who are not clear on the entrance procedures can cause traffic backups. In the case of the proposed WRNMMC, this would lead to overspill onto Rockville Pike and Jones Bridge Road. The NIH has addressed these issues by constructing a centralized NIH visitor's center where all visitors can be processed. The Navy may benefit from following a similar approach as the NIH to receiving visitors. The NIH submits the comment that a more detailed plan, including detailed procedures, should be included in the Final Environmental Impact Statement (FEIS) regarding how the WRNMMC plans to process its estimated patients and visitors each day. Recommend that DOD consider siting a visitor access gate on Jones Bridge Road. This would encourage the use of Connecticut Road - Jones Bridge Road and would afford DOD to design a facility that would not detract from the historical Rockville Pike view.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area.
341	1.0 General	Alternatives	4.0 NIH	National Institutes of Health	The Final EIS should connect what is proposed (relocate 2500 additional staff & 460,000 additional outpatient visits/year from WRAMC to NNMC) to what BRAC 2005 law specifies that DoD should do (relocate tertiary care services from WRAMC to NNMC; relocate primary & specialized care services from WRAMC to Ft. Belvoir). Explaining this connection will ensure compliance with NEPA regulation 1502.13 (which requires that an EIS explain the "purpose and need" for the proposed action and its alternatives) and would facilitate a basic understanding of what is proposed and why. This might appear to be a technicality, but it would enhance the linkage between the BRAC language and the EIS language.	The additional patient/visitor load was determined by an extensive market analysis that resulted in a redistribution of patients to all military treatment facilities in the National Capitol Area. 484,000 additional patients/visitors was determined to be WRNMMC's share in the post-BRAC military health care market. Staffing requirements were driven by the utilization of the existing and additional patient population of WRNMMC. To meet the needs of the WRNMMC patient population, over half of the care delivered at the new WRNMMC will be secondary or tertiary care. Staffing of the facility will be determined to accommodate the new distribution/delivery of these services.
342	1.0 General	Coordination	4.0 NIH	National Institutes of Health	It is recommended that WRNMMC establish a regular community forum comparable to NIH's Community Liaison Council (CLC). In addition, establishment of a management forum involving Navy, NIH and Suburban Hospital facility or planning executives would ensure that inter-campus issues are appropriately aired and timely addressed. Such an executive forum need not meet frequently nor be permanent, but planning & facility issues different from existing forums (Emergency Partnership & TMO forums) and that are beyond the authority of new working groups or community forums. Issues to be addressed are bound to arise during the construction, startup & transition period of something as significant as BRAC.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff. The Navy will continue to respond to public concerns through the NNMC Public Affairs Office.
343	4.0 Noise		4.0 NIH	National Institutes of Health	Regardless of any uncertainty that may now exist about how much BRAC would increase Medevac flights into & out of an urban, crowded and noise-sensitive Bethesda area, it would be very affordable and effective for the expanded base to join other military services who already participate in the national and FAA-endorsed "Fly Neighborly" program. This program provides periodic helicopter pilot training, written material, posters & reminders of recommended flight path, noise abatement and safety procedures and has successfully been applied to public, private & military heliports and helipads across the country since the 1980s. Since our research indicates that it's common for military bases in urban areas to participate in the "Fly Neighborly" program means that including this comment does not ask the Navy to break new ground or depart from any "what happens inside the fence stays inside the fence" military tradition.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

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344	5.0 Utilities	Utilities Capacity Data	4.0 NIH	National Institutes of Health	Section 4.12.6 Page 4-78, (Cumulative Impacts to Utility Infrastructure) states: "Because the new BRAC projects that add to utility demands at NNMC reduce demands at WRAMC by a like amount, the NNMC projects do not incrementally increase regional demand. Locally, utility providers have indicated that NNMC demands for BRAC can be met; therefore the incremental effects of adding these demands to those of other off-Base projects are not considered to be significant". NIH requests that more detailed utility information be provided in the cumulative analysis of utility demand impacts. The incremental increase of the WRNMMC in addition to the existing NNMC demand in addition to the demands by NIH have not been analyzed in enough depth to determine that there will be no impact. Because localized brownouts have occurred in the immediate area during the summer months, a more involved study on utility demand impacts should be addressed in the FEIS. The Draft EIS states that there is correspondence between the "local utility providers" and NNMC stating that the future demand can be met. NIH requests that this correspondence be published in the FEIS.	An in depth analysis cannot occur until additional design occurs. Clarifying text has been added to Section 4.12.6. Documentation that Pepco can support build out is referenced in the DEIS (NAVFAC 2007e); the Pepco Account Manager acknowledges the planned increase in electrical loading at NNMC and states that Pepco will provide NNMC with adequate supply to serve the facility's increased load. DEIS states Washington Gas is not able to define specific improvements to serve the build out without knowing specific demands (in therms) and seasonal peak demands for the new buildings (Washington Gas, 2007); their 6-inch (non-interruptible) line feeding the buildings and 8-inch (interruptible) line feeding the boilers could handle increased demand, but detailed modeling of their system with accurate thermal and equipment loading data would be required to determine exactly how much of an increase could be handled. Per reference (NAVFAC, 2007c) and Section 4.6, discussions with WSSC indicate WSSC can provide water and wastewater services for BRAC actions. Details on system upgrades will be developed during the design
345	2.0 Natural Resources		4.0 NIH	National Institutes of Health	The EIS indicates extensive addition of impervious surface on the NNMC which could counter the benefits of the new Montgomery County pond being built on the south side of the National Library of Medicine. The NIH entered into an agreement with the Maryland Department of Environment and Montgomery County to develop the pond as part of an Integrated Stormwater Management Plan. The Navy might also benefit from providing an integrated plan to address stormwater management.	The Preferred Alternative adds 3.4 new acres of impervious surfaces. A stormwater management plan will be prepared for the projects that complies with all applicable laws and regulations.
346	3.0 Air	Analysis	5.0 BIC	EBCA	We understand from the Air Quality Analysis that under the current EPA policy for addressing PM2.5 precursors, the State or EPA can make a technical demonstration that NOx, VOCs, or ammonia from sources within the State significantly contribute to PM2.5 concentrations in a given nonattainment area (EPA, 2007e). We also understand that at this point neither USEPA nor Maryland have found PM2.5 problems in AQCR 47 to be caused by NOx, VOCs, or ammonia. We would like to know if the Maryland DEP and USEPA have actually conducted an analysis to confirm this, or if there may be reason to conduct a technical demonstration analysis to confirm this finding.	According to the same reference (EPA, 2007e) "A State is not required to address ammonia in its attainment plan or evaluate sources of ammonia emissions for reduction measures unless the State or EPA makes a technical demonstration that emissions of ammonia from sources in the State significantly contribute to PM2.5 concentrations in a given nonattainment area" MD DEP is the correct point of contact to discuss state actions. NOx and VOC have been analyzed.
347	3.0 Air	Analysis	5.0 BIC	EBCA	We understand from the Air Quality Analysis that Montgomery County, Maryland, the location of NNMC, has been classified by the USEPA as a nonattainment area for PM2.5 and in moderate nonattainment for ozone. According to the EPA, particulate matter is "particles in the air, such as dust, dirt, soot, smoke, and droplets. Small particles (PM-10 or PM-2.5) have significant effects on human health. Particulate matter is one of the six "criteria" pollutants for which EPA has established national ambient air quality standards."	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
348	3.0 Air	Analysis	5.0 BIC	EBCA	We understand from the Air Quality Analysis report that "A federal action that does not exceed the threshold emission rates of criteria pollutants may still be subject to a general conformity determination if the direct and indirect emissions from the action exceed ten-percent of the total emissions inventory for a particular criteria pollutant in a nonattainment area." We would like to know who makes the general conformity determination, and again, what specific traffic study was utilized to form the report's conclusions that the build scenario will not exceed the ten percent increase in total emissions inventory. We believe that the vehicles driven by many of the 500,000 additional visitors to NNMC annually and the 2,500 additional new staff could increase NOx emissions to a level of concern for our non attainment area.	The general conformity applicability analysis methodology and results are provided in Appendix B. To determine if a General Conformity determination is required, an applicability analysis is conducted to see if emissions will exceed either de minimis levels or 10% of the regional inventory. They do not. Air quality is measured by airshed and both the workers and patients/visitors are realigning from Walter Reed Army Medical Center, a short distance away in the same airshed. Therefore the air emissions to the airshed from employees and patients/visitors are not changing.
349	3.0 Air	Mobile	5.0 BIC	EBCA	The Air Quality Analysis does not name the specific traffic study utilized to determine its conclusions. We would like clarification as to which traffic study was used to make these determinations. We are concerned that the additional traffic and/or significant construction idling at area intersections and on-base will contribute more particulate matter in the air than is indicated in the DEIS.	Traffic study and survey data utilized in air quality analysis include: "Volume Count Detail Report, by Maryland Department of Transportation, State Highway Administration, Highway Information Services Division", "Turning Movements & NNMC Parking, by NNMC Traffic Team", and DEIS Traffic Appendix C.

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350	3.0 Air		5.0 BIC	EBCA	EPA says that "ground-level ozone (smog) is formed by a chemical reaction between volatile organic pollutants (VOCs) and oxides of nitrogen (NOx) (which are in vehicle emissions) in the presence of sunlight. Ozone concentrations can reach unhealthy levels when the weather is hot and sunny with little or no wind. Ozone at the ground level causes adverse effects on lung function and other adverse respiratory effects. It is one of the six "criteria" pollutants for which EPA has adopted National Ambient Air Quality Standards". Prolonged exposure to high levels of ground level ozone, such as amounts found in non attainment areas like our area, have been found by UCLA scientists to cause asthma in children who play outdoors frequently.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
351	1.0 General	Distribution	5.0 BIC	EBCA	Appendix A: Correspondence and Public Involvement, Attachment 5: List of Community Associations that were mailed the Notification of the Public Scoping Meetings, East Bethesda Citizens Association is not included in the list and we were in fact not officially notified of the scoping meetings.	The Navy appreciates the comment. As noted Appendix A, Attachment 5 is a list of Community Associations that were mailed the scoping meeting notifications and two homeowners associations were not in the list. This was rectified for the Draft EIS and the association is listed in Section 7, Distribution List of the EIS.
352	9.0 Transportation	On Base Traffic	5.0 BIC	EBCA	Land Use and Zoning Need to look at circulation patterns of employees and people visiting the base in both alternatives to ensure that there is good flow and movement on the base and through access points.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
353	7.0 Land/Socio	Housing	5.0 BIC	EBCA	Land Use and Zoning Need to plan for future housing needs of staff living off base and patients and visitors who will be in extended stays.	The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on a out-patient basis but require family support during their stay. Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.
353.1	7.0 Land/Socio	Housing	5.0 BIC	EBCA	Continuation of 353.	Continuation: The new construction in addition to the existing and renovated spaces will provide sufficient lodging for enlisted billeting, active duty in an outpatient status, and family residence during a patient's outpatient treatment. Ample housing has been planned to accommodate both enlisted staff living on WRNMMC's campus and family members staying to support patients receiving treatment. In the event that there is a surge of patients and supporting family members and WRNMMC's housing falls short, WRNMMC would assist family members in finding lodging at local Bethesda hotels close to the hospital. The number of family members who would fall into this category would be few and their anticipated length of stay short.
354	7.0 Land/Socio	Housing	5.0 BIC	EBCA	Land Use and Zoning Create ways to incentivize employees to live near metro stations and commute by choice using public transportation. The goal should be to remove existing vehicles from area roads to the extent possible.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
355	5.0 Utilities	LEED	5.0 BIC	EBCA	The Navy must commit to achieving LEED standards in the construction of the new facility.	As stated in Section 2.5, the Navy plans for all BRAC facilities to be certified Silver according to the US Green Building Council's Leadership in Energy and Environmental Design (LEED) Program.
356	1.0 General	Coordination	5.0 BIC	EBCA	There needs to be a mechanism to incorporate community feedback into the planning and implementation process beyond its mention in the final EIS.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff. The Navy will continue to respond to public concerns through the NNMC Public Affairs Office.
357	9.0 Transportation	Beltway	5.0 BIC	EBCA	We support continuing to explore options for dedicated access to the base that would reduce the number of single occupancy vehicles on arterial roads. Tapping into the existing Connecticut Avenue off ramp may provide a more direct route to the base without constructing an entirely new "slip ramp".	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
358	9.0 Transportation	Beltway	5.0 BIC	EBCA	EBCA recommends that the EIS examine the feasibility of the following: As an alternative to the Slip Ramp, add a lane to the I-495 eastbound exit ramp onto Connecticut Avenue southbound and situate one of the exit ramp lanes through North Chevy Chase park and directly onto the NNMC/USUHS campus, allowing NNMC visitors and staff to bypass Jones Bridge Road altogether. (Long Term)	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
359	9.0 Transportation	Roadway Funding	5.0 BIC	EBCA	This BRAC is unusual and exceptional. We In a highly congested area, force protection is of utmost concern and if patients, staff and personnel cannot move on the roadways, this will be a problem. DAR funding for adjacent roadways should be pursued.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
360	9.0 Transportation		5.0 BIC	EBCA	EBCA recommends that the EIS examine the feasibility of the following: • Given the evidence for the large portion of inbound AM trips along Jones Bridge Road, request an easement from NNMC/USUHS to allow the addition of a lane on the north side of Jones Bridge Road beginning at the eastern border of the USUHS campus all the way to Rockville Pike, allowing queuing along Jones Bridge Road at all entrances that will not block through traffic.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
361	9.0 Transportation	Beltway	5.0 BIC	EBCA	EBCA concurs with the DEIS analysis which suggests that a Slip Ramp would not significantly improve inbound AM traffic congestion since: • the number of inbound AM trips along West Cedar Lane can be easily mitigated by adding turning lanes and eliminating parking in both directions along Cedar Lane, and • the Slip Ramp would not affect traffic congestion for inbound AM trips along Jones Bridge Road westbound.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
362	9.0 Transportation	Pedestrian & Bike	5.0 BIC	EBCA	• We support better pedestrian and bicycle access including a way for people to get from the west side of Route 355 on to the base without having to cross at grade.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
363	9.0 Transportation		5.0 BIC	EBCA	• More attention needs to be paid to mitigation measures that can be implemented in the very short term to deal with the stated time line of construction and operation (e.g., optimizing traffic lights to traffic loads, repaving well-worn intersections, etc.).	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
364	9.0 Transportation		5.0 BIC	EBCA	<p>Figure 17 (p. 53, Appendix C, Transp. Study) shows the outbound PM trips leaving NNMC as follows:</p> <ul style="list-style-type: none"> • 40% on Jones Bridge Road (eastbound to Connecticut Avenue) • 30% on West Cedar Lane (westbound) • 15% on Rockville Pike/MD 355 (southbound towards D.C.) • 10% on Rockville Pike/MD 355 (northbound) • 5% to East Cedar Lane (eastbound) <p>This shows that 45% of the outbound PM trips use Rockville Pike northbound for a short distance, but it does not explain why so many outbound PM trips then turn onto West Cedar Lane rather than continue on Rockville Pike northbound past Cedar Lane (intersection #5). Does this analysis suggest that the county's proposed grade separation at Intersection #5 is no longer warranted and that improving outbound PM traffic via West Cedar Lane is a better alternative?</p>	The trip distribution confirms with the recommendations of the M-NCPPC Local Area Transportation Review Guidelines, and was discussed and agreed upon with the BRAC Transportation Advisory Committee (TAC) consisting of local, County and State government and agencies.
365	9.0 Transportation		5.0 BIC	EBCA	<p>Figure 18 (p. 54) shows that with a proposed I-495 Slip Ramp to the Inner Loop (eastbound), outbound PM trips would be as follows:</p> <ul style="list-style-type: none"> • 25% on Jones Bridge Road (eastbound to Connecticut Avenue) - DECREASE • 15% on West Cedar Lane (westbound) - DECREASE • 15% on Rockville Pike/MD 355 (northbound) - INCREASE • 15% on Rockville Pike/MD 355 (southbound towards D.C.) - NO CHANGE • 5% on East Cedar Lane (eastbound) - NO CHANGE • 25% to I-495 Slip Ramp (eastbound). - NEW <p>The DEIS analysis suggests that more outbound PM trips would head eastbound with a Slip Ramp than without one, and fewer trips would head westbound in the evening. Why would an eastbound Slip Ramp reduce the number of outbound PM trips on Cedar Lane westbound from 30% to 15%? This DEIS analysis also suggests that, with the addition of a Slip Ramp to I-495 eastbound, more outbound PM trips would head northbound on Rockville Pike (from 10% to 15%). Why would an eastbound Slip Ramp increase the number of northbound trips on Rockville Pike?</p> <p>EBCA recommendation: Please clarify the DEIS analysis of outbound PM trips with and without an I-495 Slip Ramp.</p>	The study assumed that the trips exiting directly at I-495 in the afternoon peak hour would comprise trips going east along Jones Bridge Road (via Connecticut avenue), going east along I-495 (east of Connecticut avenue), going north on Connecticut Avenue and going west on I-495 through the Connecticut Avenue interchange. This distribution was discussed and agreed upon with the agency Technical Advisory Committee. The outbound distribution should indicate 20% of the trips going west onto Cedar Lane and 10% going north along Rockville Pike. This change would not affect the results and recommendations of the EIS transportation study.
366	9.0 Transportation		5.0 BIC	EBCA	<p>Cumulative Impacts</p> <ul style="list-style-type: none"> • As stated on page 4-73, the DEIS considered both NIH and BCC master plans and concluded that commuter traffic will not increase as a result of the NIH Master Plan. However, the DEIS does not take into account the new NIH visitor center that will be coming on line in the second quarter of 2008 which will add vehicles to north bound Route 355 via Battery Lane throughout the day. While the Navy received background development information from the county, it is not inclusive of all the development happening in the nearby area. It is not clear that the DEIS has taken into consideration the combined impact of many new apartment buildings that are in the early construction phases along Wisconsin, south of Jones Bridge Road. 	The EIS Traffic Study is required by the County to include only approved but unbuilt developments. The study included 11 developments identified by M-NCPPC staff. These developments included several residential developments located along Wisconsin Avenue, south of Jones Bridge Road (See Appendix C, Sub-Appendix A).

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
367	9.0 Transportation		5.0 BIC	EBCA	<p>Cumulative Impacts</p> <ul style="list-style-type: none"> The Navy acknowledges that "incremental effect could add to a general level of traffic that would be noticeable and inconvenience other motorists" p. 4-78. In fact, DEIS understates the extent of the problem. Using its own survey data, which don't even estimate traffic levels documented several years ago, base-related traffic will increase by 25% the number of failing intersections in the PM commute. A more realistic estimate, based on 2006 County data, would suggest that the number of failing intersections around NNMC resulting from base expansion will more than double. The DEIS needs to be more forthright on the cumulative impact that the traffic will have both during and beyond peak hours. 	The EIS traffic analyses were based on accurate, representative and current traffic data.
368	9.0 Transportation	Further Studies	5.0 BIC	EBCA	<p>We have many concerns about the transportation study and the conclusion that the additional traffic brought by the expansion will have little additional impact on area roadways. It is noteworthy that estimates for selected intersections (e.g., Rockville Pike and Jones Bridge Road) fail to account for drivers that avoid above-capacity intersections by cutting through residential streets. In one case, this may under estimate CLVs by >10% (e.g., North Chelsea Lane's recent traffic survey estimating ~200 vehicles/hour during the PM commute). It is likely that other major intersections experience similar phenomena (e.g., Wisconsin & West Cedar for South/Eastbound traffic at PM commutes). This was left out of the transportation study even though this particular situation was brought to the Navy's attention during the scoping period.</p>	Comment noted. The EIS Traffic Study recommends potential improvements for further study and implementation by appropriate public transportation agencies. Other studies addressing both regional and local transportation issues should be undertaken by these agencies.
369	9.0 Transportation		5.0 BIC	EBCA	<p>Because the intersections are not "failing" there is no discussion in the DEIS about how to mitigate this substantial impact on traffic.</p>	The EIS traffic study conforms with the NNMC Scoping Letter (See Appendix C, Sub-Appendix A). Additional studies should be undertaken by the public transportation agencies.
370	9.0 Transportation	Further Studies	5.0 BIC	EBCA	<p>When mitigation is discussed, it is simply not adequate to address the problem. The broad brush strokes of the traffic study show that traffic moves away from areas of congestion (off of Route 355 to avoid the I-495 interchange and on to Cedar Lane and Jones Bridge Road, specifically – see page 53 of Appendix C). Real mitigation needs to look at the big picture of the roadway traveled (the stretch of Route 355 from Woodmont to I-495). Parts of this roadway are so congested that motorists currently avoid backups by cutting through adjacent residential streets that are not designed to handle the volume of traffic (e.g., Locust Hill Estates and the failing Wisconsin & W Cedar intersection). The DEIS offers no mitigation to these types of problems nor does it adequately resolve the issue of pedestrian safety at key intersections such as Jones Bridge Road and Cedar Lane. Further, DEIS offers no evidence or reason to believe that any proposed mitigation measures will, indeed, reduce traffic congestion or the pollution that it will generate.</p>	Comment noted. The EIS Traffic Study recommends potential improvements for further study and implementation by appropriate public transportation agencies. Other studies addressing both regional and local transportation issues should be undertaken by these agencies.
371	9.0 Transportation		5.0 BIC	EBCA	<p>Solutions to consider</p> <ul style="list-style-type: none"> There is great need for a place for vehicles to pull over and drop-off and/or pick-up passengers without the car entering the base. Currently vehicles park and idle in nearby neighborhoods while waiting for people to walk off the base. This drop-off point should be located near a gate that can handle pedestrian access. 	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
372	9.0 Transportation		5.0 BIC	EBCA	<p>Items to revise and/or remove from the DEIS</p> <p>In Appendix C, section 3.2.2 Programmed Improvements, point 4 "The Capital Beltway Study" is not in its "planning phase" and will likely not be realized. Point 5, the Inter County Connector is described as a BRAC related project but it predates the 2005 BRAC and will do little to alleviate congestion in the immediate vicinity of the base.</p>	The referenced information will be further verified and updated if necessary.

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373	9.0 Transportation		5.0 BIC	EBCA	<p>Figure 17 (p. 53, Appendix C, Transp. Study) shows the inbound AM trips to NNMC as follows:</p> <ul style="list-style-type: none"> • 40% from Jones Bridge Road (westbound from Connecticut Avenue) • 30% from West Cedar Lane (eastbound) • 15% from Rockville Pike/MD 355 (northbound) • 10% from Rockville Pike/MD 355 (southbound) • 5% from East Cedar Lane (westbound) <p>Notably, this suggests that at least 40% of the inbound AM trips will use the Jones Bridge Road entrances into NNMC, and that portion could be higher if inbound AM trips from Rockville Pike northbound turn right at Jones Bridge Road to use the Gunnell Road entrance.</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
374	9.0 Transportation		5.0 BIC	EBCA	<ul style="list-style-type: none"> • The analysis contained in the DEIS does not reflect the reality of the situation that we experience daily, namely with regard to traffic. The DEIS lacks conceptual and operational clarity, and its traffic survey barely predicts NNMC-area congestion as documented several years ago (M-NCPPC, 2006). 	The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines.
375	9.0 Transportation		5.0 BIC	EBCA	<p>Solutions to consider</p> <ul style="list-style-type: none"> • Short term, easy-to-achieve mitigation measures include traffic calming measures such as adding a police presence at key intersections during peak hours, optimizing signalization, adding shared turn and through lanes, fixing worn intersections, cooperating on ongoing studies. 	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
376	9.0 Transportation		5.0 BIC	EBCA	<p>Solutions to consider</p> <ul style="list-style-type: none"> • Constructing better sidewalks on the north side of Jones Bridge Road and funneling pedestrian traffic to that side of the roadway. 	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
377	9.0 Transportation	Satellite Parking	5.0 BIC	EBCA	<p>Solutions to consider</p> <ul style="list-style-type: none"> • More thought should be given to mediating traffic at its origin (north on I-270) rather than providing satellite parking within a mile of the facility. 	Locations for satellite parking mentioned in the EIS were provided by local and state transportation agencies. The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
378	9.0 Transportation		5.0 BIC	EBCA	<p>Solutions to consider</p> <ul style="list-style-type: none"> • There must be quality data from a reliable and valid traffic survey that informs a robust Transportation Demand Management program. 	The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines.
379	9.0 Transportation		5.0 BIC	EBCA	<p>The impact of the expansion and some of the Navy's proposals for building better access points on Jones Bridge Road are of utmost concern to residents of EBCA as this road is our northern border.</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
380	9.0 Transportation		5.0 BIC	EBCA	<p>A proposed mitigation measure for new gates on Jones Bridge Road at Grier Road (Navy Lodge) and Gunnell Road (Navy Exchange) is listed as "a safety and security analysis is being conducted by DoD to improve security, safety, improve queuing on-site and reduce Jones Bridge Road queuing..." (page 4-49). This is not a proposed mitigation measure at all. The referenced study should have been conducted as part of the EIS process so that the results of the study, and any recommendations, could be commented on. The fact that a study is being conducted demonstrates that the appropriate studies were not completed before the DEIS was drafted. The public should have an opportunity to comment on the results of the study and any proposed actions the Navy intends to take as a result. As a result of this, there is no analysis with respect to the other measures proposed.</p>	The EIS is required by NEPA to evaluate impacts of the proposed action and identify opportunities for mitigation. The full study/evaluation of mitigation is not required by NEPA.

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381	9.0 Transportation		5.0 BIC	EBCA	DEIS proposes to use the Grier Road Gate for both inbound and outbound traffic, and to widen Grier road, with 2 outbound lanes and 1 inbound lane. There is no analysis as to why this proposal is being made, what anticipated harms it is intended to mitigate (e.g., what traffic is it seeking to divert to Grier Road and why), what impact such a change would have (e.g., queuing on Jones Bridge, additional Jones Bridge Road traffic), or what additional measures are needed to mitigate such harms (e.g., the need to provide for an on-base truck waiting area and/or to extend the right- and left- turn lanes into the base). If Grier Road is widened, the goal should be to minimize truck queuing on Jones Bridge Road. There is no reason given for why 2 outbound lanes are proposed (1 left-turn and 1 right-turn). In light of the fact that there is no facing street, left-turn traffic should move freely out of the base on a green light. Outbound traffic is not stopped for inspection. Inbound traffic gets stopped, resulting in long lines on Jones Bridge Road. The middle lane could be inbound in the a.m. and outbound in the p.m.	Comment noted. The recommendation was based primarily on the assumption that it would reduce traffic impacts on Rockville Pike along the NNMC campus. The need for other operational changes (including the provision of increased on-site queuing space) would be identified during the prospective Master Plan update study phase.
382	1.0 General	Alternatives	5.0 BIC	EBCA	Because staff and patients are not discussed specifically, it is hard to understand the make-up of the additional base personnel (staff, constructions, and contractors) and ~500,000 new patients and visitor population. Serious consideration should be given to routing primary care patients to other facilities in the DC metro area to decrease the overall load at WRNMMC.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
383	3.0 Air		5.0 BIC	Glenbrook Village HOA	What is BEQ?	Is stated when first mentioned in Executive Summary and Chapter 2 and in Chapter 8.0 acronyms: Bachelor Enlisted Quarters
384	3.0 Air	Plant Removal	5.0 BIC	Glenbrook Village HOA	What effect will the decrease of substantial plant material have on the air quality at NNMC and surrounding neighborhoods?	The Navy has designed development to avoid woodlands to the greatest extent possible. The Navy realizes that construction of the parking area to the north of the tower will take out trees; however, it is the Navy's intent to landscape the area with appropriate vegetation once construction is complete. The Navy appreciates the aesthetic value that trees bring to the NNMC campus. The short term effect on air quality is minimal.
385	3.0 Air	Construction Dust	5.0 BIC	Glenbrook Village HOA	What chemical is to be used for dust control and what is the environmental impact?	Watering of the soil to limit dust generation will be used when needed.
386	3.0 Air	Analysis Fuel Oil	5.0 BIC	Glenbrook Village HOA	The statement that if Pepco fails there is a back up system that is oil fueled does not include the impact of running this backup system on the air quality and emissions from NNMC. Also the additional deliveries of the fuel, is not reflected in the transportation study.	A sensitivity calculation for 100% use of fuel oil for new facilities instead of natural gas has been added to the discussion of operations emissions in Appendix B and Chapter 4.4. If fuel oil was used in place of natural gas for 100% of the new facility requirements, heating emissions from NOx would increase 2.55 TPY to total 4.39 TPY. PM2.5 would increase 0.27 TPY to 0.59 TPY total and SO2 would increase 12.51 TPY for a total of 12.54 TPY annually. Both VOC and CO emissions would decrease. Therefore resultant emissions would be slightly higher but still well below de minimis thresholds of 100 TPY. The transportation study visitors include both patient-related visitors, other work-related visitors, and service vehicles. In general, service vehicles would not be scheduled for peak hours, however.

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387	3.0 Air	Analysis	5.0 BIC	Glenbrook Village HOA	While CO levels have been preformed there is no indication that the cumulative affect has been taken into account with increased traffic, construction equipment vehicles and site demolition. Please provide this information for safety measures. The attached tables are not clear as to whether or not the numbers quoted are for the total number of each piece of equipment or for one of say the 184 Front End Loaders.	The EIS, Chapter 4.12.4 describes cumulative impacts to air quality. The applicability analysis determined that combined peak emissions due to construction and operations for either alternative are all below de minimis values. These values are established to take the overall health of the airshed into consideration and thus the air analysis determines that project emissions during construction would not pose a significant incremental effect in combination with any other projects. Equipment numbers assume days of use per piece of equipment, with 8 hours of continuous operation assumed each day. The analysis makes no assumption as to the number of each equipment. The table headings have been revised to make that clearer.
388	3.0 Air	Analysis	5.0 BIC	Glenbrook Village HOA	The [air quality] analysis was also taken over a one year period and does not seem to address the short term load effect, during a specific period, with multiple machinery used in a confined space. Spreading the data over a one year period, lowers the impact during high construction periods and does not adequately	For the hot spot analysis, short-term 1-hour and 8-hour CO emissions were analyzed and reported in DEIS (Page B-24). The conformity applicability analysis was performed in accordance with USEPA guidelines and the de minimis thresholds are based on annual totals. Shorter-term increments are not valid for this analysis.
389	1.0 General	Distribution	5.0 BIC	Glenbrook Village HOA	List of Community Associations that were mailed the Notification of the Public Scoping Meetings, Glenbrook Village Home Owners Association is not included in the list and we were in fact not officially notified of the scoping meetings.	The Navy appreciates the comment. As noted Appendix A, Attachment 5 is a list of Community Associations that were mailed the scoping meeting notifications and two homeowners associations were not in the list. This was rectified for the Draft EIS and the association is listed in Section 7, Distribution List of the EIS.
390	2.0 Natural Resources	FCA	5.0 BIC	Glenbrook Village HOA	Why is NNMC not part of the Forest Conservation Act?	The Forest Conservation Act, a state law, does not bind federal installations. However, as noted in the EIS, NNMC strives to comply with the principles of the Maryland Forest Conservation Act (Natural Resources Article 5-1601-1612, Annotated Code of Maryland) to the maximum extent practicable.
391	2.0 Natural Resources	Landscaping	5.0 BIC	Glenbrook Village HOA	No indication of the number of trees and plant material to be removed and plans for replacement and/or reforestation. Both Alternatives require the removal of many mature trees in the surface parking area to the north of the tower. What replacements and/or reforestation will take place to compensate for their removal? As trees, bushes and plants help to maintain a healthier air quality. What impact will the demolition and removal of plant material have on the air quality study?	The Navy has designed development to avoid woodlands to the greatest extent possible. The Navy realizes that construction of the parking area to the north of the tower will take out trees; however, it is the Navy's intent to landscape the area with appropriate vegetation once construction is complete. The Navy appreciates the aesthetic value that trees bring to the NNMC campus. Please note that trees in a parking lot are not considered a forested area.
392	5.0 Utilities	LEED	5.0 BIC	Glenbrook Village HOA	NNMC needs to commit to achieving LEED standards in the construction of the new facility. While it spoke extensively of this standard during the scoping period, there is no indication of this in the DEIS.	As stated in Section 2.5, the Navy plans for all BRAC facilities to be certified Silver according to the US Green Building Council's Leadership in Energy and Environmental Design (LEED) Program.
393	1.0 General	Cumulative Impacts	5.0 BIC	Glenbrook Village HOA	The addition of a Day Care Center, Navy Lodge and expansion of the NEX has not been identified in either the traffic study or noise and air quality studies. The original scoping presentation by NNMC stated staff increase to be total of 2500, not 2200, leaving additional numbers for these increases. No data or explanation available for variance.	The DEIS evaluates the impacts of implementing the BRAC-directed action, which does not include the child care center, NEX or Lodge expansion. These are discussed in Section 4.12 under cumulative effects as potential future projects.
394	8.0 HHS	Emergency Vehicles	5.0 BIC	Glenbrook Village HOA	What enhancements or provisions are being made for the safe and unhindered travel of emergency vehicles in the area?	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.

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395	8.0 HHS	BHEPP	5.0 BIC	Glenbrook Village HOA	The physical location of NNMC, NIH and Suburban Hospital and their ongoing collaboration in the already congested area has not been addressed in the DEIS. Increased traffic and pedestrians will only increase the need for these services. How does NNMC plan on addressing this issue?	NNMC, NIH, and Suburban Hospital are investigating the possibilities of either bridges or tunnels that would allow the mechanized movement of gurneys or stretchers from one facility to the other.
396	8.0 HHS		5.0 BIC	Glenbrook Village HOA	What will the increased traffic and safety hazard amount to with the increase in Regulated Medical Waste (RMW) shipped to the Baltimore Site? Has this increased truck traffic and truck noise been included in the relevant studies?	Construction vehicles will have to adhere to Montgomery County regulations for keeping dirt on NNMC roads. Air Quality control measures for the construction period are provided on ES-17. The visitor and patient traffic numbers include service trucks such as the increase in RMW trucks. Transport of RMW is conducted as per Maryland Department of Environment criteria.
397	4.0 Noise		5.0 BIC	Glenbrook Village HOA	The DEIS states "Residential areas on the east side of NNMC and across Jones Bridge Road are far enough from the construction sites that they are unlikely to be impacted by the noise from construction activities" Please provide the date for this statement. Twice a day in Glenbrook Village we hear the bugle from NNMC inside our homes. While the construction noise may cancel this pleasant sound out, what testing has been completed to ascertain that no construction noise will affect our Community?	The areas that are in close proximity to Jones Bridge Road that would undergo construction/demolition under the alternatives are Building 12 area and Building 23. Building 12 area and Building 23 areas are approximately 700 and 400 feet respectively from the NNMC property line in the south. The road accounts for an additional 50 plus feet. Noise level diminishes 6 dBA with every doubling of distance from a stationary source. The conclusion made in the Draft EIS were based on these data. To measure the impact of the construction noise impacts, the noise monitoring locations will be located in receiving property lines. The monitoring will be conducted as per a noise suppression plan, which will be subject to Montgomery County DEP approval. The noise monitoring will take place before and during construction activities. This will be conducted by the construction contractor.
398	4.0 Noise		5.0 BIC	Glenbrook Village HOA	What updated noise information has been obtained since the 2003 data quoted in the DEIS. We are now 7 years beyond this data with 3 additional years prior to the completion date.	The Draft EIS used the 2003 Noise Study to identify the locations of the intersections where the noise monitoring stations were located that would be applicable to the NNMC projects. The traffic increase in those intersections were based on the 2006 traffic counts used in the Draft EIS Transportation Study.
399	4.0 Noise		5.0 BIC	Glenbrook Village HOA	What are the locations of the noise monitoring stations and what standardized testing will be used?	To measure the impact of the construction noise impacts, the noise monitoring locations will be located in receiving property lines. The monitoring will be conducted as per a noise suppression plan, which will be subject to Montgomery County DEP approval. The noise monitoring will take place before and during construction activities. This will be conducted by the construction contractor.
400	4.0 Noise		5.0 BIC	Glenbrook Village HOA	Additional helicopter and vehicle traffic can only increase the cumulative noise in and surrounding NNMC. Please provide recent studies that support the statement that there will be no increase noise effect with the additional traffic and helicopter trips. Why does the sporadic and unpredictable arrival of helicopters to NNMC make the increased noise redundant? Please provide data.	The Draft EIS states that there will be increase in noise level because of the traffic increase. The increase in traffic however does not constitute a doubling of the current traffic levels therefore would not constitute changes of 3 dBA in noise levels, a change that would be perceptible to the human ear. Likewise, the Draft EIS states that there will be an increase of 1-2 flights per month, however, this increase would not result in significant noise impact.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
401	4.0 Noise		5.0 BIC	Glenbrook Village HOA	What is the proposed designated truck route for construction? What will the traffic and noise impact be for this route?	Increases in truck traffic and noise related to the BRAC action are discussed in the EIS, which anticipates that the greater proportion of trucks would be oriented from and to the Capital Beltway, via Rockville Pike. The EIS analyzed over 3,000 daily commuter trips during operations, which would greatly exceed expected daily construction vehicles. Based on the operations traffic, the EIS states that there will be increase in noise level because of the traffic increase. The increase in operations traffic however does not constitute a doubling of the current traffic levels and therefore would not constitute changes of 3 dBA in noise levels, a change that would be perceptible to the human ear. Likewise, the construction traffic would be significantly less than the projected operations traffic and would not constitute a doubling of the current traffic levels and would not constitute a change in 3 dBA in noise levels. Improvements to perimeter road are being made to re-route truck traffic away from the main hospital and pedestrian routes, minimizing noise impacts.
402	7.0 Land/Socio	ROI	5.0 BIC	Glenbrook Village HOA	While the DEIS indicates increase jobs and income for the area during construction it does not state this will benefit the State of Maryland or Montgomery County specifically. If the above mentioned are expected to bear the costs, how is NNMC assuring the economic benefits it states in the DEIS will be directly applied to Maryland and Montgomery County?	It is not possible to project specific impacts within different parts of the ROI because it is not possible to estimate how many construction workers or how much material would come from Montgomery County versus Prince Georges County versus the District. The ROI was selected because construction draws from each of these jurisdictions. At this point in the analysis, contracts have not been awarded.
403	7.0 Land/Socio	Housing	5.0 BIC	Glenbrook Village HOA	What impact will visitor's and patients in need of temporary accommodation have on the surrounding area? Economic effect on visitor's and patients with high priced accommodation in the surrounding area? Will this increase vehicle trips per day while finding affordable accommodations?	The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on a out-patient basis but require family support during their stay. Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.
403.1	7.0 Land/Socio	Housing	5.0 BIC	Glenbrook Village HOA	Continuation of 403.	Continuation: The new construction in addition to the existing and renovated spaces will provide sufficient lodging for enlisted billeting, active duty in an outpatient status, and family residence during a patient's outpatient treatment. Ample housing has been planned to accommodate both enlisted staff living on WRNMMC's campus and family members staying to support patients receiving treatment. In the event that there is a surge of patients and supporting family members and WRNMMC's housing falls short, WRNMMC would assist family members in finding lodging at local Bethesda hotels close to the hospital. The number of family members who would fall into this category would be few and their anticipated length of stay short.
404	9.0 Transportation	Beltway	5.0 BIC	Glenbrook Village HOA	The Beltway Access is critical for study and possible implementation. NNMC traffic study did not assess this interchange, therefore has no foundation for it's DEIS statement.	The EIS Traffic Study assessed the potential effects of the interchange in alleviating traffic congestion on the local arterial roadways.

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405	9.0 Transportation	Construction	5.0 BIC	Glenbrook Village HOA	How will you ensure that all Construction workers will take public transit or park in the 200 designated spots within the campus? • What steps are in place to prevent parking in surrounding neighborhoods?	The Navy will provide 200 parking spaces for construction workers and the Navy contractor will reserve the parking spaces for contractor and subcontractor management and field staff only. For the remaining construction workforce, the Navy has required that the contractor use alternative means of bringing the workers onto NNMC, including mass transit. As a way to meet LEED Silver Certification requirements, the contractor is using mass transit use by the construction workers towards the certification. The contractor will utilize a combination of offsite coordinated park-and-ride and public transportation. The contractor will provide subsidies to the workers who utilize the WMATA system to access the construction site. To deter parking in the neighboring areas; the contractor is implementing a program that will include spot checks and disciplinary actions such as a written warning for the first offense and termination of the employee's badge access for the second offense.
406	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	What is the total number of Construction Workers that will be on site on a daily basis until the completion of the project?	The total number of workers on any given day will vary but are estimated to be 1,000 at their peak.
407	9.0 Transportation	Drop Off	5.0 BIC	Glenbrook Village HOA	A staff and patient drop off access would help ease the queuing and backups on adjoining roadways.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
408	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	NIH Master Plan studies should be utilized for traffic mitigation. This could allow study recourses to accomplish other mitigation measures.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
409	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	After months of waiting for the DEIS, we are very disappointed with the lack of detail and informative information contained in the document. With the lack of any reasonable or substantial traffic mitigation within the DEIS it has not addressed any of our neighborhoods concerns presented during the scoping period. The continued statement that the relocation of Walter Reed to NNMC and that increased traffic and construction will have no cumulative impact on the surrounding neighborhoods can only be seen as a DEIS written with blinders on.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
410	9.0 Transportation	Parking	5.0 BIC	Glenbrook Village HOA	Does the parking ratio meet the current Montgomery County standard?	There is no Montgomery County standard that truly addresses the activities at the NNMC campus that can be calculated easily. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. Specific parking issues will be addressed in the TMP, which is being updated as part of the Master Plan.
411	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	Police presence on surrounding roadways could have a positive effect on easing aggressive driving, running of red lights, pedestrian safety and general traffic flow.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
412	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	Please provide a detailed traffic mitigation plan in the final EIS.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
413	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	Specific plans and implementation of public transportation, pedestrian safety, bridge or tunnel to Metro and adequate sidewalks and bike paths.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
414	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	How do you account for the fact that NNMC traffic study numbers are lower than traffic studies performed by MNCPPC for the one to five years previous to the NNMC study?	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
415	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	The NNMC traffic study does not take into account the NIH CVIF facility or the new Visitor's Center both located on Rockville Pike. What cumulative impact will this have on the present numbers? Please provide details.	The EIS Traffic Study is required by the County to include only approved but unbuilt developments. The study included 11 such development identified by M-NCPPC staff. The NIH truck inspection center was operation at the time of the base traffic counts. The new visitor center would accommodate the visitor vehicles that are currently inspected at the South Drive facility. The center would not generate significant new vehicular trips.
416	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	What is the rationale behind shuffling traffic from Rockville Pike to Jones Bridge Road? This proposal will only direct additional traffic to two already failing intersections (Rockville Pike and Jones Bridge Road – Connecticut Avenue and Jones Bridge Road). How has this been reflected in the Traffic Study?	There is greater excess capacity along Jones Bridge Road at the campus gates.
417	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	A traffic signal at the NIH CVIF will only ease the left turn access into NNMC and create further delays and congestion on Rockville Pike. Once again having additional Environmental Impact on the surrounding Communities.	A traffic signal will only be installed if found warranted based on a special study conducted by the appropriate public transportation agency. NNMC believes the current situation is dangerous and backs up both north and southbound traffic.
418	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	Could a no left turn from Rockville Pike into NNMC assist in easing the traffic congestion for the surrounding neighborhoods?	This prohibition is expected to have marginal positive effects.
419	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	Where does the traffic study show the cumulative effect of travelers bringing patients to NNMC then exiting the campus for shopping and entertainment, sometimes entering and exiting several times a day while treatment is on going?	The study shows those trips for the AM and PM peak periods (6:30-9:30 AM and 4:00-7:00 PM), as stipulated by the M-NCPPC Local Area Transportation Review (LATR) Guidelines.
420	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	Traffic Study did not include all hours of congestion. PM congestion begins at 3:00 PM on busy days.	The traffic study highlighted the morning and afternoon peak hours when the volumes are the highest, for the purpose of analyzing the capacity of the study area intersections in accordance with them-NCPPC Local Area Transportation Review (LATR) Guidelines.
421	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	Transportation Study – Page 9 - #12 – This diagram is incorrect. Jones Bridge Road becomes Center Drive as it crosses Rockville Pike entering the NIH Campus.	This has been corrected in the FEIS.
422	9.0 Transportation	Roadway Funding	5.0 BIC	Glenbrook Village HOA	As this is an unprecedented BRAC in an overcrowded urban area, and will truly create and unusual impact of a defense activity, DAR funding should be thoroughly pursued for traffic mitigation measures.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
423	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	How will the gates be designed to ensure there is no queuing on adjacent roadways?	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.

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424	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	Will revamped gateways allow for NNMC traffic queuing inside the property and take it off adjoining roadways?	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
425	9.0 Transportation		5.0 BIC	Glenbrook Village HOA	What is the present public transportation rider ship for NNMC Staff? What is the present public transportation rider ship for patients and visitors?	Question 1: 10-15% Question 2: Less than 5%
426	5.0 Utilities	Utilities Capacity Data	5.0 BIC	Glenbrook Village HOA	The DEIS states that the present utility infrastructure will support either Alternative One or Two. Please provide data from Pepco and Washington Gas that this statement can be supported. Also that the utility lines outside the fence will adequately support and updating of lines inside the fence.	DEIS states in Executive Summary and Chapter 2 that as designs are finalized, additional utility studies will be conducted to identify whether improvements to any utility lines or pipes within NNMC are appropriate and these improvements would be implemented as part of the construction. FEIS has clarifying text that lines outside could also require improvement and further notes the provision of natural gas requires a detailed evaluation when design detail is available to determine supplier capacity or necessary improvements; however, fuel oil can substitute for natural gas regardless of the results of the evaluation. Chapter 4.6 noted the need for detailed natural gas evaluation in DEIS. References for PEPCO and Washington Gas are in Section 5.0: (NAVFAC, 2007e), (Washington Gas, 2007).
427	5.0 Utilities	Utilities Capacity Data	5.0 BIC	Glenbrook Village HOA	Can WSSC accommodate the increase in waste water from the site? How will this be monitored?	WSSC officials told a NAVFAC official (NAVFAC, 2007c) that WSSC is willing and able to provide additional water and wastewater services to the installation. Further infrastructure data will be provided in the design process.
428	2.0 Natural Resources		5.0 BIC	Glenbrook Village HOA	What specific controls will be used to prevent and reduce erosion at the site both during construction and upon completion?	Specific erosion controls are determined during design and construction and have not yet been developed for either the proposed construction or operation of new facilities at NNMC. As noted in the DEIS, prior to any construction, erosion controls specific to each site will be developed as part of the required erosion and sediment control plan, consistent with Maryland's Environment Article, Title 4, Subtitle 1 and 2 for erosion and sediment control and stormwater management (COMAR 26.17.01 and 26.17.02). In addition, appropriate, site-specific stormwater controls would be developed during the design phase of the facility, which would retain stormwater and slow overland flow, reducing slow the rate at which water leaves the site, and capture eroded soils and concentrated nutrients before they enter downstream water flow. Site conditions will determine which of these requirements will be used prior to construction.
429	2.0 Natural Resources		5.0 BIC	Glenbrook Village HOA	New Storm Water Facilities need to address environmental concerns of increased mosquitoes and other disease carrying insects with the presence of infectious disease at NNMC and the extensive traveling of the residents surrounding NNMC. No indication of any controls and concerns for residents, staff and patients.	Mosquito control is a standard element of design for stormwater management features that could breed mosquitoes and will be addressed by the stormwater management plans.
430	9.0 Transportation		5.0 BIC	Huntington Parkway Citizens Associations	The DEIS is inadequate in many respects. The Traffic Study is deficient in many respects; it does not take into account impacts on neighborhoods nor does it include "No Build" analysis as required by NEPA. LOS (Level of Service) charts do not show existing LOS, so there is not context to projected LOS.	The "No-Build" analysis is presented in Chapter 3.4 of the EIS Traffic Study.

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431	9.0 Transportation	Beltway	5.0 BIC	Locust Hill Citizens Association	Continued Study and Consideration of the Beltway Slip Ramp Are Encouraged. Given its position of being adjacent to the Beltway, and given the obvious enormous increase in numbers of visitors and employees, rejecting the Beltway slip ramp at this time seems premature. The reasons given for such rejection (no significant improvement to conditions and statutory prohibition) are unpersuasive. Were the NNMC to require certain of its visitors and employees to use such a ramp in lieu of the local streets, it is impossible to imagine it not having more than the stated affect of "not significantly improving] traffic congestion levels along the study area roadways." Traffic Study, page 68, Appendix C to DEIS. In addition, we are familiar with Beltway modifications over the past 3-15 years in which such new exits were created where needed - for example, the new Rockledge exit just past the Old Georgetown Road exit as well as the Arena Drive Exit just past Landover Road.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
432	9.0 Transportation	Construction	5.0 BIC	Locust Hill Citizens Association	Prohibit Construction Workers from Parking in Surrounding neighborhoods During Construction. Having endured many months of neighborhood streets crowded with construction workers during the recent NIH renovations, LHCA urges the NNMC to require as a condition to its contracts with its construction vendors that such companies provide off-site parking to its workers and shuttle them to the site. Locust Hill experienced many disconcerting moments of construction workers changing clothes outside of their cars while our children were getting off of school busses and residents being unable to park near their homes because of workers' cars taking all available spaces. Such impacts to surrounding neighborhoods should be prevented as they are so easily anticipated.	The Navy will provide 200 parking spaces for construction workers and the Navy contractor will reserve the parking spaces for contractor and subcontractor management and field staff only. For the remaining construction workforce, the Navy has required that the contractor use alternative means of bringing the workers onto NNMC, including mass transit. As a way to meet LEED Silver Certification requirements, the contractor is using mass transit use by the construction workers towards the certification. The contractor will utilize a combination of offsite coordinated park-and-ride and public transportation. The contractor will provide subsidies to the workers who utilize the WMATA system to access the construction site. To deter parking in the neighboring areas; the contractor is implementing a program that will include spot checks and disciplinary actions such a written warning for the first offense and termination of the employee's badge access for the second offense.
433	9.0 Transportation	Roadway Funding	5.0 BIC	Locust Hill Citizens Association	The Federal Government Should Take More Responsibility for the Traffic Impact this Unique BRAC action will have on our Neighborhoods. The DEIS bases a shift of responsibility to road improvements to local and state governments on an inappropriate standard. That is, it states that the Navy is not permitted to provide funding or management of road improvements outside its property except under the Defense Access Roads (DAR) Program, which only allows the federal government to pay its "fair share" when there is an "unusual impact." DEIS at pages 4-49-4-50, section 4.7.3.2. However, the definition used therein for "unusual impact" is doubling existing traffic impact.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
434	9.0 Transportation	Roadway Funding	5.0 BIC	Locust Hill Citizens Association	This is an inappropriate standard given the well-acknowledged unique aspect of this BRAC action being the only such action taken in a high-density urban setting. It is easily imagined that under more traditional BRACs, such as a new military installation in a rural setting, that the standard requiring a doubling of traffic would be more common and appropriate. In such actions, doubling traffic on rural roads where nearly none exists prior to the BRAC, the "unusual impact" definition of twice existing traffic makes sense. Here, it would be nearly impossible to double traffic in an area in which several of the key intersections are already failing. LHCA urges the federal government to revise its standard for this type of urban BRAC and assume a more active role in funding and assisting in road improvements surrounding the NNMC. It should be the Navy's goal that there should be no failed intersections in the surrounding area after this BRAC action is concluded, not simply returning the intersection to a pre-BRAC level of failure.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.

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435	9.0 Transportation	Further Studies	5.0 BIC	Locust Hill Citizens Association	Further Independent Traffic Study Should be Pursued. Many of the results of the traffic study relied upon in the DEIS strike the LHCA as unbelievable or implausible. As our neighborhood is directly affected by traffic traveling on 355 and Cedar Lane, our own first-hand experiences contradict data in the DEIS. For example, if the Navy accepts the "results" of the study which indicate a 2-3% increase in traffic load to 355 and Cedar Lane during the AM and PM rush hour periods (Tables 4-1 1 and 4-12, line 5), one would conclude that such a minor impact need not be of any real concern.	Comment noted. Further studies addressing both regional and local transportation issues should be undertaken by the public transportation agencies.
436	9.0 Transportation		5.0 BIC	Locust Hill Citizens Association	With thousands of visitors and employees expected, many of whom will be driving, these numbers strain credibility. As further example, the traffic study used a period of 4-7 pm for its afternoon rush (page 13 of Traffic Study, Appendix C to DEIS). Again, anybody regularly traveling on the affected roadways would confirm that they are well over capacity beginning much earlier than 4 in the afternoon. The conclusions reached arising from false premises can not be relied upon. LHCA urges an independent study of expected traffic impacts (perhaps largely addressed by the \$2 million 355 corridor study).	Comment noted. The PM peak hours of the ambient/through traffic, and of the NIH and NNMC, all fall within the 4-7 PM period.
437	3.0 Air	Climate	5.0 BIC	Maplewood Citizens Association	In view of the Executive Order: Strengthening Federal Environment, Energy, and Transportation Management (January 2007) it is recommended that the DEIS address the environmental impact on air quality and climate given the anticipated additional vehicular miles traveled relating to: a) 2,500 additional employees (above current 4,540 employees per NNMC website); b) 484,000 additional patients and visitors; c) the increased car idling due to traffic congestion on nearby roads which would significantly increase the production of particulates, carbon monoxide and ground level ozone.	There are no specific federal or state regulations for air quality related to climate issue. The EIS evaluated carbon monoxide at worst case locations (five intersections adjacent to NNMC and at both of the new large parking garages) but the analysis of particulates was not considered necessary based on USEPA guidelines for the composition of the traffic. Refer to Appendix B Section 6.0. The ambient concentrations were well below standards. The other pollutants are examined on an airshed basis and because the new employees and patients/visitors added to NNMC are reduced in like amount from WRAMC a short distance away in the same airshed, no additional pollutants are introduced into the airshed.
438	1.0 General	Coordination	5.0 BIC	Maplewood Citizens Association	The DEIS treats BRAC as an island unto itself with an apparent lack of focus on the importance of close coordination and communication with surrounding neighborhoods, Stone Ridge School, NIH and Suburban Hospital. We recommend that Navy establish immediately a Community Liaison Council (CLC) similar to that of NIH for the purpose of maintaining a line of communication between Navy and its neighbors. We are proud to have such a prominent neighbor with such a critical mission, but ongoing communication is crucial.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
439	4.0 Noise		5.0 BIC	Maplewood Citizens Association	Ensure use of current data in evaluating noise levels. Provide details on the purpose of current and projected helicopter landings to include percentage of non- medevac/medical related landings. The DEIS provided no credible analysis of the BRAC related increase in helicopter traffic given BRAC's urban location and the anticipated significant increase in traffic congestion which might lead to increased use of helicopters to transport patients.	The Draft EIS used the 2003 Noise Study to identify the locations of the intersections where the noise monitoring stations were located that would be applicable to the NNMC projects. The traffic increase in those intersections were based on the 2006 traffic counts used in the Draft EIS Transportation Study. Likewise, the Draft EIS states that there will be an increase of 1-2 flights per month, however, this increase would not result in significant noise impact.
440	7.0 Land/Socio	Housing	5.0 BIC	Maplewood Citizens Association	The DEIS does not address the issue of potential short and long-term off-base housing needs of patients and visitors. This is important given that reasonably priced accommodations will likely be located at a distance from NNMC that may further contribute to traffic and vehicular miles traveled if not located in an area served by mass transit.	The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on a out-patient basis but require family support during their stay. Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.

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440.1	7.0 Land/Socio	Housing	5.0 BIC	Maplewood Citizens Association	Continuation of 440.	Continuation: The new construction in addition to the existing and renovated spaces will provide sufficient lodging for enlisted billeting, active duty in an outpatient status, and family residence during a patient's outpatient treatment. Ample housing has been planned to accommodate both enlisted staff living on WRNMMC's campus and family members staying to support patients receiving treatment. In the event that there is a surge of patients and supporting family members and WRNMMC's housing falls short, WRNMMC would assist family members in finding lodging at local Bethesda hotels close to the hospital. The number of family members who would fall into this category would be few and their anticipated length of stay short.
441	9.0 Transportation	Parking	5.0 BIC	Maplewood Citizens Association	The Transportation Study and Traffic Projections need to be revised to address the following critical discrepancies and inaccuracies: The DEIS and supporting appendices state that there will be 2500 parking spaces available for the relocated employees, visitors, and patients. However, the NNMC parking utilization survey found that only 77% of NNMC's existing capacity is used, leaving 1438 existing NNMC parking spaces available. The result is that there will be a net of 3938 parking spaces available for the additional employees, patients, and visitors. That is enough parking for all of the DEIS-projected 2200 employees and all but 124 of the DEIS-projected 1862 daily visitors and patients – if they are all parked on campus at the same time. Allowing for some distribution of patients and visitors throughout the day, there would be absolutely no shortage of parking to encourage anything but single-occupant vehicle travel.	Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.
442	9.0 Transportation	Roadway Funding	5.0 BIC	Maplewood Citizens Association	The EIS dismissal of BRAC as not qualifying under the Defense Access Road (DAR) program guidelines is unfortunate and deserves to be revisited given that this BRAC will occur in a confined, urban, and well-established residential area near an increasingly dense business district and where major access roads are already heavily congested. This BRAC will significantly increase the daily traffic during peak and non-peak hours on a continual basis throughout the day which will challenge the efficient access to NNMC. It would seem incumbent upon DOD/Navy, in their interest to insure the success of this high profile critical mission BRAC merger, to accept funding responsibilities for road improvements outside the NNMC fence. The critical mission inside the fence is contingent to a large degree on what happens outside the fence given the urban locale.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
443	9.0 Transportation	Beltway	5.0 BIC	Maplewood Citizens Association	I-495 Beltway Dedicated Ramp: Request an immediate study of the I-495 Beltway dedicated ramp to NNMC which would provide a direct employee access route to NNMC thereby reducing BRAC traffic impact on nearby major roads. In its assessment of the potential I-495 slip ramp (Appendix C-pg 68) the Transportation Study does not explain the derivation of Table 16 peak hour trip figures and excludes non-rush hour projected use.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2. Table 16 assigns trips from the previous trip distribution explained in Appendix C that could logically use the new slip ramps as configured.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
444	9.0 Transportation	Construction	5.0 BIC	Maplewood Citizens Association	Detailed Construction Plan: The Final EIS needs to detail a plan to handle construction issues such as hours of construction work (especially important if BRAC is to be accelerated), number of construction workers and their parking arrangements at any given moment during the project with analysis of their impact on traffic, and revisit the traffic impact of construction related vehicles using North Wood Dr as the dedicated entrance. Construction vehicle traffic does not flow at the same speed as passenger vehicles. Reliable shuttle bus service for all construction workers to the work site should be provided to eliminate parking impact on surrounding neighborhoods	The Navy will provide 200 parking spaces for construction workers and the Navy contractor will reserve the parking spaces for contractor and subcontractor management and field staff only. For the remaining construction workforce, the Navy has required that the contractor use alternative means of bringing the workers onto NNMC, including mass transit. As a way to meet LEED Silver Certification requirements, the contractor is using mass transit use by the construction workers towards the certification. The contractor will utilize a combination of offsite coordinated park-and-ride and public transportation. The contractor will provide subsidies to the workers who utilize the WMATA system to access the construction site. To deter parking in the neighboring areas; the contractor is implementing a program that will include spot checks and disciplinary actions such as a written warning for the first offense and termination of the employee's badge access for the second offense.
445	9.0 Transportation		5.0 BIC	Maplewood Citizens Association	The DEIS understates and downplays the impact BRAC will have on the surrounding neighborhoods by: Excluding recently approved and planned development projects primarily in, but not limited to, the Rt. 355 corridor from NNMC /355 north to Old Georgetown Rd and from NNMC/355 south to Old Georgetown Rd. (Table 4-19).	The EIS Traffic Study is required by the County to include only approved but unbuilt developments. The study included 11 such development identified by M-NCPPC staff.
446	9.0 Transportation	Analysis	5.0 BIC	Maplewood Citizens Association	The DEIS uses generic and/or unsubstantiated methods and assumptions when both specific and reliable data are available and should be used. Example: A July 2007 NNMC employee transportation survey with 1,285 responses and a Walter Reed employee survey (July 07) provide details on the different residential distribution of the two locales' employees. Rather than using this data to develop traffic projections for the relocated employees, the DEIS uses existing NNMC employee traffic patterns. Employee surveys at NNMC and Walter Reed represent a significant resource for traffic planning purposes and should be redone using a single survey technique as thorough as the July 07 NNMC survey. The results should be included in the Final EIS.	The EIS Traffic Study was required to follow the general recommendations of the M-NCPPC Local Area Transportation Review Guidelines, since it was more certain that the functions and services, rather than all the Walter Reed Medical Center employees, would be relocated to NNMC. Some employees would be relocated to Fort Belvoir and a significant amount of new employees would be hired.
447	9.0 Transportation		5.0 BIC	Maplewood Citizens Association	The Transportation Study and Traffic Projections need to be revised to address the following critical discrepancies and inaccuracies: The DEIS does not address the traffic congestion that will occur from BRAC relocation until roadway improvements are completed. Apart from the questionable impact of the roadway improvements suggested in the DEIS (especially given the unavoidable lane restrictions to Rockville Pike north and south of NNMC), these improvements are not far enough along in the planning and programming processes to expect them to be completed by 2011. Additionally, there is no consideration of the corridor traffic impacts during construction of these improvements.	The EIS Traffic Study clearly shows Critical Lane Volumes and Level-of-Service results for the projected 2011 traffic volumes, without and with the implementation of recommended short-term roadway improvements (see Tables 14 and 15). The Navy is supportive of further studies by the public transportation agencies to determine potential improvements that could be implemented in the interim, including signal optimization. It is expected that the Navy will implement all recommended and other gate infrastructural and operational improvements by 2011.
448	9.0 Transportation	TMP	5.0 BIC	Maplewood Citizens Association	TMP Development and Implementation At such time as the TMP is developed, a primary aim should be on reducing Single Occupancy Vehicles and encouraging mass transit by: Constructing a Metro entrance on NNMC property with a pedestrian link (above or below ground) to the NIH Medical Center Metro stop. This will eliminate pedestrian crossings on Rt 355, increase pedestrian safety and facilitate vehicular flow.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.

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449	9.0 Transportation	TMP	5.0 BIC	Maplewood Citizens Association	<p>TMP Development and Implementation</p> <p>At such time as the TMP is developed, a primary aim should be on reducing Single Occupancy Vehicles and encouraging mass transit by: Publicizing mass transit opportunities and promoting the federal government's mass transit subsidy program, Metrochecks. (Note: The July 07 NNMC employee transportation survey involving 1,285 respondents revealed that 88% are not reimbursed for commuting each month while about 11% receive some reimbursement. The survey also reveals that 72% of the 1,285 respondents drive alone (SOV).</p>	<p>NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.</p>
450	9.0 Transportation	TMP	5.0 BIC	Maplewood Citizens Association	<p>TMP Development and Implementation</p> <p>At such time as the TMP is developed, a primary aim should be on reducing Single Occupancy Vehicles and encouraging mass transit by: Implementing changes that encourage and support transit use, such as providing flexible work schedules, establishing express bus services and vanpools from residential communities, and increasing the availability of daycare services on-site.</p>	<p>NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.</p>
451	9.0 Transportation	Satellite Parking	5.0 BIC	Maplewood Citizens Association	<p>TMP Development and Implementation</p> <p>At such time as the TMP is developed, a primary aim should be on reducing Single Occupancy Vehicles and encouraging mass transit by: Using satellite parking facilities with shuttle buses and perhaps coordinated with NIH and Suburban Hospital if possible.</p>	<p>NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.</p>

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452	9.0 Transportation	TMP	5.0 BIC	Maplewood Citizens Association	<p>TMP Development and Implementation</p> <p>At such time as the TMP is developed, a primary aim should be on reducing Single Occupancy Vehicles and encouraging mass transit by: Consider opportunities for NNMC to collaborate with NIH and Suburban Hospital on use of carpools and vanpools.</p>	<p>NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.</p>
453	9.0 Transportation		5.0 BIC	Maplewood Citizens Association	<p>The Transportation Study needs to expand its area of study to include:</p> <p>a) The 355 corridor to Old Georgetown Rd (near Marinelli Rd) and factor in the planned development at White Flint, Strathmore, Lionsgate, Trillium, Metro Center 3 as well as other developments approved or proposed for construction and not reflected in Table 4-19.</p>	<p>The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.</p>
454	9.0 Transportation		5.0 BIC	Maplewood Citizens Association	<p>The Transportation Study needs to expand its area of study to include:</p> <p>b) Old Georgetown Rd from W. Cedar Lane south to Wisconsin Ave/Rt 355 (downtown Bethesda) with special focus on Greentree Rd and Huntington Parkway and factoring in Suburban Hospital expansion plans.</p>	<p>The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.</p>
455	9.0 Transportation	TMP	5.0 BIC	Maplewood Citizens Association	<p>Lack of a Transportation Management Plan (TMP) in the DEIS is an unfortunate key omission for the purpose of the DEIS and for timely planning purposes. Given that the employees being relocated to NNMC are already employed at Walter Reed, it would be prudent and relatively easy to begin developing strategies for these employees to evaluate and adopt prior to their relocation.</p>	<p>NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.</p>
456	9.0 Transportation	Further Studies	5.0 BIC	Maplewood Citizens Association	<p>Reversible Lanes: Consider use of reversible lane implementation for Rt 355 from Pooks Hill Rd/I-495 to as far as possible into downtown Bethesda. The reversible lane approach using individual lane arrows has been used successfully in many cities in the US including on Connecticut Ave in Washington, D.C., on Georgia Ave near the I-495 Beltway interchange in Silver Spring, and on Colesville Rd/Rt 29 in Silver Spring. This is an effective traffic management tool and might delay the need for possible expansion of Rt 355 for some time into the future.</p>	<p>Comment noted. Further studies should be undertaken by the public transportation agencies.</p>

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457	9.0 Transportation	Further Studies	5.0 BIC	Maplewood Citizens Association	<p>The Transportation Study needs to expand its area of study to include: c) Old Georgetown Rd from W. Cedar Ln north to the I-270 ramps.</p> <p>The Transportation Study does not analyze the off-peak hour traffic involving the additional 484,000 patients and visitors per year with BRAC and how this 484,000 figure, given the current traffic congestion, is likely to prolong morning and afternoon rush hours. The DEIS traffic counts show that congestion is significant at the very beginning and end of each "peak period" which reflects the fact that the true peak (or congested) periods in this corridor extend beyond those used. The Transportation Study included the daily portion of the 484,000 (1,862 daily) patients and visitors into the peak rush hour figures to provide a worst-case scenario which does not accurately picture what the reality is likely to be. Given the current traffic congestion, Maplewood is not appeased by the conclusion (Executive Summary ES-14) "that neighbors may notice the increased traffic during non-rush hours, although conditions will be within the capacity of roadways".</p>	Comment noted. Further studies should be undertaken by the public transportation agencies.
458	9.0 Transportation		5.0 BIC	Maplewood Citizens Association	<p>The Transportation Study and Traffic Projections need to be revised to address the following critical discrepancies and inaccuracies: The traffic counts taken for the DEIS consistently underreport a.m. and p.m. peak traffic compared with MNCPPC counts for the same intersections (as reported in the Maryland-National Capital Parks and Planning Commission (2006) Highway Mobility Report 2006 - Final Draft; http://www.mc-mncppc.org/Transportation/hmr/index.shtml).</p>	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
459	9.0 Transportation		5.0 BIC	Maplewood Citizens Association	<p>The Transportation Study and Traffic Projections need to be revised to address the following critical discrepancies and inaccuracies: The projected trip distribution pattern at the 5 NNMC access points (Figure 17, page 53, Transportation Study, Appendix C is not consistent with the DEIS traffic counts on which it is based.</p> <p>The DEIS turn counts for current traffic in and out of NNMC have 67% of the inbound a.m.-peak traffic accessing NNMC via Rockville Pike southbound, but the projected trip distribution pattern only has 45% entering via this route. The turn counts have 56% of p.m.-peak departures from NNMC exiting onto Rockville Pike northbound, but the projected trip distribution pattern has 45% using this route. The turn counts themselves are questionable, if for no other reason than because they counted 27% more vehicles entering NNMC during the a.m. peak than departing during the p.m. peak.</p>	The trip distributions conform with the recommendations of the M-NCPPC Local Area Transportation Review (LATR) Guidelines, and are more in keeping with the fact that the majority of the employees to be relocated to NNMC currently live in the Silver Spring - White Oak areas of the County.
460	9.0 Transportation	Cedar Lane	5.0 BIC	Maplewood Citizens Association	Transportation Study Correction Requested: Appendix C, page 9 Diagram # 5 is incorrect. Of the three Cedar Ln westbound lanes at Rt 355, the middle lane is a left turn lane in addition to being a through lane.	This has been corrected in the FEIS Traffic Study.
461	9.0 Transportation		5.0 BIC	Maplewood Citizens Association	<p>The quality and appropriateness of the data and methodologies used in the DEIS are questionable, rendering it impossible to validate and difficult to evaluate the resultant projections and assessments. Neither the DEIS nor supporting documents delineate or explain how key numbers were derived, making it impossible to validate these.</p> <p>Example: The figure of 484,000 additional annual patients and visitors (Appendix C-pg 48) is stated and treated as fact without indicating how this number was derived. Neither does the DEIS address how this number relates to the current 600,000+ annual visitors and patients at Walter Reed.</p>	This estimate of patients requiring tertiary care with accompanying visitors over three years into the future and highly dependent on the status of conflict and resultant casualties involving our armed forces is the best estimate currently available.

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462	9.0 Transportation		5.0 BIC	Maplewood Citizens Association	Focusing on BRAC related incremental changes to traffic – this approach offers a myopic view of the nearby currently congested intersections. The mere fact that intersections are already congested is not an excuse to abdicate responsibility for BRAC traffic and its mitigation. In fact, given this high profile critical mission BRAC, the current traffic congestion should serve as an impetus for the DOD/Navy to implement every means available (including funding) to resolve the congestion rather than simply minimize the BRAC impact.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. Additionally, The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area.
462	9.0 Transportation		5.0 BIC	Maplewood Citizens Association	Continuation of 462.	Also, The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
463	9.0 Transportation		5.0 BIC	Maplewood Citizens Association	Use of traffic data and analyses that do not support the current traffic reality such as the comparison of DEIS and MNCPPC data on 13 common intersections which indicate that DEIS may have underestimated current traffic volumes by an average of 17%.	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
464	9.0 Transportation		5.0 BIC	Maplewood Citizens Association	The Transportation Study and Traffic Projections need to be revised to address the following critical discrepancies and inaccuracies: The DEIS based BRAC traffic and travel patterns on current NNMC data even though existing residential data for Walter Reed employees (who are expected to maintain their current residential locations and commute to NNMC) clearly indicate that their traffic and travel patterns will differ from those of current NNMC employees. (The employee residential location surveys at NNMC and Walter Reed show very different residential distribution among the employees at the two campuses.) While 53% of NNMC's employees reside in Montgomery County, only 27% of the Walter Reed employees reside in Montgomery County. On the other hand, 30% of Walter Reed's employees reside in Prince George's County, compared to only 11% of NNMC's. Residential distribution differences exist for all but the 1% "other" residential location.	The trip distributions conform with the recommendations of the M-NCPPC Local Area Transportation Review (LATR) Guidelines, and are more in keeping with the fact that the majority of the employees to be relocated to NNMC currently live in the Silver Spring - White Oak areas of the County.
465	9.0 Transportation		5.0 BIC	Maplewood Citizens Association	The DEIS uses inconsistent numbers, raising questions of accuracy as well as consistency, and rendering an evaluation of the DEIS difficult. Example: According to the NNMC website there are 4,540 employees, but the Transportation Study (Appendix C -page 1) states that there are 8,000 NNMC employees and it uses this number to develop trip generation rates. Example: This same Appendix states that 24 percent of NNMC employees are enrolled in the Metrocheck program (USDOT Mass Transportation Fringe Benefit Program); the July 2007 NNMC employee survey found that only 15 percent of employees use some form of mass transit.	The Website refers to the Medical Center portion of NNMC's campus. It does not include the other tenants within the campus. When all personnel are counted the figure is approximately 8,000 as stated. 15-percent of employees use Metrorail; the remainder use some other form of mass transit.

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466	9.0 Transportation		5.0 BIC	Maplewood Citizens Association	The Transportation Study and Traffic Projections need to be revised to address the following critical discrepancies and inaccuracies: The DEIS does not sufficiently justify or explain the derivation of its assumed "15% reduction in trips using modes other than auto." After citing 24% current NNMC Transit Check enrollment (which is not consistent with the 2006 NNMC employee survey finding of only 10% receiving subsidies, and only 15% using transit), and a WMATA survey of office locations inside the Beltway and within ¼ mile of a transit station (the plethora of parking available at NNMC renders the site substantially different from the majority reflected in the WMATA survey), the DEIS states that the apparently arbitrary rate of 15% was deemed conservative and therefore acceptable.	This reduction in trips was based on discussions with the M-NCPPC staff and is considered reasonable in an EIS, which is obligated to be conservative when there is uncertainty in the data..
467	9.0 Transportation		5.0 BIC	Maryland General Assembly	All Committee members to lobby the Governor to be sure to include BRAC mitigations in his FY06 budget to be submitted to the General Assembly.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
468	7.0 Land/Socio	Housing	5.0 BIC	MNCPPC	Strong concern about the housing issue and the lack of detail in the EIS about the number of visits and expected length of stay.	The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on a out-patient basis but require family support during their stay. Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.
468.1	7.0 Land/Socio	Housing	5.0 BIC	MNCPPC	Continuation of 468.	Continuation: The new construction in addition to the existing and renovated spaces will provide sufficient lodging for enlisted billeting, active duty in an outpatient status, and family residence during a patient's outpatient treatment. Ample housing has been planned to accommodate both enlisted staff living on WRNMMC's campus and family members staying to support patients receiving treatment. In the event that there is a surge of patients and supporting family members and WRNMMC's housing falls short, WRNMMC would assist family members in finding lodging at local Bethesda hotels close to the hospital. The number of family members who would fall into this category would be few and their anticipated length of stay short.
469	3.0 Air	Analysis	5.0 BIC	Parkview CA	2) I may be missing something in appendix B, but I didn't see any reference to the air quality consequences of demolition work, including but not limited to the release of asbestos and other carcinogens during demolition and disposal.	Demolition is included as part of the construction emissions and is a major contributor to the dump truck mileage shown the Appendix B tables that display construction emissions. The air analysis does not cover the release of carcinogens and asbestos because proper procedures prevent such an illegal event from occurring.
470	9.0 Transportation		5.0 BIC	Parkview CA	3) Regarding appendix C, I may have missed reference to the consequences of the heavy equipment required for construction on traffic patterns. Dump trucks, cranes, trailers, etc do not have the same impact on traffic as a Celica, and I suspect they will outnumber Celicas for some time on this stretch.	Construction each day would generate significantly smaller volumes of traffic than full operations, which assumed over 3,000 daily, added to growth that had occurred by 2011 to calculate worst case traffic impacts. Truck traffic during construction, as estimated for the air impacts analysis, over 3 years would only be the equivalent of several days of the assumed vehicle trips during operation. Construction crews would commute to use 200 parking spaces and the remainder would be encouraged to use mass transit. The total number of workers on any given day will vary but are estimated to be 1,000 at their peak, significantly less than the 3,000 trips used for the traffic analysis at the peak.

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471	9.0 Transportation	Construction	5.0 BIC	Parkview CA	It suggests that "construction crew parking is being constrained by limiting parking spaces (currently 200 spaces), necessitating greater reliance on mass transit." This strikes me as conjectural, and in the not-so-recent past, other construction projects in nearby facilities resulted in a large number of construction workers parking in surrounding neighborhoods (where they sometimes changed clothes in plain sight, but that is another issue). I don't know that constraining on-site parking at nearby facilities did anything to encourage mass transit use by construction workers. Setting aside the fact that their construction worker parking "solution" directly contravenes promises NNMC made to me, they should be compelled to prove that a) restricting worker parking will indeed induce workers to use mass transit, and	The Navy will provide 200 parking spaces for construction workers and the Navy contractor will reserve the parking spaces for contractor and subcontractor management and field staff only. For the remaining construction workforce, the Navy has required that the contractor use alternative means of bringing the workers onto NNMC, including mass transit. As a way to meet LEED Silver Certification requirements, the contractor is using mass transit use by the construction workers towards the certification. The contractor will utilize a combination of offsite coordinated park-and-ride and public transportation. The contractor will provide subsidies to the workers who utilize the WMATA system to access the construction site. To deter parking in the neighboring areas; the contractor is implementing a program that will include spot checks and disciplinary actions such as a written warning for the first offense and termination of the employee's badge access for the second offense.
471.1	9.0 Transportation	Construction	5.0 BIC	Parkview CA	b) that they accurately and fairly estimate the impact that such restricted parking will have on surrounding neighborhoods and roadways, if mass transit turns out not to be an option for some of these workers. I'd also like to see some more aggressive effort to manage worker traffic other than parking supply restrictions. NIH ran some sort of shuttle out of the Marriott parking lot, which while insufficient, was at least an effort in the right direction.	The Navy will provide 200 parking spaces for construction workers and the Navy contractor will reserve the parking spaces for contractor and subcontractor management and field staff only. For the remaining construction workforce, the Navy has required that the contractor use alternative means of bringing the workers onto NNMC, including mass transit. As a way to meet LEED Silver Certification requirements, the contractor is using mass transit use by the construction workers towards the certification. The contractor will utilize a combination of offsite coordinated park-and-ride and public transportation. The contractor will provide subsidies to the workers who utilize the WMATA system to access the construction site. To deter parking in the neighboring areas; the contractor is implementing a program that will include spot checks and disciplinary actions such as a written warning for the first offense and termination of the employee's badge access for the second offense.
473	1.0 General	Coordination	5.0 BIC	WMCCAB	All of the neighboring residences and businesses are concerned with the demolition, construction, and delivery process that will occur on the military installation. We urge you to request that NNMC be required to form and work with a liaison committee of residential and businesses to help address all of the issues surrounding demolition, construction, and delivery of materials.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
474	5.0 Utilities	LEED	5.0 BIC	WMCCAB	• NNMC should be required to meet at least a minimal level of LEED certification for all new construction with this high profile project.	As stated in Section 2.5, the Navy plans for all BRAC facilities to be certified Silver according to the US Green Building Council's Leadership in Energy and Environmental Design (LEED) Program.
475	9.0 Transportation	Beltway	5.0 BIC	WMCCAB	It is important that the EIS include a detailed study of a "slip" ramp on and off the Capital Beltway (I-495) that would go directly into the National Navy Medical Center (NNMC). Many residents believe that although this will be expensive, it would be the most beneficial road improvement in our region.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
476	9.0 Transportation	Pedestrian Connection	5.0 BIC	WMCCAB	• It is vital for pedestrian movement and safety that NNMC connect to the Metro on the east side of Wisconsin Avenue (State Highway 355). At a minimum, a pedestrian tunnel should be built under Wisconsin Avenue. This will create a safe environment for pedestrians and bicyclists to cross Wisconsin Avenue, but it will also allow traffic signal engineers the ability to get more cars through an intersection since they will not have to wait for pedestrians and bicyclists.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.
477	9.0 Transportation	Pedestrian & Bike	5.0 BIC	WMCCAB	• It is vital that NNMC continue to improve the pedestrian and bikeway routes for visitors and employees, both inside and outside the installation. We encourage NNMC to conduct a feasibility study of all adjacent areas for bikeway and pedestrian routes and make these critical improvements.	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
478	9.0 Transportation		5.0 BIC	WMCCAB	• There are concerns that the overflow of traffic will creep into the local communities during both during the construction phase and after.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
479	9.0 Transportation		5.0 BIC	WMCCAB	• Although a Transportation Management Plan (TMP) is required at a later time in the process, we urge you to require that NNMC include a TMP in the final EIS.	The TMP is being updated in support of the prospective Master Plan update. The Navy will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the Master Plan process. The TMP is not required in the EIS.
480	1.0 General	Data	5.0 BIC	Glenbrook Village Home Owners Association	The BRAC mandate to move Walter Reed to NNMC and build a world class Military Hospital continues to be supported by State, County and neighboring Communities. The Environmental Impact in an overcrowded urban area will be immense. NNMC needs to address the real issues and impacts to the site and surrounding areas in order for everyone to work together for a successful and productive outcome. The employee numbers for NNMC require additional explanation. While the present employee number is just over 8000, it is unclear if the proposed 2500 with the BRAC initiative is just staff or includes support and contract personnel. Only with the total numbers can needs assessments be accurate.	Approximately, 2200 personnel have been identified for the proposed BRAC action, including all staff and support and contract personnel. 2500 was a conservative estimate used for traffic analysis.
481	1.0 General	EIS Process	5.0 BIC	Glenbrook Village Home Owners Association	Our approach in our comments and questions on the DEIS is with the goal of finding unified solutions and a positive outcome for all concerned. While the DEIS sought to identify and propose mitigations for pollution, traffic, noise, and other potential adverse environmental impacts, we believe an expanded medical facility in the midst of a congested urban setting requires additional examination of the potential adverse impacts and their ramifications to both the present campus and the surrounding Community, than is reflected in the DEIS.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
482	1.0 General	Data	5.0 BIC	Glenbrook Village Home Owners Association	With the extra months for the DEIS preparation it is disappointing to see the lack of detail and informative information contained in the document. Only with full details and a reasonable and substantial traffic mitigation within the DEIS can we begin to work together to address neighborhoods ongoing concerns along with those presented during the scoping period.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
483	1.0 General	Cumulative Impacts	5.0 BIC	Glenbrook Village Home Owners Association	The continued statement that the relocation of Walter Reed to NNMC and that increased traffic and construction will have no cumulative impact on the surrounding neighborhoods can only be seen as a DEIS written with blinders on. We are asking for some 'teeth' to the Environmental Impact Study to enable us to come together as a unified group and move this project forward to a positive and productive end. Without the acknowledgement of the real impacts our ability to assist in proceeding will be limited.	Comment noted. There are no direct effects because all development takes place on NNMC within base boundaries. The Base has its own lodging, eating establishments and retail facility. Lodging needed for patients and visitors will be provided on Base. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging. Therefore the primary off-base effect is traffic. The EIS notes that BRAC actions increase traffic. Text has been added to EIS that notes that community planners believe that traffic congestion in the region could cause land development plans to be altered and the BRAC traffic volumes contribute to the congestion with heavier volumes than previously anticipated in their plans.
484	1.0 General	EIS Process	5.0 BIC	Glenbrook Village Home Owners Association	The BRAC mandate to move Walter Reed to NNMC and build a world class Military Hospital continues to be supported by State, County and neighboring Communities. The Environmental Impact in an overcrowded urban area will be immense. NNMC needs to address the real issues and impacts to the site and surrounding areas in order for everyone to work together for a successful and productive outcome. NNMC should involve Homeland Security in this process, regarding on going safety and security for all in the area and to address critical issues such as Emergency Preparedness and Evacuation Planning.	The Navy concurs with the comment and appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
485	1.0 General	Data	5.0 BIC	Glenbrook Village Home Owners Association	The employee numbers for NNMC require additional explanation. While the present employee number is just over 8000 as quoted in the DEIS is under 5000 on the NNMC web site. It is also unclear if the proposed 2500 with the BRAC initiative is just staff or includes support and/or contract personnel. Only with the total numbers can needs assessments be accurate.	Approximately, 2200 personnel have been identified for the proposed BRAC action, including all staff and support and contract personnel. 2500 was a conservative estimate used for traffic analysis. The numbers in the website do not include tenants. The over 8000 number includes tenants.
486	1.0 General	Data	5.0 BIC	Glenbrook Village Home Owners Association	How does the relocation of current Walter Reed staff & patients to 2 different MD & VA facilities reflect the care level based distribution of staff & patients that BRAC 2005 law has authorized? For example, how many WRAMC staff now deliver primary, specialized and tertiary care, and how many outpatients now visit WRAMC to receive each of these care levels?	Annual visits (website) for NNMC now: 455,503 and 1751 per day Annual visits for WRAMC now: 751,884 and 2892 per day Projected additional visits: 484,000 annually and 1862 per day As the staff and patients from WRAMC merge with NNMC, there will be an increase in capacity at the new WRNMMC of 484,000 patients and visitors annually and 1,862 visitors per day. This increased case load accounts for a redistribution of the existing WRAMC market share to WRNMMC.
487	2.0 Natural Resources		5.0 BIC	Glenbrook Village Home Owners Association	New Storm Water Facilities need to address environmental concerns of increased mosquitoes and other disease carrying insects with the presence of infectious disease at NNMC and the extensive traveling of the residents surrounding NNMC. No indication of any controls and concerns for residents, staff and patients.	Mosquito control is a standard element of design for stormwater management features that could breed mosquitoes and will be addressed by the stormwater management plans.
488	2.0 Natural Resources		5.0 BIC	Glenbrook Village Home Owners Association	What specific controls will be used to prevent and reduce erosion at the site both during construction and upon completion?	Specific erosion controls are determined during design and construction and have not yet been developed for either the proposed construction or operation of new facilities at NNMC. As noted in the DEIS, prior to any construction, erosion controls specific to each site will be developed as part of the required erosion and sediment control plan, consistent with Maryland's Environment Article, Title 4, Subtitle 1 and 2 for erosion and sediment control and stormwater management (COMAR 26.17.01 and 26.17.02). In addition, appropriate, site-specific stormwater controls would be developed during the design phase of the facility, which would retain stormwater and slow overland flow, reducing slow the rate at which water leaves the site, and capture eroded soils and concentrated nutrients before they enter downstream water flow. Site conditions will determine which of these requirements will be used prior to construction.
489	2.0 Natural Resources	FCA	5.0 BIC	Glenbrook Village Home Owners Association	Why is NNMC not part of the Forest Conservation Act?	The Forest Conservation Act, a state law, does not bind federal installations. However, as noted in the EIS, NNMC strives to comply with the principles of the Maryland Forest Conservation Act (Natural Resources Article 5-1601-1612, Annotated Code of Maryland) to the maximum extent practicable.
490	2.0 Natural Resources	Landscaping	5.0 BIC	Glenbrook Village Home Owners Association	No indication of the number of trees and plant material to be removed and plans for replacement and/or reforestation. Both Alternatives require the removal of many mature trees in the surface parking area to the north of the tower. What replacements and/or reforestation will take place to compensate for their removal?	The Navy has designed development to avoid woodlands to the greatest extent possible. The Navy realizes that construction of the parking area to the north of the tower will take out trees; however, it is the Navy's intent to landscape the area with appropriate vegetation once construction is complete. The Navy appreciates the aesthetic value that trees bring to the NNMC campus. Please note that trees in a parking lot are not considered a forested area.
491	3.0 Air	Analysis	5.0 BIC	Glenbrook Village Home Owners Association	While CO levels have been performed there is no indication that the cumulative affect has been taken into account with increased traffic, construction equipment vehicles and site demolition. Please provide this information for safety measures. The attached tables are not clear as to whether or not the numbers quoted are for the total number of each piece of equipment or for one of say the 184 Front End Loaders.	The EIS, Chapter 4.12.4 describes cumulative impacts to air quality. The applicability analysis determined that combined peak emissions due to construction and operations for either alternative are all below de minimis values. These values are established to take the overall health of the airshed into consideration and thus the air analysis determines that project emissions during construction would not pose a significant incremental effect in combination with any other projects. Equipment numbers assume days of use per piece of equipment, with 8 hours of continuous operation assumed each day. The analysis makes no assumption as to the number of each equipment. The table headings have been revised to make that clearer.

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492	3.0 Air	Analysis	5.0 BIC	Glenbrook Village Home Owners Association	The analysis was also taken over a one year period and does not seem to address the short term load effect, during a specific period, with multiple machinery used in a confined space. Spreading the data over a one year period, lowers the impact during high construction periods and does not adequately disclose the environmental effects.	Air quality general conformity applicability analysis was performed as required by law and compares annual emissions of pollutants to annual de minimis thresholds. The analysis is in accordance with USEPA guidelines.
493	3.0 Air	Construction Dust	5.0 BIC	Glenbrook Village Home Owners Association	What chemical is to be used for dust control and what is the environmental impact?	Watering of the soil to limit dust generation will be used as needed.
494	3.0 Air	Analysis	5.0 BIC	Glenbrook Village Home Owners Association	What will be the cumulative effect on air quality with the shortened Construction period? What will the construction hours be on a daily basis during Construction?	The EIS, Chapter 4.12.4 describes cumulative impacts to air quality. As the applicability analysis determined that combined peak emissions due to construction and operations for either alternative are all below de minimis values, and the analysis conducted takes the overall health of the airshed into consideration, the EIS demonstrates that cumulative air quality effects are not significant and would not pose a significant incremental effect to any other projects. The compressed construction schedule was considered in the calculations and assumptions on schedule are in Figure 4-1. Construction hours for any day will depend on the project and phase of construction. Days presented in the air analysis represent 8 continuous hours of operations and emissions for each piece of equipment listed.
495	3.0 Air	plant removal	5.0 BIC	Glenbrook Village Home Owners Association	As trees, bushes and plants help to maintain a healthier air quality. What impact will the demolition and removal of plant material have on the air quality study? What effect will the decrease of substantial plant material have on the air quality at NNMC and surrounding neighborhoods?	Trees, bushes, and plants contribute to air quality by converting CO2 into O2. Neither CO2 nor O2 are criteria air pollutants and are not regulated within the U.S. Therefore, demolition and removal of plant material do not impact the air quality study.
496	4.0 Noise		5.0 BIC	Glenbrook Village Home Owners Association	The DEIS states "Residential areas on the east side of NNMC and across Jones Bridge Road are far enough from the construction sites that they are unlikely to be impacted by the noise from construction activities" Please provide the date for this statement. Twice a day in Glenbrook Village we hear the bugle from NNMC inside our homes. While the construction noise may cancel this pleasant sound out, what testing has been completed to ascertain that no construction noise will affect our Community?	The areas that are in close proximity to Jones Bridge Road that would undergo construction/demolition under the alternatives are Building 12 area and Building 23. Building 12 area and Building 23 areas are approximately 700 and 400 feet respectively from the NNMC property line in the south. The road accounts for an additional 50 plus feet. Noise level diminishes 6 dBA with every doubling of distance from a stationary source. The conclusion made in the Draft EIS were based on these data. To measure the impact of the construction noise impacts, the noise monitoring locations will be located in receiving property lines. The monitoring will be conducted as per a noise suppression plan, which will be subject to Montgomery County DEP approval. The noise monitoring will take place before and during construction activities. This will be conducted by the construction contractor.
497	4.0 Noise		5.0 BIC	Glenbrook Village Home Owners Association	What updated noise information has been obtained since the 2003 data quoted in the DEIS. We are now 7 years beyond this data with 3 additional years prior to the completion date.	The Draft EIS used the 2003 Noise Study to identify the locations of the intersections where the noise monitoring stations were located that would be applicable to the NNMC projects. The traffic increase in those intersections were based on the 2006 traffic counts used in the Draft EIS Transportation Study. Likewise, the Draft EIS states that there will be an increase of 1-2 flights per month, however, this increase would not result in significant noise impact.
498	4.0 Noise		5.0 BIC	Glenbrook Village Home Owners Association	What are the locations of the noise monitoring stations and what standardized testing will be used?	To measure the impact of the construction noise impacts, the noise monitoring locations will be located in receiving property lines. The monitoring will be conducted as per a noise suppression plan, which will be subject to Montgomery County DEP approval. The noise monitoring will take place before and during construction activities. This will be conducted by the construction contractor.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
499	4.0 Noise		5.0 BIC	Glenbrook Village Home Owners Association	Additional helicopter and vehicle traffic can only increase the cumulative noise in and surrounding NNMC. Please provide recent studies that support the statement that there will be no increase noise effect with the additional traffic and helicopter trips. Why does the sporadic and unpredictable arrival of helicopters to NNMC make the increased noise redundant? Please provide data.	The Draft EIS used the 2003 Noise Study to identify the locations of the intersections where the noise monitoring stations were located that would be applicable to the NNMC projects. The traffic increase in those intersections were based on the 2006 traffic counts used in the Draft EIS Transportation Study. Likewise, the Draft EIS states that there will be an increase of 1-2 flights per month, however, this increase would not result in significant noise impact.
500	4.0 Noise		5.0 BIC	Glenbrook Village Home Owners Association	Additional helicopter and vehicle traffic can only increase the cumulative noise in and surrounding NNMC. Please provide recent studies that support the statement that there will be no increase noise effect with the additional traffic and helicopter trips. Why does the sporadic and unpredictable arrival of helicopters to NNMC make the increased noise redundant? Please provide data. Will NNMC participate with other private organizations and military bases served by heliports in HAI's (Helicopter Association International's) "Fly Neighborly" program? "Fly Neighborly" is a nationally recognized program of "self regulation". Both the helicopter industry & military services started it in the early 1980s when the FAA threatened more regulation in response to increasing helicopter accident rates and complaints about noise & safety issues (especially in "noise sensitive urban areas", like Bethesda).	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
501	4.0 Noise		5.0 BIC	Glenbrook Village Home Owners Association	What is the proposed designated truck route for construction? What will the traffic and noise impact be for this route?	Increases in truck traffic and noise related to the BRAC action are discussed in the EIS, which anticipates that the greater proportion of trucks would be oriented from and to the Capital Beltway, via Rockville Pike. The EIS analyzed over 3,000 daily commuter trips during operations, which would greatly exceed expected daily construction vehicles. Based on the operations traffic, the EIS states that there will be increase in noise level because of the traffic increase. The increase in operations traffic however does not constitute a doubling of the current traffic levels and therefore would not constitute changes of 3 dBA in noise levels, a change that would be perceptible to the human ear. Likewise, the construction traffic would be significantly less than the projected operations traffic and would not constitute a doubling of the current traffic levels and would not constitute a change in 3 dBA in noise levels. Improvements to perimeter road are being made to re-route truck traffic away from the main hospital and pedestrian routes, minimizing noise impacts.
502	4.0 Noise		5.0 BIC	Glenbrook Village Home Owners Association	Will Construction Vehicles be idling in line while waiting to enter NNMC? Will NNMC enforce a 'no idling' program during construction as well as after the implementation if necessary? What will be the cumulative noise effect be from the shortened Construction time?	Contractor vehicle operation off Base is regulated by the State and local agencies and police. The Navy will manage the construction with an objective of providing efficient access to sites and to staging areas to reduce queuing and resultant unnecessary idling. A gate analysis is also being conducted by DOD at the NNMC gates that would include potential improvements or queuing mitigation measures at all of the access gates. For the long term the Navy is investigating potential improvements external to NNMC that could directly enhance access to NNMC and the Navy is submitting a request for DAR certification for recommended improvements. The air analysis assumed two or more miles of each truck trip was at an average of 2.5 mph, the equivalent of idling for emissions calculations and found particulate emissions well below de minimis levels.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
503	5.0 Utilities	Utilities Capacity Data	5.0 BIC	Glenbrook Village Home Owners Association	<p>The DEIS states that the present utility infrastructure will support either Alternative One or Two. Please provide data from Pepco and Washington Gas that this statement can be supported. Also that the utility lines outside the fence will adequately support and updating of lines inside the fence.</p> <p>The statement that if Pepco fails there is a back up system that is oil fueled does not include the impact of running this backup system on the air quality and emissions from NNMC. Also the additional deliveries of the fuel, is not reflected in the transportation study.</p> <p>Can WSSC accommodate the increase in waste water from the site? How will this be monitored?</p> <p>With the information that WSSC lines are aging and in a crisis state, what impact will the increase need and use of water have on NNMC and the surrounding Community? Has NNMC discussed this with WSSC? Will there be an updated delivery system required and/or in place by September 2011?</p>	<p>FEIS has clarifying text that lines outside NNMC could also require improvement as well as interior lines noted in DEIS and further notes the provision of natural gas requires a detailed evaluation when design detail is available to determine supplier capacity or necessary improvements; however, fuel oil can substitute for natural gas regardless of the results of the evaluation. Chapter 4.6 noted the need for detailed natural gas evaluation in DEIS.</p> <p>Analysis of 100-percent fuel oil use has been added to Appendix B. 3 pollutant emissions rise, 2 decrease, and all remain well below de minimis thresholds. Fuel oil deliveries are within the estimate of additional visitor trips assessed in the EIS traffic analysis.</p> <p>Per reference (NAVFAC, 2007c) and Section 4.6, discussions with WSSC indicate WSSC can provide water and wastewater services for BRAC actions. Details on system upgrades will be developed during the design process.</p>
504	9.0 Transportation	Beltway	5.0 BIC	Glenbrook Village Home Owners Association	<p>The Beltway Access is critical for study and possible implementation. NNMC traffic study did not assess this interchange, therefore has no foundation for it's DEIS statement.</p>	<p>The EIS Traffic Study assessed the potential effects of the interchange in alleviating traffic congestion on the local arterial roadways.</p>
505	9.0 Transportation	Construction	5.0 BIC	Glenbrook Village Home Owners Association	<p>How will you ensure that all Construction workers will take public transit or park in the 200 designated spots within the campus? What steps are in place to prevent parking in surrounding neighborhoods?</p>	<p>The Navy will provide 200 parking spaces for construction workers and the Navy contractor will reserve the parking spaces for contractor and subcontractor management and field staff only. For the remaining construction workforce, the Navy has required that the contractor use alternative means of bringing the workers onto NNMC, including mass transit. As a way to meet LEED Silver Certification requirements, the contractor is using mass transit use by the construction workers towards the certification. The contractor will utilize a combination of offsite coordinated park-and-ride and public transportation. The contractor will provide subsidies to the workers who utilize the WMATA system to access the construction site. To deter parking in the neighboring areas; the contractor is implementing a program that will include spot checks and disciplinary actions such a written warning for the first offense and termination of the employee's badge access for the second offense.</p>
506	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	<p>What is the total number of Construction Workers that will be on site on a daily basis until the completion of the project?</p>	<p>The total number of workers on any given day will vary but are estimated to be 1,000 at their peak.</p>
507	9.0 Transportation	Drop Off	5.0 BIC	Glenbrook Village Home Owners Association	<p>A staff and patient drop off access would help ease the queuing and backups on adjoining roadways.</p>	<p>The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.</p>
508	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	<p>NIH Master Plan studies should be utilized for traffic mitigation. This could allow study recourse to accomplish other mitigation measures.</p>	<p>Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.</p>

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
509	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	After months of waiting for the DEIS, we are very disappointed with the lack of detail and informative information contained in the document. With the lack of any reasonable or substantial traffic mitigation within the DEIS it has not addressed any of our neighborhoods concerns presented during the scoping period. The continued statement that the relocation of Walter Reed to NNMC and that increased traffic and construction will have no cumulative impact on the surrounding neighborhoods can only be seen as a DEIS written with blinders on.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
510	9.0 Transportation	Parking	5.0 BIC	Glenbrook Village Home Owners Association	Does the parking ratio meet the current Montgomery County standard?	There is no Montgomery County standard that truly addresses the activities at the NNMC campus that can be calculated easily. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. Specific parking issues will be addressed in the TMP, which is being updated as part of the Master Plan.
511	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	Police presence on surrounding roadways could have a positive effect on easing aggressive driving, running of red lights, pedestrian safety and general traffic flow.	The Navy will evaluate traffic improvements on site as part of the gate operations study. However, off base policing will remain the responsibility of local and state law enforcement agencies.
512	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	Please provide a detailed traffic mitigation plan in the final EIS.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
513	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	Specific plans and implementation of public transportation, pedestrian safety, bridge or tunnel to Metro and adequate sidewalks and bike paths.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
514	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	How do you account for the fact that NNMC traffic study numbers are lower than traffic studies performed by MNCPPC for the one to five years previous to the NNMC study?	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
515	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	The NNMC traffic study does not take into account the NIH CVIF facility or the new Visitor's Center both located on Rockville Pike. What cumulative impact will this have on the present numbers? Please provide details.	The EIS Traffic Study is required by the County to include only approved but unbuild developments. The study included 11 such development identified by M-NCPPC staff. The NIH truck inspection center was operation at the time of the base traffic counts. The new visitor center would accommodate the visitor vehicles that are currently inspected at the South Drive facility. The center would not generate significant new vehicular trips.
516	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	What is the rationale behind shuffling traffic from Rockville Pike to Jones Bridge Road? This proposal will only direct additional traffic to two already failing intersections (Rockville Pike and Jones Bridge Road – Connecticut Avenue and Jones Bridge Road). How has this been reflected in the Traffic Study?	There is greater excess capacity along Jones Bridge Road at the campus gates.

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517	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	A traffic signal at the NIH CVIF will only ease the left turn access into NNMC and create further delays and congestion on Rockville Pike. Once again having additional Environmental Impact on the surrounding Communities.	A traffic signal will only be installed if found warranted based on a special study conducted by the appropriate public transportation agency.
518	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	Could a no left turn from Rockville Pike into NNMC assist in easing the traffic congestion for the surrounding neighborhoods?	This prohibition is expected to have marginal positive effects.
519	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	Where does the traffic study show the cumulative effect of travelers bringing patients to NNMC then exiting the campus for shopping and entertainment, sometimes entering and exiting several times a day while treatment is on going?	The traffic study evaluates the most severe conditions, which are during peak hour. Trips at other times of the day would encounter a better level of service. However, the DEIS notes in Section 4.10 under quality of life that the additional patients and visitors would add a general increase to traffic levels experienced in non-peak hours. Local residents may notice the increased traffic during non-rush hours, although conditions will be within the capacity of the roadways.
520	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	Traffic Study did not include all hours of congestion. PM congestion begins at 3:00 PM on busy days.	The traffic study highlighted the morning and afternoon peak hours when the volumes are the highest, for the purpose of analyzing the capacity of the study area intersections in accordance with them-NCPPC Local Area Transportation Review (LATR) Guidelines.
521	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	Transportation Study – Page 9 - #12 – This diagram is incorrect. Jones Bridge Road becomes Center Drive as it crosses Rockville Pike entering the NIH Campus.	This has been corrected in the FEIS.
522	9.0 Transportation	Roadway Funding	5.0 BIC	Glenbrook Village Home Owners Association	As this is an unprecedented BRAC in an overcrowded urban area, and will truly create and unusual impact of a defense activity, DAR funding should be thoroughly pursued for traffic mitigation measures.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
523	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	How will the gates be designed to ensure there is no queuing on adjacent roadways?	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
524	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	Will revamped gateways allow for NNMC traffic queuing inside the property and take it off adjoining roadways?	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
525	9.0 Transportation		5.0 BIC	Glenbrook Village Home Owners Association	What is the present public transportation rider ship for NNMC Staff? What is the present public transportation rider ship for patients and visitors?	Question 1: 10-15% Question 2: Less than 5%

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
526	5.0 Utilities	LEED	5.0 BIC	Glenbrook Village Home Owners Association	NNMC needs to commit to achieving LEED standards in the construction of the new facility. While it spoke extensively of this standard during the scoping period, there is no indication of this in the DEIS.	As stated in Section 2.5, the Navy plans for all BRAC facilities to be certified Silver according to the US Green Building Council's Leadership in Energy and Environmental Design (LEED) Program.
527	2.0 Natural Resources		5.0 BIC	Glenbrook Village Home Owners Association	Will NNMC use the alternative or a combination of all alternative's that creates the use of the least amount of impervious surface area with the preservation of forest and wet lands to optimize an environmentally friendly site. [?] To achieve a world class medical military facility will NNMC utilize the highest standards for preservation in land use?	The Navy has designed development to avoid woodlands to the greatest extent possible and selected a Preferred Alternative that has the least amount of new impervious surface area..
528	7.0 Land/Socio	ROI	5.0 BIC	Glenbrook Village Home Owners Association	While the DEIS indicates increase jobs and income for the area during construction it does not state this will benefit the State of Maryland or Montgomery County specifically. If the above mentioned are expected to bear the costs, how is NNMC assuring the economic benefits it states in the DEIS will be directly applied to Maryland and Montgomery County?	It is not possible to project specific impacts within different parts of the ROI because it is not possible to estimate how many construction workers or how much material would come from Montgomery County versus Prince Georges County versus the District. The ROI was selected because construction draws from each of these jurisdictions. At this point in the analysis, contracts have not been awarded.
529	7.0 Land/Socio	Housing	5.0 BIC	Glenbrook Village Home Owners Association	What impact will visitor's and patients in need of temporary accommodation have on the surrounding area? Economic effect on visitor's and patients with high priced accommodation in the surrounding area? Will this increase vehicle trips per day while finding affordable accommodations?	The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on a out-patient basis but require family support during their stay. Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.
529.1	7.0 Land/Socio	Housing	5.0 BIC	Glenbrook Village Home Owners Association	Continuation of 529.	Continuation: The new construction in addition to the existing and renovated spaces will provide sufficient lodging for enlisted billeting, active duty in an outpatient status, and family residence during a patient's outpatient treatment. Ample housing has been planned to accommodate both enlisted staff living on WRNMMC's campus and family members staying to support patients receiving treatment. In the event that there is a surge of patients and supporting family members and WRNMMC's housing falls short, WRNMMC would assist family members in finding lodging at local Bethesda hotels close to the hospital. The number of family members who would fall into this category would be few and their anticipated length of stay short.
530	8.0 HHS	Emergency Vehicles	5.0 BIC	Glenbrook Village Home Owners Association	What enhancements or provisions are being made for the safe and unhindered travel of emergency vehicles in the area?	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.
531	8.0 HHS	BHEPP	5.0 BIC	Glenbrook Village Home Owners Association	The physical location of NNMC, NIH and Suburban Hospital and their ongoing collaboration in the already congested area has not been addressed in the DEIS. Increased traffic and pedestrians will only increase the need for these services. How does NNMC plan on addressing this issue?	NNMC, NIH, and Suburban Hospital are investigating the possibilities of either bridges or tunnels that would allow the mechanized movement of gurneys or stretchers from one facility to the other.

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532	8.0 HHS		5.0 BIC	Glenbrook Village Home Owners Association	What will the increased traffic and safety hazard amount to with the increase in Regulated Medical Waste (RMW) shipped to the Baltimore Site? Has this increased truck traffic and truck noise been included in the relevant studies?	The visitor and patient traffic numbers include service trucks such as the increase in RMW trucks. Transport of RMW is conducted per Maryland Department of Environment criteria.
533	1.0 General	Distribution	5.0 BIC	Glenbrook Village Home Owners Association	List of Community Associations that were mailed the Notification of the Public Scoping Meetings, Glenbrook Village Home Owners Association is not included in the list and we were in fact not officially notified of the scoping meetings.	The Navy appreciates the comment. As noted Appendix A, Attachment 5 is a list of Community Associations that were mailed the scoping meeting notifications and two homeowners associations were not in the list. This was rectified for the Draft EIS and the association is listed in Section 7, Distribution List of the EIS.
534	1.0 General	Cumulative Impacts	5.0 BIC	Glenbrook Village Home Owners Association	The addition of a Day Care Center, Navy Lodge and expansion of the NEX has not been identified in either the traffic study or noise and air quality studies. The original scoping presentation by NNMC stated staff increase to be total of 2500, not 2200, leaving additional numbers for these increases. No data or explanation available for variance.	The addition of a Day Care Center, Navy Lodge and expansion of the NEX are not proposed under BRAC. They are potential foreseeable actions that would have their own NEPA coverage and are covered as required in Section 4.12 Cumulative Impacts.
535	1.0 General	Cumulative Impacts	5.0 BIC	Glenbrook Village Home Owners Association	For the past eight months we have been advised that NNMC only receives 3-4 helicopters per month, yet in the DEIS it states they receive 16.4, so that the 1 – 2 additional per month does not make a significant impact. Please provide the results of a study of the cumulative impact of increased helicopter traffic including all helicopter traffic in and around NNMC. (News helicopters, rescue and medical helicopters and military helicopters)	The Draft EIS states that there will be an increase of 1-2 flights per month, however, this increase would not result in significant noise impact.
536	1.0 General	Coordination	5.0 BIC	Glenbrook Village Home Owners Association	We request that NNMC establish a community forum that meets regularly with management level Navy staff to (a) distribute relevant news about BRAC construction, transition and operational progress, developments, notices and impacts; (b) answer questions; (c) listen to community feedback and process improvement ideas, and (d) resolve issues that are bound to come up during a large and long duration project like BRAC (such as traffic control, security concerns, unanticipated noise, light & other impacts, construction workers parking in neighborhoods). This forum should be ongoing to establish and maintain a good neighbor policy.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
537	9.0 Transportation	Cedar Lane	5.0 BIC	Locust Hill CA	The traffic counts and studies, specifically at 355 and Cedar Lane, do not include the traffic that currently avoids the intersection by cutting through the Locust Hill neighborhood in the morning and evening. Therefore, the count of the turns made at the intersection of Cedar and Rockville Pike does not accurately reflect the total traffic flows and therefore cannot accurately reflect the traffic volume and flows at this critical intersection. For example, in 2005 the Maryland State Highway Association (SHA) performed a whole day study which showed that on regular weekdays from 2PM to 7PM there are between 80 and 100 vehicles per hour (many are vans and small trucks) turning into our neighborhood from Rockville Pike to Cedar Lane, a significant number of which are "cutting through".	The DEIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
538	9.0 Transportation		5.0 BIC	Locust Hill CA	Please note that this traffic still cuts through even though there are signs prohibiting such traffic movements from 3PM to 7PM (there are signs facing southbound traffic on Rockville Pike that state: No Access to Cedar Lane from 3PM to 7PM). In our view this cut through traffic has only gotten worse since 2005. The BRAC will only increase the pressure to cut through our neighborhood. Ensuring that the intersections at Cedar Lane and Rockville Pike and the entrances and exits to NNMC and NIH are functional is critical.	Comment noted. The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.

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539	9.0 Transportation	Further Studies	5.0 BIC	Locust Hill CA	We believe that the EIS suggestion of an additional left-turn lane along the westbound approaches of Cedar Lane at Rockville Pike (a proposed Short Term Mitigation Measure) is based upon faulty assumptions made in the EIS traffic study. The traffic study diagrams only one existing left turn lane from westbound Cedar Lane onto Route 355, when two existing left turn lanes now exist. If a corrected traffic study concludes that a third left turn lane would be beneficial, we encourage considering use of the existing 3 lanes as left turn lanes, at least for the necessary rush hours, in order to eliminate the negative impact of adding lanes, such as the loss of the well traveled bike path along Cedar Lane, and damage to the parkland, woodlands, wetlands and creek that run along the north side of east Cedar Lane. As an adjoining neighborhood to this intersection, we strongly recommend involvement of our community in any study of lane changes to this intersection.	Comment noted. Further studies addressing both regional and local transportation issues should be undertaken by the public transportation agencies.
540	9.0 Transportation	Further Studies	5.0 BIC	Locust Hill CA	While the EIS makes no recommendation concerning a grade separated interchange at Cedar Lane and 355, we note that it does mention the County's plans for an interchange at that intersection. Our neighborhood is directly adjacent to this intersection and, therefore, we are very interested in any plans for changes at the intersection. We strongly encourage further study of any proposal for such an interchange at Rockville Pike and Cedar Lane so that any and all effects on our community, nearby neighborhoods, the adjoining parkland, creek and bike and walking paths (used daily by commuters), and traffic flow are fully considered. As an adjoining neighborhood, we feel strongly that we should be involved in any changes to and studies of this intersection.	Comment noted. Further studies addressing both regional and local transportation issues should be undertaken by the public transportation agencies.
541	9.0 Transportation		5.0 BIC	Locust Hill CA	We are concerned about the impact of another traffic signal at the intersection of Rockville Pike (MD 355) and North Wood Road and the NIH Commercial Vehicle Inspection Station. The EIS proposes conducting a full intersection study, including a traffic signal warrant analysis for this location, and implement identified geometric and/or signalization improvements (proposed Short Term Mitigation Measure). Any such study must consider the impact of traffic backing-up and increasing "cut through" traffic in the affected neighborhoods. **LHCA appreciates the great deal of work that has clearly gone into the EIS. We remain optimistic that with appropriate coalition building of all of the stakeholders to this BRAC that the realization of the goal of a world-class facility at the NNMC will be welcomed with pride as a member of our neighborhood.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
542	9.0 Transportation		5.0 BIC	Locust Hill CA	Locust Hill Estates is a Bethesda, Maryland neighborhood of single family homes, represented by the LHCA, which is bounded by 3 of the most heavily traveled roads in our area, the Capitol Beltway (I-495), Rockville Pike (355) and Cedar Lane. Locust Hill Estates is one block north of the NNMC. The residents of Locust Hill are very well aware of the traffic problems in our area. We are very supportive of the healthcare needs of our military; however, we are concerned about the significant impact of this BRAC on the already horrific traffic situation that affects us today. Our neighborhood is stressed by the volume of traffic that travels on Rockville Pike (355) and Cedar Lane every day, particularly during the extended morning and afternoon "rush" to and from work. The traffic already spills into our neighborhood in the form of significant "cut throughs" that often travel at high rates of speed, endangering the residents. The LHCA is concerned the BRAC action will cause significant additional traffic on Cedar Lane and Rockville Pike, increasing the incentive for motorists to cut through our neighborhood.	Comment noted and the Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
543	9.0 Transportation	Further Studies	5.0 BIC	Locust Hill CA	Further Independent Traffic Study Should be Pursued. Given the critical nature of the traffic entering NNMC (employees as well as patients), it should be the Navy's goal that there be NO failed intersections in the surrounding area once the expansion is complete. This will accomplish the Navy's goal of providing timely, world-class military healthcare while allowing neighbors of NNMC to travel through the area and enjoy safety in their neighborhoods. We do not believe that the traffic studies included in the EIS are sufficient in scope to understand the full magnitude of the traffic problem surrounding NNMC. We would encourage Navy to undertake a multi-day, all-day traffic study that determines traffic levels during "non-rush" periods as well. We also urge the Navy to keep in mind that even very small percentage increases in traffic, given the current intersection failures, can result in total gridlock and an inability for Navy employees, patients, and visitors to reach NNMC in a timely fashion.	Comment noted. Further studies addressing both regional and local transportation issues should be undertaken by the public transportation agencies.
544	9.0 Transportation	Roadway Funding	5.0 BIC	Locust Hill CA	The Federal Government Should Take More Responsibility for the Traffic Impact this Unique BRAC action will have on our Neighborhoods. The EIS bases a shift of responsibility for road improvements to local and state governments on an inappropriate standard. That is, it states that the Navy is not permitted to provide funding or management of road improvements outside its property except under the Defense Access Roads (DAR) Program, which only allows the federal government to pay its "fair share" when there is an "unusual impact." EIS at pages 4-49-4-50, section 4.7.3.2. However, the definition used therein for "unusual impact" is a doubling of existing traffic. This is an inappropriate standard given the well-acknowledged unique aspect of this BRAC action being the only such action in a high-density urban setting.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
544	9.0 Transportation	Roadway Funding	5.0 BIC	Locust Hill CA	It is easily imagined that under more traditional BRACs, such as a new military installation in a rural setting, the standard requiring a doubling of traffic would be more common and appropriate. In such actions, doubling traffic on rural roads where nearly none exists prior to the BRAC, the "unusual impact" definition of twice existing traffic makes sense. Here, it would be nearly impossible to double traffic in an area in which several of the key intersections are already failing. LHCA urges the federal government to revise its standard for this type of urban BRAC and assume a more active role in funding and assisting in road improvements surrounding the NNMC. It should be the Navy's goal that there should be no failed intersections in the surrounding area after this BRAC action is concluded, not simply returning the intersection to a pre-BRAC level of failure. This would ensure reasonable access by emergency vehicles, patients, employees and visitors to the NNMC campus.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
545	9.0 Transportation	Beltway	5.0 BIC	Locust Hill CA	Continued Study and Consideration of the Beltway Slip Ramp Are Encouraged. Given its position of being adjacent to the Beltway, and given the obvious enormous increase in numbers of visitors and employees, rejecting the Beltway slip ramp at this time seems premature. The reasons given for such rejection (no significant improvement to conditions and statutory prohibition) are unpersuasive. Were the NNMC to require certain of its visitors and employees to use such a ramp in lieu of the local streets, it is impossible to imagine it not having more than the stated affect of "not significantly improving traffic congestion levels along the study area roadways." Traffic Study, page 68, Appendix C to EIS. In addition, we are familiar with Beltway modifications over the past 3-10 years in which such new exits were created where needed – for example, the new Rockledge exit just past the Old Georgetown Road exit as well as the Arena Drive Exit just past Landover Road, created when the Redskins built their new stadium in the 1990's.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
545	9.0 Transportation	Beltway	5.0 BIC	Locust Hill CA	We strongly support direct access to and exit from the NNMC off of the Capitol Beltway (I-495), including, at least, a "slip ramp" on and off the Beltway. The EIS documents the significant positive impact of this option. It shows that 25% of the projected traffic (this does not include the mitigation of existing traffic as well) to NNMC would use a slip ramp (and likely much more if NNMC were connected to a "full" interchange at I-495. The study does not appear to show what the impact would be on existing traffic, but a ramp would presumably help with diverting that traffic as well). This will significantly help divert traffic off of the other roads surrounding our neighborhood and help the failing Cedar Lane/Rockville Pike Intersection particularly. We also believe that such an entrance and exit could also be used to benefit NIH if it were used in connection with a security inspection station and access to not only NNMC but also NIH across the street from NNMC, resulting in the removal of significant traffic from Route 355.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
546	1.0 General	Coordination	5.0 BIC	Montgomery County BRAC Implementation Committee	The BIC is an advisory board of community leaders and government officials appointed last year by County Isiah Executive Leggett. The BIC supports the mission of this BRAC action - to establish the Walter Reed National Military Medical Center in Bethesda, the flagship medical institution serving our country's servicemen and women. The County must work with the Navy to ensure that this unique action, which is taking place in an urban and well established community, be accomplished in a manner that respects its environment and sustains the mission.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
547	9.0 Transportation	Beltway	5.0 BIC	Montgomery County BRAC Implementation Committee	The transportation study must take into consideration more than just intersection upgrades and traffic counts. It must include a ramp off the beltway and the number of developments within a 5 mile radius of the naval hospital. Montgomery County is very lax about overall traffic mitigation while trying to do mitigation just at the project development site. Private development in this 5 mile radius should be delayed for 8 year	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2. The planned developments considered in the traffic forecasts were identified by the M-NCPPC Transportation Planning Division as a part of the study scoping process (See Appendix A of FEIS Appendix C, Transportation Study).
548	9.0 Transportation	Pedestrian Connection	5.0 BIC	Montgomery County BRAC Implementation Committee	Metro and the Navy should look at a covered walkway or tunnel from the metro station to the hospital. Individuals walking from the metro should not be exposed to the outside weather conditions and should have easy access with walking escalators or other devices for people with disabilities. An example is the Crystal City underground walkway system.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.
549	9.0 Transportation		5.0 BIC	Montgomery County BRAC Implementation Committee	A dedicated truck route into the hospital campus should be given a high priority. Also, the lay-down area must be thought-out with truck traffic for the construction during certain non-peak hours.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
550	9.0 Transportation	Parking	5.0 BIC	Montgomery County BRAC Implementation Committee	The traffic ratio should not be a mitigation consideration due to the mission of the base with many different functions and activities, (i.e. city within itself)	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
551	9.0 Transportation		5.0 BIC	Montgomery County BRAC Implementation Committee	A visitor processing center should be included in the plan to avoid backups and should be capable of dealing with pedestrian and vehicular visitors.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
551	9.0 Transportation		5.0 BIC	Montgomery County BRAC Implementation Committee	<p>The Navy's conceptual drawings presented during the evening of October 16th do an outstanding job of preserving and actually enhancing the architectural views from 355. While acknowledging that the conceptual drawings are evolutionary in nature, my principle observation is that the campus seems to retain its focus upon vehicular traffic. With three new multilevel parking garages contemplated, it would seem that the expansion encourages vehicular traffic. My recommendation is to identify means by which the expansion plans can:</p> <p>f) Be user-friendly for pedestrians using mass transit.</p> <p>a. I believe we should support the east Metro entrance. Whereas an isolated improvement to one road intersection could just move a backup from one location to another, it's likely that increased Metro ridership generates revenue that could translate into increased frequency of service along the Red line, which could in turn increase ridership.</p>	<p>The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.</p> <p>The Navy is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.</p>
551.1	9.0 Transportation		5.0 BIC	Montgomery County BRAC Implementation Committee	<p>Acknowledging that even the most aggressive Transportation Demand Management Plan will still involve vehicles, we should study ways to efficiently process vehicular traffic. Ideas follow:</p> <p>a. The entrances should be studied to induct traffic as fast as possible, using SmartGate RFID card readers, random vehicle checks (in lieu of 100%), and other procedures. The gate should be sited sufficiently interior to the base to allow vehicles to cue up without backing up traffic on 355 and Jones Bridge. Just last weekend, on a Saturday with low traffic volume, it appeared that one car was holding up the entire cue, backing up traffic to Rockville Pike. There needs to be a means of rapidly getting problematic vehicles (those without ID cards, those searching for directions, etc.) over to the side.</p> <p>b. It would appear very beneficial to improve utilization of the Jones Bridge entrances. This would likely encourage more folks to use the Connecticut Avenue exit from the beltway. They would be making a series of right hand turns to access the campus, as opposed to the left hand approach on 355.</p>	<p>The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.</p> <p>The Navy is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.</p>
551.2	9.0 Transportation		5.0 BIC	Montgomery County BRAC Implementation Committee	Should funding not become available for the east entrance, emphasis should be placed upon ensuring that the Walter Reed Shuttle is predictable and frequent. This shuttle could pick up passengers, checking ID cards while doing so, and then do a circuit around the base, dropping passengers off and picking MetroRail/MetroBus/RideOn-bound passengers up. I believe that there is actually such a shuttle in existence now, but a year or so ago I heard that it had to be discontinued due to funding constraints. So I believe we should support a strong shuttle program, especially acknowledging that some personnel have quite a walk from the Metro to their workplace.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.

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552	9.0 Transportation		5.0 BIC	Montgomery County BRAC Implementation Committee	Reducing traffic congestion is mutually beneficial to DoD and to the Bethesda community. DoD seeks to provide a high level of patient satisfaction, and that satisfaction could be impacted if patients are significantly inconvenienced in transiting from the base. DoD needs to attract and retain high quality medical and support personnel, and unreasonable commuting times will impact those needs. NIH and Suburban have similar challenges in terms of staff and patient quality of care and quality of life. The surrounding residents have needs that are self-evident. The increased density economic development occurring in Bethesda and Friendship Heights and along 355 will be impacted as well. Therefore, I submit that reduction of traffic congestion is not a community versus Navy issue—rather, we're in this together. Through teamwork, proactive planning and focus upon a manageable number of key investments, I believe we are most likely to succeed.	The Navy concurs with the comment and appreciates the time and effort taken to provide comments on the document.
553	3.0 Air	Analysis de minimis	5.0 BIC	Montgomery County BRAC Implementation Committee	100 tons/yr is de minimis air pollution; no impact [ES9] - Comment: seems high for Clean Air Act nonattainment area.	It is correct - refer to the USEPA website http://www.epa.gov/air/genconform/deminimis.htm .
554	3.0 Air	Analysis Fuel oil	5.0 BIC	Montgomery County BRAC Implementation Committee	No impact of backup oil use & more congestion.	A sensitivity calculation for 100% use of fuel oil for new facilities instead of natural gas has been added to the discussion of operations emissions in Appendix B and Chapter 4.4. If fuel oil was used in place of natural gas for 100% of the new facility requirements, heating emissions from NOx would increase 2.55 TPY to total 4.39 TPY. PM2.5 would increase 0.27 TPY to 0.59 TPY total and SO2 would increase 12.51 TPY for a total of 12.54 TPY annually. Both VOC and CO emissions would decrease. Therefore resultant emissions would be slightly higher but still well below de minimis thresholds of 100 TPY. The Hot Spot analysis summarized in Section 4.4 and detailed in Appendix B takes the existing traffic, projected growth in traffic, and BRAC-generated traffic into consideration in determining results are within the ambient standards established to protect human health.
555	4.0 Noise		5.0 BIC	Montgomery County BRAC Implementation Committee	12 flights/mo increases by 1 or 2; no impact assumed [ES10]. Comment: WR having only 1 or 2 flights/mo seems low; NNMC having only 12 flights/mo seems low.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
555	4.0 Noise		5.0 BIC	Montgomery County BRAC Implementation Committee	North: BEQ construction impacts school & homes [ES10] - Comment: Undefined issue; no impact assumed. -East & south: assume no construction impact [ES10] - Comment: -76-83 dBA source attenuates over long distance.	The Preferred Alternative places the BEQ only to the east of building one, therefore the school building to the west would not longer be in proximity to construction activities. The Draft EIS states that the ambient levels in the residential area north of the proposed BEQ (to the east of Building 11). However, it is anticipated that the noise impacts would be attenuated due to the required AT/FP distance and the proactive noise control measures that the Navy will apply. In addition, the Navy will prepare a noise suppression plan that is subject to the Montgomery County DEP approval. The areas that are in close proximity to Jones Bridge Road that would undergo construction/demolition under the alternatives are Buildings 12 and 23. Building 12 and Building 23 areas are approximately 700 and 400 feet respectively from the NNMC property line to the south. The road accounts for an additional 50 plus feet. Noise level diminishes 6 dBA with every doubling of distance from a stationary source. The conclusion made in the Draft EIS were based on these data.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
556	5.0 Utilities	Utilities Capacity Data	5.0 BIC	Montgomery County BRAC Implementation Committee	Natural Gas capacity not analyzed; assume no impact [ES10] Comment: 75% demand increase projected [4-33]; NIH EIS found ltd local capacity; backup oil=air quality impact; expanding pipeline=local road impact	Documentation that Pepco can support build out is referenced in the DEIS (NAVFAC 2007e): the Pepco Account Manager acknowledges the planned increase in electrical loading at NNMC and states that Pepco will provide NNMC with adequate supply to serve the facility's increased load. DEIS states Washington Gas is not able to define specific improvements to serve the build out without knowing specific demands (in therms) and seasonal peak demands for the new buildings (Washington Gas, 2007); their 6-inch (non-interruptible) line feeding the buildings and 8-inch (interruptible) line feeding the boilers could handle increased demand, but detailed modeling of their system with accurate thermal and equipment loading data would be required to determine exactly how much of an increase could be handled. Per reference (NAVFAC, 2007c) and Section 4.6, discussions with WSSC indicate WSSC can provide water and wastewater services for BRAC actions. Details on system upgrades will be developed during the design process.
557	9.0 Transportation		5.0 BIC	Montgomery County BRAC Implementation Committee	355 & N. Dr. (intersection #8), is the only intersection failure directly caused by BRAC [ES11; 4-39, 46 & 47] Comment: No impact on existing failures (#4, 5, 6, 10, & 12)* is a dubious assumption; cars=realty; E&F=ltrs	DEIS correctly notes that the BRAC alternatives add traffic to intersections already failing; this obviously makes the situation worse.
558	9.0 Transportation		5.0 BIC	Montgomery County BRAC Implementation Committee	BRAC adding 2-14% more peak hour traffic is a relatively minor impact [ES11; 4-44, 45] Comment: When existing LoS is E or F, added vehicles have significant impact (ltd space; longer backups)	The EIS does not characterize the impacts as minor; it factually presents the results of the analysis.
559	9.0 Transportation		5.0 BIC	Montgomery County BRAC Implementation Committee	Construction impact <staff & patient impact [ES11] Comment: Impact not identified (workers, equipment, supply)	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
560	9.0 Transportation	Construction	5.0 BIC	Montgomery County BRAC Implementation Committee	Construction impact mitigated by ltd parking [ES12] Comment: what happens when 200 set aside spaces are filled?	The Navy will provide 200 parking spaces for construction workers and the Navy contractor will reserve the parking spaces for contractor and subcontractor management and field staff only. For the remaining construction workforce, the Navy has required that the contractor use alternative means of bringing the workers onto NNMC, including mass transit. As a way to meet LEED Silver Certification requirements, the contractor is using mass transit use by the construction workers towards the certification. The contractor will utilize a combination of offsite coordinated park-and-ride and public transportation. The contractor will provide subsidies to the workers who utilize the WMATA system to access the construction site. To deter parking in the neighboring areas; the contractor is implementing a program that will include spot checks and disciplinary actions such a written warning for the first offense and termination of the employee's badge access for the second offense.
561	9.0 Transportation		5.0 BIC	Montgomery County BRAC Implementation Committee	N. Gate access to front lawn staging area minimizes construction impact on 355 & improves security [ES12] Comment 355 impact & basis for conclusion not identified; staging \$850M project in front yard creates impact	Impacts to the proposed staging area would be temporary and the site would be restored after construction.

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562	9.0 Transportation		5.0 BIC	Montgomery County BRAC Implementation Committee	Visitor traffic included in peak hour analysis [ES14] -Assume patients & visitors come & go only once/day [ES14] Comment: How? Aren't visitors distributed thru business day. Those driving patients can make multiple trips/day	The visitors are distributed throughout the day and the DEIS estimates of 1,862 visitors and patients each work day reflects total visits. The ITE procedures explained beginning on Page 48 of Appendix C take this into account in assigning peak hour - the worst situation - trips.
563	1.0 General	Cumulative Impacts	5.0 BIC	Montgomery County BRAC Implementation Committee	Shopping area expansion impact is off-peak [ES16] Comment: Impact not identified (shoppers, gas, gym, svcs, etc)	The expansion of the NEX is not proposed under BRAC. It is a potential foreseeable action that would have its own NEPA coverage and is covered as required in Section 4.12 Cumulative Impacts.
564	9.0 Transportation	Roadway Funding	5.0 BIC	Montgomery County BRAC Implementation Committee	DoN will seek a traffic light at 355 & CVIF [ES19] Local roads unqualified for DAR funding [ES19] Comment: Inconsistent w/ reason given for lack of mitigation (DoN can't lobby for projects outside their fence)	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
565	9.0 Transportation	Beltway	5.0 BIC	Montgomery County BRAC Implementation Committee	I-495 ramps would not make LoS acceptable [4-52]Boilerplate basis for conclusion; ability of state to apply & DoN willingness to assist not mentioned	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
566	9.0 Transportation		5.0 BIC	Montgomery County BRAC Implementation Committee	Responsible for only on-base mitigation [4-48, 49] Comment: Ignores conservative calc. that off-base projects can reduce vol. by up to 400 vehicles/ln [4-53 thru 56]	As stated correctly in the DEIS Executive Summary, page ES-19, and elsewhere, the Defense Access Roads (DAR) Program provides the only authority for the Navy to fund or manage road improvements off Base. Off Base roads are under state or county jurisdiction. The DEIS also correctly states the criteria for inclusion in the DAR Program. However, the Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
567	5.0 Utilities	Utilities Capacity Data	5.0 BIC	Montgomery County BRAC Implementation Committee	Natural gas capacity not analyzed; assume no impact [ES10]Assumes only 25% utilization; ignores reduced vol. Comment: -Inconsistent w/ full cooperation commitment [ES19], -Pipeline expansion would impact local roads	Documentation that Pepco can support build out is referenced in the DEIS (NAVFAC 2007e): the Pepco Account Manager acknowledges the planned increase in electrical loading at NNMC and states that Pepco will provide NNMC with adequate supply to serve the facility's increased load. DEIS states Washington Gas is not able to define specific improvements to serve the build out without knowing specific demands (in therms) and seasonal peak demands for the new buildings (Washington Gas, 2007); their 6-inch (non-interruptible) line feeding the buildings and 8-inch (interruptible) line feeding the boilers could handle increased demand, but detailed modeling of their system with accurate thermal and equipment loading data would be required to determine exactly how much of an increase could be handled. Per reference (NAVFAC, 2007c) and Section 4.6, discussions with WSSC indicate WSSC can provide water and wastewater services for BRAC actions. Details on system upgrades will be developed during the design process.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
568	7.0 Land/Socio	Traffic	5.0 BIC	Montgomery County BRAC Implementation Committee	No direct or significant indirect ext. land use impact Comment: Basis for conclusion not identified; NIH, Bethesda, & adjacent areas all have master plans w/o BRAC	There are no direct effects because all development takes place on NNMC within base boundaries. The Base has its own lodging, eating establishments and retail facility. Lodging needed for patients and visitors will be provided on Base. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging. Therefore the primary off-base effect is traffic. The EIS notes that BRAC actions increase traffic. Text has been added to EIS that notes that community planners believe that traffic congestion in the region could cause land development plans to be altered and the BRAC traffic volumes contribute to the congestion with heavier volumes than previously anticipated in their plans.
569	7.0 Land/Socio		5.0 BIC	Montgomery County BRAC Implementation Committee	2145 direct+3355 indirect ROI jobs from construction [ES13] Comment: Rol & conclusion basis not ID'd; economic impact depends on contractors chosen (MD, VA, DC, other)	The ROI is chosen to estimate the area that will receive the majority of the socioeconomic impacts, it is not intended to imply that there will be no impacts felt outside the ROI. The jobs estimated to result directly and indirectly from construction are related to an increase in local expenditures, the methodology for which is explained in the socioeconomic appendix.
570	8.0 HHS		5.0 BIC	Montgomery County BRAC Implementation Committee	Dev't near AoCs and SWMUs needs EPA concurrence [ES15]; Comment: Unidentified issue; no impact assumed; monitor? -Asbestos & lead paint in old bldgs reqs spec handling [ES15] -assumed: procedure applied w/ no impact; monitor? -Regulated med waste doubles; more storage/transport [ES15] -assumed: procedure applied w/ no impact; monitor?	The Navy will comply with all applicable state and local laws and regulations.
571	9.0 Transportation		5.0 BIC	Montgomery County BRAC Implementation Committee	Lack of substantive discussion means no impact assumed Comment: More traffic, pedestrians, people, helicopters, etc. -Numerous substnd sidewalks & crosswalks identified [3-42] Comment: -Substnd area totally surrounds NIH & NNMC -Improvements not done til roads widened [4-50] Comment: Pedestrian safety would have to wait 5-10 years	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
572	7.0 Land/Socio	Community Effects	5.0 BIC	Glenbrook Village Home Owners Association	While the DEIS sought to identify and propose mitigations for pollution, traffic, noise, and other potential adverse environmental impacts, we believe an expanded medical facility in the midst of a congested urban setting requires additional examination of the potential adverse impacts and their ramifications to both the present campus and the surrounding Community, than is reflected in the DEIS.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
573	7.0 Land/Socio	Community Effects	5.0 BIC	Glenbrook Village Home Owners Association	The continued statement that the relocation of Walter Reed to NNMC and that increased traffic and construction will have no cumulative impact on the surrounding neighborhoods can only be seen as a DEIS written with blinders on. We are asking for some 'teeth' to the Environmental Impact Study to enable us to come together as a unified group and move this project forward to a positive and productive end. Without the acknowledgement of the real impacts our ability to assist in proceeding will be limited	There are no direct effects because all development takes place on NNMC within base boundaries. The Base has its own lodging, eating establishments and retail facility. Lodging needed for patients and visitors will be provided on Base. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging. Therefore the primary off-base effect is traffic. The EIS notes that BRAC actions increase traffic. Text has been added to EIS that notes that community planners believe that traffic congestion in the region could cause land development plans to be altered and the BRAC traffic volumes contribute to the congestion with heavier volumes than previously anticipated in their plans.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
574	9.0 Transportation		6.0 Public	General Public	There are two intersection figures on each page of this appendix. One is titled Peak Volumes, the other is titled System Volumes. What is performed on the peak volumes to arrive at the system volumes? Also, how are the factors at the bottom of the tabulated data used? Are the factors the same as the critical lane use factor?	The traffic counts were done in 15-minute intervals over a three-hour morning peak period (6:30 -9:30 AM) and a three-hour afternoon peak period (4 - 7 PM). The highest total for any four consecutive 15-minute intervals is the intersection peak hour volume. The highest total for any four consecutive 15-minute intervals for all intersections is the system peak hour volume. The peak hour factor is the relationship between the peak 15-minute rate of flow and the full hourly volume. This factor is not used in the Critical lane Volume (CLV) capacity analysis technique stipulated by M-NCPPC Transportation Planning Division. They are not the same as the Critical lane Use Factor used in the CLV analyses.
575	9.0 Transportation		6.0 Public	General Public	Regarding the transportation impact of consolidating Walter Reed and Bethesda Naval Med onto the Bethesda naval med campus. Serious consideration should be given to expanding metro's medical center station into a transportation hub for servicing both NIH and the medical center. This hub should include buses or light rail which will shuttle people to several stops within both campus. I believe that providing convenient relatively inexpensive transportation like that suggested above would have the effect of requiring only modest changes as compared to major changes in the road system to support NIH and navy med. This suggestion should be included in your studies.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
576	9.0 Transportation		6.0 Public	General Public	I recommend that environmental impact in Bethesda be reduced by 1. Provide more frequent and later Rideon Bus 30 service to the Medical Center station. 2. Redistribute existing parking instead of creating more parking spaces. 3. Increase the frequency of Rideon Bus route 46. 4. Add direct bus service from Pooks Hill Rd to Grosvenor Metro.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
577	9.0 Transportation		6.0 Public	General Public	I live in the White Flint area and cannot understand why a better traffic study was not one when decisions were made to close Walter Reed and bring staff up to Navy Medical. I think a better option would be to find another place to relocate those staff members. Why not build where there is the capacity to handle the extra patients and staff such as at Fort Detrick or somewhere else in Frederick County, northern Montgomery County or Howard County. My suggestion would be to find another place to relocate the folks at Walter Reed and not to add more development to Navy Medical.	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.
578	7.0 Land/Socio	Housing	6.0 Public	General Public	Plus, I am not sure where these extra people are going to live. This area is VERY expensive. Teachers, fire fighters, police officers and others cannot afford to live in the area or much of the county for that matter. Our schools are over capacity and cannot handle an influx of more students. There are no vacant spots in the area to even build more schools.	Lodging needed for patients and visitors will be provided on Base. The relocation of jobs to NNMC from WRAMC constitutes less than 1/2 mile additional distance for commuters coming from the east on the beltway, reduces the distance for those coming from the west, and provides a more convenient Metro station for public transit. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging. Employee parking on Base is very limited and a monthly allotment Metro checks are available to Federal employees free of charge.
579	8.0 HHS		6.0 Public	General Public	Our community is facing more development aka more traffic as the White Flint area gets redeveloped. I don't see how any more traffic can fit on our already congested roads. Emergency vehicles have a hard enough time getting through traffic now - sometimes having to go on the wrong side of the road. More development would risk more lives.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
580	9.0 Transportation		6.0 Public	General Public	Increasing bus service should be the primary way to minimize the environmental impact. People need an alternative to driving.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

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581	8.0 HHS	BRAC Law	6.0 Public	General Public	As SECDEF, Rumsfeld felt it would be better to spread out military facilities to mitigate the effect of a terrorist attack. The consolidation of NNMC and WRAMC is inconsistent with this policy, as well as a traffic nightmare. If implemented, you should work with the NIH to widen Wisconsin Ave to make security lanes.	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.
582	1.0 General	BRAC Law	6.0 Public	General Public	It's unwise to expand Navy Medical by as much as is being proposed. The existing streets, even in wider versions, can't tolerate the traffic. A hospital is supposed to be a place of service and healing, not one that's crowded and frustrating.; It's also unwise for the federal government to give up the land that is now the Walter Reed campus. It's a good location and with appropriate changes could further enhance the north Georgia Avenue area. As space for additional medical research, for veterans services, with affordable housing for family members forced to stay near loved ones during long recuperations, plus retail stores and shops. This area can tolerate increased traffic and is very close to Navy Medical. It should be kept and used to service taxpayers, especially those who have given service in the U.S. military.	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.
583	9.0 Transportation		6.0 Public	General Public	As late at 10 AM, it takes 40 minutes to traverse the 1.3 miles to the hospital from the commenter's house. (Have all decision makers ever tried the Wisconsin corridor.) If the NNMC plans go through and Suburban expands; the only way to get downtown is to go west down Greentree to Fernwood and then over to Bradley.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
584	9.0 Transportation		6.0 Public	General Public	The NNMC EIS transportation study and appendices contains a description of near by NNMC roadway and intersection changes directed at mitigating existing, background and BRAC related increased traffic volume during peak AM and PM traffic conditions. (Traffic volumes off peak during NNMC patient visits were not identified as a problem)	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
585	9.0 Transportation		6.0 Public	General Public	The study relies on more than year old Rockville Pike intersection peak traffic counts unrelated to BRAC to justify changes to these nearby intersections. For future BRAC traffic counts, the study utilized ITE derived trip rates over locally derived rates by directive from the M-NCPPC TPD staff, thereby biasing and distorting the future BRAC traffic count volumes and analysis in appendix K by approximately 42.5% and 91%.	The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines.
586	9.0 Transportation		6.0 Public	General Public	The study justifies the mitigation changes to near NNMC intersections using Critical Lane Volume (CLV) and Level Of Service (LOS) methods and selected capacity standard as directive from the M-NCPPC TPD staff. (The CLV method has been criticized as being biased and incomplete in recent technical meeting presentations) The 1600 VPH capacity used in the study recommended by the M-NCPPC TPD staff for LOS scoring is much less than the more appropriate locally derived 1800VPH capacity standards for metro located areas or the ideal saturation flow capacity HCM standard of 1900 VPH. (The Rockville Pike excessive peak AM and PM traffic volumes warrant utilizing the 1900VPH HCM standard).	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
587	9.0 Transportation	Cedar Lane	6.0 Public	General Public	The study identified lane increases to near by Rockville Pike intersection east, west cross streets without considering Rockville Pike stacking and traffic flow condition, construction right of way and the area type involved. The proposed added lane change to east Cedar Lane will involve removing trees from a near by park, removal of a well traveled bike path, the safety of K-12 school children during construction and dealing with a flood plain location and a creek that protects near by residents from flooding.	This improvement was considered acceptable by the public agency Transportation Advisory Committee. Considering the potential impacts noted, the FEIS will instead recommend the undertaking of an engineering study by the public transportation agencies to assess the need for minor geometric and signalization improvements that would mitigate the impacts of the BRAC trips.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
588	9.0 Transportation	Cedar Lane	6.0 Public	General Public	The lane changes to Cedar Lane and Rockville Pike were justified by compiling a CLV and comparing is to the M-NCPPC TPD staff recommended 1600VPH standard as opposed to the 1800 Metro area or 1900 HCM VPH standards. The CLV for this intersection exceeded the 1600 standard because the east Cedar Lane AM peak left turn traffic volume count contained in the study. The intersection diagrams for this intersection contained in the figures in the study and its appendixes show only a single left turn lane. The intersection diagram does not show the opportunity to make left turn from two lanes; a left turn only lane and the through lane. Without consideration for the two left turning lanes the study indicates a second left turn lane is needed for CLV intersection improvements. This would bring the number of left turn lanes to three.	The associated diagrams and analyses will be corrected in the FEIS. Based on the updated capacity analysis findings, and potential physical constraints to adding a new lane, the FEIS will instead recommend the undertaking of an engineering study by the public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.
589	9.0 Transportation		6.0 Public	General Public	The study is stacked with numbers to justify near by NNMC cross street changes however the study fails to identify how the intersection cross street changes help reduce the AM and PM Traffic delays which will effect BRAC success. (The added cross street lane only serves to place more volume per hour on Rockville Pike during AM peak traffic conditions)	The Critical Lane Volume (CLV) capacity analysis methodology, stipulated by the M-NCPPC Transportation Planning Division, does not provide vehicular delay results.
590	9.0 Transportation		6.0 Public	General Public	The study mentions a proposal to add a fourth lane to Rockville Pike between Cedar lane and Jones Bridge Road. This proposal will not reduce PM north bound delays since most traffic volume will need to merge into the existing three lanes beyond Cedar Lane.	The fourth/outer lane along Rockville Pike northbound would reduce delays by adding more capacity for the through and right-turn movements. It is envisioned that this lane would end as an exclusive right-turn lane to Cedar Lane eastbound. Through traffic going northbound beyond the Cedar Lane intersection would merge onto the adjacent through lane after passing the northern NNMC driveway.
591	9.0 Transportation		6.0 Public	General Public	BRAC traffic goals are not achieved by the study recommendation. Cross street changes are not needed for patient visits that occur off peak and the changes do not reduce northbound peak PM Rockville Pike delays that begin on Wisconsin Ave in Bethesda proper.	The M-NCPPC Transportation Planning Division requires mitigation measures that would make the entire intersection operate more efficiently, based on application of the stipulated Critical Lane Volume (CLV) capacity analysis technique. This requirement is irrespective of the approaches or lane that would be used by the BRAC trips.
592	9.0 Transportation		6.0 Public	General Public	The CLV method used in the EIS Transportation Study analyzes each signalized point as a separate sub-intersection and chooses the worst case, while no interaction between the sub-intersections are considered. Therefore, the CLV analysis contained in the EIS is a biased approximation that is unreliable for making decisions to change roadway intersection.	The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines.
593	9.0 Transportation		6.0 Public	General Public	The Transportation Study CLV analysis contained the EIS report is incomplete. The analysis lacks right of way, magnitude of cost and area type discussions for proposed roadway intersection changes.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). The traffic study recommends improvements for the gates. Further studies should be undertaken by the public transportation agencies.
594	9.0 Transportation	Cedar Lane	6.0 Public	General Public	The EIS Transportation Study recommends adding a left turn lane at east Cedar Lane and Rockville Pike but fails to provide per Montgomery County Local Area Transportation Review (LATR) Guidelines the feasibility of this roadway change. The study fails to address how the added left turn lane changes can be accomplished considering the proximity of residential property, tree covered park land, a well traveled bike path, the safety of K-12 school children, the fact that East Cedar Lane is in a flood plane and the existence of creek that protects residents from flooding.	The intersection roadway lane configuration and analyses have been updated in the FEIS. Based on the updated capacity analysis findings, and potential physical constraints to adding a new lane, the FEIS will instead recommend the undertaking of an engineering study by the public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.
595	9.0 Transportation		6.0 Public	General Public	The pedestrian and bike path and vehicle volume count information in Appendix B of the EIS Transportation Study is obsolete and must be updated to meet less than one year information requirement contained in the Montgomery County Local Area Transportation Review (LATR) Guidelines (MNCPPC, 2004)	The pedestrian and bike data and vehicle count data is sufficiently current for the purpose intended - determination of impacts in the EIS.
596	9.0 Transportation		6.0 Public	General Public	The EIS Transportation study has biased the CLV analysis by not applying HCM 1900VPH or the Montgomery County Local Area Transportation Review (LATR) Guidelines (MNCPPC, 2004) METRO area 1800 VPH capacity standards.	The EIS Transportation Study was prepared in full compliance with the Montgomery County Local Area Transportation Review (LATR) Guidelines (M-NCPPC, 2004).

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597	9.0 Transportation	Cedar Lane	6.0 Public	General Public	The EIS Transportation Study Cedar Lane roadway description on page 5 fails to describe the true configuration of the intersection and biased the opposing left turn lane volume used in the intersection CLV analysis. Also, the posted speed limit is not 30 MPH but varies during the AM and PM due to the Stone Ridge School start and dismissal times.	The intersection roadway lane configuration and analyses have been updated in the FEIS. Based on the updated capacity analysis findings, and potential physical constraints to adding a new lane, the FEIS will instead recommend the undertaking of an engineering study by the public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.
598	9.0 Transportation	Cedar Lane	6.0 Public	General Public	The EIS Transportation Study volume summary fails to take into consideration that East Cedar Lane AM queuing is now impacted by the Montgomery County patrolmen directing traffic into and out of Stone Ridge School during peak AM traffic hours.	The FEIS will recommend the undertaking of an engineering study by an appropriate public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.
599	9.0 Transportation	Cedar Lane	6.0 Public	General Public	Page 6 Paragraph 2 indicates 16520 vehicle trips exit just east of Cedar Lane intersection. There is no source evidence provided for this value.	The peak hour volume on Cedar Lane was assumed to constitute 10% of daily traffic.
600	9.0 Transportation	Cedar Lane	6.0 Public	General Public	The EIS Transportation Study west bound Cedar Lane traffic lane configuration description on page 5 and contained in Figures 3, 5a, 16a and the charts contained in appendix C, J, H and K are in error. There are three lanes all on the same cycle. One is a left only lane, one is through or left turn lane and the last is a through or right turn lane. Failure to properly describe the intersection, biases the left lane volume used in the CLV analysis.	The intersection roadway lane configuration and analyses have been updated in the FEIS. Based on the updated capacity analysis findings, and potential physical constraints to adding a new lane (see Comment # 14), the FEIS will instead recommend the undertaking of an engineering study by the public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.
601	9.0 Transportation	Cedar Lane	6.0 Public	General Public	The EIS Transportation Study proposed lane changes to East and West Cedar Lane will bring the left turn lanes to three.	The intersection roadway lane configuration and analyses have been updated in the FEIS. Based on the updated capacity analysis findings, and potential physical constraints to adding a new lane (see Comment # 14), the FEIS will instead recommend the undertaking of an engineering study by the public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.
602	9.0 Transportation	Cedar Lane	6.0 Public	General Public	The EIS Transportation Study uses voodoo analysis to arrive at the existing Cedar Lane Rockville Pike CLV improvements in the report as follows: First, the EIS Transportation Study derives the existing peak AM Cedar Lane Rockville CLV by applying the 744 VPH volume count as a single left turn only volume when the volume actually comes from two lanes, the left turn only lane and the through or left turn lane. Second, the study reduces CLV by applying Critical Lane Use Factor to the 744 VPH volume for the proposed added left turning lane that already existed but was not counted.	The intersection roadway lane configuration and analyses have been updated in the FEIS. Based on the updated capacity analysis findings, and potential physical constraints to adding a new lane (see Comment # 14), the FEIS will instead recommend the undertaking of an engineering study by the public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.
603	9.0 Transportation	Cedar Lane	6.0 Public	General Public	The EIS Transportation Study CLV analysis recommends adding a left turn lane at east Cedar Lane and Rockville Pike but does not explain how the left turn lane helps BRAC when BRAC traffic volume for this roadway was not compiled.	The intersection roadway lane configuration and analyses have been updated in the FEIS. Based on the updated capacity analysis findings, and potential physical constraints to adding a new lane (see Comment # 14), the FEIS will instead recommend the undertaking of an engineering study by the public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.
604	9.0 Transportation	Cedar Lane	6.0 Public	General Public	The EIS Transportation Study west bound existing AM Cedar Lane and Rockville Pike CLV analysis in Appendix C is incorrect due to failure to use existing lane configuration. Proper use of the Montgomery County Local Area Transportation Review (LATR) Guidelines (MNCPPC, 2004) and the proper lane configuration would result in a CLV of 1667 not 2011. (The sum of the total AM west bound Cedar Lane existing volumes displayed in Appendix C =1264VPH, three lanes on the same cycle Critical Lane Use Factor = .37, the opposing left=73VPH, computing CLV results in a AM west bound Cedar Lane CLV=541, added west bound Cedar Lane CLV to the south bound Rockville Pike CLV of 1126 results in Intersection CLV of 1667 not 2011).	The intersection roadway lane configuration and analyses have been updated in the FEIS. Based on the updated capacity analysis findings, and potential physical constraints to adding a new lane (see Comment # 14), the FEIS will instead recommend the undertaking of an engineering study by the public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
605	9.0 Transportation		6.0 Public	General Public	The EIS Transportation Study by directive from the M-NCPPC TPD staff utilized ITE derived trip rates over locally derived rates thereby biasing and distorting the future traffic analysis volumes and CLV analysis in appendix K by approximately 42.5% and 91%.	The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines.
606	9.0 Transportation		6.0 Public	General Public	The EIS Transportation Study total future volume NNMC visit analysis comparison with ITE analysis contained in table 13b lacks time of day comparisons resulting in unjustified findings of similarities.	The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines.
607	9.0 Transportation	Cedar Lane	6.0 Public	General Public	Appendix J Future Alternative II AM Cedar Lane and Rockville Pike CLV analysis is incorrect due to failure to use existing lane configuration. Proper use of the Montgomery County Local Area Transportation Review (LATR) Guidelines (MNCPPC, 2004) and the proper lane configuration would result in a CLV of 1796 not 2100.	The intersection roadway lane configuration and analyses have been updated in the FEIS. Based on the updated capacity analysis findings, and potential physical constraints to adding a new lane (see Comment # 14), the FEIS will instead recommend the undertaking of an engineering study by the public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.
608	9.0 Transportation	Cedar Lane	6.0 Public	General Public	EIS Transportation Study does not identify the how much intersection stacking and overflow delay will occur due to the recommended added east and west Cedar Lane turn lanes.	The intersection roadway lane configuration and analyses have been updated in the FEIS. Based on the updated capacity analysis findings, and potential physical constraints to adding a new lane (see Comment # 14), the FEIS will instead recommend the undertaking of an engineering study by the public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.
609	9.0 Transportation		6.0 Public	General Public	EIS Transportation Study does not contain BRAC traffic impact due to east and west Cedar Lane turn lanes construction delays.	Construction traffic typically occurs outside of the typical morning and afternoon peak commuter periods (7 -9 AM and 4 -6 PM, respectively). Rarely does this traffic impact the afternoon peak period. Truck activity would be concentrated during the off-peak periods, with the primary route being along Rockville Pike to/from the Capital Beltway.
610	9.0 Transportation	Cedar Lane	6.0 Public	General Public	What concerns me is the lack of consideration in the EIS regarding of the increased traffic likely on Cedar Lane east of Rockville Pike, in the direction of Beach Drive. Already Cedar Lane is choked with traffic during morning and evening rush hours. Sometimes in the morning, the westbound traffic on Cedar backs up from Rockville Pike all the way back to Beach Drive. But apparently Cedar Lane east of Rockville Pike was not examined in the EIS, even though it is recommended that this intersection be enlarged.	The intersection roadway lane configuration and analyses have been updated in the FEIS. Based on the updated capacity analysis findings, and potential physical constraints to adding a new lane (see Comment # 14), the FEIS will instead recommend the undertaking of an engineering study by the public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.
611	9.0 Transportation		6.0 Public	General Public	Additionally, the Navy appears to be ignoring the impact of higher traffic volume on the intersections of Summit Avenue and Knowles Avenue; Connecticut Avenue and Knowles Avenue; and Connecticut Avenue and Plyers Mill Road, all of which experience gridlock during peak hours. We in Parkwood are concerned with what will happen to traffic in our area (especially Cedar Lane, and possible cut-through traffic on Parkwood Road). It may be that Cedar Lane will need to be widened to four lanes between Beach Drive and Knowles Avenue. This should be looked at before a bad traffic situation is made many times worse.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
612	9.0 Transportation		6.0 Public	General Public	In general, the subject document fails to take a considerable amount of local, county and State plans and initiatives into consideration to assess cumulative potential impact. The Department of the Navy assumes no responsibility for mitigating potential off-campus impact, often dismissing it without providing supporting documentation or by acknowledging an existing problem.	The effects off Base would be indirect effects from traffic increases, as all new activities are within NNMC boundaries, incoming staff are not expected to change their off Base residences, and the Navy anticipates adequate lodging on Base for patients and visitors. The EIS transportation study analyzed cumulative effects by incorporating background development in 2011 into the No Action Alternative in accordance with guidance provided by the agencies during the scoping and preliminary study review processes. The Navy is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
613	1.0 General	Data	6.0 Public	General Public	Will the movement of services from WRAMC to NNMC accommodate only the existing capacities or is an increased case load expected due to improved facilities? If so, is the anticipated case load included in the estimated additional 1,862 visitors and patients? Please compare the existing facilities capacities with those proposed.	Annual visits (website) for NNMC now: 455,503 and 1751 per day Annual visits for WRAMC now: 751,884 and 2892 per day Projected additional visits: 484,000 annually and 1862 per day As the staff and patients from WRAMC merge with NNMC, there will be an increase in capacity at the new WRNMMC of 484,000 patients and visitors annually and 1,862 visitors per day. This increased case load accounts for a redistribution of the existing WRAMC market share to WRNMMC.
614	1.0 General	Alternatives	6.0 Public	General Public	If the "goal of integration is to ensure that the highest level of health care service is provided" how is it possible that "due to integration, the concept... was dismissed"? Why was it dismissed? It states that "integration is ongoing" but this is contradicted by the statement "it was dismissed". Is it "ongoing" or has it been dismissed and, if the latter, when? Was the "ideal solution" "quickly determined" prior to the enactment of BRAC law? This gives the impression the BRAC action was promoted to facilitate the relocation as opposed to the implied intent this document supports.	As stated in Section 2.3, the goal of the realignment is integrated care; therefore, placing two separate hospitals at the NNMC campus - one for the Army and one for the Navy - was not considered acceptable and was dismissed.
615	1.0 General	BRAC Law	6.0 Public	General Public	This presumes one of the two proposed alternatives will be selected. The NEPA process is intended to examine the possibilities of a proposed action weighed against the environmental impacts.	The decision to realign certain activities from Walter Reed Army Medical Center to NNMC is exempted by law from NEPA review. The EIS develops two reasonable alternatives to implement the realignment and evaluates their impacts. Section 2.6 presents four additional alternatives that were considered and not further evaluated, with the reasons they were not further evaluated.
616	1.0 General	Alternatives	6.0 Public	General Public	This presumes one of the two proposed alternatives will be selected. The NEPA process is intended to examine the possibilities of a proposed action weighed against the environmental impacts. If the integration was dismissed, why is there a regularly occurring "exchange of personnel and services"?	Integration was not dismissed, as noted in response to Comment 41; the concept of placing two separate hospitals at NNMC was dismissed as counter to the goal of integration.
617	9.0 Transportation		6.0 Public	General Public	Why is it assumed "only the NEX expansion would be expected to add visitors? Further, why would NEX visitors be "primarily during non-peak hours and weekends"? An expansion of that size indicates a known existing under-served area. If there is an increased staff at the Navy Lodge and Day Care Centers, why are there no corresponding visitors? Assuming day car drop off is done by those working on the base and thereby not increasing the number of visitors is unfounded. How can there be additional SNCO units but no additional visitors? How much additional space will be added to the USUHS Nursing School and why is it assumed there will be no additional staff, students, visitors or commuters?	The NEX conducts most of its business on weekdays between rush hours and on weekends, with a considerable number of its customers stopping by after being drawn to NNMC for reasons other than a visit to the NEX that are accounted for in the visitor totals. The expansion of the lodge and day care centers would be to serve the additional staff and visitors that are a result of BRAC. These users were fully accounted for in the traffic analysis. SNCO units provide lodging for staff that would thus walk to work. The space added to the nursing school is to provide needed facilities for the current staff and students.
618	3.0 Air	Analysis	6.0 Public	General Public	Air Quality While "Federal actions located in non-attainment and maintenance areas are required to demonstrate compliance with the general conformity guidelines", how do the "project emissions" add to the total base emissions? Will total emissions remain below allowable ambient standards or just "action" emissions? How were the year 2010 emissions calculated? How will the actual emissions be measured? Is there any procedure that guards against exceeding the assumed emissions? Explain the analysis used that determined CO emissions remain below allowable ambient standards under both alternatives. What are the "minor modifications" to NNMC's Title V permit and explain the requirement.	Ambient standards are monitored throughout the airshed by the USEPA and states, not on a project by project basis. The USEPA assures the health of the airshed and progress toward improvements in airsheds that are not in attainment by requiring project proponents to demonstrate general conformity with USEPA guidelines. Projects whose emissions are below de minimis thresholds do not have to demonstrate further that they are in compliance. The EIS air analysis detailed in Appendix B provides the analysis of estimated annual emissions from the proposed project construction and operations and compares to appropriate de minimis thresholds for various pollutants for which the region is in nonattainment. None of the pollutant emissions would exceed applicability threshold levels, and therefore the proposed project meets the conformity requirement. Ambient CO impacts were also analyzed to demonstrate compliance with National Ambient Air Quality Standards for CO by using EPA approved mathematical models for emission and impact analyses.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
618.1	3.0 Air	Analysis	6.0 Public	General Public	Air Quality While "Federal actions located in non-attainment and maintenance areas are required to demonstrate compliance with the general conformity guidelines", how do the "project emissions" add to the total base emissions? Will total emissions remain below allowable ambient standards or just "action" emissions? How were the year 2010 emissions calculated? How will the actual emissions be measured? Is there any procedure that guards against exceeding the assumed emissions? Explain the analysis used that determined CO emissions remain below allowable ambient standards under both alternatives. What are the "minor modifications" to NNMC's Title V permit and explain the requirement.	Please refer to Section 4.4, which provides estimated operational emissions and discusses potential modifications to the Base air permit. Refer to Appendix B for the procedures and assumptions followed to calculate emissions in 2010 and to calculate CO emissions. The addition of any new emergency generators must be listed on the air permit - a minor modification. Stationary sources will be monitored in accordance with permit requirements. Any new Boilers or generators will have to be tested, which will be done when facilities are in place. Actual emissions cannot be calculated until facilities are in place, so a conservative analysis is provided in Appendix B.
619	4.0 Noise		6.0 Public	General Public	1. Under both alternatives, approximately one third of the projects are south of Building How was it determined that "residential areas...across Jones Bridge Road are far enough from the construction sites that they are unlikely to be impacted by the noise from the construction activities"? Further, "unlikely" is a very subjective term and no basis for this determination is provided. 2. How can "noise caused by additional traffic" "not be expected to change existing noise levels"? Further, "noticeably" is a very subjective term and no basis for this determination is provided. 3. Increased noise from helicopter flights is predicated on a marginal assessment based on the first five months of 2007. Why isn't the noise of a "short-term and not predictable" duration considered an adverse impact? Further, "significant" is a very subjective term and no basis for this determination is provided.	The areas that are in close proximity to Jones Bridge Road that would undergo construction/demolition under the alternatives are Building 12 area and Building 23. Building 12 area and Building 23 areas are approximately 700 and 400 feet respectively from the NNMC property line in the south. The road accounts for an additional 50 plus feet. Noise level diminishes 6 dBA with every doubling of distance from a stationary source. The conclusion made in the Draft EIS were based on these data. To measure the impact of the construction noise impacts, the noise monitoring locations will be located in receiving property lines. The monitoring will be conducted as per a noise suppression plan, which will be subject to Montgomery County DEP approval. The noise monitoring will take place before and during construction activities. This will be conducted by the construction contractor.
620	9.0 Transportation	Construction	6.0 Public	General Public	How was it determined that "construction traffic volumes are significantly lower than the volumes expected during operations"? The expectation that construction traffic would have less impact on area roadways is not supported in this document, assuming this addresses volume. What is not discussed is the size of the vehicles and their impact to the roadway structure. Similar statements are found at the bottom of page 2-24. Please explain. This document does not support any connection between constraining the construction crew parking and greater reliance on mass transit which would thereby minimize construction vehicle impact. Please explain the rationale of the assertion. Additionally, restricting on-base parking will lead to increased demand for off-base parking in an area with already limited availability. How is this impact addressed?	Construction each day would generate significantly smaller volumes of traffic than full operations, which assumed over 3,000 daily, added to growth that had occurred by 2011 to calculate worst case traffic impacts. Truck traffic during construction, as estimated for the air impacts analysis, over 3 years would only be the equivalent of several days of the assumed vehicle trips during operation. Construction crews would commute to use 200 parking spaces and the remainder would be encouraged to use mass transit. The total number of workers on any given day will vary but are estimated to be 1,000 at their peak, significantly less than the 3,000 trips used for the traffic analysis at the peak. Moreover, construction traffic typically occurs outside of the typical morning and afternoon peak commuter periods (7 -9 AM and 4 -6 PM, respectively). Rarely does this traffic impact the afternoon peak period. Truck activity would be concentrated during the off-peak periods, with the primary route being along Rockville Pike to/from the Capital Beltway.
621	7.0 Land/Socio		6.0 Public	General Public	On what is the assumption based that there would be "major beneficial economics to the surrounding economy" and that there would be an "increase in local sales volume"? Please also explain how the percentages were quantified. Why is it assumed the patients and visitors are likely predominantly to go to and from NNMC...without affecting the immediate local area off base economically..."? Local residents WILL notice the increased traffic during non-rush hours; it is dismissive to assume otherwise.	The socioeconomic analysis was based on the EIFS model, created by the Army Corps of Engineers, which is a standard input-output model and is explained in the document. Economic benefits would result based on increased spending and employment within the region of influence (ROI). The FEIS acknowledges that there will be an increase in traffic, as discussed in the transportation section of the document.
622	8.0 HHS		6.0 Public	General Public	Will the identified SWMUs and AOCs be remediated during construction activity? If so, why is the corrective action plan not included for public review given this is an environmental impact that must be addressed under NEPA? Is the increased traffic associated with the management of Regulated Medical Waste included in the traffic impact assessment?	As stated in the Draft EIS, Sections 4.11.1.2 and 4.11.2.2 construction/demolition activities in the areas with SWMUs/AOCs would occur only with EPA concurrence. With the Preferred Alternative, the Navy is no longer proposing any construction/demolition activities in the Building 150 area.
623	1.0 General	Cumulative Impacts	6.0 Public	General Public	Please address any changes to these assertions based on responses to previous comments (Comments 612 through 622).	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
624	9.0 Transportation		6.0 Public	General Public	Please cite the specific law that relieves the DoN from mitigating impacts associated with this proposed action. What happens if neither the Montgomery County or the State of Maryland Department of Transportation provide funds to make improvements to intersections already exceeding CLV? This apparent disregard for the welfare of the surrounding community is in sharp contrast with NEPA reliance on cooperative planning. Please explain how the approach described is consistent with NEPA regulations that state "Agencies shall reduce delays by emphasizing interagency cooperation before the EIS is prepared.....". The document further indicates the DoN is not responsible for increased traffic at intersections "that do not cause the intersection to exceed or approach capacity". So is it the DoN opinion the proposed action can nearly maximize a given capacity, but if the action doesn't exceed capacity, the DoN is not responsible?	As stated correctly in the DEIS Executive Summary, page ES-19, and elsewhere, the Defense Access Roads (DAR) Program provides the only authority for the Navy to fund or manage road improvements off Base. Off Base roads are under state or county jurisdiction. The DEIS also correctly states the criteria for inclusion in the DAR Program. However, the Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
625	4.0 Noise		6.0 Public	General Public	Please provide additional information that supports the assertion of an "overall 1.94 annual percent growth in the traffic volumes". The contention that traffic has increased less than 8% since 2003 is difficult to believe. Finally, measurements may be of vehicles per hour but there is no discussion of whether the volume is sustained for several hours. A simple per hour comparison does not adequately address the entire impact. Shouldn't a new noise study be conducted instead of making decisions today of noise impact based on a 2003 noise survey extrapolated to account for "an overall 1.94% annual growth in the traffic volumes"? From where does "double/halve" for a 3db change come and how can "it be assumed that the noise levels...have not increased sufficiently to be discernable to the human ear"? This may be a logical deduction but it may not reflect reality.	The Draft EIS used the 2003 Noise Study to identify the locations of the intersections where the noise monitoring stations were located that would be applicable to the NNMC projects. The traffic increase in those intersections were based on the 2006 traffic counts used in the Draft EIS Transportation Study. Likewise, the Draft EIS states that there will be an increase of 1-2 flights per month, however, this increase would not result in significant noise impact.
626	4.0 Noise		6.0 Public	General Public	Does the NNMC have an AICUZ? Please make it available for review.	NNMC does not have an AICUZ. NNMC does not have an air installation and is not required to have an Air Installation Compatible Use Zone (AICUZ).
627	9.0 Transportation		6.0 Public	General Public	There are an additional five (5) "key intersections" that have an existing LOS of "E" which, as stated is "always unacceptable". These should be highlighted and factored into planning decisions.	The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines. These use CLV capacities to denote intersection failure. The LOS is provided for comparison. The CLV capacities used for failure correspond to LOS F.
628	9.0 Transportation		6.0 Public	General Public	What percentage of the Walter Reed employees does 1,410 employees constitute?	The total number of current WRAMC employees is 4834, so 1410 is 29% of the WRAMC campus population.
629	7.0 Land/Socio		6.0 Public	General Public	There is a considerable residential area in East Bethesda that should not be dismissed or included as the "increasingly dense and urbanized development of the CBD". This section MUST present and discuss planned improvements such as the Metro Purple Line. Failure to do so would be a serious omission.	The Purple Line was and is still in a planning phase, under the administration of the Maryland Transit Administration (MTA). The MTA is currently conducting An Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) that would provide details regarding the preferred route, travel time benefits, projected ridership and other factors. The current project schedule indicates that the AA/DEIS would be finalized in summer 2008 after public hearings, and the earliest construction could begin in 2012. Based on these considerations, the Purple Line was noted in the DEIS traffic study as the Bi-County Transitway (page 40), and was not given special analysis treatment. However, it should be noted that the calculated peak hour trips for the BRAC alternatives were reduced by 15% to reflect use of transit (including the Purple Line connection to the WMATA Red Line Corridor) and other alternative travel modes, per agreement with M-NCPPC TPD staff. The FEIS and revised traffic study will include the Purple Line in the list of Potential Long Term Improvements.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
630	3.0 Air	Mobile	6.0 Public	General Public	Simply because the "average 8-hour CO concentrations in the North and South garages" do not exceed the NAAQS limit of 9 ppm does not make them insignificant.	For both North and South Garages, the DEIS determines: a) the indoor CO concentrations within each garage and compares them to NAAQS 8-hour limit (9 ppm) and MWCOG 1-hour preferred level (25 ppm), b) the outdoor CO concentrations at worst-case sites for receiving emissions from both garages for comparison with NAAQS. All indoor and outdoor results show no exceedance of any standards or regulations, and therefore the DEIS concludes that the garages' impact are not significant.
631	3.0 Air	Mobile	6.0 Public	General Public	Mobile Source Microscale Impacts: The intersections on Jones Bridge Road with NNMC should be included in this assessment. The selection criteria should not be based solely on the traffic analysis. The assumption that future concentrations for CO will be LESS than existing "due to the improvement of vehicle engines" is unfounded and not within the control of NNMC. Future emissions MUST assume worst-case scenarios that exist today added to expected emissions from new sources. Also, this is predicated on just the number of vehicles and sources associated with the proposed action and does not consider the anticipated growth of the area. On what is the assumption based that since it is projected the proposed projects will not create a new violation nor increase any existing violations, they won't delay the time attainment of NAAQS? There is fallacy in the argument given the foregoing comments.	1) The worst-case intersections (Rockville Pike and Connecticut Avenue) at Jones Bridge Road were included in the DEIS analysis, based on traffic volumes and NNMC project activities. Other sites would have smaller impacts. 2) The future vehicular emissions for CO will be less than existing emissions because of the improvement of vehicle engines as mandated by EPA regulations, not by NNMC project measures, and were also confirmed using MOBILE6.2 modeling. The resulting CO impacts were then calculated by using CAL3QHC model to demonstrate this ambient effect as presented in DEIS. 3) The number of vehicles, traffic data, and sources associated with the proposed action were obtained from the EIS project traffic study and included the growth of the area. 4) The DEIS demonstrates the future ambient concentrations under no-build and all build alternatives conditions, and all predicted results show compliance with the standards and conformity requirements.
632	4.0 Noise		6.0 Public	General Public	Simply because vehicle noise will "occur in areas already experiencing vehicular noise" and will increase significantly at several key intersections adjacent to residential areas but not enough to produce a 3db increase, does not relieve the DoN from the responsibility of mitigating impact.	The analysis states that the noise increase from BRAC traffic is minor to negligible; mitigation is not required.
633	4.0 Noise		6.0 Public	General Public	Since the WRAMC receives one to two flights per month, based on extremely limited data, and it receives "occasional MEDSTAR and State Trooper flights, isn't it reasonable to assume these and more will continue given the nature of proposed facilities? It should be noted a "flight" consists of a landing and a take-off. Even if helicopter flights increase a very conservative 8-16%, this represents a very significant change to the local residents who live in the approach path. Further, the increased flights represent an even greater possibility of crashes. Simply because a noise is "temporary" does not make it less dangerous. This area of impact warrants far more study. Please calculate the economic impact to real estate prices in the nearby residential areas if one could expect a helicopter flight (landing and taking off) every other day.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
634	9.0 Transportation		6.0 Public	General Public	I can find no basis for the assumption in the statement "So the 1,692-1,862 patients and visitors...actually would come in significantly fewer vehicles - perhaps half the number...." The EIS presumes to know the mode of transportation and number of passengers.	Comment noted. The statement has been revised to state that the number of passengers are implicit in the trip generation rates estimated by the ITE for the functions being assumed. No additional assumptions were used to generate trips.
635	9.0 Transportation	Construction	6.0 Public	General Public	How can it be construed that by limiting the number of available parking spaces will impact traffic much less? I recall the EIS provides an estimate of 5500-5600 construction employees. Given the construction period is roughly three years, that equates to an average of 1833-1866/year. Further, given the heaviest construction occurs in 2010, how is it possible this will be "much less than the impacts identified for the NNMC commuter traffic"?	The daily volumes for construction vehicles carrying material and equipment are significantly smaller than the volumes estimated for commuters during operations in the transportation analysis (the total estimated truck trips over three years is only equivalent to several days of operations, which has over 3,000 vehicles per day). Likewise, the construction crew commuting will be constrained by limiting parking spaces (currently 200 spaces); contractors are committed contractually to (and gain LEED points by) subsidizing mass transit and bussing from designated parking lots for other construction workers. Workers are not expected to exceed 1,000 per day.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
636	9.0 Transportation		6.0 Public	General Public	When will the Gunnell Road gate safety and security analysis be available and why weren't these types of studies completed to fully assess the impacts of the proposed action? The identification of road improvement requirements that would have to be funded by local and/or State agencies, and paid for by residents, does not relieve the DoN of its' responsibility to mitigate impacts associated with proposed actions. Rockville Pike cannot be expanded east at the intersection of Jones Bridge so the expansion would be at the expense of considerable green space to the west.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. Gate improvements projects will have independent NEPA documentation.
637	9.0 Transportation	Further Studies	6.0 Public	General Public	If the use of slip ramps was mandated by NNMC, the 25% of trips cited would increase dramatically. Further, since the EIS takes the position that the DoN does not have to mitigate impacts outside its' fence line, why is it considered by the statement "having limited effectiveness at improving regional traffic"? The EIS states the FHA "would likely preclude the addition of an intersection" without providing whether the possibility was fully pursued. The issue of a no turn-around could be rectified through the construction of a perimeter road that would lead to off-campus access. The EIS should explore more fully the use of slip ramps despite the dire "immense cost" possibility especially given the fact the DoN assumes no responsibility otherwise for the impact to local traffic.	Comment noted. DEIS and FEIS Traffic Study (Appendix C) recommend further study and implementation (if warranted) by appropriate public agencies
638	9.0 Transportation		6.0 Public	General Public	Why is there no consideration given to the cumulative impact of the proposed Metro Purple Line?	The Purple Line was and is still in a planning phase, under the administration of the Maryland Transit Administration (MTA). The MTA is currently conducting An Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) that would provide details regarding the preferred route, travel time benefits, projected ridership and other factors. The current project schedule indicates that the AA/DEIS would be finalized in summer 2008 after public hearings, and the earliest construction could begin is 2012. Based on these considerations, the Purple Line was noted in the DEIS traffic study as the Bi-County Transitway (page 40), and was not given special analysis treatment. However, it should be noted that the calculated peak hour trips for the BRAC alternatives were reduced by 15% to reflect use of transit (including the Purple Line connection to the WMATA Red Line Corridor) and other alternative travel modes, per agreement with M-NCPPC TPD staff. The FEIS and revised traffic study will include the Purple Line in the list of Potential Long Term Improvements.
639	9.0 Transportation	Cedar Lane	6.0 Public	General Public	As a resident of Parkwood Drive in Bethesda, MD, I urge you to take a careful look at the intersection of Cedar Lane and Rt. 355, Rockville Pike in light of the upcoming BRAC project at NNMC. This intersection is already overcrowded, and something will need to be done when additional personnel are moved to NNMC.	The FEIS will recommend the undertaking of an engineering study by the public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.
640	9.0 Transportation		6.0 Public	General Public	There are several other nearby intersections which are already gridlocked at rush hours, and will need attention. These are: Rt. 355 and Grosvenor Lane, Summit Avenue and Knowles Avenue, and Knowles Avenue and Connecticut Avenue.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). The MD 355 at Grosvenor Lane intersection was included in the study scope. Additional studies should be undertaken by the public transportation agencies.
641	9.0 Transportation		6.0 Public	General Public	The EIS fails to apply an appropriate standard to gauge the actual "environmental impact" of Navy's adding additional traffic. The report focuses on the fact that the Navy will double the traffic that the facility currently generates but ignores the actual impact of that on the transportation environment, where the traffic is already gridlocked. By analogy, a power plant may only double its emissions, but that doubling might destroy all life around the plant. The environmental impact is the latter.	The EIS traffic study applies the County congestion standards to determine potential Navy impacts on the study area roadways, as stipulated by the M-NCPPC Local Area Transportation Review (LATR) Guidelines (July 2004).

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
642	9.0 Transportation	Cedar Lane	6.0 Public	General Public	The Navy's reliance on the 1990 Bethesda Chevy Chase Master Plan to suggest that traffic should be alleviated by widening part of Cedar Lane or 355 near the site is disingenuous. The plan does not speak to 2008, and the Navy's proposal to widen 355 and Cedar Lane would only add to more severe traffic congestion further along those roads. The Navy's suggestion is no more than an attempt to fob off responsibility for the traffic crisis that the Navy's proposed expansion will severely exacerbate.	The FEIS will recommend the undertaking of an engineering study by the public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.
643	9.0 Transportation	Parking	6.0 Public	General Public	Most significantly, the Navy fails to come up with innovative solutions based on public transportation rather than use of commuter cars. For example, detailed public transportation solutions were proposed to the Navy by ACT to mitigate traffic congestion generated by the expansion. The Navy's EIS ignores these suggestions and even proposes adding substantial new parking space to the site, which will only encourage greater use of cars. If the Navy proceeds along its current course, it will only produce deeper gridlock in this area that it will need to address later by providing alternative solutions not based on encouraging use of commuter cars.	Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.
644	9.0 Transportation	Roadway Funding	6.0 Public	General Public	Overall by claiming its hands are tied by legislation and that others are responsible for dealing with the financial burdens of the effects of its actions, the Navy seeks to shirk responsibility for the transportation and environmental disaster it is creating. Our county and state elected officials should not allow Navy to get by with this tack.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
645	9.0 Transportation		6.0 Public	General Public	I think it is completely unreasonable to increase the population of people both working at this location as well as increasing by twofold the amount of outpatient visitors by day without having a transportation implementation plan already in place. Look what happened to Frederick. They had and still have no plan and now you have bottle neck traffic trying to leave Frederick as early as 5 a.m. This type of traffic is needless and should be addressed and you have the opportunity to address that issue NOW.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
646	9.0 Transportation		6.0 Public	General Public	This says it all- traffic is already at capacity on Rockville Pike even without adding more employees to Navy Medical in Bethesda. No one will switch to Metro without financial incentives. I suggest that charging for parking at NIH and Navy Medical are the only options that will have immediate impact. I also suggest that otherwise it will be impossible for anyone to get to work in Bethesda with the current plan. Future Background Traffic Conditions: These traffic conditions would occur in year 2011 without the BRAC Action. The capacity analysis results for this situation show that four intersections would operate above the established Critical Lane Volume (CLV) standards. These are Rockville Pike at Cedar Lane, Connecticut Avenue at Jones Bridge Road, Rockville Pike at Jones Bridge Road and Old Georgetown Road at Cedar Lane.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
647	9.0 Transportation	Beltway + Pedestrian Connection	6.0 Public	General Public	Please construct an entrance/exit ramp directly into the Beltway for your patients and employees. This is the only option that makes any sense for a 21st century dense urban area. Please construct a protected passageway from the Medical Metro stop to your grounds - either under Wisc Ave or a pedestrian walkway elevated over Wisc Ave. You must encourage, strongly encourage Metro use amongst your patients and employees.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2. The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
647.1	9.0 Transportation	Beltway + Pedestrian Connection	6.0 Public	General Public	Continuation of 647.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
648	9.0 Transportation		6.0 Public	General Public	I am in support of the proposed base realignment and closure actions. I would like to point out that any environmental impact resulting from the proposed actions could be significantly reduced by making parallel workforce policy changes at the National Institutes of Health (NIH). Thousands of employees of the NIH (including its satellite locations in Rockville) have not been afforded the opportunity to use telework opportunities as intended by law. While laboratory and hospital staff is essential and presence mandatory, there are thousands of administrative employees who can and should be required to telework. This is particularly true of the Office of Director. The decreased traffic realized by NIH teleworking would more than compensate for the increase in traffic caused by staff and patients resulting from BRAC. For just a sampling of the administrative offices that should be required to give an accounting of the number of teleworking hours for each administrative employee in the last 2 years, see http://www.nih.gov/icd/od/	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
648	9.0 Transportation		6.0 Public	General Public	Public Law 106-346, § 359 of Oct. 23, 2000, requires that each executive agency shall establish a policy under which eligible employees of the agency may participate in telecommuting to the maximum extent possible without diminished employee performance. Not later than 6 months after the date of the enactment of the this Act, the Director of the Office of Personnel Management shall provide that the requirements of this section are applied to 25 percent of the Federal workforce, and to an additional 25 percent of such workforce each year thereafter.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
649	9.0 Transportation		6.0 Public	General Public	<p>I plead that the expansion plan carefully considers the intolerable and unreasonable burden the expected traffic will have on at least the following intersections:</p> <p>1. Cedar Lane & Rockville Pike (which has already been given the lowest rating for traffic congestion) 2. U turn on Rockville Pike for east-bound Beltway users and others to go North. 3. Summit Ave and Knowles Ave. 4. Connecticut Ave and Knowles Ave. 5. Connecticut Ave and Plyers Mill Rd.</p> <p>As for #1, I understand that traffic on West Cedar Lane was considered, but not the intersection in its entirety. This intersection was given a grade of F even though the study projects a 20% increase in traffic turning from Rockville Pike onto Cedar Lane. I am particularly alarmed by the projected increase in traffic on Cedar Lane and Knowles Ave./Summit Avenue as any minor increase in traffic TODAY leads to significant cut-through traffic on my own neighborhood street-- Parkwood Dr.</p>	Comment noted. The projected increase in traffic is really 17 vehicles or 15% (AM Peak Hour) and 36 vehicles or 9% (PM Peak Hour). The volumes would have minimal impacts on the adjacent neighborhoods. However, this conclusion should be confirmed by a County study.
649	9.0 Transportation		6.0 Public	General Public	<p>Even with the traffic light at the U turn, during rush hour it is virtually impossible to make the U turn to go North on Rockville Pike because of (a) the number of people needing to use that U turn and (b) the non-stop traffic coming from Navy Medical direction that prevents the turn being completed.</p> <p>As for #3, 4 and 5: These are directly affected by the traffic of the first two. It is a sisyphian domino affect.</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
650	9.0 Transportation		6.0 Public	General Public	<p>Finally, I am genuinely perplexed as to how the thousands of patients and staff of both Navy Medical and NIH expect they will be able to sanely and safely navigate these congested streets to receive or provide the promised services. The projected traffic increase is simply unsustainable.</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
651	9.0 Transportation	BRAC Law	6.0 Public	General Public	<p>Obviously, the "powers that be" neither travel nor live in this area. The plan to bring Walter Reed to the Bethesda Naval Hospital location is so ludicrous that it is unimaginable. Please reconsider this proposal.</p>	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.
652	9.0 Transportation	BRAC Law	6.0 Public	General Public	<p>These congestion and traffic problems are all issues the Military Base Alignment Commission should have taken into account, before making an ill advised decision to move Walter Reed Hospital to Bethesda. That initial decision itself should be revisited, and reversed.</p>	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.
653	7.0 Land/Socio	Housing	6.0 Public	General Public	<p>The EIS makes the incredible assumption that "no relocation of off-base personnel is expected of the proposed action". (Section 4:10 ff) Coping with the Beltway traffic is one reason that is incredible. The EIS goes on to state no impacts on housing, Public Services (i.e. schools) or land use are expected. If this laughable assumption comes true in the short run, what is the situation in 10-15 years when the off-base personnel will retire? Many professionals and service employees will want to live within striking distance of their jobs. An EIS has to deal with the future!!!!</p>	The EIS states that there is no expected migration into the ROI, which is defined as Montgomery County, Prince George's County, and the District of Columbia. The new development on NNMC is within Base boundaries, which has its own lodging, eating establishments and retail facility. Lodging needed for patients and visitors will be provided on Base. The relocation of jobs to NNMC from WRAMC constitutes less than 1/2 mile additional distance for commuters coming from the east on the beltway, reduces the distance for those coming from the west, and provides a more convenient Metro station for public transit. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
654	8.0 HHS		6.0 Public	General Public	There are Homeland Security issues that have not been recognized. Suburban Hospital, NIH, NMMC and the Institute that trains doctors for the armed service are in the continuous strip and for one mile East of Suburban. That is the national medical research campus and will be housing military wounded who are cured or recovering. Well-placed explosives in Wisconsin Avenue can eliminate this concentration and adjoining neighborhoods. Three of my closest friends have been killed by terrorists abroad, that is my special context for concern. I am sensitive to US targets for terrorism at home. Apparently no decision makers or EIS analysts considered the Homeland Security context.	As noted in Sections 4.11.1.5 and 4.11.2.5, new facilities would be designed and constructed to comply with all relevant anti-terrorism/force protection criteria.
655	9.0 Transportation		6.0 Public	General Public	What consideration is being paid to E. Cedar Lane and Parkview neighborhood?	The Navy considers the potential impacts of BRAC on this neighborhood, and recommends that identified issues be addressed by the County.
656	1.0 General	BRAC Law	6.0 Public	General Public	Why are these two hospitals being consolidated on one site? Are they not both superb facilities, well used, and expected to continue to be well used?	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.
657	1.0 General	Alternatives	6.0 Public	General Public	The EIS states that The Recreation Center will be replaced. Will a new Rec. Center be built. What is the impact of this proposed action upon the residential housing located in the adjacent areas.	NNMC does not have a recreation center. Commenter may mean the Fitness Center or Gym which is affected by Alternative 1 and 2. No direct impact is anticipated on housing in the adjacent areas regardless of the resolution of the fate of the Fitness Center/gym.
658	9.0 Transportation		6.0 Public	General Public	If a subterranean connection is created between NNMC, NIH, & WMATA, ensure that pedestrian connectivity is maintained such that a pedestrian may traverse MD 355 without charge. The Metrocheks program requires users to rely on fewer modes of transportation, as the user's vehicle is no longer permitted on the premises. While I appreciate the incentive toward transit, it may be that such a program does not fully realize the potential of a multi modal system. Users who may wish to opt into regularly using transit may wish to have the option of private car travel, should a need arise. Consider the following: INCENTIVE) Offer a Metrocheks program while still permitting parking at NNMC. However, monetary reimbursement would be less than that which could be otherwise acquired if the user agrees to relinquish parking rights. Further study should consider what reimbursement levels would attract more users currently relying on personal cars, rather than potentially causing current users to revert to the lower reimbursement option.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
658	9.0 Transportation		6.0 Public	General Public	DISINCENTIVE) Increase the cost of parking &/or reduce the amount of available parking spaces at NNMC to discourage the use of private cars. Consider using a pricing mechanism which would generally result in high usage of available parking, but which would generally ensure that some parking spaces will be open at any given time. OTHER) Provide incentives favorable toward motorcycles & mopeds, which can ease the pressure on transportation networks as well as reduce environmental impacts.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.

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659	9.0 Transportation	HHMI	6.0 Public	Howard Hughes Medical Institute Vice President for Communications and Public Affairs	HHMI is located at 4000 Jones Bridge Road in the immediate vicinity of the National Naval Medical Center, and we welcome the opportunities that will be created by the relocation of the Walter Reed Army Medical Center to Bethesda, yet it is clear to us that this development will succeed in meeting the needs of patients, family and staff only if the significant transportation impacts are addressed in a comprehensive manner. Short-term and piecemeal approaches will, in our view, only result in further gridlock in an already congested suburban area thereby undercutting the benefits of the consolidation for military personnel and the surrounding area. By way of background, HHMI is a non-profit medical organization that plays a major role in advancing biomedical research and science education in the U.S. and beyond. We employ and support approximately 300 investigators in Hughes Laboratories around the nation and also have a major research campus in Northern Virginia.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
659	9.0 Transportation	HHMI	6.0 Public	Howard Hughes Medical Institute Vice President for Communications and Public Affairs	Our headquarters is located on a 36.5-acre campus at the corner of Jones Bridge Road and Connecticut Avenue, less than a mile east of the entrance to the Uniformed Services University of Health Sciences. It has been designed to fit within the context of the surrounding residential neighborhood and serves as the focal point for overseeing HHMI's research and educational activities as well as a conference center for our scientific and educational meetings which occur throughout the year. Creativity and collaboration are the foundations of HHMI's scientific achievements, and we believe that both of these attributes will be required in the planning and development of a robust road and transit infrastructure that supports two premier federal installations, the new Walter Reed and the National Institutes of Health while preserving the residential environment that surrounds them. As a good citizen and neighbor of National Naval Medical Center, HHMI welcomes the opportunity to participate in the BRAC implementation process.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
660	9.0 Transportation		6.0 Public	General Public	We are surrounded by three of the major intersections which are on one of those sheets in the back that are going to have a massive impact once something happens at Navy. We were told a lot of stories when NIH expanded their size, and our traffic on our little side streets increase by double, because we didn't have enough vigilance to speak up when this was -- became an issue. We trusted them to have the traffic go, have all sorts of traffic mediation and traffic options for their workers. But if anybody has been on Rockville Pike lately, right in front of the Naval Hospital at about rush hour traffic and seen the stream of cars coming out of NIH, you know that it's not the local traffic that is of concern. It is the people who are coming and going to work places along that route.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
660	9.0 Transportation		6.0 Public	General Public	My biggest concern is that there are several intersections that have not been included on that study, one of them is north of Cedar Lane towards the Beltway on Old Georgetown Road. None of those intersections have been listed. Also, we have a couple of intersections that are the only way to get into our neighborhood, which is Pooks Hill Road, Alta Vista and Beech. Beech is of major concern because anybody turning left on Alta Vista to cut through our neighborhood to get away from the traffic on either Cedar or 355 cuts right in front of my house. During one hour of this afternoon, 380 cars ran right in the front of my house. This is -- about three-quarters of them are cut through traffic. Thirty percent of them are so frustrated that they disobey any kind of rules, including Stop signs.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
661	9.0 Transportation		6.0 Public	General Public	My other concern is with the helicopter traffic increase, that is something that we haven't heard anything about because we have already a lot of helicopter traffic as is above our homes.	The Draft EIS states that there will be an increase of 1-2 flights per month, however, this increase would not result in significant noise impact.

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662	9.0 Transportation		6.0 Public	General Public	As you know, you're already in violation of your covenant and deed which said that the Navy would never have a gate guard and never behave like a normal military base, that it was going to be a hospital and it was conveyed under those certain circumstances. You've already violated that. Now you're proposing to put twice as many people on that Base every day as you had before, so you're going to have to go -- all those people through that gate and through that gate guard. So it's going to be even more problematic.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
663	1.0 General	Alternatives	6.0 Public	General Public	But in looking at the plan, there were two plans that I can see on the board in the EIS. One of them proposes eliminating the former NAMRI [NMR] area, all of the buildings. And I presume they'll be razed. This raises environmental questions. There's a lot of contamination on that site. There's contamination from a cesium source that was broken and contaminated a small outbuilding over there. And although cesium is soluble, it's probably long since gone, those things need to be checked out. There's a lot of asbestos in that old animal building as well as PCBs and other kinds of contaminants that have to be addressed before they're stirred up and put back in the air.	The Navy's Preferred Alternative will avoid demolition of these buildings. If the buildings are demolished the Navy will comply with all applicable state and local laws and regulations.
664	8.0 HHS		6.0 Public	General Public	I'm also concerned from the Homeland Security issue that having twice as many people on that Base is going to make it even more difficult to control and open it up to even more risk. As you know, AFRRRI has a research reactor which is fueled with highly enriched uranium, which is a bomb target. As you also know, that there's two of the largest sealed sources east of the Mississippi, one cesium, one cobalt are at that facility. And those would make prime targets for terrorist activity, so for a radiological dispersion device. You don't have to have the radiological thing. All you have to do is have the dispersal agent. So you've got to take those things into consideration. You can't just put more people on that campus and have more risk without getting rid of that facility. It poses a risk to the entire neighborhood in the unlikely event but the possible event of a terrorist activity. So without addressing what's going to happen to AFRI and those sources, I think that you haven't even scratched the surface on what you need to do to address the potential environmental impact.	Navy's proposed action in the EIS would not involve the AFRRRI facilities.
665	9.0 Transportation		6.0 Public	General Public	"...I welcome the opportunity to see the Base expanded so that it provides enhanced access to world-class medical care for our military personnel. I think that's an incredibly important goal. But as we're hearing here today and as we'll continue to hear until at least the 28th, expanding the Base will be incredibly challenging, and it will require rigorous -- a level of study that, frankly, we're not really seeing in the DEIS. We need reliable quality data and one place to look for that is in the traffic data. In this respect, the DEIS falls dreadfully short. And let me just give you a few examples. As you know, in 2006, Montgomery County also conducted surveys of local intersections. It surveyed 13 common intersections that were also looked at by DEIS. And there are some important differences. First, the county conducted the -- collected these data in 2002 and 2005, so several years before DEIS conducted its surveys.	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
665	9.0 Transportation		6.0 Public	General Public	In addition, what you find is that the DEIS consistently under reports these intersections. That is of the common intersections, it under reports not just by 17 percent but the range goes as high as 43 percent, and it raises real questions about how those surveys were actually conducted. You might wonder why is this important? What difference does a 17 percent difference make? Well, it makes a lot of difference. If you adjust the DIES traffic estimates during the p.m. commute, you end up with six, not two failing intersections. Now if we think we have a problem with cut through traffic now in Maplewood or Glenbrook Village where I live, just wait. It's going to be much, much worse. It seems to that it's important to make sure that we have good quality, reliable data, with respect to the traffics surveys at least. Otherwise, our county, our state leaders won't know -- won't have any real basis for getting the additional funds needed to make sure the infrastructure improvements are in place as the BRAC expansion goes forwards.	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
665.1	9.0 Transportation		6.0 Public	General Public	And if you compare the two data sources, what you find is that DEIS underestimates traffic volumes by 17 percent on average if you look at the different intersections that were shown earlier this evening. What DEIS finds is that only 2 out of 13 intersections are now failing whereas Montgomery County found, again, between 2002 and 2005, that 4 out of 13, or about 31 percent of those same intersections are at failing loads. That is they have Critical Lane Volumes of 1600 per hour or more. If you look at -- if you add the average estimates for how much traffic is going to increase by 2011, if you do nothing, that's about 4.2 percent on average in the evening, you go from four failing intersections to eight. And then finally, if you add the 7.5 percent average increase in traffic loads that DEIS itself reports, if you do the BRAC expansion, by 2011, you'll go up 150 percent. You'll have 10 failing intersections, not 4, not -- in the p.m. commute alone, 10 failing intersections.	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
666	9.0 Transportation		6.0 Public	General Public	I understand from the introduction that the Commander gave that the data on which the proposed traffic plans are made doesn't actually take into account any future developments in Montgomery County. And at the same time, I'm concerned that at least one significant development that will shortly be under consideration by Montgomery County's Planning Council, that is the Nation's Academy to be -- that is proposed for the Grosvenor Estate on Grosvenor Lane will have an enormous impact on the area's traffic. And I'm hopeful that in developing plans for traffic that the Navy and the Army will put together a more global approach to the traffic management. The Nation's Academy, if it goes through and becomes a developed school as they plan it and at the scale at which they plan it, will be a project that involves as many people coming to and from that campus every single day as you expect to have in your increased numbers for employees, and that is all within the same corridor.	The Commander referred to additional potential NNMC campus development that could occur after completion of the BRAC Action. Traffic impact studies are required, by the M-NCPPC Local Area Transportation Review (LATR) Guidelines, to include only approved but unbuilt developments for forecasting purposes. Eleven approved but unbuilt developments were identified by staff for consideration in the EIS traffic study.
666	9.0 Transportation		6.0 Public	General Public	It -- several of the intersections that you look at in your study overlap in the intersections that have to be under scrutiny for this particular project, and I think we, all of us in this area as residents believe that we're already in the midst of overwhelming congestion. And for just the purposes of dealing with traffic on a reality level, I would like to ask that the continuing studies of traffic impact of BRAC on the area begin to take into account not just those that are already in the pipeline but those developments that are projected to occur between now and the point that BRAC becomes an implemented project, because this other one will, if it is approved, is anticipated to come to fruition before BRAC gets underway. And it will have a certain impact on your study and on your plans for traffic management.	The Navy will follow the County's Guidelines in this BRAC Action evaluation process.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
667	9.0 Transportation	Drop Off	6.0 Public	General Public	I actually live directly across from the Gunnell entrance on Glenbook Parkway from the Navy Medical Center. And my concern with the DEIS is that there is no provision for a drop off spot or a Kiss and Ride for the employees on the Base. And currently, our neighborhood and my driveway is the Kiss and Ride for the Navy Medical Center at this time. And given the number of people that are projected to come and to be a part of the Base in the future, I perceive that as a great problem and something that was overlooked by the Navy that is a current problem and will continue to grow.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
668	9.0 Transportation		6.0 Public	General Public	I think that from the Navy's perspective and from ours as well, having a world-class hospital is an excellent idea. But with any organization, the quality of the environment in which the people work certainly drives the results that you get from the hospital. And so I haven't seen adequate changes to any of the infrastructure that would allow your own staff, who I know are already frustrated with their inability to get on and off campus. I feel like the current plans are going to exacerbate the situation, not improve it. I also feel like in dealing with all of these traffic issues and trying to bring together a world class hospital, we have another hospital, Suburban Hospital, which will be impacted by all of the traffic changes. And so I'd hate to see a situation where we, rather than having benefit to a hospital system for everyone, we have detriment to both hospitals. And so I would hope that some of the changes that are being requested by the residents will be seriously considered.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
668	9.0 Transportation		6.0 Public	General Public	I also hope that some of the standards and requirements that the Navy is trying to live to will be looked at themselves because some of these requirements are inappropriate to the situation that the Navy finds itself in. So I would hope that there might be some possibility to either re-write the requirements or re-write the regs that you guys are forced to live to that will benefit everybody.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
669	9.0 Transportation		6.0 Public	General Public	I've been to some neighborhood meetings discussing the Navy realignment and I haven't heard any mention of the neighborhoods on East Cedar, only West Cedar has been brought up. Several years ago, maybe two years ago, the NIH expansion was so that the -- so much that the workers had to park elsewhere away from the NIH campus and then commute over, and they chose my neighborhood. In some cases blocking some of our driveways. And I just need to know that there'll be an agreement that this won't take place this time.	The Navy will provide 200 parking spaces for construction workers and the Navy contractor will reserve the parking spaces for contractor and subcontractor management and field staff only. For the remaining construction workforce, the Navy has required that the contractor use alternative means of bringing the workers onto NNMC, including mass transit. As a way to meet LEED Silver Certification requirements, the contractor is using mass transit use by the construction workers towards the certification. The contractor will utilize a combination of offsite coordinated park-and-ride and public transportation. The contractor will provide subsidies to the workers who utilize the WMATA system to access the construction site. To deter parking in the neighboring areas; the contractor is implementing a program that will include spot checks and disciplinary actions such as a written warning for the first offense and termination of the employee's badge access for the second offense.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
670	3.0 Air		6.0 Public	General Public	<p>And I recognize that it's [the DEIS] very deficient. It's not just traffic, but I'll give you an example of just one thing right now. The particulate requirement for -- this is air quality -- is listed on the DEIS as being -- the EPA requirements as being 10 micrograms per liter in the air. The actual requirement of EPA is one-quarter of that. So that if I look further in, I see statements made here as to what the requirements are for different pollutants and so on, but there's no justification given for what the actual values actually in this Washington area. We're known as a non-attainment area right now for air quality, so that there is much more to this DEIS that requires looking into.</p> <p>I personally can't see how this is going to hold up in court, for I'm sure that someone's going to sue the Navy. And one more point -- I note that the record of this decision is to be made by the Navy Department. In other words, they're their own critiquers, which doesn't seem right. That's to pass judgment on yourself. There should be someone else, some other organization to do this.</p>	<p>The DEIS correctly notes that area is in moderate nonattainment for ozone, nonattainment for particulate matter with diameter less than or equal to 2.5 micrometers, and maintenance for carbon monoxide and conducts appropriate analysis for these pollutants. Refer to Section 4.4 and Appendix B for specific details.</p> <p>Particulate matter is measured as both 10 micrograms and 2.5 micrograms under the NAAQS. PM2.5, for which the Washington DC area is in nonattainment, has been analyzed in this EIS. Current monitor values for the Montgomery County area are provided in the Air Quality Affected Environment section. Ambient Air quality standards are also provided in this section. NAAQS standards are determined based on thresholds for human health and safety, and are the same, nation-wide.</p> <p>The Navy is responsible by law for making the decision on which alternative to select; refer to Section 1.3.3.3 for a discussion of the decision process.</p>
671	1.0 General	BRAC Law	6.0 Public	General Public	<p>It's a very bad idea to close Walter Reed. That's a perfect location for a hospital, and it's only going to make traffic in Bethesda, which is already getting much, much worse, and it's going to make it even worse. And that means it's going to be bad for the people who work at the facility as well as the rest of us.</p>	<p>The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.</p>
672	9.0 Transportation		6.0 Public	General Public	<p>I live in North Chevy Chase Village which is at the intersection of Connecticut Avenue, Jones Bridge Road, and is in the northeast quadrant over there. And at this point there are a number of things happening. One is, of course, what we're here for. The other is the Purple Line hearings and the proposed Purple Line going through and a third thing is the major redevelopment of the Chevy Chase Lake area, extending from Manor Road south down through Chevy Chase Lake Drive.</p> <p>All of these are going to have a major impact on the area, not just our neighborhood. And while everybody has been making a sort of nod to the others in terms of planning, I get no sense, there has been no overall coordination of any of these things and I would like to see or hear from the responsible agencies that this has been done and that all the effects have been taken into account and there has been coordination.</p>	<p>Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.</p>
673	1.0 General	Coordination	6.0 Public	President, East Bethesda Citizens Association	<p>I'm president of the East Bethesda Citizens Association, the neighborhood that sits just south of the Naval Base, bordered by Jones Bridge Road, East-West Highway, Wisconsin Avenue on the west and the Capital Crescent Trail and Columbia Country Club on the east. We will be submitting formal comments in the coming weeks. I wanted to take this opportunity to say that East Bethesda and the other group that we work with, the Coalition of Military Medical Center Neighbors are all working to make this project work. It's going to take effort on everyone's part and we encourage any citizens and residents' associations who want to stay informed on the community perspective to log on to our listservers and check out the information so that the conversation can continue. You can find links to those listservers at www.EBCA.org/BRAC.</p>	<p>Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.</p>
674	1.0 General	Coordination	6.0 Public	President, East Bethesda Citizens Association	<p>Montgomery County, through the creation of an advisory task force has been following this issue closely in the BRAC Implementation Committee and there's a wealth of information on the county website at montgomerycountymd.gov/BRAC. So those are two ways to continue the conversation and make sure we all do what we can to maintain our quality of life while we try to incorporate this world class facility.</p>	<p>Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.</p>

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
675	9.0 Transportation	Further Studies	6.0 Public	General Public	West Cedar Lane is about three blocks long and in the middle of the block is a stop light and in the afternoon it's practically impossible without ramming somebody to get out of Kimberley Avenue or Locust. And what I'm proposing and you've got a stop light up at Old Georgetown Road and West Cedar Lane that some more study be made of the traffic light situation so that people can get out of the community. My comment has to do with the parking on West Cedar Lane. They're parking on both sides of the street right now and during the daytime the parking is by people going into NIH and so forth. So you're going to have to knock off parking on West Cedar Lane.	Comment noted. Further studies to determine the need for roadway improvements should be undertaken by the appropriate public transportation agencies.
676	9.0 Transportation		6.0 Public	President, Maplewood Citizens Association	I hadn't planned to speak, but then I saw the slides that the Captain presented and I wanted to point out I think it's an error in your study. North Drive is not a signalized intersection, so it can't have a level of service. I think the road you're talking about, the next signalized light to the south, Cedar Lane, is Wilson Drive. And I think you need to look at that and see if you're really talking about Wilson Drive and not North Drive.	The Navy appreciates the time and effort taken to provide comments on the document. However, the information shown was correct.
677	7.0 Land/Socio	Housing	6.0 Public	Capital View Civic Association	You might know that the Capital View community is a Historic District. We are a community of 333 homes, half of which, about 130 homes were built at the turn of the century when the railroad came into the country and at which a number of homes which are now considered historic were constructed. There since has been a lot of in-fill development. But my concern is about the impact on our community, knowing full well that the 30,000 new commuters who will be coming toward the new Navy Medical campus will have to live somewhere. In fact, those workers and their wives or husbands and their children and their dogs will need additional toilets and schools and roads. So my first concern since we are within a three-mile radius of the new Navy Medical community, Navy Medical campus is who is going to pay for it?	The EIS states that there is no expected migration into the ROI, which is defined as Montgomery County, Prince George's County, and the District of Columbia. The new development on NNMC is within Base boundaries, which has its own lodging, eating establishments and retail facility. Lodging needed for patients and visitors will be provided on Base. The relocation of jobs to NNMC from WRAMC constitutes less than 1/2 mile additional distance for commuters coming from the east on the beltway, reduces the distance for those coming from the west, and provides a more convenient Metro station for public transit. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging.
677	7.0 Land/Socio	Housing	6.0 Public	Capital View Civic Association	Now we are all aware that the -- that our state sales tax increase, price of gas has gone up. I'm on a fixed income and so my first request of you all is has anybody figured out how much this is going to cost me to build those new schools, to improve those roads and to provide the housing, the impact on my special neighborhood that this development is going to require? So that's my first question.	The EIS states that there is no expected migration into the ROI, which is defined as Montgomery County, Prince George's County, and the District of Columbia. The new development on NNMC is within Base boundaries, which has its own lodging, eating establishments and retail facility. Lodging needed for patients and visitors will be provided on Base. The relocation of jobs to NNMC from WRAMC constitutes less than 1/2 mile additional distance for commuters coming from the east on the beltway, reduces the distance for those coming from the west, and provides a more convenient Metro station for public transit. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging.
677	7.0 Land/Socio	Housing	6.0 Public	Capital View Civic Association	So I actually am not so much making a statement, but making a request. Two requests. The first one is how much is this going to cost me out of my pocket? It doesn't seem as if the federal government is interested in really supporting this change in a good manner. And secondly, could we be provided, please with a map, a Google map which actually indicates the neighborhoods which are within the commuting, comfortable commuting distance of this project.	The EIS states that there is no expected migration into the ROI, which is defined as Montgomery County, Prince George's County, and the District of Columbia. The new development on NNMC is within Base boundaries, which has its own lodging, eating establishments and retail facility. Lodging needed for patients and visitors will be provided on Base. The relocation of jobs to NNMC from WRAMC constitutes less than 1/2 mile additional distance for commuters coming from the east on the beltway, reduces the distance for those coming from the west, and provides a more convenient Metro station for public transit. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging.

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678	9.0 Transportation		6.0 Public	General Public	<p>As a resident of the Chevy Chase area within a three-mile radius for the last 25 years, I am proud to welcome this project in the interest of our wounded military Vets and their families to this area. That objective is often lost in our collective interest about traffic and development. I also acknowledge the effort that went into this EIS study and want to asterisk that. The majority of the project is on developed land as stated and being a history buff, the full vista of the original building and the frontage is respected.</p> <p>I do, however, wish that Metro access across Wisconsin Avenue will be made much easier than existing via a pedestrian bridge which may be in the report and I didn't see it as future construction.</p> <p>Also, that perks and stipends are given to staff and visitors who live and lunch or dine in Bethesda for taking the Metro and Metro buses, etcetera. If done correctly, this development would support the Bethesda community and streetscape and make it a much more friendly environment and liveable community to live.</p>	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
679	9.0 Transportation		6.0 Public	General Public	<p>I would respectfully request that the Purple Line Loop (a Metro line between Silver Spring and Bethesda Medical Center) be carefully considered. This seamless Metro Plan would better address BRAC and NIH growth in Bethesda and provide superior long term transportation solutions for the region while also having the added benefit of sparing the Capital Crescent Trail from the degradation proposed by the light Purple Line.</p>	The Purple Line is still in its planning phase, under the administration of the Maryland Transit Administration (MTA). The MTA is currently conducting An Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) that would provide details regarding the preferred route, travel time benefits, projected ridership and other factors. The current project schedule indicates that the AA/DEIS would be finalized in summer 2008 after public hearings, and the earliest construction could begin is 2012. Based on these considerations, the Purple Line was noted in the DEIS traffic study as the Bi-County Transitway (page 40), and was not given special analysis treatment. However, it should be noted that the calculated peak hour trips for the BRAC alternatives were reduced by 15% to reflect use of transit (including the Purple Line connection to the WMATA Red Line Corridor) and other alternative travel modes, per agreement with M-NCPPC TPD staff. The FEIS and revised traffic study will include the Purple Line in the list of Potential Long Term Improvements.
680	9.0 Transportation		6.0 Public	General Public	<p>To reduce congestion, do this:</p> <ol style="list-style-type: none"> 1. Increase frequency of busses serving Medical Center, esp. Ride-On bus 46, 30, 42. Bus 30 should be expanded beyond 7:35 pm. 2. Divert some bus routes to serve Grosvenor Station, esp. Ride-On bus 30 and create new bus routes serving this area. 3. Provide financial incentives to use public transit. 4. Provide financial disincentives to drive. 5. Don't <u>build</u> parking lots. Employees should carpool or use public transit. 	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
681	9.0 Transportation		6.0 Public	Parkwood Residents Association	<p>On behalf of the Parkwood Residents Association, I am voicing a concern about the traffic studying the Draft Environmental Impact Statement (DEIS) in relation to the impending BRAC at National Naval Medical Center. The Parkwood subdivision in Kensington is comprised of 918 single family homes is located northeast of the National Naval Medical Center, bounded on the east by Cedar Lane which becomes Summit Avenue. At the request of the Parkwood Residents Association, Montgomery County in 1997 designated Cedar Lane a two lane road between Knowles Avenue and Beach Dr to minimize speeding traffic on Cedar Lane and reduce cut-through traffic in our neighborhood.</p>	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
682	9.0 Transportation	Cedar Lane	6.0 Public	Parkwood Residents Association	One of the intersections that was analyzed for the DEIS Appendix C-Transportation Study, that of Cedar Lane and Rockville Pike, presently rated F for level of service at both the a.m. and p.m. peak periods, and will continue to be rated F after the projected increase in traffic due to this BRAC. According to figures from the DEIS, no increase in Cedar Lane traffic crossing Rockville Pike is foreseen in the next 4 years, but an increase of 24% is projected in the traffic turning right from northbound Rockville Pike to eastbound Cedar Lane (Fig. 5a and Fig. 21a). This traffic will impact parkwood. Our area already has major back-ups from traffic heading east on Cedar Lane at the following intersections: Summit and Knowles Avenues, Knowles and Connecticut Avenues, Summit Ave and Plyers Mill Rd and Connecticut Ave.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
682	9.0 Transportation		6.0 Public	Parkwood Residents Association	We consider it a glaring oversight that these intersections were not included in the DEIS traffic study, since they have a major impact on Parkwood and the other neighborhoods adjoining Cedar Lane to the east of Rockville Pike. Given the anticipated impact Parkwood neighborhood, we ask the Navy to correct this oversight and determine what the present level of service is for these intersections, and what the level will be as a result of BRAC. The Parkwood community is opposed to the possibility that Cedar Lane, between Beach Drive and Summit, could be designated a four lane road to facilitate movement of traffic due to BRAC.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
682.1	9.0 Transportation		6.0 Public	Parkwood Residents Association	While we recognize the need for a world-class hospital such as the new Walter Reed National Military Medical Center to provide essential care for our troops and veterans, we anticipate that the expansion of the National Naval Medical Center will have a profoundly negative effect on the quality of life for our neighborhood, primarily due to increased commuter traffic. We request that traffic mitigation and quality of life issues for the surrounding neighborhoods be a top priority as plans for this project move forward.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
683	9.0 Transportation		6.0 Public	General Public	Much like "White Flint" is being studied as a "TOD" or Sector Plan, the area surrounding and including, NNMC NIH, Suburban Hospital, the Beltway south Old Georgetown Road, north of urban Bethesda and a portion of West Cedar Lane (east of Wisconsin Avenue) should be studied in comprehensive fashion. It is conceivable that growth of these three medical facilities in addition to private medical facilities housing, commercial, etc. can be handled by minor modifications of transit, highways etc. Much more time is needed to have the county, state, and federal study the total picture.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
684	9.0 Transportation		6.0 Public	General Public	I support public transportation development between Silver Spring and Bethesda/Medical Center that does not go alongside the Capital Crescent Trail. For example, I am interested in a route along Jones Bridge Road, or the Purple Line Loop, and/or heavy rail connection to the current Red Line.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
685	9.0 Transportation		6.0 Public	General Public	My concerns are about the Kensington Parkway/Conn. Ave./Jones Bridge Road intersection. It is at or over capacity at this time and stands in danger of being so overstressed that it may be considered for closing. This would have the effect of 1) closing off North Chevy Chase Residents' access to Conn. Ave. and 2) tunneling traffic through residential areas. I would appreciate having my village's concerns addressed.	The roadway improvements, recommended by the EIS traffic study for this location, does not include the closure of Kensington Parkway. The Navy agrees that further studies should be undertaken by the public transportation agencies.
686	9.0 Transportation		6.0 Public	General Public	The traffic in and around your base is horrible. Unless the Navy is willing to pay it's fair share for the necessary transportation fixes, this project should not move forward. Also, I thought this new center was to help severely injured troops, brain injury and trauma. In that case, why is there so much more traffic projected? I thought the new patients with routine problems are suppose to go to the Community Hospital at Fort Belvoir?	The estimates of additional staff and of additional patients and visitors represent the Navy's best current estimate, working with the Army, of the additional numbers that will relocate to provide or support the tertiary care and other functions directed to NNMC by BRAC.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
687	1.0 General	Alternatives	6.0 Public	General Public	Finally, your current fitness center seems rather nice to me and not even fully utilized. How can you justify tearing it down? Again, if the purpose here is to care for the severely wounded, why do you need a fancy new fitness center? Seems like a waste of taxpayer dollars.	Every military person must meet a minimum level of fitness. Doctors, corpsmen, medics and nurses need to be able to pull their weight in a combat zone, as well as carry and move patients. The fitness center is a mission critical item to ensure the fitness of the men and women in uniform and its utilization during peak hours is quite high. Capacity is insufficient to accommodate new staff and to lesser degree, patients. The current fitness center dates to the 1940s. The facility does not meet current building codes, dressing room and shower facilities are poorly located, it is hard to maintain, and is inadequately sized for the current needs much less future needs and most importantly it cannot be made ADA-compliant.
688	1.0 General	BRAC Law	6.0 Public	General Public	The tax dollars you'll spend to combine Walter Reed and Navy Med would be far better spent updating Walter Reed. How many neighborhoods do you unthinking bureaucrats intend to disrupt in the process? Stay the hell out and leave us alone. Guess this complaint goes to the eyes of Homeland Security? Thought property rights and privacy were still paramount in this country. Have you ever even driven in traffic here as it is now? My idea is, we should all sell here and simultaneously move to YOUR neighborhood. Our government at work again, or not...	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.
689	9.0 Transportation		6.0 Public	General Public	I am writing to you because we are very concerned that any environmental impact and traffic planning studies associated with the pending BRAC expansion at NIH consider the potential increases in traffic that our community will experience. We believe that we could see substantial increases in traffic on East-West Highway [Rt. #410], Connecticut Avenue, Brookville Road [where it dumps onto East-West Highway], Jones Bridge Road as well as potential cut-through traffic on Leland and Curtis Streets. We would ask that this potential impact to our community be explored and that a recommendation for a solution be included in any planned traffic pattern upgrades."	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
690	9.0 Transportation		6.0 Public	Huntington Terrace Citizens' Association	Our community is one of the oldest residential communities in Montgomery County, with deeds to homes reaching back to the early 1700s. Our location, surrounding Suburban Hospital, makes us reliant upon Old Georgetown Road and particularly sensitive to issues of traffic congestion and attendant air quality concerns. The significance of these issues to us is particularly acute in light of continuing expansion at the National Institutes of Health (NIH) and proposed expansion under consideration by Suburban Hospital. The BRAC Environmental Impact Statement (EIS) transportation section makes clear that the planned relocation of the Walter Reed Army Medical Center to the National Naval Medical Center campus will have important implications for both congestion and air pollution along Old Georgetown Road. It is our hope that steps can be taken to fully analyze the potential this move has for increasing congestion and air pollution along this already crowded corridor and that steps might be considered in advance to mitigate any adverse impact on our community.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
691	9.0 Transportation	Further Studies	6.0 Public	Huntington Terrace Citizens' Association	Specifically, we note with concern the potential the EIS points out for dramatically increased traffic at the intersection of Old Georgetown Road and Cedar Lane, less than half a mile north of our community. To the extent that congestion backs up at this intersection, it directly impacts Old Georgetown Road near our neighborhood. In addition, in its traffic analysis, the EIS does not consider the possibility that, as a result of a substantial increase in congestion on Route 355, some motorists currently using that road to enter NIH would shift to Old Georgetown Road and enter NIH from one of the three entrances along Old Georgetown Road. We would respectfully ask that the Maryland traffic study include the relatively simple traffic simulation that would be needed to estimate the impact such shifts would have on congestion and air pollution along Old Georgetown Road.	Comment noted. Further studies should be undertaken by the appropriate public transportation agencies.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
691.1	9.0 Transportation	Further Studies	6.0 Public	Huntington Terrace Citizens' Association	We further note here that the impact of each additional vehicle along Old Georgetown Road is non-linear, as this route is approaching, at peak hours, its design capacity. At such times, the addition of a final 5 percent of vehicles in the traffic stream could change this route from free flow conditions to stop and go conditions.	Comment noted. Further studies should be undertaken by the appropriate public transportation agencies.
692	3.0 Air	Mobile	6.0 Public	Huntington Terrace Citizens' Association	The EIS does not include so-called "hot spot" analysis to determine the additional carbon monoxide levels such increased congestion could create. Vehicles in congested conditions emit excess carbon monoxide. Thus it is possible that very high carbon monoxide emissions could be created at several locations along Old Georgetown Road and adjacent to our community. Carbon monoxide is a regulated emission under the Clean Air Act because of its harmful health impacts. These localized impacts may not violate current regulations, but are unhealthy nonetheless. The Maryland Traffic Study should estimate these impacts as they may place greater urgency on the need for area traffic mitigation and management measures. Lastly, we want to endorse the planning staff's recommendation to the commission that the innovative travel demand measures suggested in the BRAC report be required rather than suggested.	The DEIS and FEIS does include "hot spot" analysis to determine the additional carbon monoxide levels by comparing build and no-build concentrations (see Page B-31, Appendix B) at the worst-case location. The increases in other sites, such as locations along Old Georgetown Road, would be smaller than the increased CO level (0.2 ppm) reported in the DEIS.
693	9.0 Transportation		6.0 Public	General Public	The purpose for this letter is to ask for adequate traffic mitigation plans when the merger occurs. Traffic along Beech and Linden Avenue is already heavy, especially during rush hour. Much of the current traffic is illegal, as many people either turn onto Linden from Pooks Hill Road or turn left onto Linden from Beech. Both actions violate current traffic law and an increased volume of traffic will only exacerbate the problem. I live at the corner of Linden and Beech and routinely witness many drivers either making the illegal left turn or making a right hand turn and then pulling into driveways and turning around so they can game the signs.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
693	9.0 Transportation		6.0 Public	General Public	The annoyance is bad enough, but the safety issue is a higher concern. The Maplewood neighborhood is chocked full of children. Last year, I personally witnessed two motorists speed past a stopped school bus with flashing lights, once nearly striking my daughter and her classmate. The Maplewood Park is also a location for many afternoon sporting events for children including soccer, baseball, softball and football practice as well as being a popular playground. Increased traffic is an invitation to tragedy. Your mission and plans are undoubtedly very important and respected. As a nearby resident, I'm simply asking that the safety of the neighborhood be a part of the planning process.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
694	3.0 Air	Analysis	6.0 Public	General Public	Compared to a couple of years ago, the furniture on the back yard porch becomes coated with a black (carbon) dust on a daily basis. Food for dining outside must be immediately consumed or it becomes contaminated with black soot. If windows to my home are opened the exhaust waste enters the interior of my home. This is polluted air that the residents of East Bethesda in the blocks near Jones Bridge Road and those living deeper into the community are breathing. In addition, the noise level and smell of fuel is particularly obvious on warm summer days, when the temperature rises and the air is more stagnant. If 2,500 new workers move into NNMC and the patient and visitor load increases to 900,000 visits per year, the environmental impact will be enormous and substantially in the unhealthy range -- interesting for a complex that addresses health and medical care.	Air quality is measured by airshed and both the workers and patients/visitors are transferring from Walter Reed Army Medical Center, a short distance away in the same airshed. Therefore the air emissions to the airshed from employees and patients/visitors are not changing. The project construction equipment and truck emissions were assessed and pollutant emissions were well below de minimis levels established to assure airshed air quality.

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694	3.0 Air	Analysis	6.0 Public	General Public	The Environmental Impact Statement for NNMC BRAC considered the air quality consequences of both construction and the increase in traffic that would result from the move of Walter Reed to NNMC. While the report included emission standards and an estimate of expected emissions, it did not include observable and subjective accounts of changes in emission levels that have already occurred over the past year. As a resident of East Bethesda and living in a home bordering Jones Bridge Road, I can provide an account of the consequences of an increase of vehicular emissions into the environment in this area. The waste from vehicular exhaust is readily observable at my home.	The DEIS demonstrates NNMC BRAC air quality consequences of both construction and operations that would result from the move of Walter Reed activities to NNMC, by evaluating whether new air emissions due to these activities exceed de minimis levels established to insure conformance with the State Implementation Plan to attain airshed standards. All emissions are well below de minimis levels using approved procedures.
695	3.0 Air	Idling	6.0 Public	General Public	Another factor that is raising air quality concerns is designation of a truck entrance into NNMC on Jones Bridge Road. On December 21st, I counted the trucks lined up on Jones Bridge at the side entrance to the NNMC. There were 14 trucks, including 18-wheel trucks. They were blocking the exit from Lancaster Drive onto Jones Bridge and blocking the view of oncoming traffic. In addition only one lane was available in that section of road for cars traveling East from Wisconsin Avenue toward Connecticut Avenue. To NNMC's credit, there appears to have been an improvement in the rate of intake of delivery trucks since that time. However, there is still concern in the surrounding community about emissions from these vehicles.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
696	1.0 General	BRAC Law	6.0 Public	General Public	In past planning activities, most Government organizations would look at the volume of use (employees, patients, visitors) of the planned NNMC and claim that rather than increasing the size of the organization to the extent planned, it either should be broken into smaller pieces, redesigned, and relocated in more remote areas or spread out to inhabit facilities that would not have such a great impact on the community.	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.
697	9.0 Transportation		6.0 Public	General Public	One of the most obvious changes I have witnessed is the increase of traffic at Wisconsin Avenue and Jones Bridge Road. As a result, the Glenbrook Village neighborhood has significantly been affected. Many commuters heading north on Wisconsin Avenue during the evening rush hour use the Chelsea lanes as a cut through to Jones Bridge Road heading east. To further add to the effect of increased traffic, is the fact that Glenbrook Village has no sidewalks. I no longer walk my dogs on the Chelsea lanes between 4-7PM. Although I do not have small children, the impact has negatively affected their ability to play safely outdoors during these hours as well. Some of the commuters using our neighborhood as a cut-through are very aggressive. They do not obey the 15 mile per hour speed limit; they roll through stop signs and, more often than not, are talking on cell phones.	Comment noted. The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
697	1.0 General	Neighbor Concerns	6.0 Public	General Public	As one of your neighbors residing in Glenbrook Village, I do have some concerns. I have been a resident here for the past 21 years and have watched the growth closely and seen many changes. I am all in favor of progress and am basically for the consolidation and closure of inefficient and obsolete facilities. I realize how the changes over the years, the upcoming relocation and addition of 2,500 jobs have and will continue to favorably affect real estate prices. I, like many of my neighbors, have always felt that the NNMC has been a very good neighbor. However, there are negative factors relative to the relocation as well.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
697	9.0 Transportation		6.0 Public	General Public	As the Bethesda-Chevy Chase Gazette stated, this is not only a Montgomery County and Maryland issue, but a Federal issue as well. Without Federal funding, I don't see how the traffic dilemma affecting Glenbrook Village can be solved so that the NNMC and Glenbrook Village can continue to coexist in harmony. I strongly urge you to seek Federal funding and address more diligently the traffic concerns your neighbors in Glenbrook Village have.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
698	9.0 Transportation	Beltway	6.0 Public	General Public	Expansion of the Naval Hospital will contribute to congestion on local roads. This traffic could be mitigated through construction of a dedicated access point along the Beltway. At this location, the ramps and bridge passing over the Beltway could be designed (perhaps through a competition) and built as a stunning and patriotic memorial to our injured service members. Such a project would provide quick and easy access to staff and visitors, and would give Beltway drivers a monumental reminder of those who are injured in service to our country.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
699	9.0 Transportation	Parking	6.0 Public	General Public	<p>Many people are very concerned about whether traffic and parking plans for parking will be adequate. I am a civilian physician who works in the nephrology outpatient clinic at Walter Reed. While the traffic at Walter Reed is manageable, there is a parking shortage. This is how the parking shortage affected the patients I saw yesterday:</p> <p>* Each patient I saw described looking for 40-50 minutes for parking.</p> <p>* I had to break some difficult news to a patient yesterday. We needed to do some planning that would involve family. My patient's wife accompanied him, but she had to guard the car. They could only find an illegal parking spot. I was very concerned that he did not have family support in a time when he needed it.</p> <p>* One of my patients, an 82 year old retired commander, has systolic blood pressures in the 120's-130's at home. After trying to find parking and hurrying to make his appointment, his systolic blood pressure went up to 195, a dangerous level.</p> <p>Please consider the importance of your plans. Daily and prolonged frustrations with traffic or parking are the last things our patients should be dealing with, especially if they are ill.</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
700	9.0 Transportation	Beltway	6.0 Public	General Public	As a resident of the neighborhood adjacent to the Medical Center, I am concerned about the traffic impact of current expansion plans. Of all of the options I have heard to alleviate the expected increase in traffic congestion, the best would be to build an "off-shoot" ramp from the 495 Connecticut Ave SB exit ramp that cuts along the edge of N. Chevy Chase Park, and directly into the Medical Center. This option would divert traffic from Jones Bridge Rd and Rockville Pike altogether, cost far less than many of the other projects, avoid the need to build an entirely new exit from 495, and have very little impact on N. Chevy Chase Park. Also, based on the numbers I've seen, I believe the traffic volumes due to the BRAC consolidation will be at least double, and should therefore require DoD to fund the solution I describe above.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
701	9.0 Transportation		6.0 Public	General Public	Form Letter 1 - More attention must be paid in the final EIS to transportation and transit mitigation measures that can be implemented in the short term and that can be synchronized with the stated timelines for base construction and completion on September 15, 2011.	Additional text has been added in FEIS on transit in Sections 4.7.3.3 and 4.7.3.4,
702	9.0 Transportation		6.0 Public	General Public	Form Letter 1 - There should be greater effort to mitigate traffic congestion beyond the NNMC site through extensive improvements on site (e.g., Establishment of an internal road system (incorporating the USUHS site) with suitable traffic controls to distribute incoming and outgoing traffic more effectively, efficiently, and safely).	Gate improvements are recommended in the DEIS (pages 4-48 and 4-49). The need for other improvements (including increased on-site queuing space at the gates and internal roadway connections) would be identified during the prospective Master Plan update study phase.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
703	3.0 Air	Idling	6.0 Public	General Public	Form Letter 1 - Please address the issue of additional traffic and construction vehicle idling on area intersections, as well as on WRNMMC's Bethesda campus, that will contribute more particulate matter to the air than is predicted by this segment of the DEIS.	Contractor vehicle operation off Base is regulated by the State and local agencies and police. The Navy will manage the construction with an objective of providing efficient access to sites and to staging areas to reduce queuing and resultant unnecessary idling. A gate analysis is also being conducted by DOD at the NNMC gates that would include potential improvements or queuing mitigation measures at all of the access gates. For the long term the Navy is investigating potential improvements external to NNMC that could directly enhance access to NNMC and the Navy is submitting a request for DAR certification for recommended improvements. The air analysis assumed two or more miles of each truck trip was at an average of 2.5 mph, the equivalent of idling for emissions calculations and found particulate emissions well below de minimis levels.
704	9.0 Transportation	Drop Off	6.0 Public	General Public	Form Letter 1 - Consider provisions for "kiss-and-ride" and carpool facilities and improved traffic signage on key roadways. Supporting other mitigation measures, such as lengthening the approaches to turns at key, oversaturated intersections (e.g., eastbound Jones Bridge Road), are strongly recommended.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
705	9.0 Transportation		6.0 Public	General Public	Form Letter 1 - The DEIS does not accurately describe current gate usage nor does it propose effective means of mitigating the impacts likely to result from lines of construction and other trucks waiting to enter the future WRNMMC from Jones Bridge Road. Please explain this in greater detail.	Current gate usage is described at page 11 of the EIS Traffic Study (Appendix C). The gate improvements recommended in the DEIS (pages 4-48 and 4-49). The need for other operational changes (including the provision of increased on-site queuing space) would be identified during the prospective Master Plan update study phase.
706	7.0 Land/Socio	Housing	6.0 Public	General Public	Form Letter 1 - Address plans for the future housing needs of WRNMMC staff and the need to create incentives to live near Metro stations and commute by public transportation.	Lodging needed for patients and visitors will be provided on Base. The relocation of jobs to NNMC from WRAMC constitutes less than 1/2 mile additional distance for commuters coming from the east on the beltway, reduces the distance for those coming from the west, and provides a more convenient Metro station for public transit. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging. Employee parking on Base is very limited and a monthly allotment Metro checks are available to Federal employees free of charge.
707	9.0 Transportation		6.0 Public	General Public	As you progress towards your BRAC obligation and objective of creating a World-Class hospital, I hope you will not lose sight of the most fundamental elements involved in achieving this goal. A World-Class hospital must be a place that serves the needs of its patients and staff and must be a place which provides a desirable environment to work and provide high quality care. Further, it must accomplish this without adversely impacting the communities around it. With the recent negative publicity at Walter Reed Hospital, my concern is that NNMC will face negative criticism due to the inadequate planning inherent in the recently issued Environmental Impact Statement. This largely stems from the traffic issues affecting the hospital and communities involved. The NNMC already suffers severe traffic problems on base and in entering and leaving the base from roads which are already beyond capacity. In light of this, it seems at odds with your goals to expand the hospital without adequately addressing these traffic issues. This is problematic inasmuch as the roads are not fixable.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
708	9.0 Transportation		6.0 Public	General Public	I understand the legal requirements of the BRAC, but these requirements are flawed and the result will be a hospital that is neither World-Class nor accessible. Patients, employees, the military as a whole, and the local communities will be under served. I implore you to reevaluate your plans for accessing and leaving the hospital and to incorporate traffic measures which will aid in delivering the promise of a World-Class hospital. This is a difficult mission in an environment of already deplorable and worsening traffic conditions. Following are suggestions and comments I hope you will factor into a revised EIS with improved traffic abatement measures.	The Final EIS has been revised to reflect the comments received on the Draft EIS.
709	9.0 Transportation		6.0 Public	General Public	Please consider creating additional entrances to the facility to reduce congestion around the entrances.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
710	9.0 Transportation		6.0 Public	General Public	Please consider security stations further inside your boundaries to eliminate congestion on the roads.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
711	9.0 Transportation	Beltway	6.0 Public	General Public	Please consider a 495 access point.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
712	9.0 Transportation		6.0 Public	General Public	Your traffic studies suggest you are expanding and adding traffic in an area of failed and soon to be failed intersections. This does not make sense. People NEED to be able to get to hospitals. Not every patient has an emergency, but access IS VERY important.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
713	8.0 HHS		6.0 Public	General Public	You need to give more attention to the critical needs of the community you're in. We have Suburban Hospital, Fire and Emergency and other critical services which will be impacted by the added congestion.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
714	9.0 Transportation	Roadway Funding	6.0 Public	General Public	Your Defense Access Roads Program standard was not written for urban military installations and should not be considered in determining the military obligation to address the issues with our roads and traffic. Moreover, the Navy HAS doubled the volume of traffic based on 1940s data when NNMC was built. By 2040, there will be so much NNMC traffic no one will be able to reach the base.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
715	9.0 Transportation		6.0 Public	General Public	Please consider that whether military or government, our community is drowning in traffic caused by US government organizations including the Navy, the NIH, the NLM, the NRC, the HUD and probably several others all with 2 miles of the NNMC. The government IS responsible and should not be adding to the problem without adequately addressing the traffic problems.	The Navy in the EIS process is only allowed to address the problems associated with existing operations and those associated with the BRAC and some other cumulative impacts. The fact that some of the traffic is from other Federal agencies is not within the scope of this process. The issue is properly addressed by the local planning agencies. The Navy is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
716	1.0 General	Coordination	6.0 Public	General Public	You have not worked synergistically with the NIH and should incorporate measures which serve the needs of both organizations and the community.	NNMC and NIH have been working together to try to identify solutions that would be beneficial. NIH has offered support in the process. Because no major mitigating solutions have been identified that are currently workable does not mean that the two entities have not worked together.
717	9.0 Transportation		6.0 Public	General Public	Your traffic studies take no measure of the "cut-through" traffic in surrounding neighborhoods. The failure to recognize this issue suggests a lack of concern for area communities and is at odds with the purpose of an EIS. Seemingly, your EIS was conducted to serve the military, not the environment.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
718	9.0 Transportation		6.0 Public	General Public	I recognize the Bethesda traffic problems are not the sole responsibility of the Navy. However, when it comes to hospitals, they have a greater need and responsibility to be accessible. I hope you will consider improving your traffic abatement measures to make the NNMC more accessible. In the face of an overwhelmingly difficult task, I hope you will challenge BRAC guidelines to come up with solutions which will make NNMC a World-Class hospital, easily accessible by all, now and for the future.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road. In addition, the Navy is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
719	9.0 Transportation		6.0 Public	General Public	My husband and I have lived in East Bethesda, two blocks away from the Naval Medical center, for the last twelve years. We live on Tilbury Street which runs parallel to Wisconsin Avenue, one block off it. Throughout the years we have noticed that our street has become increasingly the choice of commuters who are trying to reach the ramp for the beltway and 270 in the PM rush hour. Between 4 and 7 PM the traffic in front of our house increases to a point that I feel it unsafe for my children to play outdoor. Commuters enter East Bethesda from East-West Highway turning left at either Chelton Road or Pearl Street. Then they turn left in any of the neighborhood streets-- especially Maple and Highland are affected. Then they turn right on Tilbury and try to merge onto Wisconsin Avenue at either Rosedale Ave. or Chestnut Street.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
720	9.0 Transportation		6.0 Public	General Public	We are glad that the Naval Medical Center will be revamped and will host the Walter Reed institution. However we are concerned that this cut-through traffic pattern will increase both during the construction phase and when the new structure becomes operational, both in the morning and in the evening, in either direction We would like to see DO NOT ENTER signs (similar to those in West Bethesda) for the morning and evening rush hour, or some other measure aiming at limiting the cut-through traffic on our streets.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
721	9.0 Transportation		6.0 Public	General Public	I live on 8603 Maryland Avenue in Bethesda. I am deeply concerned about the plan for relocating Walter Reed to the NIH Bethesda Naval Campus. Has anyone done a study about the impact of traffic and pollution the relocation would bring to the entire neighborhood? Have the citizens living in the neighborhoods nearby received a copy of such study if it was ever conducted?	The EIS evaluates the potential environmental impacts, including traffic and pollution of construction and operation of new facilities at the National Naval Medical Center (NNMC), Bethesda, Maryland. The construction and operations of the new facilities are to implement BRAC 2005 actions, which mandates the realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care. This EIS has had extensive distribution to the community, was placed in seven libraries, and is available on a website for download.
722	9.0 Transportation		6.0 Public	General Public	I believe that the quality of life for the citizens of Bethesda specially those of us who live nearby the NIH campus will be dramatically affected not to mention how dangerous it would become for pedestrians who walk to and from the Metro Station. This is a serious issue that must be studied carefully before a decision is made. I would be glad if someone can share the outcome of the study and the impact the move will have on all of us.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
723	9.0 Transportation	Further Studies	6.0 Public	General Public	My family and I live in Glenbrook Village directly across from the Naval Hospital on the other side of Jones Bridge Road. Early last year, we were informed that the Naval Medical Center will expand it's operations by doubling patient visits to one million per year and increasing the number of employees by 2500 people. We are very concerned that traffic issues are not being properly addressed considering the enormous increase in patient visits and employees. It is my understanding that the Navy believes that the impact of this expansion will be negligible on area roadways. However, based on the traffic analysis in the EIS (Environmental Impact Statement) and the county's own measurements, many of the traffic intersections are already close to failing or will be by 2011!	Comment noted. The EIS Traffic Study recommends potential improvements for further study and implementation by appropriate public transportation agencies. Other studies addressing both regional and local transportation issues should be undertaken by these agencies.
724	9.0 Transportation	Further Studies	6.0 Public	General Public	On a personal level, I have to battle terrible traffic in my neighborhood every day, especially if I travel anywhere between downtown Bethesda and Gaithersburg (where my in-laws live) between 4pm and 8pm. I have to allow an extra 10 minutes of travel time just to drive to the other side of Bethesda (a 2 mile drive) for my daughter's Tuesday 5pm soccer practices due to heavy traffic. I have to cut through side streets along Wisconsin Avenue so that I don't have to wait 10 minutes in traffic to travel 100 yards from Woodmont Avenue to Jones Bridge Road because the back up is so bad. To travel to Gaithersburg after 4:30pm on a week day takes twice as long as it would during non rush hour periods. Traffic is disastrous now, and will most likely come to a stand still under the Navy's proposal, unless a sincere, through investigation and solution is implemented.	Comment noted. The EIS Traffic Study recommends potential improvements for further study and implementation by appropriate public transportation agencies. Other studies addressing both regional and local transportation issues should be undertaken by these agencies.
725	9.0 Transportation		6.0 Public	General Public	Please reconsider your conclusions of the effect BRAC and Walter Reed will have on the Bethesda area. If the Navy does not address the serious and dire consequences of added traffic affecting it's immediate area, then Walter Reed Hospital will become the butt of more jokes, because neither the patients nor the doctors ... let alone the ambulances ... will be able to reach the hospital! How embarrassing! How tragic!	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
726	9.0 Transportation		6.0 Public	General Public	The so-called Purple Line, if aligned to intersect the base, might be the best alternative to handle the new volume. Please address how the Navy might encourage federal support for such an alignment.	NNMC is not in a position to advocate for legislation or projects.

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727	9.0 Transportation	Further Studies	6.0 Public	General Public	<p>My family and I live in Glenbrook Village directly across from the Naval Hospital on the other side of Jones Bridge Road. Early last year, we were informed that the Naval Medical Center will expand it's operations by doubling patient visits to one million per year and increasing the number of employees by 2500 people.</p> <p>We are very concerned that traffic issues are not being properly addressed considering the enormous increase in patient visits and employees. It is my understanding that the Navy believes that the impact of this expansion will be negligible on area roadways. However, based on the traffic analysis in the EIS (Environmental Impact Statement) and the county's own measurements, many of the traffic intersections are already close to failing or will be by 2011!</p>	Comment noted. The EIS Traffic Study recommends potential improvements for further study and implementation by appropriate public transportation agencies. Other studies addressing both regional and local transportation issues should be undertaken by these agencies.
728	9.0 Transportation	Further Studies	6.0 Public	General Public	<p>On a personal level, I and my family, as well as our neighbors and our children's friends, already have to take into account the traffic load already on Rockville Pike due to existing rush hour traffic heading to the I-270 and I-495 entrances just north of the Naval Hospital, as well as the existing load already placed on the local infrastructure by NIH. This makes it difficult to navigate short drives for after-school activities and forces some commuters to seek "shortcuts" through residential neighborhoods not designed for heavy traffic.</p>	Comment noted. The EIS Traffic Study recommends potential improvements for further study and implementation by appropriate public transportation agencies. Other studies addressing both regional and local transportation issues should be undertaken by these agencies.
729	9.0 Transportation		6.0 Public	General Public	<p>Given our experience trying to get anywhere in the Bethesda area during high-traffic times (i.e., most of the day), I cannot but believe that adding significant additional traffic will not only make our tasks more difficult but will impact the operations of the expanded Naval Hospital/Walter Reed facility by making employees' commutes more difficult and time-consuming, delaying emergency and non-emergency ambulances, and increasing the already substantial stress on patients' family members.</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
730	9.0 Transportation	Beltway	6.0 Public	General Public	<p>I urge you to take into account the traffic problems that the proposed expansion of the Naval Hospital will have not only on the surrounding communities but on the Naval Hospital community itself. Your plans must include plans to remediate the effects of the expansion by taking concrete action to improve the traffic flow into the Naval Hospital grounds by, e.g., new dedicated ramps from the Beltway (similar to those built to accommodate the traffic flow into the CIA grounds off the G.W. Parkway.)</p>	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
731	9.0 Transportation	Further Studies	6.0 Public	General Public	<p>Thank you for the opportunity to comment on the DEIS for NNMC. We have lived in the neighborhood across the street from the National Naval Medical Center for almost 15 years, and we have always viewed the Center as a good neighbor. While we recognize the need to expand the Center for defense-related reasons, we also believe that the United States government has an obligation to mitigate the effects of this expansion on the surrounding community. We especially are concerned that the expansion will make the current bad traffic conditions much worse. In particular, it will increase noise, pollution, and the safety risks for pedestrians. To date, it appears that these types of concerns largely have been ignored. Please stop ignoring them.</p>	Comment noted. The EIS Traffic Study recommends potential improvements for further study and implementation by appropriate public transportation agencies. Other studies addressing both regional and local transportation issues should be undertaken by these agencies.
732	9.0 Transportation		6.0 Public	General Public	<p>The East Bethesda neighborhood and NNMC have been co-existing for many years and please consider our East Bethesda neighborhood in your expansion plans. East Bethesda has been home to many Navy personnel stationed there over many years and this expansion will affect everyone in the current neighborhood and any Navy personnel who will move into East Bethesda. More attention must be paid in the final EIS to transportation and transit mitigation measures that can be implemented in the short term and that can be synchronized with the stated timelines for base construction and completion on September 15, 2011.</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
733	3.0 Air	Mobile	6.0 Public	General Public	Please address the issue of additional traffic and construction vehicle idling on area intersections, as well as on WRNMMC's Bethesda campus, that will contribute more particulate matter to the air than is predicted by this segment of the DEIS.	Text inserted into Section 4.4 and Appendix B: Although NOx and VOCs are also of concern because of their role as precursors in the formation of ozone, the EIS evaluates these as regional emissions for the general conformity applicability analysis in the preceding section. Their reactions form ozone pollutant levels through a series of chemical functions that are slow and occur many miles from the sources. Therefore, the effects of NOx and VOCs are more appropriately examined on a regional emissions basis and a localized impact analysis is not warranted. PM2.5 is not a localized concern for the proposed project because the project does not and will not have 8% or more projected traffic volumes comprised of diesel trucks as defined by MDE per USEPA's recommendation.
734	9.0 Transportation		6.0 Public	General Public	There should be greater effort to mitigate traffic congestion beyond the NNMC site through extensive improvements on site (e.g., Establishment of an internal road system (incorporating the USUHS site) with suitable traffic controls to distribute incoming and outgoing traffic more effectively, efficiently, and safely).	Section 4.7.3.1 of the DEIS and FEIS addresses this comment. The need for additional improvements would be determined during the prospective Master Plan update study phase.
735	9.0 Transportation		6.0 Public	General Public	Thank you for the opportunity to comment on the DEIS for NNMC. As a resident of East Bethesda, less than a mile from NNMC, I want to express my concern about the following issues in particular. Please consider more traffic mitigation and public transportation options to minimize automobile congestion and pollution.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
736	9.0 Transportation	Beltway	6.0 Public	General Public	Please consider direct on and off ramps for Beltway traffic.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
737	3.0 Air		6.0 Public	General Public	Please address the construction period and how the Navy will minimize noise, dirt and air pollution impact on neighboring homes as well as on the patient population at NNMC and NIH. **These comments may seem very brief, but encompass large concerns. This project will have a major impact on the quality of life in the Bethesda area. We hope that NNMC can be a good neighbor. Good neighbors respect the health, well-being and property of others. Please be a good neighbor!	Construction vehicles will have to adhere to Montgomery County regulations for keeping dirt on NNMC roads. Air Quality control measures for the construction period are provided on ES-17.
738	9.0 Transportation		6.0 Public	General Public	I am NOT a NIMBY, but I do know GRIDLOCK when I see it! For years, I have avoided Rt. 355 between Bethesda and Cedar Lane because it is virtual gridlock nearly ALL the time. Between NIH, the Naval Hospital, and Stone Ridge school, the traffic on that segment of 355 is IMPASSABLE and this is not an exaggeration. This BRAC decision is being undertaken precipitously. If this were for new development outright, multiple new roads would be required. This simply will NOT work, and the spillover to adjacent roads is beyond imagination. Now there is the realization that emergency vehicles may be significantly delayed due to the added traffic of this proposal. Please reconsider -- first reconsider this move AT ALL.	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.
739	9.0 Transportation		6.0 Public	General Public	If this [BRAC action] is going to happen, build in the YEARS OF CONSTRUCTION necessary to make the area accessible to both Naval personnel AND the residents of the entire area. We need access ... out of our neighborhoods, onto 355, and to our emergency services at all times. This is all being done way to fast with way too little regard for the very real traffic issues we already experience in this area... not to mention the new ones this brings.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
740	1.0 General	BRAC Law	6.0 Public	General Public	While I understand the need for the military to combine resources in these austere times, the proposal does not make it clear why Walter Reed cannot be improved on their present site. Why move to Bethesda at all? Especially if they are building a new facility in Fort Belvoir? Is it to make money on the real estate on Georgia Ave. ? That is the rumor. Furthermore, it is definitely WRONG to re-name Bethesda to Walter Reed-- that is a historical site for the Navy, designed by FDR, one of our greatest presidents. It would be a sacrilege to wipe that out. Thank you.	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.
741	9.0 Transportation	4 RECS	6.0 Public	Locust Hill CA	We are concerned that the EIS does not sufficiently encourage use of public transportation, including 1) building bridge or tunnel pedestrian access to the Medical Center Metro station, 2) clustering buildings near the Metro, 3) reconfiguration of the security checkpoints especially at North Wood (to get traffic off of 355 so it doesn't queue on that road) and 4) reducing the number of additional parking spaces on campus to encourage people to take public transportation (as outlined in more detail in the Action Committee for Transit (ACT) comments, filed April 15, 2007).	1) The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355. 2) Building locations were determined by necessary proximity to the existing hospital and are coordinated with NCPC and MHT. 3) The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area.
741.1	9.0 Transportation	4 RECS	6.0 Public	Locust Hill CA	Continuation of 741.	4) NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
742	9.0 Transportation		6.0 Public	Locust Hill CA, President	We are concerned that the EIS traffic counts do not take into account new NIH facilities along Rockville Pike, including the Visitors Center and the Truck Inspection Station. In addition, it is not clear how the continued and future expansion of NIH is factored into the traffic studies.	The EIS Traffic Study is required by the County to include only approved but unbuilt developments. The study included 11 such development identified by M-NCPPC staff. The NIH truck inspection center was operation at the time of the base traffic counts. The new visitor center would accommodate the visitor vehicles that are currently inspected at the South Drive facility. The center would not generate significant new vehicular trips.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
743	9.0 Transportation	Pedestrian & Bike & Drop Off	6.0 Public	Locust Hill CA, President	We support better pedestrian and bicycle access to NNMC and the Medical Center Metro, including an above or below grade (bridge or tunnel) way for people and bicycles to cross Rockville Pike. The EIS outlines a number of proposals for pedestrian and bicycle improvements that we support including 1) making it easier to cross Rockville Pike at Cedar Lane, and 2) improving the sidewalk on the NNMC side of Rockville Pike. We also urge consideration of easily accessible "drop-off" areas on the NNMC campus for automobiles and buses to drop off and pick-up employees and visitors and the addition of pedestrian entry gates such as NIH has implemented. We think any proposals that make it easier for people to commute and travel without getting in a car should be obvious choices that can be done easily and cheaply.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. NNMC is now looking at comprehensive changes to all entrances and turn lanes to develop improved ingress/egress. A drop off/pick up area would be considered as a part of this study. The Navy will continue consultations with local and state transportation agencies to address critical Pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
744	9.0 Transportation	Satellite Parking	6.0 Public	Locust Hill CA, President	We support the use of satellite parking by NNMC employees and contractors as well as encouragement, financial or otherwise, of the use of car pooling, Metro and other public transportation. Having endured many months of neighborhood streets crowded with construction workers during the recent NIH renovations, LHCA urges the NNMC to require as a condition to its contracts with its construction vendors that such companies provide off-site parking to its workers and shuttle them to the site. Locust Hill experienced many disconcerting moments of construction workers changing clothes outside of their cars while our children were getting off of school busses and residents being unable to park near their homes because of workers' cars taking all available spaces. Such impacts to surrounding neighborhoods should be prevented as they are so easily anticipated.	The Navy will provide 200 parking spaces for construction workers and the Navy contractor will reserve the parking spaces for contractor and subcontractor management and field staff only. For the remaining construction workforce, the Navy has required that the contractor use alternative means of bringing the workers onto NNMC, including mass transit. As a way to meet LEED Silver Certification requirements, the contractor is using mass transit use by the construction workers towards the certification. The contractor will utilize a combination of offsite coordinated park-and-ride and public transportation. The contractor will provide subsidies to the workers who utilize the WMATA system to access the construction site. To deter parking in the neighboring areas; the contractor is implementing a program that will include spot checks and disciplinary actions such a written warning for the first offense and termination of the employee's badge access for the second offense.
745	8.0 HHS	Emergency Vehicles	6.0 Public	Locust Hill CA, President	We are concerned about the impact of increased traffic on the access of emergency vehicles (i.e., ambulances, fire trucks) to and from our neighborhood.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.
746	1.0 General	Coordination	6.0 Public	Locust Hill CA, President	We recommend creating a process for inclusion of community feedback into the planning and implementation after the final EIS is issued. We would like NNMC to implement a Community Relations/Liaison Council similar to NIH, that would meet on a regularly scheduled basis to discuss issues of interest to the surrounding community.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
747	9.0 Transportation		6.0 Public	Locust Hill CA, President	It appears that the EIS traffic studies for each intersection (Appendix B to the Transportation Study) are only one day studies over limited time frames and do not accurately reflect actual traffic patterns in the area. It would be better to perform additional studies to confirm traffic volumes and flow.	The counts and other field activities were conducted over several weeks in the fall and spring periods. The daily traffic conditions during the count period were observed to be consistent with previous counts and hence normal. Comparisons were made with several other counts.
748	1.0 General	Coordination	6.0 Public	General Public	Please provide a public transportation reimbursement alternative for parking reimbursement. (This comment refers to DEIS public hearing)	The commenter was provided information regarding the free shuttle bus schedule to the public meeting venue, provided by the venue owner.

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749	9.0 Transportation		6.0 Public	General Public/Locust Hill residents	As residents of Locust Hill Estates, a Bethesda, and Maryland neighborhood of single family homes located one block north of the NNMC, we are very concerned about the impact of the proposed expansion related to BRAC. We are very supportive of the healthcare needs of our military; however, we are concerned about the significant impact of this BRAC on the significant traffic problem that affects us today. Our neighborhood is stressed by the volume of traffic that travels on Rockville Pike (355) and Cedar Lane every day, particularly during the extended morning and afternoon "rush" to and from work. The traffic already spills into our neighborhood in the form of significant "cut throughs" that often travel at high rates of speed, endangering the residents of our neighborhood. We are concerned that the BRAC action at NNMC will cause significant additional traffic on Cedar Lane and Rockville Pike, increasing the incentive for motorists to cut through our neighborhood.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
750	9.0 Transportation	Further Studies	6.0 Public	General Public/Locust Hill residents	Further Independent Traffic Study should be pursued. Given the critical nature of the traffic entering NNMC (employees as well as patients), it should be the Navy's goal that there be NO failed intersections in the surrounding area once the expansion is complete. The Federal Government Should Take More Responsibility for the Traffic Impact this Unique BRAC action will have on our Neighborhoods.	Comment noted. The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
751	9.0 Transportation	Beltway	6.0 Public	General Public/Locust Hill residents	Continued Study and Consideration of the Beltway Slip Ramp Directly to NNMC are Encouraged.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
752	9.0 Transportation	4 RECS	6.0 Public	General Public/Locust Hill residents	We are concerned that the EIS does not sufficiently encourage use of public transportation, including 1) building bridge or tunnel pedestrian access to the Medical Center Metro station, 2) clustering buildings near the Metro, 3) reconfiguration of the security checkpoints especially at North Wood (to get traffic off of 355 so it doesn't queue on that road) and 4) reducing the number of additional parking spaces on campus.	The purpose of the EIS is not to encourage the use or selection of any particular alternative or mitigation. The purpose is to provide the public and the decision makers an analysis of what is likely to happen in terms of the environment if a particular alternative is selected and to identify in the EIS (not the draft EIS) what potential mitigation exists that would ameliorate the situation. The draft EIS did identify all of the issues mentioned, except the clustering of buildings near the METRO station, as items of concern. Due to restrictions on land use for safety and security reasons, as well as Historic Preservation status, NNMC is very limited with regard to building closer to the access point closest to the Metro station. The vast majority of parking spaces are made available for patients and their visitors, employee parking is in line with conservative standards. NNMC may also not unilaterally construct a pedestrian bridge or access tunnel, but does recognize that such a project would be beneficial for multiple reasons.
753	9.0 Transportation		6.0 Public	General Public/Locust Hill residents	We are concerned that the EIS traffic counts do not take into account new NIH facilities along Rockville Pike, including the Visitors Center and the Truck Inspection Station.	The EIS Traffic Study is required by the County to include only approved but unbuilt developments. The study included 11 such development identified by M-NCPPC staff. The NIH truck inspection center was operation at the time of the base traffic counts. The new visitor center would accommodate the visitor vehicles that are currently inspected at the South Drive facility. The center would not generate significant new vehicular trips.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
754	9.0 Transportation	Pedestrian & Bike	6.0 Public	General Public/Locust Hill residents	We support better pedestrian and bicycle access to NNMC and the Medical Center Metro, including an above or below grade (bridge or tunnel) way for people and bicycles to cross Rockville Pike. The EIS outlines a number of proposals for pedestrian and bicycle improvements that we support including 1) making it easier to cross Rockville Pike at Cedar Lane, and 2) improving the sidewalk on the NNMC side of Rockville Pie. We also urge consideration of easily accessible "drop-off" areas on the NNMC campus for automobiles and buses to drop off and pick-up employees and visitors and the addition of pedestrian entry gates such as NIH has implemented. We think any proposals that make it easier for people to commute and travel without getting in a car should be obvious choices that can be done easily and cheaply.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. NNMC is now looking at comprehensive changes to all entrances and turn lanes to develop improved ingress/egress. A drop off/pick up area would be considered as a part of this study. The Navy will continue consultations with local and state transportation agencies to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
755	9.0 Transportation	Satellite Parking	6.0 Public	General Public/Locust Hill residents	We support the use of satellite parking by NNMC employees and contractors as well as encouragement financial or otherwise of the use of car pooling, Metro and other public transportation.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies.
756	8.0 HHS	Emergency Vehicles	6.0 Public	General Public/Locust Hill residents	We are concerned about the impact of increased traffic on the access of emergency vehicles (i.e. ambulances, fire trucks) to and from our neighborhood.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.
757	1.0 General	Coordination	6.0 Public	General Public/Locust Hill residents	We would like NNMC to implement a Community Relations/Liaison Council similar to NIH. That would meet on a regularly scheduled basis to discuss issues of interest to the surrounding community.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
758	9.0 Transportation	Further Studies	6.0 Public	General Public/Locust Hill residents	We are very concerned about potential changes at the intersection of Cedar and Route 355, such as the loss of the well traveled bike path along Cedar Lane, and damage to the parkland, woodlands, wetlands and creek that run along the north side of east Cedar Lane. As an adjoining neighborhood to this intersection, we strongly recommend involvement of our community in any study of lane changes to this intersection.	Comment noted. Further studies to determine the need for roadway improvements should be undertaken by the appropriate public transportation agencies.
759	9.0 Transportation		6.0 Public	General Public/Locust Hill residents	We are concerned about the impact of another traffic signal at the intersection of Rockville Pike (MD 355) and North Wood Road and the NIH Commercial Vehicle Inspection Station. Any such study must consider the impact of traffic backing-up and increasing "cut through" traffic in the our neighborhood.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

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760	1.0 General		6.0 Public	General Public	We have read your draft environmental impact statement (EIS) prepared for the consolidation and must say we are very unimpressed by your analysis of the situation facing our neighborhood as well as the situation you face. In fact the simplicity of the analysis almost makes us feel that it was treated in a cavalier and uncaring manner which surprises me because of the importance of the issue to you and to your neighbors.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
761	9.0 Transportation		6.0 Public	General Public	Much more attention must be paid in your analysis to transportation and transit mitigation measures that can be implemented in the short term and that can be timed with the timelines for base construction. According to the EIS, there will be 450,000 new patients and visitors as a result of the consolidation. If for no other reason than force protection, you MUST look again at you analysis of the increased traffic flows that will result. If doctors and other personnel cannot get to their patients and patients cannot get to their appointments on time or waste valuable time in traffic, you are not providing appropriate force protection and care for the very people for whom the hospital was built. Of course ignoring traffic increases by not doing anything significant to the road system or offering to pay for it will have a deleterious effect on your neighbors and all of Bethesda, including its economy. People will not want to come and shop and dine here if they have to wait in traffic for an hour or so to get to their destination. It will be much easier to go to Silver Spring or other communities that will have less traffic.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC, has provided an extensive list of recommended improvements in the EIS to address impacts, and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy also has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
761.1	9.0 Transportation		6.0 Public	General Public	Continuation 761.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
762	3.0 Air	Construction	6.0 Public	General Public	Please address in more specific detail as well concerns we have for particulate matter that will be spread into the air by the construction vehicles. We would hope that instructions would be given to the drivers of trucks and others waiting to disburse their load that motors will be turned off.	As stated in the DEIS, wash racks and covering of loads will be used to limit carry out of particulate matter onto streets. Watering of the soil to limit dust generation will also be practiced when needed. As cited by DEIS, by following USEPA and Maryland MDE screening, the particulate matter from the proposed projects would not be a concern, because the most severe traffic represented by the operations period would not have 8% or more composed of diesel trucks from project operation. The construction emissions, including particulate matter, were also evaluated and compared to conformity de minimis thresholds and are well below those thresholds.
763	4.0 Noise		6.0 Public	General Public	Noise abatement issues also concern us. We understand that construction will be 24/7. Regulations here in Montgomery County require construction to start no earlier than 7 am on weekdays. Since we understand that you are not subject to those regulations, we would expect that you would give some consideration to the neighbors that would mitigate noise, such as temporary sound barriers such as those that appear on highways built alongside homes. As we said we can hear the bugle every morning but we would not like to hear the sound of jackhammers in the middle of the night.	NNMC expects that all work will comply with the Montgomery County noise ordinances. Work that extends beyond the work day hours will be limited to quieter types of activities and work conducted within buildings (e.g., installation of electrical and plumbing lines, fixtures, and finishing work). NNMC has numerous sensitive receptors (sleeping patients, sleeping personnel) that will be generally be closer to the work sites than the neighbors and we will not allow activities that disturb them.
764	9.0 Transportation	Drop Off	6.0 Public	General Public	Consider installing some kiss and ride sites and carpool facilities with improved traffic signage on key roadways to mitigate people waiting on the arterial highways that line the Naval Hospital. We think you did a singularly poor job in analyzing this particular situation.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.

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765	9.0 Transportation		6.0 Public	General Public	Most important is the responsibility that you have to pay for the road improvements etc. that will be caused by the tremendous increase in traffic from the many new trips into and out of the expanded facility. We have paid more than our fair share in federal taxes and state and county taxes. We do not think that we taxpayers in Montgomery County and here in Maryland should be burdened singularly for a facility that supports our national interest. This is ABSOLUTELY a federal responsibility that must be shared with all the citizens of this country.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
766	1.0 General	Coordination	6.0 Public	General Public	However, I for one look at its benefits "long term" and look forward to its completion, on-time, and hopefully with the continued cooperation of the Bethesda community, Montgomery County, state of Maryland and the federal government...throughout all phases of the project, including adequate fair-sharing of funding for infrastructures, construction insolvencies and the myriad other tasks. And I feel confident that Navy Public Relations will keep communication channels open and that those most affected (residents, commuters, contractors, etc.) will understand and accept the fact that the long term benefits to improved military medicine far outweigh a few personal inconveniences that will be experienced within our neighborhoods. In summary, I totally support this effort and look forward its completion.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
767	1.0 General	Neighbor Concerns	6.0 Public	General Public	I live at Whitley Park, a Bethesda community quite close to NNMC and want to go on record of thanking Commander Jeffries and his staff for an outstanding job in keeping this community and Montgomery County informed on complexities involved in merging the Walter Reed Army Medical Center & the National Naval Medical Center into a state of the art health care facility for our nation's active duty military, retirees and their dependents. This is a major undertaking that has to be completed in a compressed timeframe in order to comply with the BRAC law. Acclimating the merger to the community will no doubt be painful and cannot satisfy the "gripes" of some.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
768	1.0 General	BRAC Law	6.0 Public	General Public	To whom it may concern, I am in favor of the No Action Alternative. I've spent 22 years working with the U.S. Navy and have been stationed at Bethesda Naval Medical Center. The history and culture of this institution is beyond reproach and should not be defaced by another branch of service. I understand a majority of the injured coming back from the debacle in Iraq are Army and completely support nothing but the best care for them. They can still receive it at Walter Reed whether it is in Fairfax or its current location. NNMC can provide quality care for those who need to receive the immediate attention without changing it's name.	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.
769	1.0 General	BRAC Law	6.0 Public	General Public	The DEIS has looked at the entire picture and its impact on the area, however, the very nature of this project will have a dramatic affect on the quality of life for everyone. The Corridor that NNMC occupies is already at a saturation level, this proposal will commit incredible resources to supersaturate the area. This is not practical nor should it continue to be entertained. The people making this inept planning truly have no concern for those that live and work in the area.	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS. Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
770	1.0 General	BRAC Law	6.0 Public	General Public	To allow the removal and renaming of an historical institution that since it's inception in 1940 has provided the highest medical care and training in the Nation and allow another branch of service to claim it's history is complete lunacy.	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.
771	1.0 General	BRAC Law	6.0 Public	General Public	The people of this great country provide the salaries to all government employees and this includes the military. It is this very principle that needs to be addressed when appropriating funds for a project that is complete with horrendous flaws. I will address this matter with the Congressman of Maryland because this topic apparently has been pushed and continuously rears its ugly head. There are better solutions to managing failing construction and upgrades required at NNMC and the Walter Reed Medical Center.	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.

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772	9.0 Transportation		6.0 Public	General Public	Today – between 4 and 7 p.m. -- I guarantee you that traffic will be backed up on Jones Bridge Rd. as people try to turn left onto Connecticut Ave. to then take 495 one way or the other. I've seen more "near miss" accidents from peoples' frustration as they sit at the light waiting to turn left and that's just with the current traffic snarls we have.	The EIS traffic study recommends the provision of an additional eastbound left-turn lane that would help to address this issue.
773	9.0 Transportation		6.0 Public	General Public	I can only imagine the parking lot you're going to create when 2,500 new employees and ?? number of patients try to use the same two-lane road (each direction). It will be a parking lot! Can you tell me where the proposed traffic plan (not a general website) is that addresses this very real challenge that faces NNMC and residents of Bethesda and those who need to drive through Bethesda on a regular basis? Please tell me that somebody is assigned to address this specific challenge. The last thing we need is another thoughtless "plan" that serves the interests of a few and inconveniences so many.	The EIS Traffic study identifies both short- and long-term improvements for addressing local and regional transportation issues. The Navy is supportive of further studies being undertaken by the public transportation agencies.
774	9.0 Transportation		6.0 Public	General Public	I want to thank you for this opportunity to comment on the draft EIS for NNMC. As a longtime neighbor of the NNMC, I am eager to see an implementation of BRAC that both facilitates the important work that is carried out at the NNMC, and that also protects the health and welfare of those who work and play in the neighborhood. With regard to this, I ask that you please consider the following points in putting together the final EIS. Most importantly, more attention needs to be paid to transportation in the final EIS, and especially measures that can be implemented early in the process to mitigate the impact that the increased construction activity and subsequently the increased number of employees, patients and visitors transiting to and from NNMC is going to have on roadway congestion, and upon local air quality.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
775	3.0 Air	Mobile	6.0 Public	General Public	The draft EIS does not adequately address the issue of degraded air quality due to increased particulate matter and other pollutants, as a consequence of the additional traffic, and increased idling times, both during construction, and after completion, on area roadways and intersections.	Text inserted into Section 4.4 and Appendix B: Although NOx and VOCs are also of concern because of their role as precursors in the formation of ozone, the EIS evaluates these as regional emissions for the general conformity applicability analysis in the preceding section. Their reactions form ozone pollutant levels through a series of chemical functions that are slow and occur many miles from the sources. Therefore, the effects of NOx and VOCs are more appropriately examined on a regional emissions basis and a localized impact analysis is not warranted. PM2.5 is not a localized concern for the proposed project because the project does not and will not have 8% or more projected traffic volumes comprised of diesel trucks as defined by MDE per USEPA's recommendation.
776	9.0 Transportation	Drop Off +	6.0 Public	General Public	Consideration needs to be given to development scenarios that minimize the number of car trips to and from the campus, and that are more reliant on existent and planned public transportation. This should include, but not be limited to proposals to provide incentives for WRNMMC staff to commute to work via public transportation. Provisions for "kiss and ride" and carpool facilities should also be considered.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
777	9.0 Transportation		6.0 Public	General Public	To the extent that vehicular traffic cannot be eliminated, the effects of the increased vehicular traffic needs to be better mitigated. This should include greater efforts to mitigate traffic congestion beyond the boundary of the NNMC site. The fact that there is already copious vehicular traffic already moving through the area, does not relieve the Navy of its obligation to try to minimize the environmental degradation that will otherwise be precipitated by the BRAC-mandated expansion of the mission at NNMC.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
778	9.0 Transportation	Further Studies	6.0 Public	General Public	For the continued safety of area residents, I also ask that consideration be given to improvement to traffic controls, so as to better distribute incoming and outgoing traffic in a more affective, efficient, and safe manner.	Comment noted. The Navy is supportive of such studies being conducted by the public transportation agencies.
779	9.0 Transportation	Drop Off +	6.0 Public	General Public	1. Consider parking – ease of congestion whenever possible, Metro stops, Kiss&ride carpool parking. 2. Consider creating incentives for employees and visitors to commute by public transportation.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road. The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
780	9.0 Transportation	Construction	6.0 Public	General Public	3. Construction trucks add an extra burden to roads and traffic. Consider ways to impact and reduce negative consequences – i.e. mud, dirt, air pollution, noise pollution.	As stated in the DEIS, wash racks and covering of loads will be used to limit carry out of particulate matter onto streets. Watering of the soil to limit dust generation will also be practiced when needed.
781	9.0 Transportation	Beltway	6.0 Public	General Public	Consider the way that the CIA has linked its access points directly to major routes, review the possibility of a direct permanent access ramp from 495 to the base, with appropriate staging areas to the rear of USUHS.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
782	1.0 General	Cumulative Impacts	6.0 Public	General Public	Other: I understand that, apart and separate from BRAC, there is a plan to build bridges over Old Georgetown Old Georgetown Road and Wisconsin Ave to link suburban Hospital, NIH and the Naval Hospital so the three can act as a unit in case of an event resulting in mass casualties. Does the BRAC planning address these bridges and how they will impact any lane expansion in addition on Wisconsin Avenue?	The addition of a pedestrian access is not proposed under BRAC. It is a potential foreseeable action that would have its own NEPA coverage and is covered as required in Section 4.12 Cumulative Impacts.
783	9.0 Transportation		6.0 Public	General Public	For the past 22 years, I have used the Medical Center metro stop to commute to work at the SSA in Washington DC. In this period the traffic has dramatically increased and jammed the roads. The congestion increased greatly in the past 5 years as NIH sealed its campus and permitted limited automobile exits. At this point, Rockville Pike has slowly moving traffic approaching a parking lot after a major concert or athletic event in its congestion. I take a metro bus from Medical Center to Old Georgetown Road and Cedar lane between 5:00pm and 6pm. Because the traffic is backed up to South Drive from Cedar lane on Rockville Pike, it often takes two stop light changes for the bus to exit left onto Rockville Pike. It then takes two stoplight changes at Cedar Lane and Rockville Pike before the bus can turn left onto Cedar Lane. This solely a result of congestion from NNMC, NIH, and Bethesda going North. I do not understand how the BRAC can add 2500 cars per day to this area without a complete shutdown in traffic flow. Major changes to the current traffic flow are needed or there is likely to be gridlock.	The Navy recognizes that major roadway improvements would be required to address regional traffic issues and the BRAC Action. The EIS traffic study identified potential improvements for consideration and the Navy is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy also has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.

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783.1	9.0 Transportation		6.0 Public	General Public	Continuation of 783.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
784	9.0 Transportation		6.0 Public	General Public	Mass transit could and should be encouraged and increased. Critical to this would be creating an exit from the subway to the NNMC side of Rockville Pike. This would enhance the ease of getting to NNMC and reduce the pedestrian crossing at Rockville Pike. Perhaps pedestrian crossing of Rockville Pike could use this as a walkway under Rockville Pike. The Navy Medical gold and blue subway shuttle busses would then not need to use the Medical Center bus loop reducing traffic at South Drive and Rockville Pike. Another possibility is improved metro bus along Jones Bridge Road with dedicated bus lanes or light rail connection to Silver Spring (sometime referred to part of the purple line in Montgomery County).	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
785	9.0 Transportation	Cedar Lane	6.0 Public	General Public	There is too much traffic to the area from Cedar Lane to Jones Bridge Road from NIH and Medical Center. Perhaps charging for parking at market rates would change the dynamics of car use. This probably should be charged on the patient population.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
786	9.0 Transportation		6.0 Public	General Public	The NNMC could set up remote parking with shuttle bus conveyance to the main complex. I do not know but suspect such could be arranged near the Medical School on Jones Bridge Road or other remote parking site. I do not know what options exist but the Chevy Chase Lake Shopping Center could be possible or part of the golf course on East West Highway and Connecticut Ave. Still more remote parking would seem possible or financial encouragement to park at other Metro subway stops such as White Flint or Grosvenor.	Locations for satellite parking mentioned in the EIS were provided by local and state transportation agencies. The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
787	9.0 Transportation		6.0 Public	General Public	A major reconfiguration of roads is needed. One item that would substantially improve traffic flow would be a format underpass/overpass at Cedar Lane and Rockville Pike (on the planning map for years but never implemented). The exit from NIH and NNMC should be reassessed. NIH has three exits on Old Georgetown Road and three exits on Rockville Pike with none on Cedar Lane. I believe NNMC has exits two on Rockville Pike and one on Jones Bridge road plus the Uniform Services Medical School outlet. Of course, left turns back up traffic on Rockville Pike onto and out of the Centers and onto Jones Bridge road. They should be reduced or direct access should be created to reduce the congestion – such as an overpass/underpass. Major traffic flows tend between the 495 beltway, Cedar Lane North, and Connecticut Avenue via Jones Bridge Road and the medical centers.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
788	9.0 Transportation	Beltway	6.0 Public	General Public	Consider the way that the CIA has linked its access points directly to major routes, review the possibility of a direct permanent access ramp from 495 to the base, with appropriate staging areas to the rear of USUHS.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.

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789	9.0 Transportation		6.0 Public	General Public	I am writing to ask that the Navy take into consideration the significant impact its proposed project would have on traffic, both vehicular and pedestrian, in neighboring communities. The Wisconsin Avenue corridor is already very congested at many times a day and your expansion would obviously increase this traffic. The impact would be felt not only directly in front of your building, which has 5 or 6 lanes, but more importantly, further south on Wisconsin Avenue, which is often impassable, and has only four lanes because of parked cars on the roadside. Also, please consider the added 495 congestion at the Rockville Pike entrance and exit, although as an inside-the-beltway resident, I am most concerned with the tremendous impact of the project on Wisconsin Avenue south to the District line. With current congestion, it can take as much as 30 minutes to travel between the Medical Center and Western Avenue at certain times of the day. An increased traffic load would require planning and changes in the Wisconsin Avenue area to alleviate gridlock during much of the day.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
790	9.0 Transportation		6.0 Public	General Public	As you know by now there are many traffic problems in our area - North Chevy Chase. We can understand why you would choose to expand your operations in our area. It's a wonderful area with great schools, hiker-biker trails, etc. However, I'm sure you are aware that 3 out of 10 of the most congested areas in Montgomery County are at or near your proposed expansion, according to the Montgomery County Department of Park and Planning and have been on the list since 2004. The one we are most concerned about is the one listed as No. 7 - Connecticut Avenue at Jones Bridge Road in Chevy Chase. More and more commuters are going straight on Jones Bridge to Jones Mill Road (which turns into Beach Drive if you are going to the District and turn right).	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
791	9.0 Transportation	Further Studies	6.0 Public	General Public	If you turn left on Jones Mill Road, you can cut through and go to Kensington. Jones Mill Road, we noted, is not on your map of those streets that will be affected with the additional cars and people driving to your facility. There are increasing numbers of cars using it, some to avoid using Connecticut Avenue. During rush hour we depend on someone letting us in because cars are backed up on Jones Mill Road. In the summer there are so many cars on Jones Mill we usually have to wait several minutes during rush hour to make a left onto our street on the way home from our pool. Please include Jones Mill Road on your assessment of traffic patterns which will be effected.	Comment noted. The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
792	9.0 Transportation		6.0 Public	General Public	Also worth considering is the proposed Purple Line which will mean more signals on Connecticut Avenue and more congestion. We are not for the project because it will have an adverse effect on traffic and also because the ridership isn't there. We rode the J4 Metro bus this morning which follows the basic route of the proposed Purple Line just to test it out and found there weren't enough riders to justify running a light rail or bus on our Hiker-biker path. There were at most 17 people on the bus at one time. Plus the bus only runs during rush hour, probably because there aren't enough riders to have more buses during the day. Finally, we live in a vibrant family community. We need our cars. We hope in your evaluation of your project that you will take into consideration the needs of our neighborhood and include Jones Mill Road and the impact it will have on your expansion plus the Purple Line which will also impact your study.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
793	8.0 HHS		6.0 Public	General Public	We also have a firehouse on Connecticut Avenue that needs to be considered in the event of an emergency.	The EIS notes that the Montgomery County Fire and Rescue Service operates out of 40 sites, but does not enumerate each one.

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794	1.0 General	Neighbor Concerns	6.0 Public	General Public	Thank you for inviting comments on the Draft EIS for the BRAC. I reside in the East Bethesda Community and agree with the full recommendations to be offered by the East Bethesda Community Association. The realignment in our neighborhood is perhaps the major concern to families in this community. Consequently we would like to highlight some points of interest to us, as set forth below. First, however, I would like to stress our pleasure at the good relations historically between the East Bethesda neighborhood and the Naval Hospital. We are proud to have within our community an institution that serves the brave men and women who defend our nation. We will continue to support the hospital and the wonderful citizens it serves.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
795	9.0 Transportation		6.0 Public	General Public	Most of the suggestions made by the ECBA and highlighted by us would actually advance the Medical Center's own interests by facilitating operations and the safety of patients and personnel, as well as securing the safety of all persons in the area during potential times of national emergency. In our view, most attention must focus on the potential gridlock that will impede access and egress from the hospital and our neighborhood. Anything that can be done to reduce traffic and deflect road use onto public transportation must be done.	Comment noted. Specific recommendations have been made to improve the access to NNMC and incentives for using alternative modes of transportation will be further investigated in the development of the TMP.
796	9.0 Transportation	Beltway	6.0 Public	General Public	New dedicated access from, and egress to, I-495 with respect to the hospital, including a dedicated lane from the beltway through North Chevy Chase Park into the NNMC/USUHS campus and/or off/on ramps connecting the hospital base directly to I-495.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
797	9.0 Transportation	Pedestrian Connection	6.0 Public	General Public	A bridge or tunnel connecting the hospital to the Medical Center Metro Line that is wide enough to transport emergency vehicles. Also, the construction of a Metro entrance next to the base, on the east side of Wisconsin Avenue should be considered.	NNMC, NIH, and Suburban Hospital are investigating the possibilities of either bridges or tunnels that would allow the mechanized movement of gurneys or stretchers from one facility to the other.
798	9.0 Transportation		6.0 Public	General Public	Kiss and Ride and carpool incentives and facilities, along with traffic signage calling attention to alternate beltway access points, use of reversible lanes during high traffic periods, lengthening approaches to turn lanes on heavily congested intersections, onsite roadway and traffic control improvements should be included.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
799	9.0 Transportation	Satellite Parking	6.0 Public	General Public	Provision for more than adequate parking in satellite lots served by shuttles or other transport, in order to avoid employee, patient and visitor parking and cruising in the bordering neighborhoods. These streets are narrow and already congested, creating a safety hazard for the neighborhood's large number of children, as well as its adults, during commuting hours.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
800	9.0 Transportation		6.0 Public	General Public	Detailed short term and long-term traffic and air pollution mitigation measures, including traffic controls that will prevent construction and other traffic idling on intersections, outside hospital gates and in the neighborhood.	The EIS Traffic Study provides a list of short- and long-term mitigation measures to address local and regional issues. Further studies should be undertaken by the public transportation agencies.

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801	9.0 Transportation		6.0 Public	General Public	Detailed projections and plans for encouraging employees to live near Metro and bus stations and use public transportation.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
802	9.0 Transportation	Roadway Funding	6.0 Public	General Public	We agree with the ECBA view that the character and urgency of activities on the hospital base, and the high damage that would be done by gridlock in times of emergency, warrant use of Defense Access Road program funds to ensure that all that can be done to protect effective operations on the base must be done.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
803	1.0 General	Neighbor Concerns	6.0 Public	General Public	My wife and I have lived in Bethesda (east Bethesda) for 10 1/2 years. We are in our second home in the neighborhood and are raising 3 young children. We are very grateful to all who serve in the military and want them to have the very best medical care. We support the expansion at the Wisconsin Avenue Facility - and hope you will smartly expand and mitigate transportation challenges but again the needs of the servicemen and women should come first. Best of luck to you in the BRAC move.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
804	9.0 Transportation	HHMI	6.0 Public	President, Howard Hughes Medical Institute	The Howard Hughes Medical Institute (HHMI), located in the immediate vicinity of the National Naval Medical Center (NNMC), welcomes the exciting opportunities that will be created by the relocation of the Walter Reed Army Medical Center (Walter Reed) to Bethesda. At the same time, we believe this welcome development will succeed in meeting the needs of patients, family, and staff only if potential transportation impacts are addressed in a long-term, comprehensive manner. Short-sighted or piecemeal approaches will result in further gridlock, undercutting the benefits of this consolidation for military personnel and the surrounding area.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
805	9.0 Transportation	HHMI	6.0 Public	President, Howard Hughes Medical Institute	Our comments on the Draft Environmental Impact Statement ("DEIS"), regarding the impacts of the relocation of Walter Reed to NNMC, are intended to ensure that the BRAC is implemented effectively. HHMI respects the Department of Defense's right to develop the NNMC campus in a way that meets the nation's needs. Thus, our comments are limited to the transportation impacts to the surrounding area and to the interests we share with NNMC as a major employer in the area whose operations are impacted by traffic congestion. By way of context, HHMI is a non-profit organization that plays a major role in advancing biomedical research and science education across the U.S. It employs and supports approximately 300 investigators in Hughes laboratories at 64 distinguished U.S. universities, research institutes, and medical schools. In addition, HHMI has established a major research campus in Loudoun County, Virginia. HHMI scientists include 12 Nobel Prize winners and 121 members of the National Academy of Sciences.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
806	9.0 Transportation	HHMI	6.0 Public	President, Howard Hughes Medical Institute	Our 36.5-acre campus, located at the corner of Connecticut Avenue and Jones Bridge Road less than a mile east of the entrance to the Uniformed Health Services University, has been developed to fit within the context of the surrounding residential area. It serves as a focal point for overseeing HHMI's research and educational activities, including programs in Montgomery County and the surrounding region. For example, we have collaborated with the National Institutes of Health ("NIH") on a biomedical research program that enables medical students to work directly with NIH scientist-mentors. A number of our investigators have also collaborated with colleagues at the U.S. Army Medical Research Institute of Infectious Diseases and many have received grant support from the U.S. Navy and other defense-related funders for their groundbreaking work. As noted, HHMI's comments on the DEIS focus on the transportation impact of the planned relocation. HHMI supports and advocates transportation improvements that will provide the greatest long-term solutions in the most economical manner.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
807	9.0 Transportation	Beltway	6.0 Public	President, Howard Hughes Medical Institute	Slip ramp - The final EIS should include a detailed study of a "slip" ramp connecting the NNMC campus to the Capital Beltway (1-495). Although the DEIS states that a slip ramp would not be possible given the location of other entrances and exits in the affected area, the option should receive serious and thorough study and should not be rejected out of hand. Ideally, this study would examine the potential synergies between the NNMC campus and the NIH, including the routing of NIH employees from 1-495 through the NNMC campus.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
808	9.0 Transportation		6.0 Public	President, Howard Hughes Medical Institute	Metrorail - The final EIS should recommend the construction of an entrance at the southwest corner of the NNMC campus to the Medical Center Metrorail station.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. The Navy is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
809	9.0 Transportation	Pedestrian Connection	6.0 Public	President, Howard Hughes Medical Institute	Pedestrian Tunnel Overpass - HHMI further supports the construction of a pedestrian connection - in the form of a bridge or tunnel - that would link the east and west sides of Wisconsin Avenue between the NIH and NNMC campuses.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
810	9.0 Transportation	Drop Off, Pedestrian connection, Gates	6.0 Public	President, Howard Hughes Medical Institute	On-Campus Improvements - a) The final EIS should recommend a dedicated pedestrian entrance to the NNMC campus at the southwest corner of the campus to facilitate Metrorail use by campus employees and visitors. To further encourage Metrorail usage, the final EIS should provide for a pedestrian shelter and frequent shuttle bus service between this location and the main hospital structures on the NNMC campus. b) The final EIS should recommend the construction of a kiss-and-ride area(s) for the pick-up and drop-off of passengers that can be accessed without entering the campus enclosure. This would be in the proximity of the additional Metro entrance (above) and would complement the Metro kiss-and-ride on the west side of Wisconsin Avenue. c) The final EIS should recommend specific design improvements on the NNMC campus that will alleviate vehicle queuing and other delays outside of the campus, specifically on Jones Bridge Road. The DEIS references planned queuing studies, but provides few details about how NNMC will manage traffic entering the campus.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
811	9.0 Transportation	TMP	6.0 Public	President, Howard Hughes Medical Institute	Transportation Management Plan - The final EIS should include a Transportation Management Plan with performance objectives. The DEIS outlines the potential components of such a plan, but provides no detailed information about how NNMC might implement a TMP or how a TMP would impact mass transit services in the region.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.

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812	9.0 Transportation		6.0 Public	President, Howard Hughes Medical Institute	Road Improvements - Like all employers in the region -including NNMC - HHMI is concerned about traffic congestion in the residential areas surrounding NNMC and beyond. Having said that, we believe the traffic "improvements" outlined in the DEIS are largely piecemeal in nature and would fail to contribute to system-wide relief in an already congested area of Montgomery County. Intersection changes - including in the heavily residential corridor of Jones Bridge Road - are likely to be ineffective and any gains are likely to be undercut by traffic spillover from other choke points within the transportation system. We are, however, generally supportive of the proposed road improvements along the Wisconsin Avenue corridor between Woodmont Avenue and 1-495, because they are intended to provide direct access to the highway without burdening the local road system.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
813	9.0 Transportation		6.0 Public	President, Howard Hughes Medical Institute	HHMI supports the relocation of Walter Reed to the NNMC campus because it will provide our nation's military personnel with the high quality medical care they deserve. Yet a piecemeal approach to identifying transportation solutions will make that mission harder to achieve while also having a significant negative impact on the surrounding area. It is critical that the final EIS reflect a comprehensive approach to ensuring the development of a robust road and transit infrastructure to support both NNMC and the NIH - two of the nation's most high profile federal installations. We appreciate the opportunity to submit these comments on behalf of HHMI and look forward to further conversations on these vital matters.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
814	9.0 Transportation	Roadway Funding	6.0 Public	President, Howard Hughes Medical Institute	Defense Access Road Program - The Final EIS should suggest a modification to the Defense Access Road Program ("DAR) standard to allow federal funding for the road improvements discussed above. The current DAR standard would only permit such funding if the NNMC campus expansion were to at least double the amount of traffic on area roads. This standard, which appears tailored to address the effects of military expansions in rural areas, is inappropriate for the highly urbanized setting of the NNMC campus. We would suggest that the relocation of Walter Reed be used as an opportunity to lessen the DAR standards under NNMC's unique circumstance in order to address the dramatic traffic impacts that will occur outside the campus gates.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
815	1.0 General	Coordination	6.0 Public	President, Howard Hughes Medical Institute	Community Liaison Council - The final EIS should recommend the immediate establishment of a Community Liaison Council that would be comprised of representatives from NNMC and neighboring community groups and organizations, including HHMI. This Council would provide a regular meeting forum to address NNMC campus issues, both before and after the relocation of Walter Reed is completed. Neighborhood communication and cooperation is essential to assist NNMC in its healthcare delivery mission.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
816	9.0 Transportation		6.0 Public	Coalition of Kensington Communities	The Coalition of Kensington Communities (CKC) is concerned about the limitations of the traffic study in relation to the impending BRAC at National Naval Medical Center. "...". Currently our communities experience considerable backups from eastbound traffic on Cedar Lane as it terminates at Summit Ave, then enters Knowles, and then Connecticut. Major congestion occurs at the following intersections: Summit and Knowles Avenues, Knowles and Connecticut Avenues, Summit Ave and Payers Mill Rd, Payers Mill Rd and Connecticut Ave. We note that the DEIS shows an increase of 24% in northbound Rockville Pike traffic turning eastward onto Cedar, a condition which, by itself' will clearly exacerbate the existing problems and which needs to be addressed in the DEIS. Given the anticipated impact on the Kensington neighborhoods, the Navy needs to determine what the present level of service is for these intersections, what the level will be as a result of BRAC, and what mitigating actions can be taken.	Comment noted. The projected increase in traffic is really 17 vehicles or 15% (AM Peak Hour) and 36 vehicles or 9% (PM Peak Hour). The volumes would have minimal impacts on the adjacent neighborhoods. However, this conclusion should be confirmed by a County study.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
817	9.0 Transportation	Cedar Lane	6.0 Public	Coalition of Kensington Communities	CKC is strongly opposed to the possible widening of Cedar Lane between Beach Drive and Summit. Creating a four lane road to facilitate movement of traffic due to BRAC would have a negative impact on the existing communities in the area and would further increase backups at the terminus of the road. The intersection of Cedar Lane and Rockville Pike, is presently rated LOS F for both the AM and PM peak periods, and will continue to be rated F after the projected increase in traffic due to this BRAC. This intersection needs a long term solution, not a quick patch.	The FEIS will recommend the undertaking of an engineering study by the public transportation agencies to determine minor geometric and signalization improvements that would mitigate the potential impacts of the BRAC trips.
818	9.0 Transportation		6.0 Public	Coalition of Kensington Communities	The 27 intersections analyzed for the DEIS failed to include any intersections in the adjoining neighborhoods east of Rockville Pike. We believe the potential for increased cut thru traffic in existing residential neighborhoods needs to be addressed. While we recognize the need for a world-class hospital such as the new Walter Reed National Military Medical Center, unless careful consideration is given to the transportation infrastructure and to the supporting land uses, the expansion of the National Naval Medical Center and its accompanying increased traffic, will have a profoundly negative effect on the quality of life for our neighborhoods. We respectfully request that traffic mitigation and quality of life issues for the surrounding neighborhoods to be a top priority as plans move forward for this project.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
819	1.0 General	Coordination	6.0 Public	Coalition of Kensington Communities	We also request more comprehensive and understandable communication with impacted neighborhoods, either in the form of presentations or material distributed. Thank you for considering our comments.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
820	1.0 General		6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	The Citizens Coordinating Committee on Friendship Heights, Inc. is an umbrella group representing 17 Civic Associations and over 10,000 households in the area south of downtown Bethesda, on both sides of Wisconsin Avenue/MD 355. Recently we were briefed on the proposed expansion of the National Navy Medical Center. We have also had a representative present at the County Task Force addressing the BRAC, and we have reviewed the documents and the proposed response of the County Planners. While we fully support a world class medical facility to treat servicemen and women, and welcome it into our greater community, we have serious concerns about the impact of the facility and the failure of the Navy to address those impacts in the Draft Environmental Statement (DEIS).	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
821	9.0 Transportation		6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	A number of our concerns relate to the impact of this massive development on our transportation systems and the constrained road network. These include: NNMC traffic estimates are inconsistent with and lower than recent MNCPPC estimates; There is a significant lack of data in the DEIS to support the provision of increased parking; The intersection analysis of the DEIS traffic study does not address the impact of the expansion on the intersections of MD 355 with East-West Hwy (MD 410), Bradley Lane, and Western Avenue, each of which will be impacted by the expansion and must be included in the DEIS; The traffic analysis does not address the effect of the expansion on traffic well into the future. The DEIS should not artificially be limited to the date of the opening of the combined facility in the year 2011. We suggest a study that extends to at least the year 2030;	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
822	9.0 Transportation		6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	The DEIS fails to consider the devastating effect of severe congestion on the functioning of NNMC, NIH and Suburban Hospital as emergency centers in times of crisis in the National Capital Region; The DEIS fails to consider the effect of severe congestion on the daily and routine functioning of emergency vehicles to these three Bethesda Hospitals; The document fails to address Homeland Security issues, including any protocol for evacuation of the facility onto a severely congested road system;	Developing emergency response plans to deal with the congestion already present is not the purpose of the EIS. In general, however, emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.

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823	9.0 Transportation		6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	The traffic analysis incorrectly assumes that no employees being transferred from Walter Reed will ever relocate and thus fails to model future traffic impacts; The anticipated development listed in Appendix C fails to account for numerous, large development projects both north and south of the site. As a result the intersection congestion is significantly understated; Insufficient attention has been given to the traffic disruption during the construction phase; Additional improvements at the Gate access points on both MD355 and Jones Bridge Road are necessary to avoid backups blocking thru traffic and must be included in the final EIS;	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). The traffic study recommends improvements for the gates. Further studies should be undertaken by the public transportation agencies.
824	9.0 Transportation		6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	The changes to the road network (additional turn lanes and road widenings) recommended in the DEIS are not consistent with the area Master Plan and will have a negative impact on the surrounding residential communities; The DEIS does not effectively consider and analyze two important future transportation initiatives, such as an east-west Bus Rapid Transit line (currently under study by the State). This raises serious questions about the commitment of the Navy command to promote non-auto use by its employees, staff and visitors.	The Purple Line is still in its planning phase, under the administration of the Maryland Transit Administration (MTA). The MTA is currently conducting An Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) that would provide details regarding the preferred route, travel time benefits, projected ridership and other factors. The current project schedule indicates that the AA/DEIS would be finalized in summer 2008 after public hearings, and the earliest construction could begin is 2012. Based on these considerations, the Purple Line was noted in the DEIS traffic study as the Bi-County Transitway (page 40), and was not given special analysis treatment. However, it should be noted that the calculated peak hour trips for the BRAC alternatives were reduced by 15% to reflect use of transit (including the Purple Line connection to the WMATA Red Line Corridor) and other alternative travel modes, per agreement with M-NCPPC TPD staff. The FEIS and revised traffic study will include the Purple Line in the list of Potential Long Term Improvements.
825	9.0 Transportation	Beltway	6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	Failure to have a specific TMD plan sooner than a Master Plan must be corrected; The Final EIS should recommend study of a "Slip Ramp" directly connecting the Beltway to the NNMC campus;	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
825.1	9.0 Transportation	Beltway	6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	Continuation of 825.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
826	9.0 Transportation		6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	The recommendation in the DEIS of fringe parking at Connecticut Avenue and the Beltway does not consider that this parking will create further congestion on already over crowded roads; the DEIS, to the extent it considers fringe parking, must look at the impact of that parking on existing traffic and must consider more distant, less congested areas;	This improvement was recommended by the public agency Transportation Advisory Committee, based on a preliminary study conducted by M-NCPPC staff. The Navy is supportive of further studies regarding the potential impacts of this improvement.

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827	9.0 Transportation		6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	Recommendations for improved bikeways should include protection of the Capital Crescent Trail which must be preserved and maintained; Long-term Metro improvements, such as the Purple Line Loop, should be recommended for further study as well. We are especially concerned by the absence of any data in the DEIS relating to the housing of out-patients, and patients' families.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
828	7.0 Land/Socio	Housing	6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	The DEIS, in listing only square footage numbers for BEQ's and failing to state the number of families who can be accommodated in the Fisher Houses, make it impossible for the County to know who may need to find shelter outside the gates. These DEIS failures include: Lack of data on anticipated outpatient/family housing needs;	The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on a out-patient basis but require family support during their stay. Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.
828.1	7.0 Land/Socio	Housing	6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	Continuation of 828.	Continuation: The new construction in addition to the existing and renovated spaces will provide sufficient lodging for enlisted billeting, active duty in an outpatient status, and family residence during a patient's outpatient treatment. Ample housing has been planned to accommodate both enlisted staff living on WRNMMC's campus and family members staying to support patients receiving treatment. In the event that there is a surge of patients and supporting family members and WRNMMC's housing falls short, WRNMMC would assist family members in finding lodging at local Bethesda hotels close to the hospital. The number of family members who would fall into this category would be few and their anticipated length of stay short.
829	7.0 Land/Socio	Housing	6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	Failure to specify the number of on-site facilities provided to house outpatient/family, and lack of analysis to demonstrate the adequacy of onsite housing; Failure to indicate the number of families who are likely to relocate to the area while their relatives are being treated; Failure to detail what steps the military will take to provide off-site housing if the on-base housing for families is insufficient; Failure to account for the likely impacts on the surrounding community in order to accommodate necessary off-site housing needs; Failure to fully describe the number and status (inpatient/outpatient) of those servicemen and women being treated at the Intrepid Center for Excellence facility Affordable housing has been a challenge in this area for some time, and the County planners need to be prepared to address housing needs resulting from this BRAC.;	The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on a out-patient basis but require family support during their stay. Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.
829.1	7.0 Land/Socio	Housing	6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	Continuation of Comment 829.	Continuation: The new construction in addition to the existing and renovated spaces will provide sufficient lodging for enlisted billeting, active duty in an outpatient status, and family residence during a patient's outpatient treatment. Ample housing has been planned to accommodate both enlisted staff living on WRNMMC's campus and family members staying to support patients receiving treatment. In the event that there is a surge of patients and supporting family members and WRNMMC's housing falls short, WRNMMC would assist family members in finding lodging at local Bethesda hotels close to the hospital. The number of family members who would fall into this category would be few and their anticipated length of stay short.

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830	1.0 General		6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	Absence of an articulated protocol relating to the treatment of outpatients with continuing care requirements. It certainly seems, given what we have read about the situation at Walter Reed Army Medical Center, that these matters need to be fully addressed.	Comment noted. Delivery of health care is an operational issue not covered by the EIS scope.
831	1.0 General	Data	6.0 Public	Citizens Coordinating Committee on Friendship Heights, Inc.	We strongly believe that the DEIS is wholly inadequate and must be revised to incorporate the additional data and alternatives. The final EIS must include this information and its likely impact.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
832	9.0 Transportation		6.0 Public	General Public	We have lived in the Locust Hill subdivision, just north of NNMC, since December 1969, and have watched the area grow around us this entire period. While we have been concerned with the NIH expansion, we are most intimately involved in the expansion of NNMC, to accommodate Walter Reed. We are extremely concerned about the traffic problems engendered by this proposal; and our Locust Hill Representative, Mr. Peter Kennedy, has covered all these issues, we presume. However, I want to write this from a personal point of view as residents on Bellevue Drive, where we only recently received a stoplight on Rockville Pike/Wisconsin Avenue, making it possible for us to enter and leave our street relatively unscathed. We are wondering how the increased traffic on Rt. 355 will interact with the current gridlock we now have, even with the light.	This intersection was not included by M-NCPPC in their Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
833	9.0 Transportation	Parking	6.0 Public	General Public	Also, as Navy members of the community, we are concerned about additional parking for patients. We are aware of the additional time that it now takes to fill a new prescription at the pharmacy, as well as difficulties we've had in securing appointments through the sometimes-frustrating telephone system. We are certain that none of these clinic visits, pharmacy, parking, etc., can be improved by the increase in numbers proposed by the BRAC consolidation.	Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.
834	9.0 Transportation		6.0 Public	Oakmont Citizens Committee/OAKMONT SPECIAL TAXING DISTRICT	Oakmont Special Taxing District (Oakmont) is very concerned about the traffic implications with regards to the recent Navy BRAC Draft EIS. First of all it seems to underestimate the actual traffic impact. It calls for 2500 additional staff members and 1900 outpatients every day which totals out to 4,400 additional trips per day if every trip by automobile. Even 3,000 additional trips would severely impact an already overcrowded Rockville Pike. Stating that these additional trips will not significantly increase the level of service at intersections already at F (the highest) level, begs the question. Added impact is added impact.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
834	9.0 Transportation		6.0 Public	Oakmont Citizens Committee/OAKMONT SPECIAL TAXING DISTRICT	This impact will be felt on Old Georgetown Road as well as on Rockville Pike. Old Georgetown Road will become the alternate route for those commuters not going to Navy Medical to get to and from Bethesda as well as for NIH employees. Suburban Hospital is currently working on an expansion plan, which will also add additional traffic to Old Georgetown Road but provides a much needed and much appreciated service to the community and we do not want to see this expansion jeopardized.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

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835	9.0 Transportation	Roadway Funding	6.0 Public	Oakmont Citizens Committee/OAKMONT SPECIAL TAXING DISTRICT	The fact that no one seems willing to accept financial responsibility for this project leaves residents in the position of appearing to oppose care for veterans when, in fact, all we oppose is the drive to provide this care without regard for the program's impact on well-established and supportive neighborhoods. The Navy says that road improvements outside of the base do not meet criteria for military funding. The State and County governments are already struggling to meet their budgets. If the Federal Government chooses to impact an established community, especially one that is already overcrowded, it should be willing to fund the road and intersection improvements necessary to make the program work for everyone involved.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
836	9.0 Transportation		6.0 Public	Oakmont Citizens Committee/OAKMONT SPECIAL TAXING DISTRICT	In addition to road improvements, upgrades to the Metro stop at NIH are needed to encourage Metro use by the BRAC generated traffic. Simply installing a traffic light and a crosswalk at South Drive will only exacerbate the congestion on Rockville Pike. The solution will have to go over or under Rockville Pike, both being costly with again no source of funding being offered. We appreciate the many sacrifices of our veterans and support them in every way, but that fact does not preclude the need for well thought out and well financed plans to bring about the service upgrades necessary to reach a solution that meets everyone's needs.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
837	9.0 Transportation		6.0 Public	General Public	I am writing as a resident of East Bethesda to express concern over your plans to expand your facility and bring thousands of new cars and visitors into our area, without providing for resources to ease the impact on my community. I live on Lynbrook Drive, directly opposite the Naval facility, so I feel directly affected by your decisions. Jones Bridge Road is already a traffic "parking lot" during rush hours, both morning and evenings, and I dread the result of thousands more cars on this road.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
838	9.0 Transportation		6.0 Public	General Public	Please pay more attention to transportation and traffic mitigation. Idling cars and trucks trying to get into your facility will add pollutants to the air. I urge you to improve your own site to ease the impact on public streets.	On Base, the Navy will manage the construction with an objective of providing efficient access to sites and to staging areas to reduce queuing and resultant unnecessary idling.
839	9.0 Transportation		6.0 Public	General Public	The DEIS does not accurately describe the gate usage plans or propose means to mitigate the impact of vehicles coming and going from the naval center.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
840	9.0 Transportation		6.0 Public	General Public	What incentives will you be offering your employees and visitors to use public transportation? There is a metro stop right AT your facility, and it would be criminal not find some way to encourage broad metro use.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
841	9.0 Transportation		6.0 Public	General Public	I appreciate your willingness to listen to our concerns. I already tolerate heavy helicopter traffic over my back yard, and I assume that will increase, as well. I already see lines of traffic going down Jones Bridge, and that will increase, as well. I am sure your planners can find concrete solutions so we will all be "good neighbors".	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
842	1.0 General	Neighbor Concerns	6.0 Public	General Public	I live on Jones Bridge Rd. across from day care and I am concern about more pollution, noise, traffic.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

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843	9.0 Transportation		6.0 Public	General Public	Take traffic, for example. In 2006, the Maryland-National Capital Park and Planning Commission (MNCPPC) released a survey of the 10 most congested intersections in Montgomery County. The study collected critical lane volumes (CLV), which measure traffic density by counting the number of vehicles per hour, for 13 intersections also examined in DEIS. A comparison of DEIS and M-NCPPC traffic survey data is instructive: 1. The DEIS traffic surveys were conducted in September/October, 2006 and March/April 2007. The MNCPPC surveys were conducted 1 – 5 years earlier (i.e., 2002 – 2005).	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
844	9.0 Transportation		6.0 Public	General Public	2. DEIS underestimates existing traffic volumes published by Montgomery County in 2006 for 13 common intersections on average by -17%. These discrepancies ranged from 15% to -43.3%.	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
845	9.0 Transportation		6.0 Public	General Public	3. DEIS' estimates are considerably lower for larger and smaller volume intersections alike: • Rockville Pike & Pooks Hill (-43%) • Rockville Pike & Tuckerman Lane (-26%) • Rockville Pike & West Cedar Lane (-24%) • Rockville Pike & Wilson (-12%) • Wisconsin & Cordell (-19%) • Wisconsin & Cheltenham (-43%) • Woodmont & Cheltenham (-20%)	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
846	9.0 Transportation		6.0 Public	General Public	4. DEIS estimated that 2 of 27 intersections (7%) operate now at unacceptable levels of service (CLV>1600), but M-NCPPC (2006) estimated that 4 of 13 common intersections (31%) were found to function at unacceptable levels. In other words, DEIS found only a quarter as many failing intersections as were noted by the County 1 – 5 years earlier.	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
847	9.0 Transportation		6.0 Public	General Public	5. Of the 13 common intersections examined, only 2 (15%) show discrepancies that suggest that traffic has increased in the years between the surveys. This means that the DEIS reported consistently lower CLVs for 85% of common intersections. If the figure were closer to 50%, one might accept this as random variability. Instead, this suggests a pattern of non-random, systematic bias in the DEIS survey methods and resulting data collection.	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.

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848	9.0 Transportation		6.0 Public	General Public	<p>6. The consequences of a -17% average error in area traffic estimates are significant:</p> <ul style="list-style-type: none"> • If one adjusts upward by 17% DEIS' estimates of existing traffic during the evening peak commute, the number of failing intersections (CLV>1600) increases by 200% from 2 to 6 (see DEIS, Table 4-12). • Using DEIS' own predictions of 4.2% average increases in peak evening traffic loads under the No Build Alternative scenario, the estimated number of failing intersections by 2011 increases by 100%, from 4 to 8. • Worse still, using DEIS' predictions of 7.5% average increases in peak evening traffic loads under Alternatives 1 or 2, the estimated number of failing area in 2011 increases by 150%, from 4 to 10. As with the uncorrected estimates reported in DEIS, 25% of these failing area intersections will result from BRAC implementation. 	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
849	9.0 Transportation		6.0 Public	General Public	<p>There may have been several possible sources of systematic error that account for the observed discrepancies between DEIS and M-NCPPC traffic data. For example, the M-NCPPC conducted its surveys in mid-week (i.e., Tues – Thurs). Surveys conducted on other, lower traffic volume days (e.g., weekends, federal or school holidays) could produce differences of the magnitudes observed. Similarly, these discrepancies could be due to the behavior of surveyor teams assigned to conduct field observations at key intersections. A lack of training, reliability checks, or attention to detail might account for the apparent undercounts. The differences also could be due to assessment methods, but a lack of detail about the methodology used to collect the data reported in DEIS, including its failure to report confidence intervals for its traffic point estimates, precludes a determination of DEIS' study rigor and reduces confidence in the validity of its findings.</p>	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
850	9.0 Transportation	Further Studies	6.0 Public	General Public	<p>Three informal responses have already been offered for these and other concerns about the DEIS traffic survey data, and formal responses would obviously be welcome. First, Navy representatives have suggested that one reason for the lower CLVs reported in DEIS, relative to those documented 1 – 5 years earlier, is due paradoxically to higher traffic volumes: More cars means more congestion and lower CLVs. This ignores the simple facts that higher CLVs had already been documented for these same intersections, in some cases 43% higher, and that DEIS itself predicts increases in CLVs due to BRAC implementation, which directly contradicts this "more is less" hypothesis.</p>	Comment noted. The EIS Traffic Study recommends potential improvements for further study and implementation by appropriate public transportation agencies. Other studies addressing both regional and local transportation issues should be undertaken by these agencies.
851	9.0 Transportation		6.0 Public	General Public	<p>A second informal response suggested by Navy representatives is that DEIS contractors elected to use their own traffic data, rather than the County's, because they would yield larger percentage increases in traffic volumes, which would satisfy communities' concerned about area growth. It would seem that DEIS is obligated to report reliable and valid data, not select which data make a more compelling case one way or the other. Finally, military representatives have suggested that because the nation is in a state of war, communities should forego their concerns and allow BRAC implementation to proceed unimpeded and without the need to anticipate or mitigate any adverse environmental impacts that may result. This reasoning ignores the facts that country has been engaged in cold and hot wars for the better part of 70 years and may be tied up in a war on terror that could span another 30 years. It would be instructive to learn precisely when concerns about BRAC developments that will impact American communities would be welcomed and considered. In short, the responses offered thus far to these and other concerns are illogical or worse.</p>	The DEIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.

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852	9.0 Transportation		6.0 Public	General Public	In summary, a comparison of existing traffic volumes for 13 Montgomery county intersections surveyed by DEIS (2007) and M-NCPPC (2006) suggests that DEIS underestimated current traffic volumes on average by -17%. Moreover, the DEIS estimates are consistently lower than those reported 1 - 5 years earlier. Underestimates of these magnitudes have important implications for predicting area traffic in 2011, when BRAC law mandates the completion of the NNMC expansion. One implication is that NNMC expansion, which is welcomed as a way to enhance access to top-tier medical care for U.S. military men and women, is likely make area traffic significantly worse than is predicted by DEIS. Indirect effects may include impaired base access for mission critical personnel and longer response times by local emergency vehicles due to overly congested roadways.	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
852.1	9.0 Transportation		6.0 Public	General Public	Planning and funding the infrastructural improvements needed to accommodate an expanded medical center in an already congested setting, requires rigorous data that are reliable and valid. Unfortunately, the data reported in DEIS for existing and future impacts on area roads do not appear to meet these standards. It is in the best interests of all – community and the Navy alike – to ensure that BRAC implementation is done properly.	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
853	9.0 Transportation	Beltway	6.0 Public	General Public	Continued Study and Consideration of a Beltway Slip Ramp Directly to NNMC Are Encouraged.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
854	9.0 Transportation		6.0 Public	General Public	Further Independent Traffic Study Should be Conducted. Errors in the previous study should be corrected through another study (incorrect assumptions about intersection at Cedar Lane and 355). Further, the Navy is committed to improving access to NNMC by opening 3 additional entrances on Jones Bridge Lane and improving access at current entrances on Rockville Pike. Future usage of these multiple entrances should be factored in to any future traffic studies.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
855	9.0 Transportation	4 RECS	6.0 Public	General Public	The EIS currently does not sufficiently encourage use of public transportation. 1) Support bridge or tunnel pedestrian access to the Medical Center Metro station, 2) Cluster buildings near the Metro, 3) Reduce number of additional parking spaces on campus, and 4) Support Purple Line transit.	1) The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355. 2) Building locations were determined by necessary proximity to the existing hospital and are coordinated with NCPC and MHT. 3) The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. 4) The Purple Line was and is still in a planning phase, under the administration of the Maryland Transit Administration (MTA).
856	9.0 Transportation	Satellite Parking	6.0 Public	General Public	NNMC should support the use of satellite parking by NNMC employees and contractors and offer financial or other incentives to promote use of car pooling, Metro and other public transportation (Potential Purple Line, buses, etc.).	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
857	1.0 General	Coordination	6.0 Public	General Public	The NNMC should implement a Community Relations/Liaison Council similar to NIH that would meet on a regularly scheduled basis to discuss issues of interest to the Bethesda community.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
858	2.0 Natural Resources	Landscaping	6.0 Public	General Public	Preserve the trees along the perimeter of the campus as much as possible to create a green buffer between WRNNMC and the surrounding residential neighborhoods.	Trees along the perimeter are not affected in most locations and will be preserved with the possible exception at gates and in the expansion of the perimeter road where security and improved traffic management dictates expansion.
859	3.0 Air	Idling	6.0 Public	General Public	Implement and enforce an Anti-Idling Policy to reduce exhaust from trucks and construction vehicles waiting to enter the campus and also while waiting to operate on campus. The Anti-Idling Policy should be consistent with the anti-idling policy promoted by the U.S. Environmental Protection Agency for school buses, as part of the EPA's National Idle Reduction Campaign (see http://epa.gov/cleanschoolbus/antiidling.htm).	The Navy will manage the construction with an objective of providing efficient access to sites and to staging areas to reduce queuing and resultant unnecessary idling. A gate analysis is also being conducted by DOD at the NNMC gates that would include potential improvements or queuing mitigation measures at all of the access gates. For the long term the Navy is investigating potential improvements external to NNMC that could directly enhance access to NNMC and the Navy is submitting a request for DAR certification for recommended improvements. The air analysis assumed two or more miles of each truck trip was at an average of 2.5 mph, the equivalent of idling for emissions calculations and found particulate emissions well below de minimis levels.
860	4.0 Noise		6.0 Public	General Public	Will all construction traffic entering and exiting the site be directed to use North Gate at North Wood Drive and Rockville Pike/MD 355 (p. 4-48), or the Grier Road Gate at Jones Bridge Road (p. 4-73), or some combination of those or other gates? Please explain in the FEIS.	Construction traffic typically occurs outside of the typical morning and afternoon peak commuter periods (7 -9 AM and 4 -6 PM, respectively). The greater proportion of trucks would be oriented from and to the Capital Beltway, via Rockville Pike. This roadway experiences peak directional traffic flow in the southbound direction during the morning peak period, and in the northbound direction during the afternoon peak period. Excess capacity is available in the non-peak directions.
861	9.0 Transportation		6.0 Public	General Public	I have many concerns about the DEIS transportation study, analyses, and conclusion that additional traffic from the NNMC expansion will have little impact on area roadways. I am also concerned that insufficient mitigation measures are offered. The following are my comments and suggestions: State clearly in the FEIS that no transportation plans should be retained or approved by the Navy that would in any way increase traffic through the East Bethesda residential neighborhood or allow parking of non-resident vehicles within that residential neighborhood. This will protect the privacy and integrity of the East Bethesda community.	The Navy will provide 200 parking spaces for construction workers and the Navy contractor will reserve the parking spaces for contractor and subcontractor management and field staff only. For the remaining construction workforce, the Navy has required that the contractor use alternative means of bringing the workers onto NNMC, including mass transit. As a way to meet LEED Silver Certification requirements, the contractor is using mass transit use by the construction workers towards the certification. The contractor will utilize a combination of offsite coordinated park-and-ride and public transportation. The contractor will provide subsidies to the workers who utilize the WMATA system to access the construction site. To deter parking in the neighboring areas; the contractor is implementing a program that will include spot checks and disciplinary actions such as a written warning for the first offense and termination of the employee's badge access for the second offense.
862	9.0 Transportation		6.0 Public	General Public	Design and construct a road system inside the base to control inbound/outbound traffic and reduce queuing on exterior arterial roads. For example, vehicle inspection stations should be constructed inside the base in a way that avoids congestion on adjacent key roadways caused by cars and trucks waiting to be cleared to enter the base.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
863	9.0 Transportation		6.0 Public	General Public	Double-check the 'background development' information from Montgomery County: the DEIS list appears incomplete. E.g., it does not appear to include the new NIH visitor center opening in the second quarter of 2008.	The Background Development list from the County does not include the new visitor center. This development would accommodate primarily the visitor trips currently using the South Drive inspection facility.

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864	9.0 Transportation		6.0 Public	General Public	Residential "cut-through" traffic: East Bethesda residents have been working with Montgomery County for some time to mitigate cut-through traffic in our residential neighborhood. Vehicles on MD 355 northbound avoid the above-capacity Intersection #12 (Rockville Pike and Jones Bridge Road) by turning right at North Chelsea Lane and cutting through residential streets. These residential streets have no sidewalks or curbs and are unsuitable for this traffic volume; it poses a severe pedestrian hazard. A recent traffic survey estimated that ~200 vehicles/hour during the PM peak hour use our residential roads to avoid Intersection #12. This cut-through traffic is likely to worsen with any increase of traffic due to the NNMC expansion, but if we successfully stop cut-through traffic, Intersection #12 will worsen even more: clearly, Intersection #12 needs a major overhaul. This problem was left out of the DEIS transportation study even though our neighborhood association brought it to the Navy's attention during the scoping period. Please incorporate it into the FEIS.	The EIS traffic study conforms with the NNMC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
865	9.0 Transportation		6.0 Public	General Public	Install "smart" traffic lights and traffic volume monitors at all gates and signaled intersections at and around NNMC to determine whether vehicles are actually waiting or not. I regularly observe a green light for traffic exiting NIH at Center Drive -- but there are no cars actually exiting. Enabling signals to respond to actual demand at each cycle would allow traffic to flow more efficiently throughout the area.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
866	9.0 Transportation	Drop Off	6.0 Public	General Public	Provide an easement along the north side of Jones Bridge Road for use as: a dedicated lane for staging and queuing, a "kiss and ride" drop-off/pick-up facility, and an ADA-compliant sidewalk with buffer area from roadway.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
867	9.0 Transportation		6.0 Public	General Public	Implement reversible lanes at gate roads and nearby approaching roads during peak commuting hours.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
868	9.0 Transportation	Drop Off	6.0 Public	General Public	Provide two new "Kiss and Ride" facilities at the following locations. (The NNMC shuttle (App. C, p. 32) should be routed to include these "kiss and ride" facilities.) 1. MD 355 near the pedestrian bridge/tunnel, by the gate at South Wood Drive. 2. Jones Bridge Road at the University Road gate. At this facility, include a new U-Turn: after dropping off their passengers, vehicles could then proceed along Jones Bridge Road westbound to MD 355, or U-turn back onto Jones Bridge Road eastbound. Pedestrians could then board a shuttle inside the base to get to their destination.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.

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869	9.0 Transportation	Pedestrian Connection	6.0 Public	General Public	<p>Pedestrian Bridge or Tunnel near the Gate at South Wood Road/South Drive and MD 355:</p> <ul style="list-style-type: none"> The potential bridge or tunnel at MD 355/Rockville Pike crossing from NIH to NNMC is a key element in the plan to link Suburban, NIH, and NNMC in a mass casualty event, and must be large enough to accommodate emergency vehicles. Therefore, the EIS should give greater prominence to this proposal. All other modifications to this stretch of Rockville Pike/MD 355 -- including the gate at South Wood Road -- must be designed around the security requirements of this bridge/tunnel. The Navy should review the preliminary consultant report on this bridge/tunnel, which is expected in February, and incorporate the reports' conclusions into the FEIS. Design the bridge/tunnel to allow any pedestrian to use it to cross MD 355, with the security checkpoint for accessing WRNMMC beyond the entrance to the bridge/tunnel. The bridge/tunnel could be designed so that in time of emergency, the WRNMMC gates would swing out to connect to the bridge/tunnel -- thereby restricting access to the bridge/tunnel only when absolutely necessary. 	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.
869.1	9.0 Transportation	Pedestrian Connection	6.0 Public	General Public	<ul style="list-style-type: none"> Consult with Bethesda Urban Partnership and the Central Business District in the aesthetic design of a bridge. A bridge at this location could be a boon for the community, creating a visual "Gateway to Downtown Bethesda." For example, the bridge could be used for community signage (e.g., "Bethesda Art Walk: April 12-13") which Bethesda-UP now posts above Woodmont Avenue. The same sign system could be used for emergency messaging during a mass casualty event or security lock-down. 	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.
870	9.0 Transportation		6.0 Public	General Public	<p>Comment on Jones Bridge Road Intersection #14 (Grier Road Gate/Navy Lodge Gate):</p> <p>If Grier Road is widened, then it should be two lanes inbound and one lane outbound, to minimize truck queuing on Jones Bridge Road. Alternatively, the middle lane could be reversible: inbound in the a.m. and outbound in the p.m. Outbound base traffic does not stop for inspection, and since there is no facing street, left-turn traffic should move freely out of the base on a green light. On the other hand, inbound traffic gets stopped, resulting in long lines on Jones Bridge Road. Therefore, the greater road capacity is needed for inbound traffic.</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
871	9.0 Transportation		6.0 Public	General Public	<p>Comment on Intersection #12:</p> <ul style="list-style-type: none"> Extend the length of the current right-hand turn lane on MD 355 northbound approaching Jones Bridge Road to accommodate the volume of traffic trying to turn east onto Jones Bridge Road. Convert a MD 355 northbound from a dedicated thru-lane to a shared thru and right-hand turn lane (for traffic turning onto Jones Bridge Road eastbound). This would facilitate more traffic using Intersection #12 to turn onto Jones Bridge Road eastbound, rather than cutting through the residential neighborhood. Convert a lane of MD 355 southbound from a dedicated thru-lane to a shared thru and left-hand turn lane (for traffic turning onto Jones Bridge Road eastbound). At present, many vehicles make an illegal left-turn from the MD 355 southbound thru lane onto Jones Bridge Road eastbound. These turns are dangerous because the traffic turning left from the dedicated left-turn lane is not expecting a car to their right. 	Comments noted. The Navy appreciates the time and effort taken to provide comments on the document.

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871.1	9.0 Transportation		6.0 Public	General Public	<p>Comment on Intersection #12:</p> <ul style="list-style-type: none"> Find creative ways to keep traffic moving along MD 355 northbound. According to Figure 6 (p. 20, Appendix C), traffic on MD 355 northbound slows at Battery Lane and does not move more easily until Cedar Lane. Some ways to make this traffic flow more smoothly would be: <ol style="list-style-type: none"> Building the proposed bridge/tunnel over MD 355 to reduce the need for vehicles to wait for pedestrians and cyclists crossing MD 355; funnel the pedestrians now crossing MD 355 at Jones Bridge Road to cross at that bridge/tunnel as well; Install "smart" traffic lights to monitor traffic volumes at the intersections, particularly for traffic exiting NIH at Center Drive, and thereby allow traffic signals to adjust to demand at each cycle. 	Comments noted. The Navy appreciates the time and effort taken to provide comments on the document.
872	9.0 Transportation		6.0 Public	General Public	<p>Comments on Intersection #6:</p> <p>1.) West Cedar Lane westbound approaching Old Georgetown Road/MD 187: the DEIS recommends eliminating parking along Cedar Lane eastbound to provide an additional receiving lane for traffic turning from Old Georgetown Road (Appendix C, p. ix).</p> <p>Comments and suggestions:</p> <ul style="list-style-type: none"> Clarify in the FEIS whether allowing four lanes on West Cedar Lane can be accomplished solely by eliminating parking, or whether it would also require eliminating the center turn lane. Clarify whether the assessment of improved traffic flow along Cedar Lane with four lanes accounts for the turning traffic which currently has use of the center turn lane to access NIH and the residential area. Eliminate parking along all of Cedar Lane westbound to lengthen the approach to the right-turn lane onto Old Georgetown Road northbound. Encourage the county to enforce parking laws in residential neighborhoods daily. Add a separate right-turn lane on Cedar Lane westbound as it approaches Old Georgetown Road. 	It was envisioned that the two receiving lanes would be provided for a distance of 450-500 feet, followed by a transition back to one lane. The center turn lane would not be eliminated. The FEIS will recommend the undertaking of an engineering study by the public transportation agencies to confirm the feasibility of this recommendation and determine the alternative or additional improvements.
872.1	9.0 Transportation		6.0 Public	General Public	<p>2.) Old Georgetown Road/MD 187 reversible lane: the DEIS states that the Bethesda Central Business District (CBD) Master Plan (July 1994) recommends implementing a peak period reversible lane on Old Georgetown Road when future traffic conditions warrant this improvement (Appendix C, p. 39). Traffic conditions warrant this improvement now.</p> <p>3.) The DEIS recommends an additional left-turn lane on Old Georgetown Road/MD 187 southbound approaching Cedar Lane and eliminating parking along Cedar Lane to provide an additional receiving lane (Appendix C, p. ix). I support this recommendation, but also recommend the following:</p> <ul style="list-style-type: none"> Improve signage along Old Georgetown Road southbound to make clear that vehicles can access NNMC via Cedar Lane eastbound to Rockville Pike southbound. Improve signage along I-495 eastbound and westbound to make clear that vehicles can access NNMC via THREE southbound exits: Old Georgetown Road, Rockville Pike, and Connecticut Avenue. Improve signage along I-270 to make clear that vehicles can access NNMC via Old Georgetown Road southbound. 	It was envisioned that the two receiving lanes would be provided for a distance of 450-500 feet, followed by a transition back to one lane. The center turn lane would not be eliminated. The FEIS will recommend the undertaking of an engineering study by the public transportation agencies to confirm the feasibility of this recommendation and determine the alternative or additional improvements.

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873	9.0 Transportation		6.0 Public	General Public	<p>Comments and suggestions on Intersection #16: The DEIS estimates that this BRAC action will increase the CLV at the peak PM hour by 4%. This is a modest increase, but since a CLV of 2,000 means traffic is at a standstill, and the CLV is virtually at 2,000 in the PM peak hour even before the BRAC action, there is no margin for any CLV increase at Intersection #16. Therefore, it is incumbent on the Navy to address mitigations here.</p> <p>1.) Jones Bridge Road eastbound at Connecticut Avenue/MD 185 and Kensington Parkway: The DEIS recommends adding a left-turn lane along Jones Bridge Road eastbound approaching Connecticut Avenue (see Appendix C, p. x). I support this recommendation, but also recommend the following: Add a second lane to the I-495 Inner Loop (eastbound) access ramp from Connecticut Avenue northbound. This would allow vehicles turning left from Jones Bridge Road eastbound to move more smoothly onto the I-495 ramp. Currently, vehicles overuse the shared left-turn lane on Jones Bridge Road and under-use the separate left-turn lane on Jones Bridge Road because, once on Connecticut Avenue, they must immediately merge all the way to the right to get onto the I-495 ramp. Lengthen the approaches to the left-turn lanes on Jones Bridge Road eastbound.</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document. As shown in Tables 4-15 and 4-16, the FEIS identifies a recommended improvement that reduces traffic CLVs below that of the background levels before BRAC traffic is added. Further analysis would be at the discretion of the State and local transportation agencies, who have jurisdiction for this intersection.
873.1	9.0 Transportation		6.0 Public	General Public	<p>Comments and suggestions on Intersection #16 Continued: Currently, overuse of the shared left-turn lane on Jones Bridge Road blocks vehicles on Jones Bridge Road eastbound as they approach Connecticut Avenue who might otherwise prefer to use the separate left-turn lane on Jones Bridge Road. Lengthening the approach lanes on Jones Bridge Road would allow the separate left-turn lane on Jones Bridge Road to be used to greater capacity and reduce the PM backup along Jones Bridge Road eastbound. Improve signage on Jones Bridge Road eastbound to make clear that two of the three left-turn lanes on Jones Bridge Road will BOTH access the two-lane I-495 eastbound ramp Add a second lane to the I-495 Inner Loop (eastbound) access ramp from Connecticut Avenue northbound. This would allow vehicles turning left from Jones Bridge Road eastbound to move more smoothly onto the I-495 ramp.</p>	Continuation of 873.
873.2	9.0 Transportation		6.0 Public	General Public	<p>Comments and suggestions on Intersection #16 Continued: Currently, vehicles overuse the shared left-turn lane on Jones Bridge Road and under-use the separate left-turn lane on Jones Bridge Road because, once on Connecticut Avenue, they must immediately merge all the way to the right to get onto the I-495 eastbound ramp. Overuse of the shared left-turn lane on Jones Bridge Road blocks vehicles on the approach to Connecticut Avenue northbound, exacerbating under-use of the separate left-turn lane on Jones Bridge Road. Adding a third left-turn lane to Jones Bridge Road without also widening the I-495 access ramp to two lanes will not allow all the left-turn lanes on Jones Bridge Road to be used to capacity.</p> <p>2.) Connecticut Avenue southbound at Jones Bridge Road: The DEIS recommends providing a separate right-turn lane along Connecticut Avenue southbound approaching Jones Bridge Road (see Appendix C, p. x). I support this general recommendation, although the specifics of this recommendation are unclear. I recommend the following:</p>	Continuation of 873.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
873.3	9.0 Transportation		6.0 Public	General Public	<p>Comments and suggestions on Intersection #16 Continued:</p> <ul style="list-style-type: none"> • Extend the ramp from Exit 33 (I-495 Inner Loop eastbound) onto Connecticut Avenue southbound all the way to Jones Bridge Road so that vehicles exiting from I-495 and intending to turn right onto Jones Bridge Road need not merge with the Connecticut Avenue southbound traffic. • Improve signage along I-495 to make clear that vehicles can access WRNMMC from three southbound exits: Connecticut Avenue, Rockville Pike, and Old Georgetown Road. • Improve signage along Connecticut Avenue southbound to make clear that vehicles can access WRNMMC via Jones Bridge Road westbound. • Study the feasibility of adding a lane to the Exit 33 I-495 exit ramp (from the Inner Loop eastbound heading towards Connecticut Avenue southbound); situate the additional lane through North Chevy Chase park and directly onto the base, allowing WRNMMC visitors and staff to bypass Jones Bridge Road altogether. 	Continuation of 873.
873.4	9.0 Transportation		6.0 Public	General Public	<p>Lengthen the approaches to the left-turn lanes on Jones Bridge Road eastbound. Currently, overuse of the shared left-turn lane on Jones Bridge Road blocks vehicles on Jones Bridge Road eastbound as they approach Connecticut Avenue who might otherwise prefer to use the separate left-turn lane on Jones Bridge Road. Lengthening the approach lanes on Jones Bridge Road would allow the separate left-turn lane on Jones Bridge Road to be used to greater capacity and reduce the PM backup along Jones Bridge Road eastbound.</p> <p>Improve signage on Jones Bridge Road eastbound to make clear that two of the three left-turn lanes on Jones Bridge Road will BOTH access the two-lane I-495 eastbound ramp.</p>	Continuation of 873.
874	9.0 Transportation		6.0 Public	General Public	<p>Reconsider the I-495 Slip Ramp with the following in mind:</p> <p>1.) Comments on Analysis of Outbound PM Trips from NNMC: Figure 17 (Appendix C, p. 53) shows that 45% of the outbound PM trips use Rockville Pike northbound for a short distance, and then 30% of the outbound PM trips turn onto West Cedar Lane rather than continue on Rockville Pike northbound past Cedar Lane (intersection #5). Figure 18 (Appendix C, p. 54) shows that more outbound PM trips would head eastbound with a Slip Ramp than without one, and fewer trips would head westbound in the evening. Why would an eastbound Slip Ramp reduce the number of outbound PM trips on Cedar Lane westbound from 30% to 15%? The DEIS analysis also suggests that, with the addition of a Slip Ramp to I-495 eastbound, more outbound PM trips would head northbound on Rockville Pike (from 10% to 15%). Why would an eastbound Slip Ramp increase the number of northbound trips on Rockville Pike?</p>	The study assumed that the trips exiting directly at I-495 in the afternoon peak hour would comprise trips going east along Jones Bridge Road (via Connecticut avenue), going east along I-495 (east of Connecticut avenue), going north on Connecticut Avenue and going west on I-495 through the Connecticut Avenue interchange. This distribution was discussed and agreed upon with the agency Technical Advisory Committee. The outbound distribution should indicate 20% of the trips going west onto Cedar Lane and 10% going north along Rockville Pike. This change would not affect the results and recommendations of the EIS transportation study.
874.1	9.0 Transportation		6.0 Public	General Public	<p>The FEIS must clarify the analysis of outbound PM trips with and without an I-495 Slip Ramp. Explain why an eastbound Slip Ramp would reduce trips on Cedar Lane westbound and increase trips on Rockville Pike northbound.</p> <p>The FEIS should examine the feasibility of the following solutions: The problem of having no turn-around on the Slip Ramp back onto I-495 for vehicles rejected at the gate could be solved in two ways: 1. construct a road leading to the Exit 33 off-ramp to Connecticut Avenue, or 2. construct a road southbound along the campus eastern perimeter to Jones Bridge Road.</p>	Continuation of Comment 874.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
874.1	9.0 Transportation		6.0 Public	General Public	<p>As an alternative to the Slip Ramp, add a lane to the Exit 33 I-495 eastbound ramp onto Connecticut Avenue southbound; situate one exit-ramp lane through North Chevy Chase park and directly onto the base, allowing WRNMMC visitors and staff to bypass Jones Bridge Road altogether.</p> <p>The DEIS states that FHA would likely preclude the addition of an interchange without making clear whether the possibility was fully pursued. Do all the other interchanges along I-495 meeting FHA requirements? Is there any precedent for exceptions to the general FHA rule? Consider the role of a Slip Ramp in an evacuation scenario, such as a mass casualty event. The Slip Ramp could play a critical role in allowing more options for access to and from WRNMMC, NIH and Suburban Hospital in a time of emergency, when area roads would become even more gridlocked.</p>	Continuation of Comment 874.
875	9.0 Transportation	Drop Off	6.0 Public	General Public	<p>In lieu of fringe parking, the Navy could encourage carpooling by providing "kiss and ride" facilities for vehicles to drop-off/pick-up WRNMMC passengers without the car entering the base. Currently, vehicles idle in nearby neighborhoods while waiting for people to walk off base; therefore, these drop-off/pick-up points should be located near gates that can handle pedestrian access. (These "kiss and ride" facilities are also in my comments above.)</p>	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
876	9.0 Transportation	Pedestrian Connection	6.0 Public	General Public	<p>Comments on Pedestrian Improvements:</p> <ul style="list-style-type: none"> Construct wider sidewalks with a buffer on the north side of Jones Bridge Road and funnel pedestrian traffic to the north side of the roadway. Pedestrian access should tie easily to bus stops and new "kiss and ride" facilities. As pedestrians walk on Jones Bridge Road westbound towards MD 355, they should be encouraged to cross over to the Metro at the new bridge/tunnel, thereby reducing the pedestrians crossing MD 355 at grade. 	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
877	9.0 Transportation		6.0 Public	General Public	<ul style="list-style-type: none"> Build a covered walkway for pedestrians starting inside the gate at South Drive and leading to the WRNMMC buildings. If pedestrians find the walk from the Metro to the buildings more pleasant in all weather conditions, they are more likely to use transit. A covered walkway would also provide security benefits near the heli-pad. 	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
878	9.0 Transportation	Pedestrian Connection, Beltway, Drop Off	6.0 Public	General Public	<ul style="list-style-type: none"> Consider the bridge/tunnel at MD 355 in a broader context. As mentioned in above, the pedestrian connection (bridge or tunnel) at the Rockville Pike crossing from NIH to WRNMMC is much more than a personnel convenience or a transit improvement: it must accommodate emergency vehicles traveling between Suburban, NIH, and WRNMMC in a mass casualty event. Therefore, all other modifications to this stretch of Rockville Pike/MD 355 (road widening, extra turn lanes, "kiss and ride" facilities, gate modifications) must be designed around this critical bridge/tunnel. Similarly, the I-495 Slip Ramp should be considered in the context of the plan to link Suburban, NIH and WRNMMC in a mass casualty event. Review the preliminary consultant report on this bridge/tunnel, which is expected in February, and incorporate the reports' findings in the FEIS. 	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
879	9.0 Transportation	Drop Off	6.0 Public	General Public	<p>• "Kiss and Ride" facilities are related to pedestrian traffic: We need facilities for vehicles to pull over and drop-off/pick-up NNMC passengers without the car entering the base ("kiss and ride" facilities). Currently, vehicles idle in nearby neighborhoods while waiting for pedestrians to walk off the base. This indicates that drop-off/pick-up facilities should be located near gates that can handle pedestrian access. The shuttle (App. C, p. 32) should be routed to include the "kiss and ride" facilities.</p>	<p>The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.</p>
880	9.0 Transportation	Bike	6.0 Public	General Public	<p>Comments on Bicyclist Improvements:</p> <ul style="list-style-type: none"> • Improve bicycle access by creating a way for cyclists to get from the west side of Rockville Pike/MD 355 on to the base by bridge or tunnel without having to cross at grade. Include bicycle access in the design of the bridge/tunnel between NIH and NNMC at MD 355. • Convenient and secure bicycle 'parking' is a key element in encouraging bicycle commuters. The FEIS should include improved on-campus bicycle parking facilities. • All storm water grates in the roadway must be designed so that bicycle wheels cannot fall into them. • All gate improvements should include bicycle access in the gate design. 	<p>Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.</p>
881	9.0 Transportation		6.0 Public	General Public	<p>I recommend these TMP additions:</p> <ul style="list-style-type: none"> • Require posting of directions to WRNMMC via Metro on the WRNMMC home page and on all patient/visitor handouts. • Post signs showing the way to Metro on every street on the WRNMMC campus. • Consider making transit subsidies for the Metro Smart Trip program available for all regular visitors, as well as all staff. 	<p>Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.</p>
882	9.0 Transportation		6.0 Public	General Public	<p>Projects in planning/engineering or construction phases from the Maryland Consolidated Transportation Program (2007- 2012) that could influence NNMC transportation conditions in the long term.</p> <p>Comments: The speed of state and county transportation planning is glacial. Therefore, many decisions (such as Purple Line routing) were made long before the BRAC expansion mandate. I encourage the Navy to consult with State planners (Maryland Transit Authority) who are working on east-west transit plans, both in lower Montgomery County (Purple Line) and further north (Corridor Cities Transitway) and ask that they consider how plans can be modified to provide direct benefits to WRNMMC staff and visitors.</p>	<p>The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.</p>
883	9.0 Transportation	Parking	6.0 Public	General Public	<p>Please state in the FEIS: What will be the ratio of the number of employee parking spaces to the number of employees (federal employees and contractors combined) at WRNMMC at Bethesda once the BRAC expansion is complete? How does this ratio compare to NIH and other nearby federal agencies?</p>	<p>Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.</p>

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
884	9.0 Transportation		6.0 Public	General Public	<p>Comments on Foreseeable Future Projects and Truck Access and Circulation:</p> <ul style="list-style-type: none"> The FEIS must fully explain plans for truck access to WRNMMC. Will construction vehicles be handled differently from other trucks? Will trucks queue up inside the base, or along Jones Bridge Road, or MD 355? If along Jones Bridge Road, could the Navy offer an easement along the north side of Jones Bridge Road to create a queuing lane, thereby allowing through traffic to proceed smoothly? The Navy should achieve LEED Silver building standards in the construction of all future facilities at WRNMMC. 	<p>Construction traffic typically occurs outside of the typical morning and afternoon peak commuter periods (7 -9 AM and 4 -6 PM, respectively). The greater proportion of trucks would be oriented from and to the Capital Beltway, via Rockville Pike. This roadway experiences peak directional traffic flow in the southbound direction during the morning peak period, and in the northbound direction during the afternoon peak period. Excess capacity is available in the non-peak directions.</p> <p>The Navy will commit to LEED Silver certified design and construction for the BRAC project.</p>
885	9.0 Transportation	Beltway	6.0 Public	General Public	<p>There is no disagreement that the roads to, and around, the Naval Medical Center are already near or above capacity standards, and would exceed capacity by 2011.</p> <p>The decision not to build a ramp from the Beltway directly on to the property seems to be extremely shortsighted. Even if it removes a fraction of the traffic, it is definitely needed. Please reconsider this option.</p>	<p>The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMCC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.</p>
886	1.0 General	EIS Process	6.0 Public	General Public	<p>I am very concerned that in the press to complete this project, key issues will be overlooked or minimized, resulting in serious environmental problems for this geographic area, including untenable congestion and greatly increased pollution.</p>	<p>The FEIS and response to all comments illustrates Navy's concern for these issues.</p>
887	9.0 Transportation		6.0 Public	General Public	<p>As a resident of Locust Hill Estates, a Bethesda neighborhood of single family homes located one block north of the NNMC, I am very concerned about the impact of the proposed BRAC expansion. I am very supportive of the healthcare needs of our military; however, we are concerned about the significant impact of this BRAC on the significant traffic problem that affects us today and will affect patients and staff who might use the facility. Our neighborhood is stressed by the volume of traffic that travels on Rockville Pike and Cedar Lane every day, particularly during the extended morning and afternoon "rush" to and from work. The traffic already spills into our neighborhood in the form of significant "cut throughs" that often travel at high rates of speed, endangering the residents. I am concerned that the BRAC action at NNMC will cause significant additional traffic on Cedar Lane and Rockville Pike, increasing the incentive for motorists to cut through our neighborhood. I am also concerned for the patients who will be using the Navy hospital and face grid lock getting into the facility.</p>	<p>The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.</p>
888	9.0 Transportation	Further Studies	6.0 Public	General Public	<p>Further Independent Traffic Study Should be Pursued. Given the critical nature of the traffic entering NNMC (employees as well as patients), it should be the Navy's goal that there be NO failed intersections in the surrounding area once the expansion is complete.</p>	<p>Comment noted. The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.</p>
889	9.0 Transportation	Further Studies	6.0 Public	General Public	<p>The Federal Government Should Take More Responsibility for the Traffic Impact this Unique BRAC action will have on our Neighborhoods.</p>	<p>Comment noted. The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.</p>
890	9.0 Transportation	Beltway	6.0 Public	General Public	<p>Continued Study and Consideration of the Beltway Slip Ramp Directly to NNMC Are Encouraged.</p>	<p>The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.</p>

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
891	9.0 Transportation	4 RECS	6.0 Public	General Public	I am concerned that the EIS does not sufficiently encourage use of public transportation, including 1) building bridge or tunnel pedestrian access to the Medical Center Metro station, 2) clustering buildings near the Metro, 3) reconfiguration of the security checkpoints especially at North Wood (to get traffic off of 355 so it doesn't queue on that road) and 4) reducing the number of additional parking spaces on campus.	1) The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355. 2) Building locations were determined by necessary proximity to the existing hospital and are coordinated with NCPD and MHT. 3) The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area.
891.1	9.0 Transportation	4 RECS	6.0 Public	General Public	Continuation of 891.	4) NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
892	9.0 Transportation		6.0 Public	General Public	I am concerned about the impact of increased traffic on the access of emergency vehicles (i.e., ambulances, fire trucks) to and from our neighborhood.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.
893	9.0 Transportation		6.0 Public	General Public	I am concerned that the EIS traffic counts do not take into account new NIH facilities along Rockville Pike, including the Visitors Center and the Truck Inspection Station.	The EIS Traffic Study is required by the County to include only approved but unbuilt developments. The study included 11 such development identified by M-NCPPC staff. The NIH truck inspection center was operation at the time of the base traffic counts. The new visitor center would accommodate the visitor vehicles that are currently inspected at the South Drive facility. The center would not generate significant new vehicular trips.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
894	9.0 Transportation	Pedestrian & Bike	6.0 Public	General Public	I support better pedestrian and bicycle access to NNMC and the Medical Center Metro, including an above or below grade (bridge or tunnel) way for people and bicycles to cross Rockville Pike. The EIS outlines a number of proposals for pedestrian and bicycle improvements that we support including 1) making it easier to cross Rockville Pike at Cedar Lane, and 2) improving the sidewalk on the NNMC side of Rockville Pike. We also urge consideration of easily accessible "drop-off" areas on the NNMC campus for automobiles and buses to drop off and pick-up employees and visitors and the addition of pedestrian entry gates such as NIH has implemented. We think any proposals that make it easier for people to commute and travel without getting in a car should be obvious choices that can be done easily and cheaply.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. NNMC is now looking at comprehensive changes to all entrances and turn lanes to develop improved ingress/egress. A drop off/pick up area would be considered as a part of this study. The Navy will continue consultations with local and state transportation agencies to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
895	1.0 General	Coordination	6.0 Public	General Public	I would like NNMC to implement a Community Relations/Liaison Council similar to NIH, that would meet on a regularly scheduled basis to discuss issues of interest to the surrounding community.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
896	1.0 General	Coordination	6.0 Public	General Public	I am very concerned about potential changes at the intersection of Cedar and Route 355, such as the loss of the well traveled bike path along Cedar Lane, and damage to the parkland, woodlands, wetlands and creek that run along the north side of east Cedar Lane. As an adjoining neighborhood to this intersection, we strongly recommend involvement of our community in any study of lane changes to this intersection.	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. The State of Maryland has programmed funding over the next four years for intersection improvements around NNMC. The intersections under consideration include: Rockville Pike (MD 355) at Cedar Lane, Old Georgetown Road (MD 187) at Cedar Lane, Connecticut Avenue (MD 185) at Jones Bridge Road, and Rockville Pike (MD 355) at Jones Bridge Road.
897	9.0 Transportation		6.0 Public	General Public	I am concerned about the impact of another traffic signal at the intersection of Rockville Pike (MD 355) and North Wood Road and the NIH Commercial Vehicle Inspection Station. Any such study must consider the impact of traffic backing-up and increasing "cut through" traffic in the our neighborhood.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
898	1.0 General	Neighbor Concerns	6.0 Public	General Public	We are concerned that the misleading description of our community, found in the Background Section of the DEIS Executive Summary, could lead to erroneous conclusions. A description which emphasizes East Bethesda's primarily residential nature, such as that in the East Bethesda Community Association (EBCA) brief, would lead to a more appropriate assessment of the impact of the BRAC on our neighborhood.	The document characterizes those surrounding land uses not specifically described, such as NIH, Stone Ridge School of the Sacred Heart, and the Columbia Country Club, as being "characterized primarily by suburban residential development".
899	9.0 Transportation		6.0 Public	General Public	The accuracy of the DEIS traffic volume estimates should be re-assessed. The analysis of the impact of the increase on this dense urban environment should take into account the fact that it could be greater than numbers might indicate: much of the vehicular traffic has to make left turns into the campus and has to undergo security checks that could lead to queues extending onto and blocking already congested streets, as has happened in the past. The safety and security studies noted in the DEIS should rigorously address the queuing situation.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
900	9.0 Transportation		6.0 Public	General Public	The DEIS does not seem to accurately describe current gate usage nor does it propose effective means of mitigating the impacts likely to result from lines of construction and other trucks waiting to enter the future WRNMMC from Jones Bridge Road. Please explain this in greater detail.	Current gate usage is described at page 11 of the EIS Traffic Study (Appendix C). The gate improvements recommended in the DEIS (pages 4-48 and 4-49) and other operational changes (including the provision of increased on-site queuing space) identified during the prospective Master Plan update study phase, would reduce truck queuing along Jones Bridge Road.
901	4.0 Noise		6.0 Public	General Public	The DEIS concludes that construction noise impact on the NNMC south side would be negligible. This assessment should be re-evaluated, particularly if Alternative Two is adopted.	Alternative Two has not been selected as the preferred alternative. The distance to the south side from construction sites and adherence to Montgomery County noise standards supports the assessment as written in the DEIS.

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902	9.0 Transportation		6.0 Public	General Public	The matter of cut-through traffic in residential areas has not been addressed adequately. Our neighborhood has narrow streets, limited sidewalks, a number of children playing or waiting for school buses, as well as pedestrians on their way to and from the Metro, so this is a matter of serious concern to us.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
903	7.0 Land/Socio	Community Effects	6.0 Public	General Public	Finally, we greatly appreciate your efforts to consult with entities associated with the BRAC implementation and encourage you to maintain an ongoing dialogue with all levels of government and relevant agencies. In this vein, we would urge you also to take into account other commercial and residential building planned for the vicinity of the area immediately surrounding the present NNMC.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff. The EIS Traffic Study included the background developments identified by the M-NCPPC TPD staff (see Scoping Letter in Appendix C).
904	9.0 Transportation	Parking	6.0 Public	Secretary, Action Committee for Transit	The fundamental legal requirement to analyze alternatives was not met because the two so-called alternatives analyzed in the EIS are identical as regards the fundamental issue of traffic and transportation impacts – both include the same number of new parking spaces, and both are premised on a shift away from public transit access and toward automobile access. The 1800 parking spaces that the Navy assumes are far more than the 2200 new employees (many working weekends and shifts) and new hospital visitors will need..	Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.
905	7.0 Land/Socio	Housing	6.0 Public	Secretary, Action Committee for Transit	ACT's 'new urbanist' transit-oriented alternative, including development of housing and services for the additional hospital personnel in order to minimize traffic impacts was not considered or analyzed. The EIS's rationale for not analyzing the alternative of providing additional military housing outside the security perimeter contradicts current practice in southern Montgomery County. Such housing exists today in the vicinity of the Walter Reed Annex.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
906	9.0 Transportation	Parking	6.0 Public	Secretary, Action Committee for Transit	The proposed 1800 parking spaces are in violation of MCPC parking guidelines. Sites close to metro stations have lower guidelines for parking space provisions than the current plan. We are at a loss to understand why the Navy is unwilling to comply with these guidelines or even explain why they should not be complied with. In fact, the EIS states (Appendix C, p. 34) that there are currently 1434 unused parking spaces on the facility, so there is no need for any new parking whatsoever.	Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.
907	9.0 Transportation		6.0 Public	Secretary, Action Committee for Transit	The Navy failed to consider the alternative of abating traffic by building an entrance to the Medical Center Metro station on the Bethesda Naval side of Rockville Pike.	A pedestrian access to the Medical Center is discussed in Section 4.7.4.1, the Executive Summary Potential Improvements and Section 2.10.2. The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
908	9.0 Transportation		6.0 Public	Secretary, Action Committee for Transit	The assumptions made in the EIS are contrary to the facts, as explained in Appendix C of the EIS itself. According to the EIS (Appendix C, page 50), if new employees generate commuting and visitor trips at the same rate as existing Bethesda Naval employees, the proposed 2200 new employees would put 418 cars on the road during the most congested 60 minutes of the evening rush hour. The ACT proposal would further reduce this number by clustering buildings near Metro and making transit more accessible. But the EIS projects 921 auto trips during that hour - more than double the number generated by an equal number of current employees.	The assumptions are for the purpose of evaluating potential traffic impacts using standard transportation guidelines. They do not imply that other scenarios could not occur, but use the typical conditions to conduct the analysis.
909	9.0 Transportation	Parking	6.0 Public	Secretary, Action Committee for Transit	A particularly egregious example of the overestimation of parking requirements is the assumption that one parking space is needed for every Fisher House residential unit. (EIS, p. 2-37) The EIS provides no information on the actual parking usage by the current Fisher House residents. Our understanding is that the vast majority of Fisher House residents do not bring a car to Bethesda.	Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.
910	9.0 Transportation		6.0 Public	Secretary, Action Committee for Transit	The WMATA survey attached to Appendix C of the EIS shows that for office uses between 0 and 0.25 miles from a Metro station, the automobile mode share ranges from 48% to 66%. The EIS failed to consider these facts in its analysis. It is legally impermissible for the Navy to base an EIS on assumptions that it knows to be contrary to the facts.	The EIS Traffic Study applied a very conservative trip reduction factor (15%) for alternative travel modes (transit, walk, bike, etc). The remainder (85%) represented the automobile mode.
911	9.0 Transportation	Beltway	6.0 Public	Secretary, Action Committee for Transit	ACT strongly supports the Navy's rejection of a Beltway ramp dedicated to the Bethesda campus.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
912	9.0 Transportation		6.0 Public	Secretary, Action Committee for Transit	ACT is deeply concerned by a process that seeks to accommodate the needs of cars rather than those of people or area residents. The issue here is not just the additional commuters to Bethesda, but the way in which the proposal is accommodating them that encourages them to drive to work. As such State and County taxpayers are being expected to subsidize a lifestyle that they, themselves, have had to forgo. Furthermore, the current proposal runs counter to the logistical, financial and security needs of those working on or living near the Bethesda campus for two additional reasons:	The assumptions are for the purpose of evaluating potential traffic impacts using standard transportation guidelines. They do not imply that other scenarios could not occur, but use the typical conditions to conduct the analysis.
913	9.0 Transportation	TMP	6.0 Public	Secretary, Action Committee for Transit	In the current economic environment the financial costs of commuting by car are prohibitively expensive for many military personnel, given the high price of local housing and the costs associated with long commutes. Encouraging more people to commute to the campus by car runs counter to the Base's efforts since September 11th to tighten campus security.	Demand Management will be considered in the TMP, which is being updated in support of the prospective Master Plan update. The Navy will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the Master Plan process.
914	9.0 Transportation		6.0 Public	General Public	We fully endorse the concerns raised in the Maplewood Citizens Association response to Navy DEIS dated 3 January 2008. The DEIS has significantly underestimated the amount of existing traffic and the additional burden the consolidation of Walter Reed Army Medical Center to the National Naval Medical Center will impose upon area streets and neighborhoods.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
915	1.0 General	Support Comments	6.0 Public	General Public	As a resident and homeowner in the Parkview Neighborhood, I second and agree with our Neighborhood Association's comments and views. Please pay attention to them.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
916	1.0 General	Support Comments	6.0 Public	Parkview Community Association/Co-Presidents	FORM LETTER 2: In general, we support the comments on the draft EIS submitted by the BRAC Implementation Committee (BIC) that was appointed by County Executive Ike Leggett. For the sake of brevity, I incorporate those comments here by reference.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

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917	9.0 Transportation	Construction	6.0 Public	Parkview Community Association/Co-Presidents	FORM LETTER 2: NNMC should include language in its construction contracts that specifically forbids construction workers from parking in surrounding neighborhoods, and should provide for verification of these provisions and sanctions for their violation. During prior construction projects in the area, construction worker parking in the Parkview neighborhood not only has restricted access by residents to street parking, but has created unsafe traffic conditions, especially near Cedar Lane.	The Navy will provide 200 parking spaces for construction workers and the Navy contractor will reserve the parking spaces for contractor and subcontractor management and field staff only. For the remaining construction workforce, the Navy has required that the contractor use alternative means of bringing the workers onto NNMC, including mass transit. As a way to meet LEED Silver Certification requirements, the contractor is using mass transit use by the construction workers towards the certification. The contractor will utilize a combination of offsite coordinated park-and-ride and public transportation. The contractor will provide subsidies to the workers who utilize the WMATA system to access the construction site. To deter parking in the neighboring areas, the contractor is implementing a program that will include spot checks and disciplinary actions such as a written warning for the first offense and termination of the employee's badge access for the second offense.
918	3.0 Air	Construction	6.0 Public	Parkview Community Association/Co-Presidents	FORM LETTER 2: We are concerned that the draft EIS dismisses pollution impacts on surrounding neighborhoods during the BRAC construction phase, particularly due to possible air pollution. Please take steps to investigate such impacts and to mitigate them. In addition, in the interest of environmental and aesthetic concerns, steps should be taken to preserve the forested area along NNMC's north fence.	Refer to Appendix B, which evaluates construction phase emissions as well as potential new emissions during subsequent operations. The EIS demonstrates NNMC BRAC air quality consequences of both construction and operations that would result from the move of Walter Reed activities to NNMC, by evaluating whether new air emissions due to these activities exceed de minimis levels established to insure conformance with the State Implementation Plan to attain airshed standards. All emissions are well below de minimis levels using approved procedures. Impacts to Air Quality from construction equipment on site essentially assume operation at idle speeds; trucks analysis include two or more miles of each truck trip at an average of 2.5 mph, the equivalent of idling for emissions calculations. All calculations find particulate emissions as well as the precursors of ozone (NOx and VOCs) to be well below de minimis levels established by USEPA to assure the health of the airshed.
919	1.0 General	Coordination	6.0 Public	Parkview Community Association/Co-Presidents	FORM LETTER 2: It is important that the Navy establish an ongoing Office of Community Liaison, similar to that of the National Institutes of Health, to keep neighbors informed of campus activities, particularly during BRAC construction phase, and to receive community concerns.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
920	9.0 Transportation	Beltway	6.0 Public	Parkview Community Association/Co-Presidents	FORM LETTER 2: We strongly disagree with the draft EIS dismissal of a proposed I-495 Beltway Slip Ramp directly to the NNMC campus. A slip ramp directly to the NNMC campus warrants an immediate and thorough study.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
921	9.0 Transportation	TMP	6.0 Public	Parkview Community Association/Co-Presidents	FORM LETTER 2: NNMC should voluntarily complete a Transportation Management Plan to incorporate specific programs and performance objectives consistent with the County's Growth Policy, taking into account the known elements of the Master Plan.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
922	9.0 Transportation	Parking	6.0 Public	Parkview Community Association/Co-Presidents	FORM LETTER 2: NNMC should follow the National Capital Planning Commission's criterion of only one parking space for every three employees for projects within 2000 feet of a Metrorail station, particularly given the number of busses that also run to the Bethesda Naval Metrorail station.	Due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.
923	9.0 Transportation		6.0 Public	Parkview Community Association/Co-Presidents	FORM LETTER 2: To the extent it proves unworkable to significantly curtail the volume of hospital visitor traffic to NNMC given NNMC's status as a hospital, NNMC should take responsibility to offset this impact by working to reduce other types of traffic on area roadways.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
924	9.0 Transportation		6.0 Public	General Public	Recommend building a temporary gravel construction entrance road from Rte 495 directly into the rear of NNMC Campus for the heavy construction equipment and trucks to enter. This can be only an entrance at first. An exit road can be considered later if feasible. This would help prevent damage to local roads and also reduce pollution in surrounding neighborhoods. This road could become permanent.	Comment noted. This temporary access point would not be approved by the FHWA and SHA.
925	9.0 Transportation		6.0 Public	General Public	• An alternative is a permanent road off the Rte 495 down-ramp at Conn. Ave. through the back of North Chevy Chase Park into the NNMC Campus. The cost is a lot less than a major ramp or inter-exchange onto 495. We need a vision and leadership now as construction costs will only increase.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
926	9.0 Transportation	Beltway	6.0 Public	General Public	There are many acres of undeveloped wooded land between the rear of NNMC and Rte 495, and also at the rear of North Chevy Chase Park with the potential for entrance and exit roads into NNMC which would significantly reduce congestion on surrounding roads. The conclusion of the traffic study that a ramp off Rte 495 into NNMC is not a beneficial solution is not correct and it must be reconsidered.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
927	9.0 Transportation		6.0 Public	General Public	Another alternative is to build a road from Jones Bridge Road along the perimeter of North Chevy Chase Park directly into the rear of NNMC Campus to reduce traffic congestion.	Comment noted. There is an eastern perimeter road which connects with University Road to Jones Bridge Road. The alternative would require a new curb-cut along Jones Bridge Road which is not likely to be approved by the County, primarily due to its proximity to the University Road entrance.
928	1.0 General	Alternatives	6.0 Public	General Public	• The Commander, JTF CapMed, should make a goodwill gesture on behalf of the Navy of giving something back to his surrounding residential neighborhoods, by funding the development of a Nature Center, with walking trails/hiking trails, in the undeveloped acres of wooded land at North Chevy Chase Park. The wooded wilderness is along the east boundary of NNMC, at the rear of NNMC and at the rear of the park. It could be modeled after the Gulf Branch Nature Center, Military Rd, Arlington, VA, managed by the Virginia Dept. of Parks. This would be an excellent outdoor resource for visitors, staff, patients of NNMC, and local residents and would be developed in conjunction with the Maryland Dept. of Parks, who would over-see or manage it. It would be a sanctuary for various plant and animal species and an educational resource. Also envisioned is a visitor's center to house fish, snakes, turtles, and other exhibits etc. for the enjoyment of children and parents.	The Navy has designed development to avoid woodlands to the greatest extent possible. Funding of an off-site nature center is outside the mission of NNMC.

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929	9.0 Transportation	Roadway Funding	6.0 Public	General Public	<ul style="list-style-type: none"> The Navy is exercising poor judgment in using the Defense Access Road (DAR) Program as a basis for not providing funding, or offering to assist in obtaining funding to help the County and State build a State of the Art Infrastructure to support the Premier DoD Medical Center, located in the nation's Capital. Recommend that the Commander, JTF CapMed, propose to the Secretary of Defense, to petition Congress to enact legislation to change the DAR Program to include proposed off-base improvements, because this is such a unique project in an already highly congested urban area. The DAR Program restriction was intended for a rural setting not a highly congested urban environment. This action would enhance the image of the Navy and NNMC as a compassionate and good neighbor who cares about the health and safety of its surrounding citizens. It would generate significant goodwill and benefit NNMC, all its neighbors, and future generations of children. 	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
930	9.0 Transportation		6.0 Public	General Public	<ul style="list-style-type: none"> NNMC and NIH are two of the biggest property owners in the Bethesda area, who don't pay property taxes. They are responsible for a major portion of the current traffic problems. They have to be part of the solution and make every effort to assist in obtaining or providing funding. The additional traffic congestion created by BRAC must be added to NNMC's portion of the current traffic gridlock to arrive at an accurate estimate of future traffic congestion. 	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
931	1.0 General	Coordination	6.0 Public	General Public	<ul style="list-style-type: none"> Recommend that NNMC establish monthly liaison meetings with NIH and surrounding citizen associations. This would be an excellent opportunity to discuss pressing BRAC issues timely, generate goodwill, and keep the neighbors updated. According to some community liaison folks, NIH Community Liaison Dept. has made numerous attempts to engage NNMC on BRAC and current common issues but have not been successful. NNMC must take corrective action. 	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
932	9.0 Transportation	TMP	6.0 Public	General Public	<ul style="list-style-type: none"> We support the development and publication of a Transportation Management Plan as discussed in Appendix C. 	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
933	3.0 Air	Construction	6.0 Public	General Public	<ul style="list-style-type: none"> Please address the issue of Additional Traffic and Construction Vehicle's Idling on nearby intersections, as well as on WRNNMC's Bethesda Campus, that will contribute additional Particulate Matter to the Air than is predicted by this segment of the DEIS. There is a potential health hazard for the children at the NNMC Nursery Schools, Stone Ridge School of the Sacred Heart, NIH Nursery School, The Outdoor Nursery School and the neighborhood children to be afflicted with asthma for the rest of their life from the pollution generated by trucks queuing on Jones Bridge road and the construction site over the next 5 to 7 years. Because NNMC is in a nonattainment area, the potential for ground level ozone is a very real and serious issue and steps must be taken to ensure that both the children, staff, patients at NNMC and the local children and adult residents are protected and not endangered permanently. 	The EIS demonstrates NNMC BRAC air quality consequences of both construction and operations that would result from the move of Walter Reed activities to NNMC, by evaluating whether new air emissions due to these activities exceed de minimis levels established to insure conformance with the State Implementation Plan to attain airshed standards. All emissions are well below de minimis levels using approved procedures. Impacts to Air Quality from construction equipment on site essentially assume operation at idle speeds; trucks analysis include two or more miles of each truck trip at an average of 2.5 mph, the equivalent of idling for emissions calculations. All calculations find particulate emissions as well as the precursors of ozone (NOx and VOCs) to be well below de minimis levels established by USEPA to assure the health of the airshed.

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934	9.0 Transportation	Further Studies	6.0 Public	General Public	Further Independent Traffic Study Should be Pursued. Given the critical nature of the traffic entering NNMC (employees as well as patients), it should be the Navy's goal that there be NO failed intersections in the surrounding area once the expansion is complete.. My home is located at 9202 Cedar Lane, at the intersection of West Parkhill and Cedar Lane, I am extremely concerned about the impact BRAC-induced traffic will have on this thoroughfare. My home is just minutes from the NNMC and NIH and a few hundred feet from the major intersection of Rockville Pike and Cedar Lane. My section of Cedar Lane is bound by the major intersection of Rockville Pike and Cedar Lane to the west, and Cedar Lane and Beach Drive to the east. (Beach Drive runs through Rock Creek Park and connects Connecticut Avenue to Cedar Lane.) Traffic is backed up in front of my home every morning during rush hour from 7 a.m. to 9 a.m. from the intersections of Beach Drive and Cedar Lane to Rockville Pike and Cedar Lane. Emergency vehicles must utilize the opposite side of the road due to this backlog of traffic.	Comment noted. The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
934.1	9.0 Transportation	Further Studies	6.0 Public	General Public	Traffic studies estimate as many as 25,000 vehicles a day traverse Cedar Lane. BRAC expansion will bring many thousands more, be it commercial vehicles, construction vehicles, employee vehicles, or patient and visitor vehicular traffic. BRAC-induced traffic will bring Cedar Lane to an absolute standstill if effective measures aren't taken to assist with traffic flow. Therefore, changes must be made to the intersection of Rockville Pike and Cedar Lane. I recommend the following: that two of the three existing lanes be left-turn only lanes; that the third existing lane be a left turn and/or proceed straight (west) lane; and that an additional right turn only lane be added to Rockville Pike at the northern side of the intersection.	Comment noted. The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
935	9.0 Transportation		6.0 Public	General Public	The Federal Government Should Take More Responsibility for the Traffic Impact this Unique BRAC action will have on our Neighborhoods.	Comment noted. The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
936	9.0 Transportation	Beltway	6.0 Public	General Public	Continued Study and Consideration of the Beltway Slip Ramp Directly to NNMC Are Encouraged.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
937	9.0 Transportation	4 RECS	6.0 Public	General Public	I am concerned that the EIS does not sufficiently encourage use of public transportation, including 1) building bridge or tunnel pedestrian access to the Medical Center Metro station, 2) clustering buildings near the Metro, 3) reconfiguration of the security checkpoints especially at North Wood (to get traffic off of 355 so it doesn't queue on that road) and 4) reducing the number of additional parking spaces on campus.	1) The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355. 2) Building locations were determined by necessary proximity to the existing hospital and are coordinated with NCPC and MHT. 3) The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area.

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937.1	9.0 Transportation	4 RECS	6.0 Public	General Public	Continuation of 937.	4) NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
938	9.0 Transportation		6.0 Public	General Public	I am concerned that the EIS traffic counts do not take into account new NIH facilities along Rockville Pike, including the Visitors enter and the Commercial Vehicle Inspection Station.	The EIS Traffic Study is required by the County to include only approved but unbuilt developments. The study included 11 such development identified by M-NCPPC staff. The NIH truck inspection center was operation at the time of the base traffic counts. The new visitor center would accommodate the visitor vehicles that are currently inspected at the South Drive facility. The center would not generate significant new vehicular trips.
939	9.0 Transportation	Pedestrian & Bike	6.0 Public	General Public	I support better pedestrian and bicycle access to NNMC and the Medical Center Metro, including an above or below grade (bridge or tunnel) way for people and bicycles to cross Rockville Pike. The EIS outlines a number of proposals for pedestrian and bicycle improvements that we support including 1) making it easier to cross Rockville Pike at Cedar Lane, and 2) improving the sidewalk on the NNMC side of Rockville Pike. I also urge consideration of easily accessible "drop-off" areas on the NNMC campus for automobiles and buses to drop off and pick-up employees and visitors and the addition of pedestrian entry gates such as NIH has implemented. I think any proposals that make it easier for people to commute and travel without getting in a car should be obvious choices that can be done easily and cheaply.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. NNMC is now looking at comprehensive changes to all entrances and turn lanes to develop improved ingress/egress. A drop off/pick up area would be considered as a part of this study. The Navy will continue consultations with local and state transportation agencies to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
940	9.0 Transportation	Satellite Parking	6.0 Public	General Public	I support the use of satellite parking by NNMC employees and contractors as well as encouragement, financial or otherwise, of the use of car pooling, Metro and other public transportation.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
941	8.0 HHS	Emergency Vehicles	6.0 Public	General Public	I am concerned about the impact of increased traffic on the access of emergency vehicles (i.e., ambulances, fire trucks) to and from Cedar Lane and the rest of the Locust Hill neighborhood.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.
942	1.0 General	Coordination	6.0 Public	General Public	I would like NNMC to implement a Community Relations/Liaison Council similar to NIH, that would meet on a regularly scheduled basis to discuss issues of interest to the surrounding community.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.

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943	9.0 Transportation		6.0 Public	General Public	I am concerned about the impact of another traffic signal at the intersection of Rockville Pike (MD 355) and North Wood Road and the NIH Commercial Vehicle Inspection Station. Any such study must consider the impact of traffic backing-up on Rockville Pike and Cedar Lane. in both directions.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
944	9.0 Transportation	Roadway Funding	6.0 Public	General Public	Finally, the NNMC and NIH are large federal institutions located directly across the Pike from each other. It is only common sense that these two great institutions and "neighbors" work together. BRAC offers opportunities for the NNMC and the NIH to coordinate campus development and lessen associated impacts, as Federal, state and local authorities (the NCP, SHA, Montgomery County) and the residents of Bethesda rightfully expect. And given its recent and relevant campus master planning and EIS expertise, the Department of the Navy should consider NIH a great resource and partner and designate the NIH as a Cooperating Agency under the BRAC NEPA process. The NNMC and NIH could discuss and/or implement the assigning of knowledgeable planning and/or legal staff to more fully explore the availability of DAR (Defense Access Roads) funding for improved base access and egress, and establish regular community and management forums for the identification, resolution and if necessary, escalation of the inevitable base expansion and operational start-up issues.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. NNMC and NIH have been working together to try to identify solutions that would be beneficial. NIH has offered support in the process.
945	9.0 Transportation	TMP	6.0 Public	General Public	If not mitigated, the scope of NNMC's expansion will have negative impacts for national goals, will risk public safety, and will undermine the livability of Bethesda. The issue of greatest concern is that NNMC's expansion will cause significantly more traffic to flow into an already congested urban area. The resulting gridlock will compromise NNMC's mission of providing top-notch medical care to our nation's military personnel. Our nation's wounded soldiers and their visitors should not be expected to sit for hours in gridlock traffic to obtain the medical care they need. The increased traffic also will risk public safety by impeding emergency vehicles. Given the proximity of Parkview to NNMC, my neighbors and I also have a heightened personal interest in ensuring that the BRAC expansion is accompanied by appropriate mitigation of the negative effects of this expansion. NNMC must ensure it does not significantly harm Bethesda's residents and visitors when such harms could be avoided by supporting a comprehensive package of mitigating steps.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
945.1	9.0 Transportation	TMP	6.0 Public	General Public	Mitigating traffic should be accomplished in ways that does not sacrifice green space and livable communities, such as by discouraging the use of single occupancy vehicles in the area of NNMC; supporting public transportation and bicycle commuting; scheduling employee shifts and visiting hours to avoid rush hour peaks; using remote parking and shuttle bus services; and supporting creative traffic management solutions such as reversible lanes on Rt. 355 rather than simply adding more lanes.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
946	1.0 General	BRAC Law	6.0 Public	General Public	I hereby oppose any increased development at the Naval Medical Center in Bethesda, Md. As a long-time Bethesda/Kensington resident, I oppose any further development in the Bethesda. The traffic through and around Bethesda, Rockville, Silver Spring and surrounding areas is legendary for its congestion. We don't need anymore expansion in this area. Please reconsider these moves and think about the long-term effect on the great DC metropolitan area.	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.
947	9.0 Transportation	Further Studies	6.0 Public	General Public	Further Independent Traffic Study Should be Pursued. Given the critical nature of the traffic entering NNMC (employees as well as patients), it should be the Navy's goal that there be NO failed intersections in the surrounding area once the expansion is complete.	Comment noted. The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.

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948	9.0 Transportation		6.0 Public	General Public	The Federal Government Should Take More Responsibility for the Traffic Impact this unique BRAC action will have on our community.	Comment noted. The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
949	9.0 Transportation	Beltway	6.0 Public	General Public	Continued Consideration of a Beltway Ramp Directly to/from NNMC is required.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
950	9.0 Transportation	4 RECS	6.0 Public	General Public	The EIS does not sufficiently encourage use of public transportation, including 1) building bridge or tunnel pedestrian access to the Medical Center Metro station, 2) clustering buildings near the Metro, 3) reconfiguration of the security checkpoints especially at North Wood (to get traffic off of 355 so it doesn't queue on that road) and 4) reducing the number of additional parking spaces on campus.	1) The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355. 2) Building locations were determined by necessary proximity to the existing hospital and are coordinated with NCPC and MHT. 3) The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area.
950.1	9.0 Transportation	4 RECS	6.0 Public	General Public	Continuation of 950.	4) NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
951	9.0 Transportation		6.0 Public	General Public	EIS traffic counts do not take into account new NIH facilities along Rockville Pike, including the Visitors Center and the Truck Inspection Station.	The EIS Traffic Study is required by the County to include only approved but unbuilt developments. The study included 11 such development identified by M-NCPPC staff. The NIH truck inspection center was operation at the time of the base traffic counts. The new visitor center would accommodate the visitor vehicles that are currently inspected at the South Drive facility. The center would not generate significant new vehicular trips.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
952	9.0 Transportation	Bike Pedestrian Connection	6.0 Public	General Public	Department of Defense (DOD) must provide better pedestrian and bicycle access to NNMC and the Medical Center Metro, including an above or below grade (bridge or tunnel) way for people and bicycles to cross Rockville Pike.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures. .
953	9.0 Transportation	Satellite Parking	6.0 Public	General Public	DOC must support the use of satellite parking by NNMC employees and contractors as well as encouragement, financial or otherwise, of the use of car pooling, Metro and other public transportation.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
954	1.0 General	Coordination	6.0 Public	General Public	The NNMC should implement a Community Relations/Liaison Council similar to NIH, that would meet on a regularly scheduled basis to discuss issues of interest to the Bethesda community.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
955	9.0 Transportation		6.0 Public	General Public	Having recently visited the Walt Disney World complex, I think you might take a page out their playbook to move people to and from Metro. Were you to employ similar measures to pick people up from Metro and deliver them throughout your campus, you would very likely improve traffic, Metro ridership, and productivity at the Navy. Disney is very good at moving people quickly to the places where they spend money and feel happy about it. You could work wonders at NNMC employing exactly the same process. An enclosed walkway across Wisconsin to an attractive glass structure just inside the gate for security and trams or buses to deliver staff and visitors to their respective buildings, would very simply alleviate a huge problem.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
956	9.0 Transportation	Further Studies	6.0 Public	General Public	While the Environmental Impact Statement captures some of the impact of the relocation of WRAMC to NNMC, the statement is far from complete. The EIS does not discuss the traffic impact on surrounding roads during periods of heightened security. Each time that the alert is raised more extensive vehicular inspection is required prior to entry to NNMC and the neighboring National Institutes of Health campus. Under these circumstances traffic has been tied up for miles around both facilities. A line of vehicles awaiting entry to NNMC has extended northward from the NNMC entrance to the Beltway and beyond. On these occasions, Cedar Lane and Jones Bridge Road have also been similarly congested. While these situations may not occur often, even without any additional activity at NNMC, they occur often enough to cause harm to neighboring communities, even without any new construction. The EIS does not appear to address this.	Comment noted. The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
957	7.0 Land/Socio		6.0 Public	General Public	In describing the socioeconomic impact of the relocation, the EIS posits a increase in "local" employment of some 5,500. It seems highly unlikely that this could be a net increase since most of the 5,500 jobs are already located at the Walter Reed site which, by any reasonable calculation, is already in the "local" area. A six mile move from Georgia Avenue to Wisconsin Avenue is not the same as a move from Georgia to Wisconsin. This "beneficial economic impact" should certainly be recalculated.	The 5,500 jobs described in the socioeconomics section are not intended to represent the total number of jobs coming from WRAMC. They are projected as the result of increased spending for construction, and the FEIS states that approximately 39% of them would "be the direct result of the proposed action in the form of short-term construction-related jobs".
958	4.0 Noise		6.0 Public	General Public	Finally, nowhere in the report is there a description of an increase of helicopter traffic at NNMC. Military pilots approaching and departing NNMC routinely fly at very low levels over surrounding neighborhoods bringing substantial noise and damaging houses. The additional noise and danger caused by even more low-flying military aircraft should be addressed.	The DEIS notes in Section 4.5.1.3 that helicopter flights will increase only by 1-2 flights per month. The current average is 12.6 per month. The resultant temporary increase in noise on such an infrequent basis to accommodate such emergency care situations is not considered significant.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
959	1.0 General	Coordination	6.0 Public	General Public	Our comments are based on appreciation for the reality of the realignment and closure action, plus deep concern at the impact of imposing this very huge entity, both its intense construction period and its long-term operations, into a surrounding area characterized by tight access where heavy traffic congestion and related pollution already exist and onto a largely residential area of detached homes. The DEIS appears to us to focus on the BRAC property itself, but not adequately toward mitigating its impact on this surrounding area or toward working openly and cooperatively with the various interfacing governmental agencies that have jurisdiction in the area or with neighboring institutional and residential representatives.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. The Navy is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
960	1.0 General	Coordination	6.0 Public	General Public	We ask that BRAC officials cooperate to the fullest with these base neighbors in approaching and performing the project: * using the most accurate, complete, and forthcoming data and information; * monitoring for adherence to procedures and results that preserve and even enhance all quality of life elements for workers, residents, and served populations in the surrounding area affected by BRAC; * and committing to financial solutions that keep at the forefront the importance of the best programmatic solutions and the greater good for all concerned.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
961	9.0 Transportation		6.0 Public	General Public	Our comments also are based on the reality of the proximity of our East Bethesda neighborhood abutting and downwind of NNMC, so that negative environmental impacts would naturally be borne heavily toward and into our space. Much focus in the DEIS has been on the impacts of the results of the BRAC plan. For our neighborhood, the potential for significant negative impacts to the environment and our quality of life on a permanent basis, particularly regarding air quality, noise, light, and transportation disruptions, begins immediately with onset of pre-construction operations and continues through the entire construction phase. We ask that the EIS adequately address BRAC's responsibility to mitigate these negative impacts to our community from the get-go, including recognition of its responsibility and what specific measures and procedures it will employ continually to do so.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
962	1.0 General	Support Comments	6.0 Public	General Public	We agree with the comments submitted by the East Bethesda Citizens Association, within which neighborhood we live.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
963	7.0 Land/Socio	Community Effects	6.0 Public	General Public	We ask that BRAC extend the EIS to recognize and document BRAC impacts and responsibility beyond its own property boundary into the abutting neighborhoods and institutions. The EIS impacts of BRAC do not stop at the property boundaries, as suggested in the DEIS.	There are no direct effects because all development takes place on NNMC within base boundaries. The Base has its own lodging, eating establishments and retail facility. Lodging needed for patients and visitors will be provided on Base. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging. Therefore the primary off-base effect is traffic. The EIS notes that BRAC actions increase traffic. Text has been added to EIS that notes that community planners believe that traffic congestion in the region could cause land development plans to be altered and the BRAC traffic volumes contribute to the congestion with heavier volumes than previously anticipated in their plans.
964	1.0 General	Coordination	6.0 Public	General Public	We ask that BRAC instigate regular and effective communication methods for including all BRAC neighbor group representatives in the planning, construction, performance and monitoring of BRAC, including direct and timely access to BRAC officials and to BRAC's monitoring data.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
965	5.0 Utilities	LEED	6.0 Public	General Public	We ask that BRAC better analyze how it will adhere to the highest LEED construction principles possible, both in the result of the finished products AND in the construction phase methods, procedures and services in order to mitigate negative environmental impacts and enhance positive ones, both short- and long-term.	As stated in Section 2.5, the Navy plans for all BRAC facilities to be certified Silver according to the US Green Building Council's Leadership in Energy and Environmental Design (LEED) Program.
966	3.0 Air	Construction	6.0 Public	General Public	We ask that BRAC better address air quality assurances and controls. Include setting credible benchmarks for existing air quality on the base, adjoining roads, and adjoining neighborhoods and institutions by reaching agreement on these benchmarks with other jurisdictions charged with monitoring in the same area. Include how BRAC will structure, operate, monitor, and document a management system for air quality assurance and quality control of levels not to be exceeded during the construction period and long-term operations by base personnel and participating construction and services entities, and including enforcement measures that preclude exceeding these controls. Include containment methods such as wetting, tarping, idling, disposals, cleaning, etc., as well as building materials choices and labor practices and monitoring to mitigate air-borne and ground-level emissions and discharges on the base, and at base egress points and approaches	As stated in the DEIS, wash racks and covering of loads will be used to limit carry out of particulate matter onto streets. Watering of the soil to limit dust generation will also be practiced when needed. The Navy will investigate opportunities to use control measures such as diesel oxidation catalysts or particulate filters on diesel equipment and the use of ultra-low sulfur diesel (ULSD) in off-road construction equipment during construction. As cited by DEIS, the construction emissions were also evaluated as required by all applicable USEPA guidelines and compared to State Implementation Plan conformity de minimis thresholds and are well below those thresholds, demonstrating that the health of the airshed is protected..
967	4.0 Noise		6.0 Public	General Public	We ask that BRAC apply similarly appropriate management systems as above regarding air quality assurance and control to noise and light abatement and to water and other utility services protections affecting adjoining neighborhoods.	The Navy will employ best management practices to address these issues.
968	9.0 Transportation	Beltway	6.0 Public	General Public	We ask that BRAC put priority on better analysis of ways to maximize commuter and visitor vehicle access into and out of the base from I-495 inner AND outer loops, including alternatives of a new interchange, expansion of the Connecticut Avenue interchange or combination of the two, using slip ramps, elevated ramps, and parallel service roads, plus on-base facilities to allow for efficient access, staging for gate-authorizations, and cueing to prevent tie-ups on the Beltway and other major roads.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2. The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
969	9.0 Transportation	TMP	6.0 Public	General Public	We ask that BRAC better analyze internal transportation methodologies to mitigate traffic increase and congestion on the abutting roads of Wisconsin Avenue, Jones Bridge Road and Cedar Lane, including careful planning of the base's interior circulation system to distribute traffic effectively at it's gates, plus facilities within the base property such as adequate kiss-and-ride areas, gate-authorization cueing areas, and carpool facilities; and above all, means and incentives for base personnel, service providers, clients, and visitors to use existing and improved mass transit.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
970	9.0 Transportation		6.0 Public	General Public	We ask that BRAC include transportation planning studies on alternatives for incorporating a future Purple Line interface.	The Purple Line was and is still in a planning phase, under the administration of the Maryland Transit Administration (MTA).
971	9.0 Transportation	Roadway Funding	6.0 Public	General Public	We ask that BRAC and the Federal Government effectively increase its financial commitment to mitigating traffic impact, because the BRAC projections for increase in traffic outside its gates significantly exceeds projections State and local jurisdictions would have dealt with absent BRAC and precipitously overlays this increase instead of through more typical gradual growth pressures in this already oversaturated transportation corridor.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
972	4.0 Noise		6.0 Public	General Public	We ask that BRAC better designate and enforce helicopter operations to mitigate impacts on East Bethesda and other neighborhoods abutting the base. This should include restrictions from airspace above East Bethesda and other abutting residential neighborhoods by routing southern approaches to and from the base over open Columbia Country Club land directly into base property before turning to or from a landing pad. Similarly, restrict idling on a helicopter pad between landing and take-offs. Presently, helicopters fly as much directly over our East Bethesda houses as over open land, and almost always cut across the northern portion of East Bethesda on final approach and take-off, and include long idle periods.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
973	1.0 General	Coordination	6.0 Public	General Public	We ask that BRAC better detail its responsibility, cooperation and compensation to the surrounding community and governmental jurisdictions should it exceed its very tight timeline for project completion.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
974	4.0 Noise		6.0 Public	General Public	We ask that BRAC assure the continuance of the base's daily playing of morning Revelry so that neighbors and commuters can hear it for a mile's distance from mid-base (e.g., to East Bethesda's south border at East-West Hwy). It provides one of the most constant, humanizing, and connective moments of our day in appreciation of the purposes of NNMC. For that matter, bring back Taps at sunset.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
975	1.0 General	Coordination	6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	On behalf of The Greater Bethesda-Chevy Chase Chamber of Commerce (the "Chamber"), we submit our comments on the Draft Environmental Impact Statement ("DEIS") regarding the relocation of the Walter Reed Army Medical Center ("Walter Reed") to the National Naval Medical Center ("NNMC") in Bethesda, Maryland. The Chamber is honored to have a world-class medical facility with the critical mission of taking care of our wounded service people as a neighbor. However, in order for the NNMC expansion to be successful, we all have to work together to mitigate the potential negative impacts on the surrounding transportation network and community.	The Navy concurs with the comment and appreciates the time and effort taken to provide comments on the document.
976	1.0 General	Coordination	6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	The relocation of Walter Reed to NNMC is a unique challenge and opportunity. It is the first and only Base Realignment and Closure ("BRAC") action in a highly urbanized location, which will increase the traffic stresses on an already congested area. Unlike other BRAC actions that produce increased housing demands and economic development opportunities, we do not anticipate many economic benefits to Bethesda and the surrounding areas. Few, if any, Walter Reed employees are expected to relocate and no new businesses are expected to move to the Bethesda area as a result of the BRAC action. The relocation may even negatively impact the economic development potential of the Bethesda Central Business District and surrounding areas because new development opportunities may be abandoned or compromised due to BRAC's increased demands on the area's transportation system.	The Navy agrees there are challenges and appreciates the time and effort taken to provide comments on the document.

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976.1	1.0 General	Coordination	6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	On a more opportunistic note, the proximity of NNMC to two other major health care facilities, the National Institutes of Health ("NIH") and Suburban Hospital, provides unique opportunities for healthcare and operational collaboration as the NNMC campus expands. These unique characteristics of the NNMC BRAC action must be acknowledged in order to set the proper context for the final EIS, as well as to justify particularized mitigation measures.	The Navy concurs with the comment and appreciates the time and effort taken to provide comments on the document.
977	9.0 Transportation		6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	Data - The DEIS lacks critical data and studies, particularly regarding on-site parking, gate operations and proposed intersection improvements, that must be provided in the final EIS.	These studies will be undertaken as part of the TMP and Master Plan update process or the additional studies discussed under potential improvements discussed under Transportation Section. Gate operations and proposed intersection improvements are mitigation measures identified in the EIS and will have separate NEPA documentation.
978	9.0 Transportation	Beltway	6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	Slip Ramp – The final EIS should contain a detailed study of the slip ramp option, which would provide a direct vehicular connection from I-495 to the NNMC campus. This study should evaluate the opportunity for access from NNMC to both eastbound and westbound I-495. It should also comprehensively examine ways to enhance the transportation efficiencies of both the NNMC campus and NIH, including the potential circulation of NIH vehicles from I-495 through the NNMC campus.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
979	9.0 Transportation	Roadway Funding	6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	Defense Access Road Program – The Final EIS should suggest a modification to the Defense Access Road Program ("DAR") standard to allow federal funding for recommended road improvements. The current DAR standard would only permit such funding if the NNMC campus expansion were to at least double the amount of traffic on area roads. This standard, which appears tailored to address the effects of rural base expansions, is inappropriate for the highly urbanized setting of the NNMC campus. The relocation of Walter Reed should be used as an opportunity to lessen the DAR standards under NNMC's unique circumstance in order to address the dramatic traffic impacts that will occur outside the campus gates.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
980	9.0 Transportation	TMP	6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	Transportation Management Plan - The final EIS should include a Transportation Management Plan that addresses commuting/travel goals for employees, patients and visitors.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
981	9.0 Transportation	Pedestrian Connection, Drop Off	6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	Metro - The final EIS should recommend the construction of a Metro entrance at the southwest corner of the NNMC campus as well as additional Kiss and Ride opportunities around the NNMC campus.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.

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982	9.0 Transportation	Pedestrian Connection	6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	Pedestrian Improvements – The final EIS should incorporate transit-oriented development principles in the NNMC campus enhancement, such as safe and convenient pedestrian access to the Metro and the amenities of downtown Bethesda. The Chamber supports the DEIS recommendation for a pedestrian connection (in the form of a bridge or tunnel) that would link the east and west sides of Wisconsin Avenue.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.
983	9.0 Transportation	Satellite Parking	6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	Fringe Parking - The Chamber opposes any satellite parking in the immediate area as being inconsistent with transit-oriented development goals. However, the Chamber would support strategic satellite parking programs outside of the immediate area that would make it easier for commuters to use public transportation.	Locations for satellite parking mentioned in the EIS were provided by local and state transportation agencies. The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
984	9.0 Transportation		6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	VIP Visits – the final EIS should include an analysis of the transportation impact of VIP visits to the NNMC campus.	The analysis considers the peak hour, which occurs each day and provides the most severe conditions for analysis. VIP visits, each of which are short-term one of a kind by nature, cannot be analyzed in a meaningful way
985	9.0 Transportation		6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	Traffic Enforcement – The final EIS should recommend aggressive traffic enforcement during peak commuting hours to minimize unnecessary traffic delays (e.g. illegal pick ups and drop offs).	The Navy will evaluate traffic improvements on site as part of the gate operations study. However, off base policing will remain the responsibility of local and state law enforcement agencies.
986	7.0 Land/Socio	Traffic	6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	Land Use and Zoning - The final EIS needs to analyze the impact that the NNMC expansion will have on potential development in the area, particularly the White Flint corridor and the Woodmont Triangle. As a result of sector plan changes and County policies to concentrate development around Metro Stations, these areas have achieved (or will achieve) greater development densities. The traffic that is generated by the BRAC move will definitely impact the amount and type of allowable development. This impact needs to be addressed.	The Navy is responsible for land use planning within NNMC and the proposed development is consistent with the Navy's planning. The Base has its own lodging, eating establishments and retail facility. Lodging needed for patients and visitors will be provided on Base. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging. Therefore the primary off-base effect is traffic. The EIS notes that BRAC actions increase traffic. Text has been added to EIS acknowledging community planner concerns that traffic congestion in the region could cause land development plans to be altered and the BRAC traffic volumes contribute to the congestion.
987	1.0 General	Coordination	6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	Community Liaison – Like other members of the surrounding community, the Chamber advocates the immediate establishment of a Community Liaison Council. This Council would facilitate communication and problem-solving between NNMC and its neighbors. It would also search for ways to incorporate NNMC into the Bethesda-Chevy Chase community, particularly in regard to mutually beneficial business and entertainment opportunities.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
988	1.0 General	Coordination	6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	Unique BRAC – The final EIS should address the unique characteristics of this BRAC including the first and only urban BRAC in the country and its proximity to two other major medical institutions (NIH and Suburban Hospital). Regarding the latter, the final EIS should discuss how the combined entities form a medical "megaplex" that could be a model for the country. In addition, the unique healthcare synergy among NNMC, NIH and Suburban Hospital could be used to address mutual employment and operational issues regarding housing, transportation and security.	The EIS addresses only the BRAC actions at NNMC.

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989	1.0 General	Support Comments	6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	As stated above, the Chamber welcomes the Walter Reed relocation to NNMC because we recognize that our nation's military personnel deserve the first class medical care that the expanded facility will provide. Notwithstanding this support, the Chamber has consistently advocated that the relocation must be done well. Our comments, as well as others, provide the needed guidance that is currently lacking in the DEIS to ensure that this BRAC will be successful.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
989			6.0 Public	The Greater Bethesda-Chevy Chase Chamber of Commerce	We note that the expansion of the NNMC campus presents the perfect opportunity to implement two of the Chamber's top transportation priorities: (i) construction of the Purple Line light rail connection along the Georgetown Branch alignment from Bethesda to Silver Spring and (ii) the construction of the south entrance to the Bethesda Metro Station. These transit improvements would provide a better, more convenient way to link employees and jobs between Montgomery County's two downcounty urban centers and thus encourage transit ridership between these two transportation management districts. The improvements will also provide convenient access for Purple Line riders to the Metro Red Line then to the Medical Center Metro Station. Thus, employees traveling to the expanded NNMC from the eastern portion of the County will have direct transit access to the campus.	The Purple Line is still in its planning phase, under the administration of the Maryland Transit Administration (MTA). The MTA is currently conducting An Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) that would provide details regarding the preferred route, travel time benefits, projected ridership and other factors. The current project schedule indicates that the AA/DEIS would be finalized in summer 2008 after public hearings, and the earliest construction could begin is 2012. Based on these considerations, the Purple Line was noted in the DEIS traffic study as the Bi-County Transitway (page 40), and was not given special analysis treatment. However, it should be noted that the calculated peak hour trips for the BRAC alternatives were reduced by 15% to reflect use of transit (including the Purple Line connection to the WMATA Red Line Corridor) and other alternative travel modes, per agreement with M-NCPPC TPD staff. The FEIS and revised traffic study will include the Purple Line in the list of Potential Long Term Improvements.
990	1.0 General	Neighbor Concerns	6.0 Public	General Public	I live next door to the National Institutes of Health. Our local quality of life was diminished due to the changes at NIH that led to longer traffic tie ups and worsening air quality. This will only get worse with the changes at Navy Med. I don't feel that the EIS properly takes all of this into account.	Comment noted; Navy believes it has addressed all issues raised in comments.
991	9.0 Transportation	Parking	6.0 Public	General Public	Why are employees given parking places? NNMC sits atop a Metro station with plenty of bus service.	A significant number of personnel do not have public transit available to them, many work hours when public transportation is not available or service is greatly reduced, additional parking would be required for personnel living on base. In addition, due to its primary function as a medical care facility, NNMC must provide adequate parking for patients. A significant number of parking spaces are reserved for non-employee use such as the NEX, BEQs, Navy Lodge, Day Care Center, Bowling Alley, and Patient/Visitor parking spaces. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. Specific employee parking issues will be addressed in the TMP, which is being updated as part of the Master Plan. The Navy will continue coordination with local planning agencies to address critical issues to the surrounding communities.
992	8.0 HHS	Emergency Vehicles	6.0 Public	General Public	The increased traffic in this area will lead to gridlock. How can emergency vehicles get through to service the neighborhoods if necessary?	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.
993	3.0 Air	Mobile	6.0 Public	General Public	The increased traffic jams will lead to worsening air quality. The number of cars coming through this area is already in excess of what was foreseen as part of the air quality planning for Bethesda. Please look at all of this as a whole-- not just one piece at a time.	The analysis in DEIS Appendix B accomplishes the analysis requested in the comment as specified in all applicable guidance from the USEPA.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
994	9.0 Transportation	Coordinate Improvement Funding	6.0 Public	General Public	Please work with State & County officials to utilize NNMC land to widen current roadways surrounding the base (Wisconsin Avenue and Jones Bridge Road), and please consider the creation of internal roadways to minimize the amount of vehicles queuing on surrounding roadways.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
995	2.0 Natural Resources		6.0 Public	General Public	As neighbors of NNMC, we experience severe mosquito activity every summer. We are concerned that construction will result in increasing pools of standing water on the base that will create a breeding ground for mosquitoes and other disease-carrying insects, which is of special concern in the presence of infectious diseases at WRNMMC. The DEIS does not address this issue. We believe that the final environmental impact statement (FEIS) should address what the Navy will do to prevent standing water on the base during construction.	Mosquito control is a standard element of design for stormwater management features that could breed mosquitoes and will be addressed by the stormwater management plans.
996	3.0 Air	Mobile	6.0 Public	General Public	The Air Quality Analysis does not name the specific traffic study utilized to reach the conclusions regarding the impact of increased traffic on air quality. Nor does it explain whether the impact of additional wait times at congested intersections, resulting in increased idling of cars – as opposed to the mere increase in the number of cars – was considered in determining the likely air quality impacts of increased traffic. The FEIS should identify the traffic study used to reach the conclusions in the Air Quality Analysis and also take into account the impact from increased wait times at congested intersections in reaching its air quality conclusions.	Traffic study and survey data utilized in air quality analysis include: "Volume Count Detail Report, by Maryland Department of Transportation, State Highway Administration, Highway Information Services Division", "Turning Movements & NNMC Parking, by NNMC Traffic Team", and DEIS Traffic Appendix C. The worst-case intersections (Rockville Pike and Connecticut Avenue) at Jones Bridge Road were included in the DEIS air analysis, based on traffic volumes and NNMC project activities. The procedures followed that assume a large volume in a one-hour period to calculate pollutant concentrations incorporates idling effects. The DEIS demonstrates the future ambient concentrations under no-build and all build alternatives conditions, and all predicted results show compliance with the standards.
996.1	3.0 Air	Mobile	6.0 Public	General Public	We also urge the Navy to adopt and enforce a strict anti-idling policy both during and after construction. As a result of the recent opening of the Grier Road Gate to truck traffic, we are already experiencing trucks idling on Jones Bridge Road every morning, as they await access to the base. Each of these trucks further pollutes the air we breathe, and the number of idling trucks, both awaiting access to the base and around construction sites, will only increase. To reduce the foreseeable and otherwise unavoidable health risks of diesel and other exhaust, the NNMC should implement and enforce a policy prohibiting idling by trucks and construction vehicles waiting at security to enter the campus and also while waiting to operate on campus. At a minimum the NNMC's anti-idling policy should state that: (1) As a general rule, vehicles should be moving whenever the engine is on; (2) The engine should be turned off as soon as possible after arriving at the waiting area; and (3) The vehicle should not be restarted until it is ready to move.	Privately owned and licensed contractor vehicles operating off Base are regulated by the State and local agencies and police and must follow Maryland regulations in their operation. The Navy will manage the construction with an objective of providing efficient access to sites and to staging areas to reduce queuing and resultant unnecessary idling. A gate analysis is also being conducted by DOD at the NNMC gates that would include potential improvements or queuing mitigation measures at all of the access gates. For the long term the Navy is investigating potential improvements external to NNMC that could directly enhance access to NNMC and the Navy is submitting a request for DAR certification for recommended improvements. The air analysis assumed two or more miles of each truck trip was at an average of 2.5 mph, the equivalent of idling for emissions calculations and found particulate emissions well below de minimis levels.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
996.2	3.0 Air	Mobile	6.0 Public	General Public	Continuation of # 996.1 To ensure that the anti-idling policy is as effective as possible, the policy must be well-known and enforced. NNMC should adopt the following education and enforcement measures: (1) Post signs prohibiting idling in multiple places along roads (such as Jones Bridge Road, MD 355 and internal base roads) where vehicles wait. This would also include the side streets, such as Brandt Place, south of Jones Bridge Road, where passenger vehicles currently idle while waiting for NNMC workers to leave the campus; (2) Insert a contract provision into contracts with companies responsible for vehicles operating on the NNMC campus that require the companies' vehicles to comply with the anti-idling policy; (3) Provide the anti-idling policy to all companies whose vehicles operate on the NNMC campus; (4) Appoint a particular person or office at the NNMC with responsibility for enforcing the anti-idling policy;	Continuation of Comment 996.1; See response to Comment 996.1
996.2	3.0 Air	Mobile	6.0 Public	General Public	Continuation of # 996.1 (5) Establish a mechanism by which citizens witnessing violation of the anti-idling policy can make reports immediately to the responsible office and get an immediate response, i.e., an officer goes out and tells the driver(s) to turn off their engines; and (6) Impose fines on a vehicle and/or the company owning the vehicle that violates the anti-idling policy, with higher fines on repeated offenses.	Continuation of Comment 996.1; See response to Comment 996.1
997	4.0 Noise		6.0 Public	General Public	As neighbors of the base, we regularly hear the bugle call on base. While this is a pleasant sound, the fact that we hear it on a regular basis raises significant concerns about the noise from construction. The DEIS statement that vehicle noise will "occur in areas already experiencing vehicular noise" improperly minimizes the likely impact of additional noise. Nor is any analysis provided with respect to the statement that neighboring communities are "unlikely to be impacted by the noise from construction activities." (DEIS, p. 2-22). The FEIS should explain the basis for this conclusion and also explain how increased noise associated with construction will be mitigated, particularly in light of the likely extended construction hours necessitated by the statutory requirement that all construction be completed by 2010. The FEIS should also explain the basis for the conclusion that there will be no increased noise effect from additional helicopter trips, and provide information about the study upon which this conclusion is based.	Please refer to Section 4.5, which provides typical construction equipment noise levels, typical noise for types of construction that combines equipment, and attenuation with distance. This section explains the basis for the statement in Chapter 2, which is a summary - not the analysis.
998	9.0 Transportation		6.0 Public	General Public	• The DEIS fails to reflect the fact that increased traffic at already-failing intersections has a significant impact on traffic. Instead, the DEIS adopts the position that if an intersection is already "failing," the increased BRAC impact need not be accounted for. Even small amounts of increased traffic at already failing intersections, however, are likely to have a significant impact on such intersections, out of proportion to the percentage increase in such traffic. The FEIS should address mitigation measures for all intersections at which BRAC will have a significant impact, including those deemed to be "failing" with the "no action" alternative.	The EIS traffic study conforms with the NNMC Scoping Letter (See Appendix C, Sub-Appendix A). The MD 355 at Grosvenor Lane intersection was included in the study scope. Additional studies should be undertaken by the public transportation agencies.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
999	9.0 Transportation	Roadway Funding	6.0 Public	General Public	<ul style="list-style-type: none"> The DEIS too quickly – and erroneously – rejects the possibility of Defense Access Road (DAR) program funding to help implement proposed traffic mitigation measures. The conclusion in the DEIS that the impacts of NNMC’s expansion do not “meet the criteria for inclusion in the DAR program” is based on the DEIS’ erroneous assumption that only a doubling of existing traffic qualifies for such funding (Page 4-50). In fact, the applicable eligibility criteria for DAR program funding merely note that a sudden doubling of traffic is one circumstance that would generally be considered appropriate for DAR funding. See FHWA, Federal-Aid Policy Guide (“FAPG”), Non-Regulatory Supplement, Attachment 2, 23 C.F.R. Part 660, Subpart E. The eligibility criteria do not, however, set forth any such absolute requirement, and no such requirement is found in the governing statute or regulations. 	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
999.1	9.0 Transportation	Roadway Funding	6.0 Public	General Public	To the contrary, the guiding principle of the DAR program is that it is intended to provide a means for the Department of Defense to pay a fair share of public highway improvements required as a result of a sudden or unusual defense-generated traffic impact. In light of the unique nature of this BRAC action (relocating into a heavily populated and congested urban area), it is clear that the resulting traffic impacts are “unusual” and the Navy should consider all possible interpretations of DAR eligibility. It is in our mutual interest to secure such funding, as it would help ensure smooth traffic flows to and from what will be the Nation’s premiere military medical facility and a critical component in responding to a mass casualty event in the Washington, D.C. area. We urge the Navy to reconsider this issue.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
1000	9.0 Transportation		6.0 Public	General Public	<ul style="list-style-type: none"> The traffic analysis contained in the DEIS reports traffic volumes significantly lower than those determined by recent Montgomery County traffic surveys. This suggests either that the DEIS traffic survey is inaccurate and undercounted current traffic volumes and/or that the traffic survey does not account for increased congestion and wait times at key intersections, which may result in fewer vehicles crossing through the intersection in any given time period. The FEIS should explain the discrepancy between the DEIS and the recent Montgomery County traffic studies (which can be found at http://www.mc-mncppc.org/transportation/hmr/index.shtm), or else rely on those studies for its traffic-related conclusions. 	The EIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
1001	9.0 Transportation		6.0 Public	General Public	<ul style="list-style-type: none"> It appears that the Navy failed to account for all planned development in the area. The FEIS should account for all such planned development in projecting future traffic levels. 	The EIS Traffic Study considered all approved developments identified by the M-NCPPC staff.
1002	9.0 Transportation	Beltway	6.0 Public	General Public	The Navy should give greater consideration to an I-495 slip ramp, including an option of building a lane off the current Connecticut Avenue exit, through North Chevy Chase Park, directly onto the base.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
1003	9.0 Transportation		6.0 Public	General Public	<ul style="list-style-type: none"> In the event that the Navy will be opening the gates along Jones Bridge Road for additional base traffic, it should offer to give up land alongside the north side of Jones Bridge Road for use as a dedicated lane for entry onto the base from Jones Bridge Road. 	If road widening on the perimeter of NNMC is implemented by the State, the Navy agrees to coordinate the relocation of the perimeter fence and the necessary right-of-way to facilitate transportation improvement projects.
1004	9.0 Transportation		6.0 Public	General Public	<ul style="list-style-type: none"> The FEIS should provide the exact dates in March/April 2007 that the traffic study was conducted, as it may have been conducted during spring break week, which would result in a lower traffic count. 	The traffic counts were not conducted during the Spring break. Further information is provided in Appendix C, Sub-Appendix B of the DEIS.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
1005	9.0 Transportation		6.0 Public	General Public	<p>On-Base Improvements</p> <p>We were disappointed that the DEIS offers very few mitigation measures that the Navy itself is willing to undertake. With respect to Jones Bridge Road, the Navy proposes to increase the use of the Jones Bridge Road gates but offers few specifics as to what steps it intends to take to ensure that such use will not negatively impact traffic in the area (as the opening of the Grier Road Gate already has). The DEIS-proposed mitigation measure for the Jones Bridge Road gates is listed as "a safety and security analysis is being conducted by DOD to improve security, safety, improve queuing on-site and reduce Jones Bridge Road queuing . . ." (p. 4-49 of Main Report). An ongoing study, however, is not a proposed mitigation measure at all. We believe that the referenced study should have been conducted as part of the EIS process so that the results of the study could be commented on.</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1005.1	9.0 Transportation		6.0 Public	General Public	<p>On-Base Improvements</p> <p>The public should have an opportunity to comment on the results of the study and any proposed actions the Navy intends to take as a result. Moreover, as a result of the lack of a study, there is no analysis with respect to the few specific mitigation measures proposed at these gates. We urge the Navy to complete this study – and provide the public with an opportunity to comment on its results and any proposed action – before the FEIS is issued.</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1006	9.0 Transportation		6.0 Public	General Public	<p>The Navy's failure to address the impacts on Jones Bridge Road are evident in other respects well. Thus, the DEIS notes that the base's expansion will increase traffic on Jones Bridge Road at intersections 14 & 15 by 13-20%; because the intersections are not "failing," however, there is no discussion in the DEIS about how to mitigate this substantial impact on traffic. We believe that the FEIS should address proposed mitigation measures for this substantial increase in traffic on Jones Bridge Road.</p>	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1007	9.0 Transportation		6.0 Public	General Public	<p>Nor does the DEIS account for the fact that the Grier Road Gate has been open to inbound traffic or analyze or discuss the impact that the opening has had (e.g., the line of trucks on Jones Bridge Road (in both directions) waiting to enter the base every morning). The DEIS therefore does not accurately reflect current gate usage or appropriately address how to mitigate the impacts created by allowing trucks to use these gates. The final EIS should address these issues.</p>	Gate improvements are recommended in the DEIS (pages 4-48 and 4-49). The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area.
1008	9.0 Transportation		6.0 Public	General Public	<p>In one of its few concrete proposals with respect to Jones Bridge Road, the DEIS proposes to use the Grier Road Gate for both inbound and outbound traffic, and to widen Grier Road to allow for this, with two outbound lanes and one inbound lane (p. 4-49 of Main Report). There is no analysis as to why this proposal is being made, what anticipated harms it is intended to mitigate (e.g., what traffic it is seeking to divert to Grier Road and why), what impact such a change would have (e.g., queuing on Jones Bridge Road, additional Jones Bridge Road traffic), or what additional measures are needed to mitigate such harms (e.g., the need to provide for an on-base truck waiting area and/or to extend the right- and left- turn lanes into the base).</p>	Comment noted. The recommendation was based primarily on the assumption that it would reduce traffic impacts on Rockville Pike along the NNMC campus.

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1008.1	9.0 Transportation		6.0 Public	General Public	No reason is given for why two outbound lanes are proposed at this gate (one dedicated left-turn lane and one dedicated right-turn lane). Outbound base traffic does not get stopped for inspection, and since there is no facing street, left-turn traffic should move freely out of the base on a green light. Conversely, inbound traffic gets stopped, resulting in long lines on Jones Bridge Road. The FEIS should provide the analysis (if any) supporting the proposal to use the Grier Road Gate for both inbound and outbound traffic, as well as propose concrete mitigation measures for the likely increase in traffic on Jones Bridge Road. Moreover, if the Grier Road Gate is in fact opened to traffic and widened, then we believe it should be widened to two lanes inbound and one lane outbound, to minimize truck queuing on Jones Bridge Road. (Alternatively, the middle lane could be reversible: inbound in the a.m. and outbound in the p.m.)	Comment noted. The recommendation was based primarily on the assumption that it would reduce traffic impacts on Rockville Pike along the NNMC campus.
1009	9.0 Transportation	Roadway Funding	6.0 Public	General Public	Other Mitigation Measures As noted above, we were disappointed that the Navy so summarily and, in our view, erroneously dismissed the availability of DAR funding for any outside-the-fence mitigation measures. It is in the Navy's interest to ensure that the proposed mitigation measures are implemented to ensure that traffic flows freely to and from the base; seeking DAR funding would significantly increase the likelihood that these traffic improvement measures would in fact be undertaken, and the Navy should pursue every reasonable argument in support of securing such funds.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
1010	9.0 Transportation	Beltway	6.0 Public	General Public	We were also disappointed that the Navy so summarily dismissed the notion of a dedicated slip ramp from the inner loop of the Beltway onto the base. We have several questions and comments about this portion of the DEIS: The traffic study used to reject the slip ramp on the grounds that it is unlikely to substantially mitigate traffic on local roads concluded that with a slip ramp more outbound PM trips would head eastbound than without one, and fewer trips would head westbound in the evening. No explanation is given for this counter-intuitive conclusion. Put another way, why would an eastbound slip ramp reduce the number of outbound PM trips on westbound Cedar Lane from 30% to 15%? The DEIS analysis also suggests that with the addition of a slip ramp, more outbound PM trips would head northbound on Rockville Pike (from 10% to 15%). Again, no explanation is given for this perplexing conclusion; that is, why would an eastbound Slip Ramp increase the number of northbound trips on Rockville Pike? The FEIS should explain the basis for these conclusions.	The study assumed that the trips exiting directly at I-495 in the afternoon peak hour would comprise trips going east along Jones Bridge Road (via Connecticut avenue), going east along I-495 (east of Connecticut avenue), going north on Connecticut Avenue and going west on I-495 through the Connecticut Avenue interchange. This distribution was discussed and agreed upon with the agency Technical Advisory Committee. The outbound distribution should indicate 20% of the trips going west onto Cedar Lane and 10% going north along Rockville Pike. This change would not affect the results and recommendations of the EIS transportation study.
1011	9.0 Transportation	Beltway	6.0 Public	General Public	In addition to answering these questions, we urge the Navy to reconsider the feasibility and utility of a dedicated slip ramp onto the base. The problems identified by the DEIS are not so severe or insurmountable as to justify rejecting this option without further study. The security issue raised in the DEIS, regarding cars erroneously exiting onto the slip ramp and being "stuck" on the base, is a red herring. Other military facilities have dedicated exits off major highways and have found solutions to this problem. Several solutions come to mind here: rerouting cars back onto the beltway by means of a dedicated entry lane from the base to I-495, or rerouting cars along a perimeter road on base property to exit either at Connecticut Avenue or Jones Bridge Road.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
1011.1	9.0 Transportation	Beltway	6.0 Public	General Public	Similarly, the alleged proximity of the Connecticut Avenue exit from the inner loop should not prevent a dedicated slip ramp. First, are no exceptions made to the FHA requirement relied upon to reject this option? What are the applicable criteria for such an exception? Second, a dedicated slip ramp can be routed off the Connecticut Avenue southbound exit, with a dedicated lane running through North Chevy Chase Park directly onto the base, thus eliminating the need for an additional beltway exit. We urge the Navy to give this alternative greater consideration in the FEIS.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.

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1012	9.0 Transportation	TMP	6.0 Public	General Public	Finally, we urge the Navy to provide greater detail about the steps it intends to take to encourage base staff and visitors to use public transportation. Such steps should include incentives in the form of a subsidy to both staff and visitors; frequent and publicized shuttle bus access to the Metro; and better signage on base directing pedestrians to the Metro and to shuttle bus stops.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
1013	1.0 General		6.0 Public	General Public	We live in the Locust Hill subdivision of Bethesda, and will therefore be directly impacted by the proposed Federal action. Our chief concern is traffic and the inadequacy of the traffic studies performed for the Draft Environmental Impact Statement. Those concerns are well stated in the Locust Hill Citizen's Association comments, which we fully support. We are also concerned about the status of NIH as a potential Cooperating Agency. We understand that NIH approached the US Navy with a request to be a Cooperating Agency under the NEPA process, but that the Navy rejected the request. We're concerned with the propriety of the Navy's decision under NEPA and Council on Environmental Quality requirements. Has the Navy acted properly in denying the NIH request?	NNMC and NIH have been working together to try to identify solutions that would be beneficial. The Navy would not have declined the NIH offer if it believed it would be improper.
1014	9.0 Transportation		6.0 Public	General Public	Ode to a Hospital What is this? What do I hear? Is this a time for me to cheer? I hear the rumble. I smell the fear. Look both to left and then to right I see them coming - we must take flight. The roads are filled with things that go Up and down and to and fro Horns that toot and wheels that turn They sit in lanes and slowly learn Like lemmings they are led astray By warbles of the birds of prey.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1015	1.0 General	BRAC Law	6.0 Public	General Public	This enlarged federal facility, proposed for Bethesda Maryland, should be located in an area that can provide the necessary infrastructure, i.e. roads, schools, housing, water supply, etc. not in an already crowded urban area. That necessary infrastructure should be provided by the federal government since it is a Federal facility, not require Montgomery County to bear the crowding and financial burden. And if the residents of Bethesda are forced to endure this crowding the federal government should at least reimburse the county.	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
1016	9.0 Transportation	Drop Off	6.0 Public	General Public	We live at 4600 Glenbrook Parkway, directly across from the Gunnell Road entrance (#13 as identified in the DEIS). The DEIS raises several concerns for us based on our personal experience, which we fail to see addressed in the DEIS. Specifically, the DEIS makes no provision for a Kiss and Ride or pick up/drop off facility for employees on base. In our neighborhood, we are constantly confronted with cars idling in our driveways and in front of our house beginning at 3 p.m. and lasting through the projected p.m. rush. When we have approached those cars, the drivers have consistently told us they are not allowed on base and are waiting to pick up employees who work on base. Providing a spot directly on the base or in a dedicated area along Jones Bridge Road would alleviate this problem for the surrounding neighborhoods. Further, it would improve safety in the neighborhoods and further work to mitigate the already significant problem we have with cut-through traffic.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
1017	4.0 Noise		6.0 Public	General Public	Further, although the DEIS merely states that construction traffic will be limited because the number of parking spaces for construction and contractors will be limited, it fails to address or consider the likelihood that employees of contractors and subcontractors on base will end up parking or idling in the residential streets surrounding the base during construction.	Both the Executive Summary and Chapter 2 - Potential Improvement Measures, as well as Section 4.5 state that contractors would be expected to adhere to Maryland and County noise requirements and Section 3.5 lists those requirements.
1017.1	4.0 Noise		6.0 Public	General Public	We would like to see the FEIS address whether there will be any attempt to limit or track the construction vehicles that will park Off Base rather than simply dismiss this as not relevant to the analysis as it does not take place on base.	The Navy will provide 200 parking spaces for construction workers and the Navy contractor will reserve the parking spaces for contractor and subcontractor management and field staff only. For the remaining construction workforce, the Navy has required that the contractor use alternative means of bringing the workers onto NNMC, including mass transit. As a way to meet LEED Silver Certification requirements, the contractor is using mass transit use by the construction workers towards the certification. The contractor will utilize a combination of offsite coordinated park-and-ride and public transportation. The contractor will provide subsidies to the workers who utilize the WMATA system to access the construction site. To deter parking in the neighboring areas, the contractor is implementing a program that will include spot checks and disciplinary actions such a written warning for the first offense and termination of the employee's badge access for the second offense. The Navy will continue to respond to public concerns through the NNMC Public Affairs Office, including complaints regarding contractor parking.
1017.2	4.0 Noise		6.0 Public	General Public	Similarly, the DEIS gives little actual attention to the impact of the construction on the surrounding neighborhood. As our neighborhood has undergone a great deal of new and improvement-oriented construction, we are familiar with hammers and trucks at early hours of the morning. Montgomery County restricts such noisy activities to specific hours, but the Navy does not address whether it will adhere to County regulations in this regard or otherwise impose restriction on contractors. Further, it does not address whether there will be a means to address neighbors' concerns about construction in a direct and effective way.	Both the Executive Summary and Chapter 2 - Potential Improvement Measures, as well as Section 4.5 state that contractors would be expected to adhere to Maryland and County noise requirements and Section 3.5 lists those requirements. The Navy will continue to respond to public concerns through the NNMC Public Affairs Office and will address complaints regarding contractor parking in the neighborhood.
1018	3.0 Air	Idling	6.0 Public	General Public	Idling trucks will bring both noise and air pollution to the area. Being the parents of an asthmatic toddler, we are concerned about further air pollution in the area. We believe that at least some of this can be mitigated through strict idling (or no idling) rules at the site. Again, however, there must be a direct and effective way for neighbors to have their complaints about violators received and promptly addressed.	Contractor vehicle operation off Base is regulated by the State and local agencies and police. The Navy will manage the construction with an objective of providing efficient access to sites and to staging areas to reduce queuing and resultant unnecessary idling. A gate analysis is also being conducted by DOD at the NNMC gates that would include potential improvements or queuing mitigation measures at all of the access gates. For the long term the Navy is investigating potential improvements external to NNMC that could directly enhance access to NNMC and the Navy is submitting a request for DAR certification for recommended improvements. The air analysis assumed two or more miles of each truck trip was at an average of 2.5 mph, the equivalent of idling for emissions calculations and found particulate emissions well below de minimis levels.

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1019	9.0 Transportation		6.0 Public	General Public	Specifically with regard to the traffic increases at intersection #13, Gunnell Road and Jones Bridge Road, you state under the proposed alternative 1 traffic will increase 35% in the a.m. rush time to 1093 cars using the intersection and 20 % in the evening to 1170 cars using the intersection. The determination is then made that since the traffic increase does not make the intersection qualify as "failing" it will not affect the intersection. This assumption is facile and does not address the fact that the volume is increasing significantly on what is a relatively small, one lane in each direction, intersection. Further it fails to take into account or mention that the opposite side of the intersection is a residential neighborhood.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
1019.1	9.0 Transportation		6.0 Public	General Public	Surely there must be other considerations as to what the potential impact of such a significant increase in traffic than whether it makes an intersection qualify as "failing" and the DEIS does not address this in any meaningful way. It also does not appear to address the impact on Jones Bridge Road of the increase of those cars leaving the base in the evening along with cut-through traffic through the neighborhood that comes from Maryland Avenue, the street directly to the east of Gunnell Road Intersection. It does not appear the cut-through traffic was addressed at any place in the document or its effect on overall traffic projections.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
1020	9.0 Transportation		6.0 Public	General Public	The DEIS transportation section and traffic studies do not address the potential impact on the road a purple line Rapid Bus Transit on Jones Bridge Road would have on projected traffic patterns in conjunction with the NNMC expansion.	The Purple Line was and is still in a planning phase, under the administration of the Maryland Transit Administration (MTA). The MTA is currently conducting An Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) that would provide details regarding the preferred route, travel time benefits, projected ridership and other factors. The current project schedule indicates that the AA/DEIS would be finalized in summer 2008 after public hearings, and the earliest construction could begin is 2012. Based on these considerations, the Purple Line was noted in the DEIS traffic study as the Bi-County Transitway (page 40), and was not given special analysis treatment. However, it should be noted that the calculated peak hour trips for the BRAC alternatives were reduced by 15% to reflect use of transit (including the Purple Line connection to the WMATA Red Line Corridor) and other alternative travel modes, per agreement with M-NCPPC TPD staff.
1021	8.0 HHS		6.0 Public	General Public	Finally, there is no provision in the DEIS that meaningfully addresses the impact of the NNMC expansion from a public safety or homeland security impact. Specifically, the DEIS does not address the situation in which all people from the base would have to evacuate for some particular reason, or in which the base and the surrounding neighborhoods would have to evacuate. We recall that, in March or April of 2007, there was an alleged bomb threat or other security concern during the morning rush hour (beginning at approximately 6:30 a.m.) that closed all the entrances to the base. During that time the streets in our neighborhood were lined with cars idling waiting to get on base. These waiting employees and visitors extended several blocks into the neighborhood and we were unable to get our car out of the driveway due to traffic on the roads and blocking our driveway. Neighbors could not use the roads due to the extensive traffic caused by these cars.	The Navy will continue participation in the NIH-NNMC-Suburban Hospital consortium to promote continuous interconnection between the campuses in the event of a mass casualty incident. Similarly, the Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.

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1021.1	8.0 HHS		6.0 Public	General Public	Clearly this indicates a problem with any emergency plans or shows a lack of emergency plans. With the proposed increase of personnel under the expansion, there should be provisions made for situations where traffic is prevented for some reason from coming on base. The DEIS has no provision for these possible impacts, nor does the DEIS adequately address any evacuation issues specifically as they regard Jones Bridge Road and the impacts on the residential neighborhoods directly south of NNMC. The north side of the neighborhood can only exit via Jones Bridge Road and, therefore, in any evacuation must use either Jones Bridge Road or 355 Northbound, two roads that are already overly congested.	The Navy will continue participation in the NIH-NNMC-Suburban Hospital consortium to promote continuous interconnection between the campuses in the event of a mass casualty incident. Similarly, the Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.
1022	1.0 General	Support Comments	6.0 Public	General Public	Finally, as members of the East Bethesda Citizens Association, we participated in the review and preparation of detailed and thoughtful comments on the DEIS on behalf of the Association. We support those comments and urge you to consider them carefully. We look forward to having an expanded world class facility in our neighborhood but feel that the DEIS does not adequately address the real impacts such as an increase in visitors, patients and employees will have on the surrounding roads and neighborhoods. We urge you to consider our comments when creating the Final Environmental Impact Statement.	Comment noted; Navy believes it has addressed all issues raised in comments.
1023	9.0 Transportation	Beltway	6.0 Public	General Public	Other: I am particularly concerned about the additional traffic congestion and the corresponding impact on air quality this project will have on our area, especially during the construction phases. As the parent of young children, I would like to know that the Navy is taking all steps possible to minimize the possible health impacts to our children and all of our neighbors. Please reconsider the possibility of creating some direct NNMC access from / to I-495, even if only for the passage of trucks and equipment for the construction phase.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
1024	9.0 Transportation	Roadway Funding	6.0 Public	General Public	Please reconsider the possibility of securing DAR funding. I understand the Navy's feeling that this area is already expected to feel the impact of worsening traffic conditions due to other construction and area developments. However, this BRAC project will certainly add to those conditions, and anything the Navy can do to help be part of the solution for this growing problem would be very greatly appreciated.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
1025	9.0 Transportation		6.0 Public	Town of Chevy Chase	Introduction: The Town of Chevy Chase is a residential community located adjacent to downtown Bethesda. Our western border is Wisconsin Avenue and our eastern border is Connecticut Avenue. Traffic congestion, long an issue just north and east of our Town, may worsen and spread because of the recently proposed BRAC Action – the government-mandated relocation of parts of the Walter Reed Army Medical Center (WRAMC) to the National Naval Medical Center (NNMC) in Bethesda, Maryland, forming the Walter Reed National Military Medical Center (WRNMMC). This may impact the viability and attractiveness of pending private developments along Wisconsin and Woodmont Avenues, as well.	The FEIS has added text that states: Community planners believe that traffic congestion in the region could cause land development plans to be altered and the BRAC traffic volumes contribute to the congestion with heavier volumes than previously anticipated in their plans.
1026	9.0 Transportation		6.0 Public	Town of Chevy Chase	A number of assumptions are unclear in the traffic analysis and may not reflect the full impact of the move. In particular, the growth rate that was used in calculating background traffic was not specified and therefore it is difficult to determine whether future background traffic volumes have been accurately accounted for and, as a result, whether total estimated traffic volumes are likely to be accurate.	The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines. The EIS Traffic Study is required by the County to include developments identified by M-NCPPC staff. In this case the M-NCPPC staff identified 11 such developments. This developments are used instead of a growth rate to calculate background traffic.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
1027	9.0 Transportation		6.0 Public	Town of Chevy Chase	There is also good reason to believe that trip distribution for this BRAC Action may not follow normal patterns and should specifically take into account the existing residential patterns of current civilian WRAMC employees and their likely routes to the new facility, as well as the likely future housing choices of military personnel rotating in. As there is no mention of any of the above factors, it is likely that they were not taken into account for the transportation study. A more accurate trip distribution could alter the calculated Levels of Service (LOS) at various intersections near the NNMC facility.	The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines.
1028	9.0 Transportation		6.0 Public	Town of Chevy Chase	The DEIS states that there will clearly be traffic impacts in the area adjacent to the facility that will be very difficult to mitigate and that will not be financed by the Navy. Where significant impacts are identified—as is the case here—it is necessary to design effective mitigations and for there to be a plan to put them into place. The absence of funding may keep the Department of Defense from directly addressing these problems, but passing the responsibility to the State and County without a commitment by either or both to provide effective mitigations that will be implemented by the opening of WRNMMC may not satisfy environmental requirements, and will certainly create a negative experience for employees, visitors, and area residents.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
1029	9.0 Transportation		6.0 Public	Town of Chevy Chase	The DEIS does not include any discussion of analysis of the proposed Purple Line nor its projected effects on the modal choice of NNMC employees, patients, and visitors. The DEIS should include an analysis of the Jones Bridge Road BRT alignment in particular, one of the eight Purple Line alternatives being considered by MTA, and the only one that includes a stop at the NNMC facility. This direct service to NNMC via Jones Bridge Road would likely attract more patient, visitor and employee trips and cause a reduction in the projected volume of automobiles accessing the facility. Mitigating road traffic is not limited to road solutions. Shifting trips to transit may lessen traffic impacts, and reduce or eliminate the need for traffic mitigations. Walter Reed's history of transit-encouraging strategies is not carried forward into the DEIS. This failure may affect the validity of DEIS assumptions on transit market share at WRNMMC.	The Purple Line is still in its planning phase, under the administration of the Maryland Transit Administration (MTA). The MTA is currently conducting An Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) that would provide details regarding the preferred route, travel time benefits, projected ridership and other factors. The current project schedule indicates that the AA/DEIS would be finalized in summer 2008 after public hearings, and the earliest construction could begin is 2012. Based on these considerations, the Purple Line was noted in the DEIS traffic study as the Bi-County Transitway (page 40), and was not given special analysis treatment. However, it should be noted that the calculated peak hour trips for the BRAC alternatives were reduced by 15% to reflect use of transit (including the Purple Line connection to the WMATA Red Line Corridor) and other alternative travel modes, per agreement with M-NCPPC TPD staff.
1030	9.0 Transportation		6.0 Public	Town of Chevy Chase	The Town of Chevy Chase agrees with the assertion in the Draft EIS that the relocation of thousands of employees and hundreds of thousands of annual patients, their families and visitors to the Bethesda Naval Medical Center Campus will pose serious traffic management challenges to the State, County and surrounding communities. We strongly urge the federal, state and county governments to work together to address these issues, rather than each try to place responsibility elsewhere. If such cooperation is not forthcoming, it will be both the community and this national facility that will suffer.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
1031	9.0 Transportation		6.0 Public	Town of Chevy Chase	Additionally, we strongly urge that the ongoing BRAC planning process take advantage of the Purple Line planning efforts by the State of Maryland to improve mass transit connections between Silver Spring and Bethesda. If a route that directly connects Silver Spring with NNMC is selected, many of the significant adverse impacts of the BRAC Action may be mitigated. It is essential that the parallel but separate conversations of the Purple Line and BRAC-related traffic be coordinated. Including future Purple Line planning decisions as an element of the BRAC mitigation strategy would be "win-win" in that it would both improve transport between major population centers in Montgomery County and would provide a way of reducing thousands of auto trips to the Medical Center area, without adding to the costs of current BRAC planning scenarios. This approach would permit more effective planning to mitigate the overall environmental impact of the BRAC project at and around the Medical Center campus.	The Purple Line was and is still in a planning phase, under the administration of the Maryland Transit Administration (MTA).

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1032	9.0 Transportation		6.0 Public	Town of Chevy Chase	The Town of Chevy Chase is concerned that the failure of the DEIS to consider transit mitigations will create an automobile-access-dependency that will preclude existing and potential area transit customers, and NNMC employees and visitors, from using transit, thereby creating even worse traffic problems and deteriorating the quality-of-life. This need not be. Coincident with this DEIS, MTA is performing an alternatives analysis for the Purple Line. With the potential for WRNMMC to be one of the largest trip generators along the Purple Line, there is a rare opportunity for both parties to factor in this coming change. Direct Purple Line Service to NNMC may be the most effective way to maximize the use of transit. We encourage the agencies involved in the traffic mitigation measures for the BRAC Action to address and support a direct connection to NNMC by the Purple Line.	The Purple Line was and is still in a planning phase, under the administration of the Maryland Transit Administration (MTA).
1033	1.0 General	EIS Process	6.0 Public	General Public	A proper assessment of the environmental impact of the consolidation of the Walter Reed Army Medical Center on to the National Naval Medical Center base is something that cannot be rushed. For the Montgomery County Planning Board to place the assessment solely on the Navy is unrealistic. As a disabled citizen of Montgomery County the county must assist in the assessment. Realistic numbers must be used and the needs of those numbers considered. All the services of the Medical Center and those available in the county are service people not numbers.	The Navy will coordinate and cooperate with the County as this process moves forward.
1034	7.0 Land/Socio	Housing	6.0 Public	General Public	The war generated patient load will of course affect the expansion of the medical physical factory. Only the Navy and the Army can realistically predict the need for beds and the physical therapy facilities. These numbers grow when considering the accommodations needed by patient's families. And, of course, there is the housing of personnel on the base and in the surrounding neighborhoods.	The Fisher House foundation plans to add two 21 unit houses (32,000 total SF) to the current NNMC Campus which will complement the existing houses and provide housing for 36 families. In addition to the Fisher Houses, the Navy Lodge has 106 rooms to accommodate additional families. Based on current and projected in-patient census, this will provide sufficient on-base facilities to support the families of in-patient service members being treated at the realigned facility. Existing officer and enlisted billeting have been or will be renovated to support single family members residing in the room of those patients who are being treated on a out-patient basis but require family support during their stay. Construction and renovation of new billeting structures totaling approximately 331,000 SF will provide an additional 350 rooms for enlisted billeting.
1034.1	7.0 Land/Socio	Housing	6.0 Public	General Public	Continuation of 1034.	Continuation of response to Comment #1034: The new construction in addition to the existing and renovated spaces will provide sufficient lodging for enlisted billeting, active duty in an outpatient status, and family residence during a patient's outpatient treatment. Ample housing has been planned to accommodate both enlisted staff living on WRNMMC's campus and family members staying to support patients receiving treatment. In the event that there is a surge of patients and supporting family members and WRNMMC's housing falls short, WRNMMC would assist family members in finding lodging at local Bethesda hotels close to the hospital. The number of family members who would fall into this category would be few and their anticipated length of stay short.
1035	9.0 Transportation		6.0 Public	General Public	The greatest impact on our community will be that of transportation. Being that any expansion to our community within the beltway will directly impact traffic flow the sudden growth Bethesda's second largest medical facility will overwhelm the present commuters in ways I don't think they realize.	The FEIS has added text that states: Community planners believe that traffic congestion in the region could cause land development plans to be altered and the BRAC traffic volumes contribute to the congestion with heavier volumes than previously anticipated in their plans.

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1036	9.0 Transportation		6.0 Public	General Public	For over three decades there has been an argument concerning a transit project now called the "Purple Line." I live on the present proposed route. The influx of commuters, not related to the expansion and Navy Med, will add congestion to Bethesda that has yet to be truly acknowledged. If the "Purple Line" were to end at the Bethesda Metro station, as presently planned persons will be driving into Bethesda to park in the neighborhoods, as they do now, to take Metro to Silver Spring and College Park. If the Purple Line is built at all Navy Med should benefit directly to avoid the added expense of major shuttles into Bethesda downtown or outside the beltway to the Grosvenor-Strathmore station. The physical accessibility of the metro station must also be considered. At present Metro is anything but ADA compliant or friendly to the disabled community. Also, dependence on Metro as a major means to transport people is unreliable at best on a daily basis. The impact of WMATA's history of mismanagement and failing physical factory must also be considered in the case of an emergency situation.	The Purple Line was and is still in a planning phase, under the administration of the Maryland Transit Administration (MTA).
1037	8.0 HHS	BHEPP	6.0 Public	General Public	Three major emergency evacuation routes out of the District of Columbia must be considered. Route 355, Connecticut Avenue and Old Georgetown Road will be greatly impacted by any expansion at Navy Med.	The Navy will continue participation in the NIH-NNMC-Suburban Hospital consortium to promote continuous interconnection between the campuses in the event of a mass casualty incident. Similarly, the Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.
1038	1.0 General	Alternatives	6.0 Public	General Public	The preservation of recreational facilities in the immediate area of Navy Med will benefit our recuperating service men and women.	The current fitness center dates to the 1940s. The facility does not meet current building codes, dressing room and shower facilities are poorly located, it is hard to maintain, and is inadequately sized for the current needs much less future needs and most importantly it cannot be made ADA-compliant.
1039	1.0 General	Coordination	6.0 Public	General Public	I want to continue to be a good neighbor to Navy Med and hope that if a civilian voice can assist in a smooth expansion of our community please feel free to consider me as a possible community liaison. I have served on the county's Commission for People with Disabilities and I am presently a federal employee at the Department of Homeland Security.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
1040	2.0 Natural Resources	Landscaping	6.0 Public	General Public	Section 4.3 – Biological Resources Consequences (p. 4-14 of Main Report) Preserve the trees along the perimeter of the campus as much as possible to create a green buffer between WRNMMC and the surrounding residential neighborhoods.	The Navy will make every attempt to preserve trees along the perimeter of the campus.
1041	3.0 Air	Idling	6.0 Public	General Public	Implement and enforce an Anti-Idling Policy to reduce exhaust from trucks and construction vehicles waiting to enter the campus and also while waiting to operate on campus. The Anti-Idling Policy should be consistent with the anti-idling policy promoted by the U.S. Environmental Protection Agency for school buses, as part of the EPA's National Idle Reduction Campaign (see http://epa.gov/cleanschoolbus/antiidling.htm).	Contractor vehicle operation off Base is regulated by the State and local agencies and police. The Navy will manage the construction with an objective of providing efficient access to sites and to staging areas to reduce queuing and resultant unnecessary idling. A gate analysis is also being conducted by DOD at the NNMC gates that would include potential improvements or queuing mitigation measures at all of the access gates. For the long term the Navy is investigating potential improvements external to NNMC that could directly enhance access to NNMC and the Navy is submitting a request for DAR certification for recommended improvements. The air analysis assumed two or more miles of each truck trip was at an average of 2.5 mph, the equivalent of idling for emissions calculations and found particulate emissions well below de minimis levels.

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1042	4.0 Noise		6.0 Public	General Public	Will all construction traffic entering and exiting the site be directed to use North Gate at North Wood Drive and Rockville Pike/MD 355 (p. 4-48), or the Grier Road Gate at Jones Bridge Road (p. 4-73), or some combination of those or other gates? Please explain this in the FEIS.	The greater proportion of trucks would be oriented from and to the Capital Beltway, via Rockville Pike. This roadway experiences peak directional traffic flow in the southbound direction during the morning peak period, and in the northbound direction during the afternoon peak period. Excess capacity is available in the non-peak directions.
1043	9.0 Transportation		6.0 Public	General Public	I have many concerns about the DEIS transportation study, analyses, and conclusion that additional traffic from the NNMC expansion will have little impact on area roadways. I am also concerned that insufficient mitigation measures are offered. The following are my comments and suggestions: State clearly in the FEIS that no transportation plans should be retained or approved by the Navy that would in any way increase traffic through the East Bethesda residential neighborhood or allow parking of non-resident vehicles within that residential neighborhood. This will protect the privacy and integrity of the East Bethesda community.	This decision falls within the jurisdiction of the public transportation agencies.
1044	9.0 Transportation		6.0 Public	General Public	<u>Design and construct a road system inside the base to control inbound/outbound traffic and reduce queuing on exterior arterial roads.</u> For example, vehicle inspection stations should be constructed inside the base in a way that avoids congestion on adjacent key roadways caused by cars and trucks waiting to be cleared to enter the base.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
1045	9.0 Transportation		6.0 Public	General Public	Double-check the 'background development; information from Montgomery County: the DEIS list appears incomplete. E.G., it does not appear to include the NIH visitor center opening in the second quarter of 2008.	The EIS Traffic Study is required by the County to include only approved but unbuilt developments. The study included 11 such development identified by M-NCPPC staff. The new visitor center would accommodate the visitor vehicles that are currently inspected at the South Drive facility. The center would not generate significant new vehicular trips.
1046	9.0 Transportation		6.0 Public	General Public	Residential "cut-through" traffic: East Bethesda residents have been working with Montgomery County for some time to mitigate cut-through traffic in our residential neighborhood. Vehicles on MD 355 northbound avoid the above-capacity Intersection #12 (Rockville Pike and Jones Bridge Road) by turning right at North Chelsea Lane and cutting through residential streets. These residential streets have no sidewalks or curbs and are unsuitable for this traffic volume; it poses a severe pedestrian hazard. A recent traffic survey estimated that ~200 vehicles/hour during the PM peak hour use our residential roads to avoid Intersection #12. This cut-through traffic is likely to worsen with any increase of traffic due to the NNMC expansion, but if we successfully stop cut-through traffic, Intersection #12 will worsen even more; clearly, Intersection #12 needs a major overhaul. This problem was left out of the DEIS transportation study even though our neighborhood association brought it to the Navy's attention during the scoping period. Please incorporate it into the FEIS.	The EIS traffic study conforms with the M-NCPPC Scoping Letter (See Appendix C, Sub-Appendix A). Further studies should be undertaken by the public transportation agencies.
1047	9.0 Transportation		6.0 Public	General Public	Install "smart" traffic lights and traffic volume monitors at all gates and signaled intersections at and around NNMC to determine whether vehicles are actually waiting or not. I regularly observe a green light for traffic exiting NIH at Center Drive – but there are no cars actually exiting. Enabling signals to respond to actual demand at each cycle would allow traffic to flow more efficiently throughout the area.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.

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1048	9.0 Transportation	Drop Off Sidewalk and staging	6.0 Public	General Public	Provide an easement along the north side of Jones Bridge Road for use as: a dedicated lane for staging and queuing, a "kiss and ride" drop-off/pick-up facility, and an ADA-compliant sidewalk with buffer area from roadway.	If road widening on the perimeter of NNMC is implemented by the State, the Navy agrees to coordinate the relocation of the perimeter fence and the necessary right-of-way to facilitate transportation mitigation projects. The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
1048.1	9.0 Transportation	Drop Off Sidewalk and staging	6.0 Public	General Public	Continuation of 1048.	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base pedestrian and bicycle improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
1049	9.0 Transportation		6.0 Public	General Public	Implement reversible lanes at gate roads and nearby approaching roads during peak commuting hours.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
1050	9.0 Transportation	Drop Off	6.0 Public	General Public	Provide two new "Kiss and Ride" facilities at the following locations. (The NNMC shuttle (App. C, p.32) should be routed to include these "kiss and ride" facilities.) 1. MD 355 near the pedestrian bridge/tunnel, by the gate at South Wood Drive. 2. Jones Bridge Road at the University Road gate. At this facility, include a new U-turn; after dropping off their passengers, vehicles could then proceed along Jones Bridge westbound to MD 355, or U-turn back onto Jones Bridge Road eastbound. Pedestrians could then board a shuttle inside the base to get to their destination.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
1051	9.0 Transportation	Pedestrian Connection	6.0 Public	General Public	Pedestrian Bridge or Tunnel near the Gate at South Wood Road/South Drive and MD 355: The potential bridge or tunnel at MD 355/Rockville Pike crossing from NIH to NNMC is a key element in the plan to link Suburban, NIH, and NNMC in a mass casualty event, and must be large enough to accommodate emergency vehicles. Therefore, the EIS should give greater prominence to this proposal. All other modifications to this stretch of Rockville Pike/MD355 – including the gate at South Wood Road – must be designed around the security requirements of this bridge/tunnel. The Navy should review the preliminary consultant report on this bridge/tunnel, which is expected in February, and incorporate the reports' conclusions into the FEIS.	The Navy will continue participation in the NIH-NNMC-Suburban Hospital consortium to promote continuous interconnection between the campuses in the event of a mass casualty incident. Similarly, the Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.
1052	9.0 Transportation	Pedestrian Connection	6.0 Public	General Public	Design the bridge/tunnel to allow any pedestrian to use it to cross MD 355, with the security checkpoint for accessing WRNMMC beyond the entrance to the bridge/tunnel. The bridge/tunnel could be designed so that in time of emergency, the WRNMMC gates would swing out to connect to the bridge/tunnel – thereby restricting access to the bridge/tunnel only when absolutely necessary.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.

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1053	9.0 Transportation		6.0 Public	General Public	Consult with Bethesda Urban Partnership and the Central Business District in the aesthetic design of a bridge. A bridge at this location could be a boon for the community, creating a visual "Gateway to Downtown Bethesda.: For example, the bridge could be used for community signage (e.g., "Bethesda Art Walk: April 12-13") which Bethesda-UP now posts above Woodmont Avenue. The same sign system could be used for emergency messaging during a mass casualty event or security lock-down.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1054	9.0 Transportation	Further Studies	6.0 Public	General Public	Comment on Jones Bridge Road Intersection #14 (Grier Road Gate/Navy Lodge Gate): If Grier Road is widened, then it should be two lanes inbound and one lane outbound, to minimize truck queuing on Jones Bridge Road. Alternatively, the middle lane could be reversible: inbound in the a.m. and outbound in the p.m. Outbound base traffic does not stop for inspection, and since there is no facing street, left-turn traffic should move freely out of the base on a green light. On the other hand, inbound traffic gets stopped, resulting in long line son Jones Bridge Road. Therefore, the greater road capacity is needed for inbound traffic.	Comment noted. Further studies addressing both regional and local transportation issues should be undertaken by the public transportation agencies.
1055	9.0 Transportation	Further Studies	6.0 Public	General Public	Comment on Intersection #12: Extend the length of the current right-hand turn lane on MD 355 northbound approaching Jones Bridge Road to accommodate the volume of traffic trying to turn east onto Jones Bridge Road.	Comment noted. Further studies addressing both regional and local transportation issues should be undertaken by the public transportation agencies.
1056	9.0 Transportation		6.0 Public	General Public	Find creative ways to keep traffic moving along MD 355 northbound. According to Figure 6 (p. 20, Appendix C), traffic on MD 355 northbound slows at Battery Lane and does not move more easily until Cedar Lane. Some ways to make this traffic flow more smoothly would be: 1. Building the proposed bridge/tunnel over MD 355 to reduce the need for vehicles to wait for pedestrians and cyclists crossing MD 355; 2. Funnel the pedestrians now crossing MD 355 at Jones Bridge Road to cross at that bridge/tunnel as well; 3. Install "smart" traffic lights to monitor traffic volumes at the intersections, particularly for traffic exiting NIH at Center Drive, and thereby allow traffic signals to adjust to demand at each cycle.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1057	9.0 Transportation	Cedar Lane	6.0 Public	General Public	<i>West Cedar Lane westbound approaching Old Georgetown Road/MD 187:</i> the DEIS recommends eliminating parking along Cedar Lane eastbound to provide an additional receiving lane for traffic turning from Old Georgetown Road (Appendix C, p. ix). Clarify in the FEIS whether allowing four lanes on West Cedar Lane can be accomplished solely by eliminating parking, or whether it would also require eliminating the center turn lane. Clarify whether the assessment of improved traffic flow along Cedar Lane with four lanes accounts for the turning traffic which currently has use of the center turn lane to access NIH and the residential area.	It was envisioned that the two receiving lanes would be provided for a distance of 450-500 feet, followed by a transition back to one lane. The center turn lane would not be eliminated. The FEIS will recommend the undertaking of an engineering study by the public transportation agencies to confirm the feasibility of this recommendation and determine the alternative or additional improvements.
1058	9.0 Transportation	Further Studies	6.0 Public	General Public	Eliminate parking along all of Cedar Lane westbound to lengthen the approach to the right-turn lane onto Old Georgetown Road northbound.	Comment noted. Further studies addressing both regional and local transportation issues should be undertaken by the public transportation agencies.
1059	9.0 Transportation		6.0 Public	General Public	Encourage the county to enforce parking laws in residential neighborhoods daily.	The Navy will evaluate traffic improvements on site as part of the gate operations study. However, off base policing will remain the responsibility of local and state law enforcement agencies.
1060	9.0 Transportation	Further Studies	6.0 Public	General Public	Add a separate right-turn lane on Cedar Lane westbound as it approaches Old Georgetown Road.	Comment noted. Further studies addressing both regional and local transportation issues should be undertaken by the public transportation agencies.
1061	9.0 Transportation		6.0 Public	General Public	1.) <i>Old Georgetown Road/MD 187 reversible lane:</i> the DEIS states that the Bethesda Central Business District (CBD) Master Plan (July 1994) recommends implementing a peak period reversible lane on Old Georgetown Road when future traffic conditions warrant this improvement (Appendix C, p. 39). Traffic conditions warrant this improvement now.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

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1062	9.0 Transportation		6.0 Public	General Public	<p>The DEIS recommends an additional left-turn lane on Old Georgetown Road/MD 187 southbound approaching Cedar Lane and eliminating parking along Cedar Lane to provide an additional receiving lane (Appendix C, p. ix). I support this recommendation, but also recommend the following:</p> <ul style="list-style-type: none"> - Improve signage along Old Georgetown Road southbound to make clear that vehicles can access NNMC via Cedar Lane eastbound to Rockville Pike southbound. - Improve signage along I-495 eastbound and westbound to make clear that vehicles can access NNMC via THREE southbound exits: Old Georgetown Road, Rockville Pike, and Connecticut Avenue. - Improve signage along I-270 to make clear that vehicles can access NNMC via Old Georgetown Road southbound 	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base signage issues, to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
1063	9.0 Transportation		6.0 Public	General Public	<p>The DEIS estimates that this BRAC action will increase the CLV at the peak PM hour by 4%. This is a modest increase, but since a CLV of 2,000 means traffic is at a standstill, and the CLV is virtually 2,000 in the PM peak hour even before the BRAC action, there is no margin for any CLV increase at Intersection #16. Therefore, it is incumbent on the Navy to address mitigations here.</p>	The EIS addresses mitigations at Jones Bridge Road & Connecticut Ave.
1064	9.0 Transportation		6.0 Public	General Public	<p>The DEIS recommends adding a left-turn lane along Jones Bridge Road eastbound approaching Connecticut Avenue (see Appendix C, p. x). I support this recommendation, but also recommend the following: • Add a second lane to the I-495 Inner Loop (eastbound) access ramp from Connecticut Avenue northbound. This would allow vehicles turning left from Jones Bridge Road eastbound to move more smoothly onto the I-495 ramp. Currently, vehicles overuse the shared left-turn lane on Jones Bridge Road and under-use the separate left-turn lane on Jones Bridge Road because, once on Connecticut Avenue, they must immediately merge all the way to the right to get onto the I-495 eastbound ramp. Overuse of the shared left-turn lane on Jones Bridge Road blocks vehicles on the approach to Connecticut Avenue northbound, exacerbating under-use of the separate left-turn lane on Jones Bridge Road. Adding a third left-turn lane to Jones Bridge Road without also widening the I-495 access ramp to two lanes will not allow all the left-turn lanes on Jones Bridge Road to be used to capacity.</p>	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. The State of Maryland has programmed funding over the next four years for intersection improvements around NNMC. The intersections under consideration include: Rockville Pike (MD 355) at Cedar Lane, Old Georgetown Road (MD 187) at Cedar Lane, Connecticut Avenue (MD 185) at Jones Bridge Road, and Rockville Pike (MD 355) at Jones Bridge Road.
1065	9.0 Transportation		6.0 Public	General Public	<p>Lengthen the approaches to the left-turn lanes on Jones Bridge Road eastbound. Currently, overuse of the shared left-turn lane on Jones Bridge Road blocks vehicles on Jones Bridge Road eastbound as they approach Connecticut Avenue who might otherwise prefer to use the separate left-turn lane on Jones Bridge Road. Lengthening the approach lanes on Jones Bridge Road would allow the separate left-turn lane on Jones Bridge Road to be used to greater capacity and reduce the PM backup along Jones Bridge Road eastbound.</p>	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. The State of Maryland has programmed funding over the next four years for intersection improvements around NNMC. The intersections under consideration include: Rockville Pike (MD 355) at Cedar Lane, Old Georgetown Road (MD 187) at Cedar Lane, Connecticut Avenue (MD 185) at Jones Bridge Road, and Rockville Pike (MD 355) at Jones Bridge Road.
1066	9.0 Transportation	Signage	6.0 Public	General Public	<p>Improve signage on Jones Bridge Road eastbound to make clear that two of the three left-turn lanes on Jones Bridge Road will BOTH access the two-lane I-495 eastbound ramp.</p>	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base signage issues, to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
1067	9.0 Transportation		6.0 Public	General Public	<p>The DEIS recommends providing a separate right-turn lane along Connecticut Avenue southbound approaching Jones Bridge Road (see Appendix C, p. x). I support this general recommendation, although the specifics of this recommendation are unclear. I recommend the following: • Extend the ramp from Exit 33 (I-495 Inner Loop eastbound) onto Connecticut Avenue southbound all the way to Jones Bridge Road so that vehicles exiting from I-495 and intending to turn right onto Jones Bridge Road need not merge with the Connecticut Avenue southbound traffic.</p>	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. The State of Maryland has programmed funding over the next four years for intersection improvements around NNMC. The intersections under consideration include: Rockville Pike (MD 355) at Cedar Lane, Old Georgetown Road (MD 187) at Cedar Lane, Connecticut Avenue (MD 185) at Jones Bridge Road, and Rockville Pike (MD 355) at Jones Bridge Road.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
1068	9.0 Transportation	Signage	6.0 Public	General Public	Improve signage along I-495 to make clear that vehicles can access WRNMMC from <i>three</i> southbound exits: Connecticut Avenue, Rockville Pike, and Old Georgetown Road.	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base signage issues, to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
1069	9.0 Transportation	Signage	6.0 Public	General Public	Improve signage along Connecticut Avenue southbound to make clear that vehicles can access WRNMMC via Jones Bridge Road westbound.	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base signage issues, to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
1070	9.0 Transportation	Beltway	6.0 Public	General Public	The DEIS states that FHA would likely preclude the addition of an interchange without making clear whether the possibility was fully pursued. Do all the other interchanges along I-495 meeting FHA requirements? Is there any precedent for exceptions to the general FHA rule?	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMCC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
1071	9.0 Transportation	Beltway	6.0 Public	General Public	Consider the role of a Slip Ramp in an evacuation scenario, such as a mass casualty event. The Slip Ramp could play a critical role in allowing more options for access to and from WRNMMC, NIH and Suburban Hospital in a time of emergency, when area roads would become even more gridlocked.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMCC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
1072	9.0 Transportation	Drop Off	6.0 Public	General Public	In lieu of fringe parking, the Navy could encourage carpooling by providing "kiss and ride" facilities for vehicles to drop-off/pick-up WRNMMC passengers without the car entering the base. Currently, vehicles idle in nearby neighborhoods while waiting for people to walk off base; therefore, these drop-off/pick-up points should be located near gates that can handle pedestrian access. (These "kiss and ride" facilities are also in my comments above.)	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
1073	9.0 Transportation	Drop Off +	6.0 Public	General Public	Construct wider sidewalks with a buffer on the north side of Jones Bridge Road and funnel pedestrian traffic to the north side of the roadway. Pedestrian access should tie easily to bus stops and new "kiss and ride" facilities. As pedestrians walk on Jones Bridge Road westbound towards MD 355, they should be encouraged to cross over to the Metro at the new bridge/tunnel, thereby reducing the pedestrians crossing MD 355 at grade.	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
1074	9.0 Transportation	Pedestrian Connection	6.0 Public	General Public	Build a covered walkway for pedestrians starting <i>inside</i> the gate at South Drive and leading to the WRNMMC building. If pedestrians find the walk from the Metro to the buildings more pleasant in all weather conditions, they are more likely to use transit. A covered walkway would also provide security benefits near the heli-pad.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMCC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMCC side of MD 355 and for improvements at the intersections that provide direct access into NNMCC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.
1075	9.0 Transportation	Pedestrian Connection, Beltway, Drop Off	6.0 Public	General Public	Consider the bridge/tunnel at MD 355 in broader context. As mentioned above, the pedestrian connection (bridge or tunnel) at the Rockville Pike crossing from NIH to WRNMMC is much more than a personnel convenience or a transit improvement: it must accommodate emergency vehicles traveling between Suburban, NIH, and WRNMMC in a mass casualty event. Therefore, all other modifications to this stretch of Rockville Pike/MD 355 (road widening, extra turn lanes, "kiss and ride" facilities, gate modifications) must be designed around this critical bridge/tunnel. Similarly, the I-495 Slip Ramp should be considered in the context of the plan to link Suburban, NIH, and WRNMMC in a mass casualty event. Review the preliminary consultant report on this bridge/tunnel, which is expected in February, and incorporate the reports' findings in the FEIS.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMCC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMCC side of MD 355 and for improvements at the intersections that provide direct access into NNMCC. The Navy will continue to coordinate with WMATA regarding this mitigation measure.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
1076	9.0 Transportation	Drop Off	6.0 Public	General Public	"Kiss and Ride" facilities are related to pedestrian traffic: We need facilities for vehicles to pull over and drop-off/pick-up NNMC passengers without the car entering the base ("kiss and ride" facilities). Currently, vehicles idle in nearby neighborhoods while waiting for pedestrians to walk off the base. This indicates that drop-off/pick-up facilities should be located near gates that can handle pedestrian access. The shuttle (App. C, p. 32) should be routed to include the "kiss and ride" facilities.	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
1077	9.0 Transportation	Bike	6.0 Public	General Public	Improve bicycle access by creating a way for cyclists to get from the west side of Rockville Pike/MD 355 on to the base by bridge or tunnel without having to cross at grade. Include bicycle access in the design of the bridge/tunnel between NIH, NNMC and MD 355. • Convenient and secure bicycle 'parking' is a key element in encouraging bicycle commuters. The FEIS should include improved on-campus bicycle parking facilities. • All storm water grates in the roadway must be designed so that bicycle wheels cannot fall into them. • All gate improvements should include bicycle access in the gate design.	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
1078	9.0 Transportation	TMP	6.0 Public	General Public	Require posting of directions to WRNMMC via Metro on the WRNMMC home page and on all patient/visitor handouts. • Post signs showing the way to Metro on every street on the WRNMMC campus. • Consider making transit subsidies for the Metro Smart Trip program available for all regular visitors, as well as all staff.	Improved signage for wayfinding and encouragement of use of the Metro facilities are being developed for NNMC. Similarly, NNMC will work with Montgomery County and the State to put up temporary signs on streets to inform the public and visitors of changes due to construction or changes in circulation.
1079	1.0 General	Coordination	6.0 Public	General Public	Projects in planning/engineering or construction phases from the Maryland Consolidated Transportation Program (2007-2012) that could influence NNMC transportation conditions in the long term. The speed of state and county transportation planning is glacial. Therefore, many decisions (such as Purple Line routing) were made long before the BRAC expansion mandate. I encourage the Navy to consult with State Planners (Maryland Transit Authority) who are working on east-west transit plans, both in lower Montgomery County (Purple Line) and further north (Corridor Cities Transitway) and ask that they consider how plans can be modified to provide direct benefits to WRNMMC staff and visitors.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities.
1080	9.0 Transportation		6.0 Public	General Public	The trip between the Bethesda Metro station and the Medical Center Metro station should be about 5-10 minutes. However, this is a fantasy even now. Last summer about 5:00 pm I got on a bus at Bethesda and it took me 30 minutes to make the journey to Medical Center. Traffic was gridlocked. This is how it is every workday. The rush hour jam begins around 3:00 pm; the morning rush begins around 6:00 am or earlier. It is beyond frustrating now for drivers moving north and south along Wisconsin Ave/Rockville Pike. When the weather is bad, it can be a catastrophe for everyone.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1081	8.0 HHS	Emergency Vehicles	6.0 Public	General Public	In this "parking lot state: no emergency vehicles can get through, which means that ambulances, fire trucks, and police vehicles are not guaranteed a successful run. People's lives are in danger, as is property. In the event of any kind of emergency—especially a massive emergency—there is no hope whatsoever of responding—regardless of the cause. Wisconsin Ave/Rockville Pike would be in lock-down, a major artery useless.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary.
1082	9.0 Transportation		6.0 Public	General Public	A transportation situation that has been breaking for years will certainly be broken by Naval Medical's expansion. This was a VERY bad decision for everyone.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
1083	3.0 Air	Analysis	6.0 Public	General Public	Before proceeding, know that the quality of life in the area will decrease. People will breathe in more polluted air, further jeopardizing their health. Tempers will escalate. Anger and frustration are injurious to people's physical and mental health. Nothing good can come of what the government proposed.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1084	9.0 Transportation		6.0 Public	Chevy Chase Valley Citizens Association	Chief among our concerns are DEIS suggestions for traffic improvement, specifically those effecting the intersection of Jones Bridge Road (JBR) and Connecticut Avenue. DEIS recommends an additional left-turn lane along the east bound approach to JBR and a separate right-turn lane along the southbound approach of Connecticut Ave. Based on past experiences with the County, it's clear that an additional lane on JBR would require land from either homes from our neighborhood or Howard Hughes Medical Institute which sits off the south side of the street.	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. The State of Maryland has programmed funding over the next four years for intersection improvements around NNMC. The intersections under consideration include: Rockville Pike (MD 355) at Cedar Lane, Old Georgetown Road (MD 187) at Cedar Lane, Connecticut Avenue (MD 185) at Jones Bridge Road, and Rockville Pike (MD 355) at Jones Bridge Road.
1085	9.0 Transportation		6.0 Public	Chevy Chase Valley Citizens Association	Obviously, CCVCA is vehemently opposed to any proposal that requires land to be taken from any of the families whose homes are on JBR. However, we are keenly aware of various traffic studies reporting the intersection is failing: already too small to accommodate the amount of traffic that moves through it. And as a result of this and BRAC implementation for National Naval Medical Center, we realize Montgomery County may feel a need to make some modifications at our intersection.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1086	9.0 Transportation		6.0 Public	Chevy Chase Valley Citizens Association	Referencing a January 28th letter from County Executive Ike Leggett to NNMC, we welcome the County's criticism that "the draft EIS downplays impacts on traffic in surrounding neighborhood during and after the construction phase." We likewise support their request for "a realistic assessment of consequences and potential improvements measure must be included in the Final EIS."	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1087	9.0 Transportation	Beltway	6.0 Public	Chevy Chase Valley Citizens Association	Also in the County's letter, it recommends that station officials conduct a study on the possible benefits of a slip ramp off I-495 onto the Navy campus, adding that it "could help alleviate congestion on local roads." There has also been an alternate suggestion from other neighborhood groups that the study consider a ramp that splits off the current southbound Connecticut Ave. ramp. The CCVCA would be against such a plan as it seems inevitable the road would cut through the northern part of our neighborhood.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
1088	1.0 General	Coordination	6.0 Public	Chevy Chase Valley Citizens Association	And finally, we applaud the County's call for the Navy to establish "an ongoing Office of Community Liaison...to keep neighbors informed of campus activities during and after the BRAC construction phase." While our organization is committed to identifying problems that may affect us, we are just as committed to be engaged in a dialogue to find appropriate solutions.	NNMC would like to continue having meetings with the community on an as needed basis and communicating with the public through our website and announcements made through the County's regional staff.
1089	9.0 Transportation		6.0 Public	General Public	There will be a significant increase in traffic on roads which are already overcrowded near NNMC.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1090	8.0 HHS		6.0 Public	General Public	The surrounding neighborhoods in East Bethesda are populated with very high numbers of young children. There is already a high number of people "cutting through" East Bethesda at rush hour. They travel at high rates of speed, creating danger for our children. Our ability to transport our children to and from school and other extra curricular activities will be adversely affected by this additional traffic.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1091	9.0 Transportation		6.0 Public	General Public	If the federal Government refuses to make the necessary improvements to infrastructure or plans for how we can best handle the increased traffic, we will all need to reconsider where we choose to raise our families, as safety and quality of life issues will be important to consider as BRAC creates increased stress and danger to us all. Please dedicate resources as needed to reduce or totally eliminate the adverse affects of the expansion of NNMC. Those of us who want to preserve our neighborhood deserve that consideration.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
1092	8.0 HHS		6.0 Public	Bethesda Chevy Chase Rescue Squad	The transition of NNMC into WRNMMC has many potential benefits for the nation, the Department of Defense (DoD) and the military dependent community in the National Capital Region. The consolidation of military medical resources will undoubtedly introduce cost efficiencies to the military medical system. Directing active duty and military dependent patients to the Bethesda site will also benefit B-CCRS because medical transports for active duty and military dependents will no longer be required to the Georgia Avenue, NW Walter Reed Army Medical Center (WRAMC) site. This will decrease cycle times for the approximately 200 transports per year made to WRAMC by my department.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1093	8.0 HHS		6.0 Public	Bethesda Chevy Chase Rescue Squad	The additional visitor, patient, employee load and construction processes are likely to cause an increase in call volume on the WRNMMC complex and on feeder roadways and intersections to/from the facility. We cannot predict how large (or small) this increase will be. This increase may spike while construction is on-going and return to a lower level once construction hazards abate and the facility is completed and code and standards are updated. Current experience shows a low call volume on NNMC. This is likely due to a good fire prevention program, very healthy workforce, and the use of organic military medical and base resources to handle many incidents without the involvement of County 911.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1093.1	8.0 HHS		6.0 Public	Bethesda Chevy Chase Rescue Squad	It is also enhanced by the mutual aid agreement with National Institutes of Health (NIH) for basic ambulance service when calls are brought into the County system. WRNMMC will be responsible for evaluating the need for additional <i>on-base</i> EMS service, but it is not possible at this time to say additional service will be needed. B-CCRS is capable of handling current levels of service with allowances for a moderate increase. It is reasonable hold a decision for additional resources until more information is available.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.
1094	9.0 Transportation	Roadway Funding	6.0 Public	Bethesda Chevy Chase Rescue Squad	It is certain that the increased visitor, patient, and employee flow in and out of the WRNMMC complex will make already congested roadways even more difficult to navigate at during crush-load periods. Northbound Rockville Pike, Eastbound Jones Bridge Road, and Eastbound Cedar Lane are Primary emergency routes used for thousands of emergency responses each year by MCFRS. I implore DoD to work in a cooperative manner with Federal, state and local leadership to provide necessary funding agreements to make roadway improvements to minimize this impact.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. Emergency vehicle response times would not be affected significantly due to several factors. The NNMC campus is accessed primarily via multilane arterial roadways which provide for easier lane clearance movements by vehicles. Additionally, the emergency response vehicles are authorized to use opposing lanes (with available capacity) to by-pass vehicular queues, if necessary. The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
1095	8.0 HHS		6.0 Public	Bethesda Chevy Chase Rescue Squad	The WRNMMC site will be a more complex facility than NNMC. The number of special use, scientific spaces at WRNMMC including patient care spaces, operating rooms, medical laboratories, and other high risk areas, makes training and area familiarization for all public safety personnel critical in both daily and large scale responses. Area knowledge and hazard familiarization is an invaluable asset in delivering fire, rescue and EMS services. DoD should consider the establishment of a full-time position in the WRNMMC Fire Department responsible to coordinate training, preplan maintenance and liaison duties between WRNMMC, the National Institutes of Health Fire Department and Montgomery County Fire and Rescue personnel.	Comment noted. The Navy appreciates the time and effort taken to provide comments on the document.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
1096	8.0 HHS	MCFRS	6.0 Public	Bethesda Chevy Chase Rescue Squad	Coverage of the Montgomery County 800 MHz trunked fire/rescue radio system is poor to non-existent in many areas of the NNM complex. This is particularly true in core areas of buildings once one gets away from windows or moves to below ground portions of the complex. The NNM Fire Department has radios that operate in these areas, but insufficient portables exist to equip each County Fore/Rescue resource with its own radio. In order to provide a safe environment for fire and rescue personnel at the new WRNMMC, Radiax, bi-directional amplifiers, or an alternate engineering solution must be provided to enable MCFRS and WRNMMC Fire Department personnel to communicate on the MCFRS system in all areas of the complex. The cost of installing these systems in new buildings or those undergoing major renovation is a minimal relative to the benefits in efficiency and safety for any type of fire, rescue or emergency medical service response.	This comment is a NNM operational issue and is outside the scope of the EIS.
1097	9.0 Transportation		6.0 Public	General Public	We strongly urge you not to include in your plan any new traffic patterns that would have the effect of increasing traffic through the East Bethesda neighborhood or increasing parking or "waiting" of non-resident vehicles within the neighborhood. This is critical to protect the privacy and integrity of our community.	NNM cannot control where people park and our jurisdiction ends at the fenceline. If there are parking violations, then the homeowners are encouraged to have them enforced.
1098	9.0 Transportation	Beltway	6.0 Public	General Public	Furthermore, we support the EBCA BRAC Committee's comments and recommendations concerning the DEIS. We are especially concerned about the effects of the increased traffic on Wisconsin Avenue, Jones Bridge Road, and Connecticut Avenue, the main arteries that frame our community. We strongly urge you to explore fully and completely the construction of ramps from I-495 directly into the NNM campus. This solution would obviously keep any additional traffic off of these three major arteries, essentially resolving the problems that would otherwise occur there because of the BRAC.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNM. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
1099	9.0 Transportation	BRAC Law	6.0 Public	General Public	Given the fact; that, traffic will amount to chaos, during the move. Given the fact; that, there is a good chance of neighborhood battles. Given the fact; that, after construction, chaos will continue on MD 355. Given the fact; that, there was an article in the Bethesda Gazette (8-11-04) entitled "Bethesda has worst junctions". Given the fact; that, our wounded deserve quality service. Why not have an underground rail system? The Atlanta airport has a rapid rail system that speedily takes people to the different concourses to catch their flights, after going through security. This is a wonderful system! There can be one for Walter Reed. It can take people from Walter Reed to Bethesda Naval Hospital. This could be designed to do even more: go further to NIH or maybe to Suburban Hospital. Also, the building will not need to move, chaos on the roads will be mitigated, and speed of communication and services can take place. There are so many good things about this idea. This is called "out-of-the-box-thinking."	Comment noted. The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.
1100	9.0 Transportation	Beltway	6.0 Public	General Public	I do not believe that the idea, about the ramp from the Beltway idea, should be discarded.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNM. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
1101	1.0 General	BRAC Law	6.0 Public	General Public	By scaling back BRAC 2005, there could be savings to develop out-of-the-box thoughts for Walter Reed. This would be a quality service for our wounded soldiers.	The realignment of Walter Reed Army Medical Center activities to Bethesda National Naval Medical Center for the purpose of improving medical care to our military personnel is directed by the 2005 BRAC Law and by law that decision is exempt from review by this EIS.

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1102	9.0 Transportation		6.0 Public	General Public	The DEIS states that the "NNMC site is favorably located in proximity to regional freeway and arterial facilities," which is true. It also observes there is "excessive congestion along these arterials," which is also true. The inescapable connection between these two observations is what concerns me. It is obvious this is a major problem with the BRAC in this already heavily developed urban area. The DEIS does very little to provide solutions for traffic problems it identifies, both those present and those created by the BRAC at this location.	The EIS is responsible for identifying mitigation for the traffic problems caused by the BRAC Actions and it does, but correctly notes that there is existing congestion that grows worse by 2011 irrespective of the BRAC Actions. The improvement measures identified in the EIS would remedy impacts from additional traffic caused by the BRAC alternatives by bringing the intersections back to a level of service equal to or better than that from background traffic under the No Action Alternative conditions. Additionally, the Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. The Navy also recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
1102.1	9.0 Transportation		6.0 Public	General Public	Continuation 1102.	Likewise, the Navy also remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
1103	9.0 Transportation	Further Studies	6.0 Public	General Public	One intersection that is of particular interest to me is that at Cedar Lane and Rockville Pike. The DEIS identifies this intersection as presently having CLVs that merit a rating of F at both the a.m. and p.m. peaks. Because the CLV rating remains at F after the BRAC, it is implied that there is no detrimental effect on traffic, whereas common sense says otherwise. The proposed remedy for this intersection is to add lanes on Rockville Pike. I also question the projection that the number of cars on Cedar Lane that will cross Rockville Pike in 2011 will be the same as the number that crossed in 2007 (Fig 5a and Fig 21a in Appendix C – Transportation Study). Some of the planned improvements were recommended by the Bethesda Chevy Chase Master Plan in April 1990.	Comment noted. Further studies addressing both regional and local transportation issues should be undertaken by the public transportation agencies.
1104	9.0 Transportation		6.0 Public	General Public	The DEIS reports that the Navy will "determine if traffic signal warranted at North Wood Rd. and Rockville Pike and suitable for submission of a request to state and local transport authorities for funding and implementation." How long will a study to determine if a traffic signal is warranted take? When will the study be done? What are the criteria to be used to determine if the signal is warranted? Is it realistic to expect funding from state and local transport authorities for this possible needed modification?	The Navy plans to conduct these studies in parallel with implementation of BRAC design and construction. Criteria for whether a signal is warranted is found in the Manual of Uniform Traffic Control Devices (MUTCD published by the FHWA, and accepted by the State Highway Administration). The State and local transportation agencies would be the proper points of contact to comment on their funding.
1105	9.0 Transportation		6.0 Public	General Public	Some traffic data cited in the DEIS are attributed to a "Current" MSHA Traffic Trends Document that was published in 2005. Such outdated statistics are hardly useful considering the amount of development that has occurred in the last 2 to 3 years. Did the DEIS also take into account the considerable amount of development that is planned for Rockville Pike in the next 4 years?	The EIS traffic study conforms with requirements from the M-NCPPC Local Area Transportation Review (LATR) Guidelines. The EIS Traffic Study is required by the County to include developments identified by M-NCPPC staff. In this case the M-NCPPC staff identified 11 such developments. This developments are used instead of a growth rate to calculate background traffic.

Cmt Number	Resource Area	Resource Sub Area	Source	Organization	Comments	Responses
1106	9.0 Transportation		6.0 Public	General Public	The DEIS also states that the NNMC site has "easy access to mass transportation facilities." Although this is true for commuters traveling north and south where the Metro Red Line is available, travel in east/west direction is less convenient. The only route to Silver Spring depends on bus service on the same clogged road (Jones Bridge Rd.) that is a problem for commuters in cars. The proposed Purple Line is a very long way from being a reality. Those living in Virginia have little choice but to commute by car. Commuters between Wheaton and NNMC are dependent on a Montgomery County Ride-On bus that stops service in early evening, an unrealistic choice for a hospital that has employees who have to travel at odd hour. The commuter parking lot proposed for the Capital Beltway/Connecticut Ave. interchange appears to be on the same property that WSSC plans to use for staging of pipeline construction, which is expected to last several years. Who owns that land now, and does the Navy have any assurance it will be available for the plan they propose?	Locations for satellite parking mentioned in the EIS were provided by local and state transportation agencies. The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
1107	7.0 Land/Socio		6.0 Public	General Public	In one part of the DEIS, there is an economic advantage cited for the BRAC due to the "increase in local employment of approximately 5515 short-term construction-related jobs" leading to an "increase in local sales volume of \$1,317,230, 000 of which 39% is due to BRAC." It appears to be assumed that these construction workers are now living in Montgomery County, which is unlikely to be the case.	The ROI, for which these projections are given, is defined in the document as Montgomery County, Prince George's County, and the District of Columbia. The EIS states that these impacts are to be expected for the ROI as a whole, not specifically for Montgomery County.
1108	9.0 Transportation	Construction+	6.0 Public	General Public	In another part of the DEIS, it is stated that "construction crew commuting will be constrained by limiting parking spaces (currently 200 spaces)." Is it realistic to expect 96% of these workers to arrive on site by means other than cars? How was the projected large local sales volume value calculated? Is it assumed that all construction materials will be purchased locally, or that construction workers will eat in Bethesda restaurants?	The 5,500 jobs described in the socioeconomics section are not intended to represent the total number of jobs coming from WRAMC. They are projected as an economic result of increased spending for construction, and the FEIS states that approximately 39% of them would "be the direct result of the proposed action in the form of short-term construction-related jobs". The Navy will provide 200 parking spaces for construction workers and the Navy contractor will reserve the parking spaces for contractor and subcontractor management and field staff only. For the remaining construction workforce, the Navy has required that the contractor use alternative means of bringing the workers onto NNMC, including mass transit. As a way to meet LEED Silver Certification requirements, the contractor is using mass transit use by the construction workers towards the certification.
1108.1	9.0 Transportation	Construction+	6.0 Public	General Public	Continuation of 1108.	The economic model uses economic formulae to calculate both sales volume and jobs generated from over \$800 million of construction in the region of Influence (ROI); the ROI includes all of Montgomery and Prince George's counties as well as DC as defined in Section 3.10.
1109	9.0 Transportation		6.0 Public	General Public	NIH across Rockville Pike from the NNMC has a Vehicle Inspection Station for trucks entering the NIH campus. Will a similar facility be built at NNMC, and, if so, how will backups of traffic due to trucks entering NNMC be avoided? How many trucks per day are anticipated to enter NNMC during construction? How many are anticipated to enter after the Center is in full operation? Will Rockville Pike have been widened to the proposed 8 lanes before construction begins?	The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. Other on-base traffic improvement projects for which the Navy has programmed funding include improvements to Perimeter Road and the intersection of Brown Road and North Palmer Road.
1110	9.0 Transportation		6.0 Public	General Public	Telecommuting is one method discussed in the DEIS as a potential remedy to increased traffic problems. The DEIS needs to identify how many employees could participate in such a program. Would there be enough employees who would telecommute that it would have an impact on traffic?	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.

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1111	9.0 Transportation		6.0 Public	General Public	It is very hard for me to see how this BRAC can be anything but a disaster for traffic in the area where I have lived for the last 45 years. The Navy maintains that it is not responsible for what happens outside its fence, even though it affects both the residents of the area and those who will be working at NNMC. With the budget constraints presently facing both the State of Maryland and Montgomery County, where are funds for traffic problem mitigation going to come from? The Transportation Management Plan as required by the National Capital Planning Commission needs to be developed now. Traffic congestion mitigation cannot wait until after construction due to BRAC has begun at the NNMC.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMC and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMC side of MD 355 and for improvements at the intersections that provide direct access into NNMC.
1111.1	9.0 Transportation		6.0 Public	General Public	Continuation of 1111.	NNMC has had a Transportation Management Plan (TMP) since 1997 and TMP strategies currently implemented at NNMC include: shuttle services during peak AM and PM periods from/to the Medical Center Metrorail Station and off campus shuttle services to military hospitals and bases in the National Capital Area; Mass Transportation Fringe Benefit Program; premium parking for staff carpool and TRANSHARE, a NNMC clean-air program, which has a goal of a 60% reduction in air pollution by increasing the percentage of employees using alternatives to Single Occupancy Vehicles. The Navy remains committed to promoting the use of alternate commuting for its employees, including mass transit and has recently hired a Transportation Management Coordinator to facilitate the implementation of TMP strategies. The Navy will continue to promote alternate commuting and will finalize the Master Plan and the TMP update after the public has an opportunity to review and comment as part of the master planning process.
1112	9.0 Transportation		6.0 Public	Parkview Community Association/Co-Presidents	Form Letter 2 - Mitigating traffic should be accomplished in ways that does not sacrifice green space and livable communities, such as by discouraging the use of single occupancy vehicles in the area of NNMC; supporting public transportation and bicycle commuting; scheduling employee shifts and visiting hours to avoid rush hour peaks; using remote parking and shuttle bus services; and supporting creative traffic management solutions such as reversible lanes on Route 355 rather than simply adding more lanes.	The Navy values public input as an important part of the Transportation Management Plan (TMP) and Master Planning process. The items outlined in this comment are best addressed as part of the TMP, which will be updated during the Master Plan update scheduled for 2008. The Navy will finalize these documents after the public has had an opportunity to review and comment as part of the Master Plan process.
1113	1.0 General	Cumulative Impacts	6.0 Public	General Public	The DEIS does not adequately assess the potentially significant cumulative environmental impacts of the proposed action. This missing analysis is of such a magnitude that it warrants full public review at the draft stage of the EIS. Accordingly, the DEIS does not meet the purposes of NEPA and thus should be formally revised and made available for public comment in a supplemental or revised DEIS. The DEIS does not analyze the cumulative impacts on energy demand in the Mid-Atlantic Critical Congestion Area (MACCA) as identified by the Department of Energy. According to the commenter, the congestion problem in MACCA is heavily influenced by the cumulative impact of increasing demands for imported electricity by Federal and nonfederal projects exactly like the one proposed at NNMC, is "critical," and the need for robust, integrated pursuit at those facilities to reduce their electricity demand and net import needs - both individually and cumulatively - is "urgent."	Because the new BRAC projects that add to utility demands at NNMC reduce demands at WRAMC as functions move from older less efficient buildings at WRAMC to LEED Silver certified buildings at NNMC, the NNMC projects are not expected to significantly increase regional demand.
1113.1	1.0 General	Cumulative Impacts	6.0 Public	General Public	The commenter also states that new transmission lines that would be built to meet the increasing energy demand would result in impacts to cultural resources and increase GHG emissions. The commenter also states that the Navy should pursue non-transmission solutions to the congestion problem.	Because the new BRAC projects that add to utility demands at NNMC reduce demands at WRAMC as functions move from older less efficient buildings at WRAMC to LEED Silver certified buildings at NNMC, the NNMC projects are not expected to significantly increase regional demand.

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1114	1.0 General	General	6.0 Public	General Public	Today, we face another major construction project due to the decision to move Walter Reed Army Hospital patient care to the NNMCCampus. The East Bethesda Community Association (EBCA) has identified many of our concerns about the immediate and future impact of the project, and has made suggestions and recommendations to the Navy. These include many of the same issues we resolved with developers in the past - cut-through traffic, non-resident parking, and air pollution. I want to voice my heart-felt concern for the peace and tranquility of our East Bethesda neighborhood and the health and well-being of all of our residents, especially the children who live, play, and attend schools here. We do not resist your moving to Bethesda, but we all love this neighborhood and do not want it to be disturbed. Please be responsible and respond to our concerns. Please do not allow any invasion of our privacy and the quiet enjoyment of our lives. Please work with our representatives to find solutions to the potential problems we face as a result of your move.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures.
1115	9.0 Transportation	Beltway+	6.0 Public	Federation of American Societies for Experimental Biology	We believe the volume of traffic on Rockville Pike between Bethesda and Rockville should be the highest priority to both the Federal and local governments. The Beltway "slip ramp" should be thoroughly evaluated and not dismissed out of hand. The DEIS data on traffic impact is not consistent with a previous study for the same area and should be revisited.	The Navy will continue consultations with local and state transportation agencies to address critical transportation issues to the surrounding communities and to coordinate the implementation of improvement measures. The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMCCampus. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2.
1115.1	9.0 Transportation	Beltway+	6.0 Public	Federation of American Societies for Experimental Biology	Continuation of 1115.	The DEIS traffic study was based on accurate and representative traffic counts conducted on typical weekdays and using well trained and experienced data collection technicians. The count days were Tuesdays, Wednesdays and Thursdays which did not include a government or school holiday and did not immediately precede or follow a government or school holiday. The prevailing traffic flow conditions, during which the counts were conducted, were considered normal (based on observations conducted over several days and weeks), and were not affected by any traffic incident or adverse weather condition.
1116	9.0 Transportation	DAR+	6.0 Public	Federation of American Societies for Experimental Biology	The availability of DAR funds for traffic mitigation efforts should be reconsidered in light of the existing urban setting of the NNMCCampus. The lack of safe pedestrian and bicycle lanes of travel on Rockville Pike north of Pooks Hill Road (495 interchange) should be addressed.	The Navy recognizes that the proposed BRAC action would constitute an unusual impact on the transportation network surrounding NNMCCampus and is submitting a request for Defense Access Roads (DAR) Program certification for pedestrian access to the Medical Center Metro Station on the NNMCCampus side of MD 355 and for improvements at the intersections that provide direct access into NNMCCampus. The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
1117	1.0 General		6.0 Public	General Public	Give the public MORE time to consider the upheaval this Walter Reed closure and move will cause.	Public involvement occurs through all stages of the NEPA process, including environmental analysis, EIS preparation, and revision. Prior to the preparation of the Draft EIS, the Navy provided a 45-day scoping period, during which the Navy held four public meetings and accepted comments from the public. Per request of the state and local elected officials, the Navy continued to accept comments for 30 additional days and held two additional public meeting. Likewise, during the 45-day public review period for the Draft EIS, the Navy accepted comments on the document and held two public meetings. The Navy will respond to all substantive comments received on the Draft EIS and provide the responses in the Final EIS.

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1119.1	9.0 Transportation	Beltway + Form Letter 1	6.0 Public	General Public	FORM LETTER 1 - We would like to know how you will work with Montgomery County and State officials to build off-ramp from the 495 directly to the National Naval Medical Center. We would like to know how many patients you will have responsibility for from Walter Reed and how you will accommodate their transportation needs.	The Navy will continue consultations with state and federal highway agencies to address issues related to potential beltway access from NNMC. A decision regarding pursuing a potential slip-ramp from I-495 will be the jurisdiction of the State of MD and the FHWA. The MDSHA has commented on a proposed beltway ramp, see State Comment # 39, Commenter 2. The best available data at this time indicated 484,000 annual patients and visitors will be added to NNMC from WRAMC. A further breakdown is not available. Because of integration of military health care regionally some patients now visiting NNMC will be going to other facilities closer to their homes. The increase is a net result from all such changes, not just related to patients moving from WRAMC.
1119.1	9.0 Transportation	Form Letter 1	6.0 Public	General Public	FORM LETTER 1	Please see responses to Form Letter 1.
1119.1	9.0 Transportation	Form Letter 1	6.0 Public	General Public	FORM LETTER 1	Please see responses to Form Letter 1.
1119.1	9.0 Transportation	Form Letter 1	6.0 Public	General Public	FORM LETTER 1	Please see responses to Form Letter 1.
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1119.1	9.0 Transportation		6.0 Public	General Public	FORM LETTER 1	Please see responses to Form Letter 1.

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1119.1	9.0 Transportation		6.0 Public	General Public	FORM LETTER 1	Please see responses to Form Letter 1.
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1119.1	9.0 Transportation		6.0 Public	General Public	FORM LETTER 1	Please see responses to Form Letter 1.
1119.1	9.0 Transportation		6.0 Public	General Public	FORM LETTER 1	Please see responses to Form Letter 1.

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1119.1	9.0 Transportation		6.0 Public	General Public	FORM LETTER 1	Please see responses to Form Letter 1.
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1119.1	9.0 Transportation		6.0 Public	General Public	FORM LETTER 1	Please see responses to Form Letter 1.
1119.1	9.0 Transportation		6.0 Public	General Public	FORM LETTER 1	Please see responses to Form Letter 1.
1119.1	9.0 Transportation		6.0 Public	General Public	FORM LETTER 1 PLUS Traffic in our area particularly on Jones Bridge Road is already very bad. Sometimes I feel like a prisoner in my neighborhood, as I cannot move onto Jones Bridge Road because of Traffic.	Please see responses to Form Letter 1.
1119.1	9.0 Transportation		6.0 Public	General Public	FORM LETTER 1	Please see responses to Form Letter 1.
1119.1	9.0 Transportation		6.0 Public	General Public	FORM LETTER 1 PLUS Address the significant loss of bushes and trees between gates on Jones Bridge Road. Since the last construction (PX, Day-School, Parking Lots and Hotel) and installation of the fence on Jones Bridge Road, trees and bushes are needed to mitigate noise of construction, air quality and improve the aesthetics view. For example, currently a large trash can for the hotel backs up to the chain link fence.	Please see responses to Form Letter 1. The Navy appreciates the aesthetic value that trees bring to the NNMC campus and it is the Navy's intent to landscape the BRAC facilities areas with appropriate vegetation once construction is complete. There are no BRAC facilities proposed for the areas mentioned by the commenter. The prospective Master Plan update will address landscaping in the facility as a whole.
1119.1	9.0 Transportation		6.0 Public	General Public	FORM LETTER 1 PLUS Traffic Flow - Widen all gates; All gates two-way with pedestrian access; Establish pull out space at all entrances for cars, trucks needing inspection; Trucks and construction equipment keep engines (pollution) running while awaiting admittance. Establish longer off-road lanes or parking; SP, MP security should be somewhere away from autos; Gates too narrow, establish medians (higher than road) for gatekeeper. Access - Establish pedestrian access at all entry and exit gates (or separately on Jones Bridge Road. Many visitors, employees, patients can walk or bike to NNMC); No Pollution; Establish traffic lights at Jones Bridge Road and Lancaster Drive, Lynbrook, and Maryland; Establish bus pull overs at all stops on Jones Bridge Road for Metro and Ride-On busses.	Please see responses to Form Letter 1. The Navy has programmed funding for improvements at all gates as a part of on-base traffic improvement projects. Gate and other improvements would be designed to speed vehicle entry and egress, improve circulation, and reduce queuing at the gate. The Navy will study gate operations to identify the best options for mitigating traffic impacts and stacking, including creating visitor-and/or employee-only entrances and a drop off/pick up area. The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.
1119.1	9.0 Transportation	Form Letter 1+	6.0 Public	General Public	FORM LETTER 1 - Bicycle and pedestrian crossing of Jones Bridge Road and Wisconsin Avenue needs to be significantly improved to ensure safety and promote use of Metro.	The Navy will continue consultations with local and state transportation agencies, which have jurisdiction over off-base improvements, to address critical pedestrian and bicycle improvements in the surrounding communities and will coordinate the implementation of improvement measures.

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1120	9.0 Transportation		6.0 Public	General Public/Parkview Community Association/Co-Presidents	FORM LETTER 2: We are disappointed by the extent to which the draft EIS downplays and understates impacts on off-campus neighborhoods. Irrespective of NNMC's legal authority to mitigate any impacts "outside the fence," NNMC should take moral responsibility by acknowledging the impacts its expansion will cause on the surrounding community.	The Navy is responsible for land use planning within NNMC and the proposed development is consistent with the Navy's planning. The Base has its own lodging, eating establishments and retail facility. Lodging needed for patients and visitors will be provided on Base. There is no expectation that employees currently working at WRAMC and residing off base would relocate their residences for a commute likely to be much easier for the majority. NNMC will provide on-base lodging for those in WRAMC lodging. Therefore the primary off-base effect is traffic. The EIS notes that BRAC actions increase traffic, but as shown in Section 4.7, additional NNMC traffic under the BRAC Alternatives are not a large percent of total traffic. The FEIS has added text to acknowledge that community planners believe that traffic congestion in the region could cause land development plans to be altered and the BRAC traffic volumes contribute to the congestion with heavier volumes than previously anticipated in their plans.
1120.1	9.0 Transportation		6.0 Public	General Public	FORM LETTER 2	Please see responses to Form Letter 2.
1120.1	9.0 Transportation		6.0 Public	General Public	FORM LETTER 2	Please see responses to Form Letter 2.
1120.1	9.0 Transportation		6.0 Public	General Public	FORM LETTER 2	Please see responses to Form Letter 2.
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