

The Final Environmental Impact Statement is based on a LIE.

Hidden behind political agendas, the lack of oversight and accountability is one simple fact, the I-395/Route 9 Transportation Study Final EIS is based on a lie; if there's one lie, you have every expectation there are more.

Construction cost, most critical to this project, has been deliberately falsified in the DEIS/FEIS to further MaineDOT's efforts to market 2B-2. These charges are easily proven in FOAA documents including the intent to downgrade the design criteria following the NEPA process, yet apply that reduced cost up front in the DEIS.

2B-2's construction cost "prepared using the DOT's freeway criteria" is \$93.24 million, as stated in a December 06, 2011 Letter from Gannett Fleming to MaineDOT (FOAA).

MaineDOT Chief Engineer ordered a one-third cost reduction, based on rolling design via MaineDOT Memo dated January 30, 2012 (FOAA).

YET, FEIS-stated-cost is \$61 million based on FEIS-stated "MaineDOT design criteria for freeways". That is a \$32.24 million dollar disparity based on the same freeway criteria.

Is the lie, the cost or the design criteria? Are these actions within National Environmental Policy Act compliance?

Fancy reports have cost us \$2.7 million; now, MaineDOT worries the state will have to repay those funds if 2B-2 does not go to construction; the fact is their continued lack of transparency and the total lack of accountability is how we got here.

I now understand why so many lose faith in their elected representatives and the process itself. This charade needs to end; 2B-2 needs to be removed from further consideration.

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