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I-495 AND I-270 MANAGED LANE STUDY

Joint Public Hearing

Thursday, September 10, 2020

12:00 p.m.

Hilton Executive Meeting Center

1750 Rockville Pike

Rockville, MD 20852

Reported by:

Transcribed by:

ROBERT DOUGLAS CHAMBERS

Vivian Saxe

## 1 P R O C E E D I N G S

2 MR. BING: Good afternoon. I am Andrew Bing with  
3 the Maryland Department of Transportation, State Highway  
4 Administration, abbreviated MDOT SHA. Today is the last  
5 of six joint public hearings that MDOT SHA will be  
6 conducting for the I-495 and I-270 Managed Lane Study Draft  
7 Environmental Impact Statement or D-E-I-S, the Draft section  
8 4(f) Evaluation, and Joint Permit Application, or J-P-A.

9 I will be the Hearing Officer and am responsible for  
10 running today's public hearing. Today's hearing is being  
11 held jointly by MDOT SHA, the Federal Highway Administration,  
12 and the Maryland Department of the Environment (MDE). On  
13 behalf of these agencies and the Federal Highway  
14 Administration as the lead agency, I welcome you.

15 The purpose of this hearing is for interested parties to  
16 provide official testimony and comments on the Studies  
17 proposed alternatives and associated impacts as detailed in  
18 the DEIS and the floodplain, waterway, and nontidal wetland  
19 impacts detailed in the Federal/State JPA.

20 Today, I will provide a brief overview of the Managed  
21 Lanes Study background and the aquatic resource impacts

1 documented in the JPA. I will introduce the panelists and  
2 identify ways for you to comment on the DEIS and JPA. Some  
3 panelists will then give statements on behalf of their  
4 agency. Finally, I will review the hearing procedures and  
5 start calling on participants to provide testimony.

6 The purpose of the I-495 & I-270 Managed Lanes Study is to  
7 develop a travel demand management solution or solutions that  
8 addresses congestion, improves trip reliability on I-495 and  
9 I-270 within the study limits, and enhances existing and  
10 planned multimodal mobility and connectivity. The needs for  
11 the Study are: Accommodate existing traffic and long-term  
12 traffic growth; enhance trip reliability; provide additional  
13 roadway travel choices, improve the movement of goods and  
14 services; and accommodate Homeland Security.

15 In addition, two goals were identified for the Study;  
16 incorporate alternative funding sources to achieve financial  
17 viability and environmental responsibility.

18 The study limits include I-495 from south of the George  
19 Washington Memorial Parkway in Fairfax County, Virginia,  
20 including improvements to the American Legion Bridge over  
21 the Potomac River to west of MD 5 and along I-270, from I-495

1 to north of I-370, including the east and west I-270 spurs  
2 in Montgomery and Prince George's Counties, Maryland.

3 In addition to the no-build alternative, there are six  
4 Build Alternatives under consideration for improvements  
5 within these limits. Alternatives 8, 9, 9 Modified, 10, 13B  
6 and 13C.

7 Aquatic resource impacts would range from between 155,229  
8 and 156,948 Linear Feet of streams, between 16.1 and 16.5  
9 acres of nontidal wetlands, between 52.7 and 53.6 acres of  
10 wetland buffers, and between 116.5 and 120 acres of FEMA  
11 100-year floodplains.

12 Detailed impacts by alternative can be found in the DEIS,  
13 the JPA and the JPA Public Notice. Please be reminded that  
14 all hearing materials, including the online narrative  
15 display materials, are available on the Program website  
16 [495-270-p3.com/DEIS](http://495-270-p3.com/DEIS).

17 Today's public hearing is being audio-recorded. The  
18 official transcript of the Joint Public Hearing testimony  
19 will become part of the Project record and will be available  
20 for public review on the Program website.

21 I will now introduce representatives of MDOT SHA, FHWA and

1 MDE who are in attendance for today's hearing:

2 Lisa Choplin, I-495 & I-270 P3 Program Director, MDOT SHA.

3 Jeff Folden, I-495 & I-270 P3 Program Deputy Director, MDOT

4 SHA. Caryn Brookman, I-495 & I-270 P3 Program Environmental

5 Program Manager, MDOT SHA.

6 Shabnam Izadi, Title VI Coordinator, MDOT SHA. Shabnam is

7 listening live to the hearings remotely. Jeanette Mar, FHWA

8 Project Delivery/Environment Team Environmental Manager, and

9 Amanda Sigillito, Nontidal Wetlands Division Chief, Maryland

10 Department of the Environment.

11 On behalf of Shabnam Izadi, the Title VI Officer for

12 today's public hearing, I will explain the significance of

13 Title IV and how it relates to the transportation project

14 planning process.

15 Title VI of the Civil Rights Act of 1964 was put into

16 effect to prohibit discrimination on the basis of race,

17 color, or national origin. To support the Act, the United

18 States government designated additional statues, laws,

19 regulations and executive orders to provide guidance for

20 the effective execution of the objectives of Title VI.

21 As a recipient of federal funds, MDOT SHA is responsible

1 for upholding the principles of Title VI of the Civil Rights  
2 Act of 1964 and related guidance. MDOT SHA's policies and  
3 programs should not discriminate against people on the  
4 grounds of race, color, national origin, sex, age, English  
5 proficiency, income level, or disability. The MDOT SHA  
6 policies and programs should avoid disproportionately high  
7 or adverse impacts on minority populations and low-income  
8 populations.

9 MDOT SHA seeks to provide citizens, stakeholder groups and  
10 other interested parties with reasonable opportunities to  
11 be involved in the planning process.

12 With that said, MDOT is required to capture this data to  
13 demonstrate its compliance with Federal Regulation 23 CFR  
14 200.9 (b) (4), and more importantly, to consider the  
15 transportation needs of the community by hearing from you.  
16 Compliance is voluntary.

17 However, in order to demonstrate compliance with the  
18 federal regulations, the information requested must be  
19 documented when provided. It will not be used for any  
20 other purpose, except to show that those who are affected  
21 by the project or have an interest in the project have

1    been given an opportunity to provide input throughout the  
2    planning process.

3       We invite you to take our Voluntary Demographic Survey.  
4    This survey will help us to ensure that we are reaching the  
5    communities that are affected by the I-495 and I-270 Managed  
6    Lanes study. If you have questions or need assistance, call  
7    410-545-0377. For more information regarding Title VI of the  
8    Civil Rights Act of 1964 and other non-discrimination laws,  
9    review the civil rights under Title VI brochure.

10     Both the survey and brochure can be found on the Program  
11    website by visiting the Participate and Provide Feedback  
12    page, as well as here at the registration table.

13     Any member of the public has the right to file a  
14    discrimination complaint against MDOT SHA if she or she  
15    feels MDOT SHA does not comply with Title VI of the Civil  
16    Rights Act of 1964 and the related statutes. The process  
17    for filing a complaint is outlined in the Title VI brochure  
18    located on the website and also at the registration table.

19     Lastly, if you or someone that you know speaks limited  
20    English and may need translation services to get project  
21    information, please call 833-858-5960 for assistance.

1 At this time, I will now turn the proceedings over to  
2 Amanda Sigillito with MDE to provide her statement.

3 MS. SIGILLITO: Hello and good afternoon. My name is  
4 Amanda Sigillito and I am the Chief of the Nontidal Wetlands  
5 Division at the Maryland Department of the Environment,  
6 abbreviated MDE. I am the Panelist representing MDE at this  
7 public informational hearing for the I-495 & I-270 Managed  
8 Lane Study Joint Permit Application. MDE appreciates both  
9 your interest and participation in the public comment  
10 process.

11 It is the responsibility of MDE to evaluate applications  
12 that propose impacts to nontidal wetlands, the nontidal  
13 wetland buffer and waterways, including the 100-year nontidal  
14 floodplain.

15 MDE's authority is found in Subtitles 5 and 9 of the  
16 Environment Article. Each application received through our  
17 regulatory program has specific and unique issues and impacts  
18 that must be considered in relationship to weighing the  
19 potential benefits and detriments of the Project.

20 MDE is neither a proponent nor opponent of any project.  
21 This public informational hearing is being conducted pursuant

1 to subsection 5-204 of the Environment Article and Code of  
2 Maryland Regulations 26.23.02.02 and 26.17.04.13.

3 The purpose of this public informational hearing is to  
4 provide the applicant with an opportunity to present an  
5 analysis of impacts that may be associated with the proposed  
6 activity. In addition, the hearing provides MDE with an  
7 opportunity to solicit additional information from interested  
8 persons.

9 This public informational hearing is for the Nontidal  
10 Wetlands and Waterways Permit Application No.  
11 20-NT-0114/202060649 submitted by the Maryland Department of  
12 Transportation, State Highway Administration for the proposed  
13 construction of managed lanes along the I-495 and I-270  
14 corridors within Montgomery and Prince George's Counties.

15 Please note that when MDE issues its decision on the  
16 permit application, the accompanying information will be sent  
17 to the interested persons list, as well as to the applicant.  
18 At that time, MDE's decision will be a final agency  
19 determination. There will be no further opportunity for  
20 administrative review.

21 Any person withstanding who is either the applicant or who

1 participated in the public participation process through the  
2 submission of written or oral comments may petition for  
3 judicial review in Circuit Court. The petition for judicial  
4 review must be filed within 30 days of the publication of  
5 MDE's permit decision. At this time, I will be turning the  
6 proceedings back to Mr. Bing. Thank you.

7 MR. BING: Thank you Amanda. There are multiple ways to  
8 comment on the DEIS and JPA. You can provide oral testimony  
9 through the public hearing or leave your testimony by  
10 voicemail. You can also complete a Comment Form online or  
11 send an email or written letter.

12 Details on ways to comment can be found on the Program  
13 website by visiting the Participate and Provide Feedback  
14 page. Comments on the DEIS must be received before 11:59 PM  
15 on November 9, 2020. Comments related to the JPA can be  
16 mailed or emailed to USACE Baltimore District or MDE  
17 Wetlands and Waterways Program by October 8. Please continue  
18 to visit the Program website, 495-270-P3.com/DEIS for updates.  
19 All comments received, whether at the hearing through oral  
20 testimony or through other methods such as a Comment Form,  
21 a voicemail, an email or a letter, will be given equal

1 consideration.

2 Again, the purpose of this public hearing is to allow  
3 interested parties to provide public comments on the DEIS and  
4 JPA. Today's joint public hearing is available to listen live  
5 by phone. Call-in information is available in the hearing  
6 brochure.

7 My role as the Hearing Officer is to run a professional  
8 and orderly joint public hearing. I understand how important  
9 the issues are related to the DEIS and the JPA and I take my  
10 role as Hearing Officer seriously.

11 I am committed to providing members of the public an  
12 opportunity to provide comments in an organized, fair,  
13 professional and orderly manner. Offensive or profane  
14 language will not be allowed.

15 I also want to let everyone know that the Agency  
16 representatives as well as myself will not be answering  
17 questions or responding to any comments made during the  
18 hearing. Responses to comments will be included in the Final  
19 Environmental Impact Statement.

20 If you have joined us today to listen to the public  
21 hearing and would like to provide testimony, you may leave

1 recorded testimony via voicemail by calling 855-432-1483.

2 Registration is not required to leave recorded testimony via  
3 voicemail.

4 The panelists are interested in hearing comments about the  
5 Study from all interested individuals. Please remember that  
6 we are recording this hearing, speak directly and clearly into  
7 the microphone, and provide your full name, address and any  
8 organization you may represent.

9 To ensure all will be heard, there will be a three-minute  
10 time limit for public testimony and a five-minute time limit  
11 for elected officials. Your time will start after you introduce  
12 yourself. As a Hearing Officer, if you are unable to conclude  
13 your comments at the end of your time period, I will ask you to  
14 finish up your testimony.

15 So, that concludes the prepared statements that we have.  
16 We're now going to go our public testimony. There will be a  
17 countdown time clock on the screen that you will see and we do  
18 have a cover on the microphone. After each person goes, we will  
19 take that cover off and replace it with a new cover so I may  
20 delay slightly as we go from person to person. And, again, as  
21 you come up, please state your name, spell your name and provide

1 your address.

2 So, the first person we will hear from is Rockville Mayor  
3 Bridget Donnell-Newton. Rockville Mayor Newton, please come on  
4 up. Again, state your name, spell your name and your address.

5 MAYOR NEWTON: B-R-I-D-G-E-T D-O-N-N-E-L-L N-E-W-T-O-N.

6 Home or work?

7 MR. BING: Work is fine.

8 MAYOR NEWTON: 111 Maryland Avenue, Rockville, Maryland  
9 20850.

10 Good afternoon and welcome to our city. I am here joined  
11 by Councilmember Mark [Brushayla] speaking today on behalf of  
12 our entire council and our community of over 70,000 people.  
13 Thank you for the opportunity to once again firmly and without  
14 equivocation state our position on the proposed I-495 and I-270  
15 Managed Lanes Project. The City of Rockville unanimously  
16 supports the only rational alternative in compliance with the  
17 National Environmental Policy Act; the No-Build Alternative.

18 The DEIS neglects the impact of the pandemic altogether  
19 and is fundamentally flawed as the travel demand model uses  
20 traffic counts that were performed prior to the March COVID  
21 shutdown across our country and without evidence, assumes the

1 traffic volumes will resume to pre-COVID levels and then  
2 increase.

3 A recent study performed by AECOM, a widely respected  
4 transportation consultant for MBTA predicts far lower vehicle  
5 miles traveled across the DMV in 2025. The MT post-pandemic  
6 could see 40% decrease. In fact, as our entire world has  
7 changed, less congestion seems to be our future.

8 Six months into this pandemic, governments, businesses,  
9 and non-profits are teleworking and many in our region say that  
10 they will continue to work remotely or with staggered schedules.  
11 Elementary, middle and high schools are taking classes online.  
12 Developers and office building owners are regrouping and  
13 reimagining their projects. Businesses are letting office  
14 leases expire and planning for either downsized or no permanent  
15 office space. Companies are canceling leases on parking garage  
16 spaces and the use of technology to conduct business has proven  
17 not only to be efficient; it's also more cost effective.

18 At a projected cost of \$11 billion, the numbers just don't  
19 work. The current congestion on I-270 begins north of  
20 Gaithersburg where six lanes reduce to two going towards  
21 Frederick and equally the crush immediately lessens coming south

1 when two lanes magically become six.

2 As we've seen in Northern Virginia, Texas, Indiana and  
3 Illinois, P3's are not a panacea. They frequently end up  
4 costing tax payers millions of dollars. Add to this the recent  
5 surprise findings that the replacement of WSSC lines could cost  
6 an additional \$2 billion. What other costs will suddenly come to  
7 light? Replacement of the three City of Rockville bridges over  
8 the I-270?

9 And most critically now, what is the financial impact of  
10 COVID and the loss of jobs? We have yet to see the full impact  
11 of this trifecta, the public health, economic and racial crises  
12 gripping our country.

13 Let's move to the EIS. The EIS is supposed to convey not  
14 only the environmental impacts, but also any benefits of the  
15 proposed project so that they can be weighed equally. Any  
16 assumption which significantly overstates the benefit of a  
17 project, in this case the purported reduction in traffic  
18 congestion, and doesn't address the negative impacts to the  
19 environment is fundamentally suspect. We are witnessing the  
20 daily impacts of climate change throughout our country. This  
21 proposed project will add a devastating loss of parks, adverse

1 impacts to the Chesapeake watershed, wetlands and tree canopy  
2 and we mustn't forget the air and noise pollution that comes  
3 with increased speed in traffic. Hasn't it been nice to not  
4 have Code Red Ozone days this summer?

5 On behalf of the Council and the community, I appreciate  
6 the commitment of Director [Chaplin] in her letter of July 15,  
7 2020, stating, "No homes, businesses or community facilities  
8 will need to be relocated within Rockville." Additionally, she  
9 writes, "Furthermore, the MDOT SHA is committed to avoiding and  
10 minimizing any property needed and impacts to environmental  
11 features such as green space and mitigating for noise where  
12 possible."

13 With all due respect, what exactly does this mean? What  
14 does where possible mean when you're talking about someone's  
15 home, play space for children, enjoyment of a conversation in  
16 your own backyard. A track and field space at Julius West  
17 Middle School, a peaceful night's sleep for the residents of the  
18 Rockville Nursing Home.

19 What does mitigating for noise where possible mean when  
20 residents of Rockville's West End neighborhood has been striving  
21 for over twenty years to get a sound wall built after the

1 widening of I-270 25 years made being outside untenable.

2 On a personal note, if I may, I appreciate your reference  
3 to the NCR National Capital Region Transportation Planning  
4 Board's visualized 2045. However, as a 2018 chair of the TPB, I  
5 think you minimize the strength of our commitment to all the  
6 goals.

7 TPB's desire for congestion relief is equal to our demands  
8 for environmental justice, social justice, and racial justice.  
9 Protecting our environment, access to affordable housing, good  
10 paying jobs, quality education will come when we put the focus  
11 on access to all modes of transportation, walkability,  
12 bike-ability and affordable transit options. Access for all is  
13 the lynchpin to realizing each of our goals.

14 I'm sure you're familiar with the words in Joni Mitchell's  
15 song "they paved paradise and put up a parking lot." Well, the  
16 TPB is actively working to stop the spread of development and  
17 concentrate housing and jobs in activity centers which means  
18 less macadam period.

19 I am here to tell you again that the ninth most livable  
20 city in America, the City of Rockville, is equally committed to  
21 protecting and supporting our residents, our environment and our

1 quality of life. Let's ensure that MDOT SHA leads the way on  
2 the values that all Marylander's hold dear. Make the fiscally,  
3 environmentally, and socially responsible decision. The No Belt  
4 Alternative is the only truthful and defensible alternative in  
5 compliance with the National Environmental Policy Act. Thank  
6 you for your time.

7 MR. BING: Thank you very much, Mayor Newton. Before we  
8 go to our next person, I'm going to have the microphone cleaned,  
9 and also just a reminder to everyone in the room to please have  
10 your mask pulled up over your nose and your mouth unless you're  
11 at the microphone speaking, please.

12 Our next speaker will be Nino Vaghi, and I'm sorry if I  
13 mispronounced that. Nino when you get up, please state your  
14 name, spell your name and provide your address, and after that,  
15 you will have three minutes.

16 MR. VAGHI: My first name is Nino. That's N-I-N-O. Last  
17 name is Vaghi. V as in Victor, A-G-H-I. My home is at 4225  
18 Dresden Street, Kensington, Maryland, and I represent the Nino  
19 R. Vaghi Foundation.

20 MR. BING: Go ahead.

21 MR. VAGHI: As a resident of Maryland for 68 years and

1 living two blocks from Connecticut Avenue in Kensington,  
2 Maryland, I am certain adding two lanes to the Maryland Beltway  
3 will never work.

4 More than 50 years ago, I attended St. Johns College High  
5 School in Washington, D.C. To get to my school, I commuted down  
6 Connecticut Avenue and took a left onto Military Road, which is  
7 about one-half mile inside Washington.

8 There was bumper-to-bumper traffic back then and there is  
9 bumper-to-bumper traffic today. Nothing has changed in the last  
10 50 years. There are only so many cars we can put on Connecticut  
11 Avenue at rush hour. There's absolutely no room left today for  
12 more cars and trucks.

13 Some of the busiest exits off of Maryland Beltway include  
14 Wisconsin, Connecticut, Georgia, Route 29, New Hampshire, and a  
15 few others. Does anybody actually believe there is excess  
16 capacity on these roads to handle the onslaught of cars that are  
17 going to be added to these roadways when they add two lanes to  
18 the Beltway?

19 Let's look at the secondary roads. These roads in the new  
20 City of Washington, D.C. were designed 229 years ago by Pierre  
21 L'Enfant.

1 The roads listed above that I just mentioned were built  
2 three lanes wide in 1791 as they went from Maryland into  
3 Washington D.C. Today, 229 years later, they are still three  
4 lanes wide and guess what? 500 years from today, they will all  
5 be three lanes wide. These roads will never be widened  
6 because sidewalks, buildings and homes were built right up to  
7 these roadways. Jamming more cars and trucks on these roads  
8 should never be attempted. Bumper-to-bumper traffic brings  
9 increased air pollution and other health hazards. These roads  
10 were never built to handle this increased traffic.

11 The proponents of adding two lanes to the I-495 Beltway in  
12 Maryland has always been to provide more capacity for cars and  
13 increase the speed on the Beltway at rush hour.

14 Currently, let's just assume that the speed on the Beltway  
15 at rush hour in the morning is about 10 miles per hour. The  
16 proponents are saying that when you add two lanes we will fix  
17 the traffic congestion and traffic will begin to move at a much  
18 faster pace.

19 Let's assume they are correct and we go from 10 miles an  
20 hour to 40 miles an hour. This is a 4X additional speed. When  
21 rush hour is moving four times faster, you would think that the

1 number of cars are going to be exiting of the Beltway at about  
2 two to four times faster.

3 In the \_\_\_\_ City of the Traffic Analyst Technical Report,  
4 it shows about 6,500 cars exiting onto Connecticut Avenue at  
5 rush hour between 6 and 10 a.m. prior to the construction of  
6 additional lanes.

7 After construction, the report shows essentially the same  
8 number of cars. How is this possible?

9 Table 3-12 of the Report actually details --

10 MR. BING: You're going to wrap up here in the next few  
11 seconds, okay?

12 MR. VAGHI: Oh.

13 MR. BING: And, again, you can submit your comments in  
14 writing. They will be given equal consideration, but we do need  
15 you to wrap up in the next few seconds.

16 MR. VAGHI: Anyway, I'll submit the balance of my document,  
17 please?

18 MR. BING: Absolutely. Again, it's all given equal  
19 consideration.

20 MR. VAGHI: Got it. It was a page full. I'm sorry.

21 MR. BING: No apologies. Thank you very much for your

1 comments.

2 MR. VAGHI: Time flies. Who do I submit it to?

3 MR. BING: We'll get one of our team members. Just go to  
4 the registration table and they'll be able to help you, okay?

5 Our next speaker will be Ben Ross. Ben, again you'll have  
6 three minutes. Please state your name, spell your name, and  
7 provide your address. And, again, I don't mean to be the hall  
8 monitor if you will, but we do need to all keep our masks over  
9 our nose and mouths, please. I know it's hard to do, but  
10 please.

11 MR. ROSS: Hello, I'm Benjamin Ross. B-E-N-J-A-M-I-N  
12 R-O-S-S, 4710 Bethesda Avenue, Apartment 819, in Bethesda, and  
13 I'm representing the Maryland Transit Opportunities Coalition.

14 I'm going to get right to the point. This process is  
15 rigged to justify a toll lane contract for the favored, bitter  
16 trans-urban. Both the process and its predetermined result are  
17 fatally flawed.

18 First, it will not relieve congestion. Traffic on I-270  
19 will get worse. Traffic on the Virginia Beltway will get worse.  
20 If, as is very likely, the project never gets past Phase 1,  
21 there will be horrendous traffic jams at the 270 Beltway merge

1 at Wisconsin Avenue. Second, the tolls will be sky  
2 high. The vast majority of drivers will not be able to afford  
3 them.

4 Third, taxpayers are going to get stuck with the bill.  
5 When construction costs were estimated using SHA's cost manual,  
6 they came out to a number higher than what the tolls can pay  
7 for. So MDOT threw those cost estimates out the window and made  
8 up lower numbers.

9 In order to hide these fatal flaws from the public, MDOT  
10 is keeping the most important results of this study secret.  
11 These are the predicted travel times from the Beltway to  
12 Frederick, the rush hour tolls and the real cost estimates.

13 How could it be that there was no room for these numbers  
14 in 19,000 pages of report? The only real solution for  
15 transportation in the Washington suburbs is expanded transit  
16 starting with all-day train service on the Mark Brunswick line.

17  
18 MDOT has illegally refused to analyze this alternative.  
19 This study must start over from the beginning. It must fairly  
20 evaluate transit alternatives and the public must get to see all  
21 the facts. Thank you very much.

1 MR. BING: Thank you Mr. Ross. Mr. Vaghi, I just want to  
2 point out that we do have a private court reporter here as well.  
3 So, you can also give your comments directly orally to that  
4 person as well. You can find that person by going to the  
5 registration table. Thank you.

6 Our next speaker is Richard Levine. Richard, as you come  
7 up, you'll have three minutes. Again, please state your name,  
8 spell your name and provide your address.

9 MR. LEVINE: Hi, I'm Richard Levine and I'm speaking on  
10 behalf of the Locust Hill Citizen's Association. I have a  
11 prepared statement I have put in the box. My address is 9402  
12 Locust Hill Road, Bethesda 20814.

13 MR. BING: Mr. Levine, just one second. I'm just going  
14 to raise the mic.

15 MR. LEVINE: I can do that without I guess poisoning  
16 myself.

17 MR. BING: There. Just try to talk into it.

18 MR. LEVINE: Is that better? Locust Hill is a  
19 single-family community bounded by the arc of the Beltway and  
20 Rock Creek Stream Valley Unit 3 from the MD 355 Interchange  
21 around to the Cedar Lane overpass.

1 Our comments focus on issues that have particular impact  
2 for us. These assume that Phase 2 goes ahead in some form, an  
3 outcome which we do not advocate.

4 First, there must be greater segmentation in beltways in  
5 traffic assessment for alternative [9M], especially for less  
6 than two-lane expansions for the beltway between the spurs on  
7 the I-270 East spur and around to Connecticut Avenue.

8 Our earlier SHA comments argued against the addition of  
9 two lanes on both the I-270 E spur and on the Beltway segment  
10 between the spurs to prevent very lengthy merge lanes.

11 New Alternative 9M does this one better by not expanding  
12 the number of lanes on the I-270 east spur at all. However, a  
13 9M-type alternative should not be rejected if it is a good  
14 choice, but only from the I-270 west spur around to MD 355 or to  
15 Connecticut Avenue or to Georgia Avenue with a two-lane  
16 expansion east of that. Failure to analyze alternate M points  
17 would seem a false economy.

18 Second, SHA must require the concessionaire to conduct an  
19 environmental assessment to demonstrate that its designed for a  
20 given segment minimizes harm. SHA intends to grant the  
21 concessionaire's significant flexibility in constructing the

1 chosen alternative. The winning bidder must thus demonstrate  
2 that its final design, construction and maintenance of traffic  
3 plans are the least impactful of the potential solutions within  
4 the scope of the preferred alternative using an EA process with  
5 the opportunity for community comment.

6 For example, the concessionaire needs to conduct noise  
7 analyses with required abatements for new flyover ramps at  
8 interchange.

9 Next, the EIS analyses must be modified to address the  
10 reconstruction of the Cedar Lane bridge as it impacts the  
11 Elmhurst Parkway Trail and Neighborhood Park. According to the  
12 draft statement, all expansion is inside the Beltway. However,  
13 there is no discussion whatever regarding the impact inside the  
14 Beltway within SVU3 including construction and impact on  
15 Elmhurst Parkway Trail within the line of LOD west of Cedar Lane  
16 or on the popular playground at Elmhurst Park.

17 Importantly, Elmhurst Trail provides a bicycle commuting  
18 path to NAH and Walter Reed for residents east of MD 355, its  
19 recreational use has been highlighted in the press as the access  
20 route used by Dr. Anthony Fauci on his long-standing lunchtime  
21 runs into Rock Creek Park.

1 The EIS must include these features in the inventories and  
2 provide impact minimization and commitments to preserve the  
3 trail and access during construction. Thank you very much.

4 MR. BING: Thank you Mr. Levine. At this time, we don't  
5 have any additional people who have signed up to provide  
6 testimony. I know we had some people here who registered to  
7 come in and listen which is great. We certainly welcome you.  
8 But at this time, we will be in recess until I am handed a note  
9 with an additional speaker who has signed up to provide  
10 testimony.

11 Just so everyone knows, this public hearing will run from  
12 12:00 to 9:00 tonight. However, we do have that whole time  
13 broken up into five sessions. So, this session will run from  
14 12:00 to 1:30 and then we'll start again at 1:30 with another  
15 session and move throughout the night.

16 So, anyone who comes in the next little bit, we will get  
17 them up and they will provide testimony.

18 MR. BING: Right next door on the other side of that  
19 partition. Just go out the doors to your left. We do have  
20 members of our project team, our technical experts there. There  
21 are tables, and if you have any questions about anything in the

1 DIS, you can ask the appropriate person at that table and they  
2 will be able to help you. You can also do that. At this time  
3 we are in recess. I will come back at approximately 1:00 to  
4 provide an update. Thank you.

5 (In Recess)

6 MR. BING: It is approximately 1:00. We do not have any  
7 people who have signed up to provide testimony, so we will  
8 remain in recess until we get someone to sign up or until 1:30  
9 when Session 1 of our Public Hearing concludes and we will start  
10 our second session at 1:30. Right now, we do remain in recess.  
11 Thank you.

12 (In Recess)

13 MR. BING: It's just about 1:30. We're going to wrap up  
14 our Session 1 of our Public Hearing for today, September 10th.  
15 We do have four additional sessions. We will have a session  
16 that will start right away and go from 1:30 to 3:00. Our third  
17 session will go from 3:00 to 4:30. We will take an hour break  
18 from 4:30 to 5:30, but then Session 4 will go from 5:30 to 7:30  
19 and we will wrap up with Session 5 from 7:30 to 9:00 p.m.

20 If you are interested in providing public testimony, if  
21 you're listening to this via phone, you can register and still

1 provide that public testimony or you can leave it by voicemail.  
2 I'm going to close this first session and then we will start  
3 right back up with Session 2 in a minute. Thank you.

4 (In Recess)

5 MR. BING: We're going to get started with Session 2 right  
6 now. I'm going to read in a prepared statement. There will be  
7 a prepared statement from one of our agency representatives as  
8 well, and then we will come to our first person to provide  
9 testimony.

10 I do want to just remind anyone, any staff, to turn off  
11 their cell phones and let our run person in the audience know  
12 that if after you provide your testimony, we do have project  
13 team members on the other side of that partition if there's any  
14 questions that you have you can go over there and check with  
15 them.

16 Good afternoon. I am Andrew Bing with the Maryland  
17 Department of Transportation, State Highway Administration,  
18 abbreviated MDOT SHA. Today is the last of six joint public  
19 hearings that MDOT SHA will be conducting for the I-495 and  
20 I-270 Managed Lanes Study Draft Environmental Impact Statement  
21 or D-E-I-S, the Draft section 4(f) Evaluation, and Joint Permit

1 Application, or J-P-A.

2 I will be the Hearing Officer and responsible for running  
3 today's public hearing. Today's hearing is being held jointly  
4 by MDOT SHA, the Federal Highway Administration, and the  
5 Maryland Department of the Environment (MDE). On behalf of  
6 these agencies and the Federal Highway Agency as the lead  
7 agency, I welcome you.

8 The purpose of this hearing is for interested parties to  
9 provide official testimony and comments on the Study's proposed  
10 alternatives and associated impacts as detailed in the DEIS, and  
11 the floodplain, waterway and nontidal wetland impacts detailed  
12 in the Federal/State JPA.

13 Today I'll provide a brief overview of the Managed Lanes  
14 Study background and the aquatic resource impacts documented in  
15 the JPA. I will introduce the panelists and identify ways for  
16 you to comment on the DEIS and JPA. Some panelists will then  
17 give statements on behalf of their agency. Finally, I will  
18 review the hearing procedures and start calling on participants  
19 to provide testimony.

20 The purpose of the I-495 and I-270 Managed Lanes Study is  
21 to develop a travel demand management solution or solutions that

1 addresses congestion, improves trip reliability on I-495 and  
2 I-270 within the study limits, and enhances existing and planned  
3 multimodal mobility and connectivity. The needs for the Study  
4 are: Accommodate existing traffic and long-term traffic growth;  
5 enhance trip reliability; provide additional roadway travel  
6 choices, improve the movement of goods and services; and  
7 accommodate Homeland Security.

8 In addition, two goals were identified for the Study;  
9 incorporate alternative funding sources to achieve financial  
10 viability and environmental responsibility.

11 The study limits include I-495 from south of the George  
12 Washington Memorial Parkway in Fairfax County, Virginia,  
13 including improvements to the American Legion Bridge over the  
14 Potomac River to west of MD 5 and along I-270, from I-495 to  
15 north of I-370, including the east and west I-270 spurs in  
16 Montgomery and Prince George's Counties, Maryland.

17 In additional to the no-build alternative, there are six  
18 Build Alternatives under consideration for improvements within  
19 these limits. Alternatives 8, 9, 9 Modified, 10, 13B and 13C.

20 Aquatic resource impacts would range from between 155,229  
21 and 156,948 Linear Feet of streams, between 16.1 and 16.5 acres

1 of nontidal wetlands, between 52.7 and 53.6 acres of wetland  
2 buffers, between 116.5 and 120 acres of FEMA 100-year  
3 floodplains.

4 Detailed impacts by alternative can be found in the DEIS,  
5 the JPA and the JPA Public Notice. Please be reminded that all  
6 hearing materials, including the online narrative display  
7 materials, are available on the Program website  
8 495-270-p3.com/DEIS.

9 Today's public hearing is being audio-recorded. The  
10 official transcript of the Joint Public Hearing testimony will  
11 become part of the Project record and will be available for  
12 public review on the Program website.

13 I will now introduce representatives of MDOT SHA, FHWA and  
14 MDE who are in attendance for today's hearing:

15 Lisa Choplin, I-495 & I-270 P3 Program Director, MDOT SHA.  
16 Jeff Folden, I-495 & I-270 P3 Program Deputy Director, MDOT  
17 SHA. Caryn Brookman, I-495 & I-270 P3 Program Environmental  
18 Program Manager, MDOT SHA.

19 Shabnam Izadi, Title VI Coordinator, MDOT SHA. Shabnam is  
20 listening live to the hearings remotely. Jeanette Mar, FHWA  
21 Project Delivery/Environment Team Environmental Manager, and

1 Amanda Sigillito, Nontidal Wetlands Division Chief, Maryland  
2 Department of the Environment.

3 And now on behalf of Shabnam Izadi, the Title VI Officer  
4 for today's public hearing, I will explain the significance of  
5 Title IV and how it relates to the transportation project  
6 planning process.

7 Title VI of the Civil Rights Act of 1964 was put into  
8 effect to prohibit discrimination on the basis of race, color,  
9 or national origin. To support the Act, the United States  
10 government designated additional statues, laws, regulations and  
11 executive orders to provide guidance for the effective execution  
12 of the objectives of Title VI.

13 As a recipient of federal funds, MDOT SHA is responsible  
14 for upholding the principles of Title VI of the Civil Rights Act  
15 of 1964 and related guidance. MDOT SHA's policies and programs  
16 should not discriminate against people on the grounds of race,  
17 color, national origin, sex, age, English proficiency, income  
18 level, or disability. The MDOT SHA policies and programs should  
19 avoid disproportionately high or adverse impacts on minority  
20 populations and low-income populations.

21 MDOT SHA seeks to provide citizens, stakeholder groups and

1 other interested parties with reasonable opportunities to be  
2 involved in the planning process.

3 With that said, MDOT is required to capture this data to  
4 demonstrate its compliance with Federal Regulation 23 CFR 200.9  
5 (b) (4), and more importantly, to consider the transportation  
6 needs of the community by hearing from you. Compliance is  
7 voluntary.

8 However, in order to demonstrate compliance with the  
9 federal regulations, the information requested must be  
10 documented when provided. It will not be used for any other  
11 purpose, except to show that those who are affected by the  
12 project or have an interest in the project have been given an  
13 opportunity to provide input throughout the planning process.

14 We invite you to take our Voluntary Demographic Survey.  
15 This survey will help us to ensure that we are reaching the  
16 communities that are affected by the I-495 and I-270 Managed  
17 Lanes study. If you have questions or need assistance, call  
18 410-545-0377. For more information regarding Title VI of the  
19 Civil Rights Act of 1964 and other non-discrimination laws,  
20 review the civil rights under Title VI brochure.

21 Both the survey and brochure can be found on the Program

1 website by visiting the Participate and Provide Feedback page,  
2 as well as at the registration table.

3 Any member of the public has the right to file a  
4 discrimination complaint against MDOT SHA if she or she feels  
5 MDOT SHA does not comply with Title VI of the Civil Rights Act  
6 of 1964 and the related statutes. The process for filing a  
7 complaint is outlined in the Title VI brochure located on the  
8 website and also at the registration table.

9 Lastly, if you or someone that you know speaks limited  
10 English and may need translation services to get project  
11 information, please call 833-858-5960 for assistance.

12 At this time, I will now turn the proceedings over to  
13 Amanda Sigillito to provide her statement.

14 MS. SIGILLITO: Hello and good afternoon. My name is  
15 Amanda Sigillito and I am the Chief of the Nontidal Wetlands  
16 Division at the Maryland Department of the Environment,  
17 abbreviated MDE. I am the Panelist representing MDE at this  
18 public informational hearing for the I-495 & I-270 Managed Lane  
19 Study Joint Permit Application. MDE appreciates both your  
20 interest and participation in the public comment process.

21 It is the responsibility of MDE to evaluate applications

1 that propose impacts to nontidal wetlands, the nontidal wetland  
2 buffer and waterways, including the 100-year nontidal  
3 floodplain.

4 MDE's authority is found in Subtitles 5 and 9 of the  
5 Environment Article. Each application received through our  
6 regulatory program has specific and unique issues and impacts  
7 that must be considered in relationship to weighing the  
8 potential benefits and detriments of the Project.

9 MDE is neither a proponent nor opponent of any project.

10 This public informational hearing is being conducted pursuant to  
11 subsection 5-204 of the Environment Article and Code of Maryland  
12 Regulations 26.23.02.02 and 26.17.04.13.

13 The purpose of this public informational hearing is to  
14 provide the applicant with an opportunity to present an analysis  
15 of impacts that may be associated with the proposed activity.

16 In addition, the hearing provides MDE with an opportunity to  
17 solicit additional information from interested persons.

18 This public informational hearing is for the Nontidal  
19 Wetlands and Waterways Permit Application No.  
20 20-NT-0114/202060649 submitted by the Maryland Department of  
21 Transportation, State Highway Administration for the proposed

1 construction of managed lanes along the I-495 and I-270  
2 corridors within Montgomery and Prince George's Counties.

3 Please note that when MDE issues its decision on the  
4 permit application, the accompanying information will be sent to  
5 the interested persons list, as well as to the applicant. At  
6 that time, MDE's decision will be a final agency determination.  
7 There will be no further opportunity for administrative review.

8 Any person withstanding who is either the applicant or who  
9 participated in the public participation process through the  
10 submission of written or oral comments may petition for judicial  
11 review in Circuit Court. The petition for judicial review must  
12 be filed within 30 days of the publication of MDE's permit  
13 decision. At this time, I will be turning the proceedings back  
14 to Mr. Bing. Thank you.

15 MR. BING: Thank you Amanda. There are multiple ways to  
16 comment on the DEIS and JPA. You can provide oral testimony  
17 through the public hearing or leave your testimony by voicemail.  
18 You can also complete a Comment Form online or send an email or  
19 written letter.

20 Details on ways to comment can be found on the Program  
21 website by visiting the Participate and Provide Feedback page.

1 Comments on the DEIS must be received before 11:59 PM on Novembe  
2 9, 2020. Comments related to the JPA can be mailed or emailed  
3 to USACE Baltimore District or MDE Wetlands and Waterways  
4 Program by October 8. Please continue to visit the Program  
5 website, 495-270-P3.com/DEIS for updates. All comments  
6 received, whether at the hearing through oral testimony or  
7 through other methods such as a Comment Form, a voicemail, an  
8 email or a letter, will be given equal consideration.

9 Again, the purpose of this public hearing is to allow  
10 interested parties to provide public comments on the DEIS and  
11 JPA. Today's joint public hearing is available to listen live  
12 by phone. Call-in information is available in the hearing  
13 brochure.

14 My role as the Hearing Officer is to run a professional  
15 and orderly joint public hearing. I understand how important  
16 the issues are related to the DEIS and the JPA and I take my  
17 role as Hearing Officer seriously.

18 I am committed to providing members of the public an  
19 opportunity to provide comments in an organized, fair,  
20 professional and orderly manner. Offensive or profane language  
21 will not be allowed.

1 I also want to let everyone know that the Agency  
2 representatives as well as myself will not be answering  
3 questions or responding to any comments made during the hearing.  
4 Responses to comments will be included in the Final  
5 Environmental Impact Statement.

6 If you have joined us today to listen to the public  
7 hearing and would like to provide testimony, you may leave  
8 recorded testimony via voicemail by calling 855-432-1483.  
9 Registration is not required to leave recorded testimony via  
10 voicemail.

11 The panelists are interested in hearing comments about the  
12 Study from all interested individuals. Please remember that we  
13 are recording this hearing, speak directly and clearly into the  
14 microphone, and provide your full name, address and any  
15 organization you may represent.

16 To ensure all will be heard, there will be a three-minute  
17 time limit for public testimony and a five-minute time limit for  
18 elected officials. Your time will start after you introduce  
19 yourself. As a Hearing Officer, if you are unable to conclude  
20 your comments at the end of your time period, I will ask you to  
21 finish up your testimony.

1 That concludes our prepared statements. We are going to  
2 go and take our public testimony at this time. Our first  
3 speaker will be Sally Stolls. Sally, you can come up to the  
4 microphone. It has been cleaned, and you will have three  
5 minutes. If you could just state your name, spell your name and  
6 provide your address.

7 MS. STOLLS: Thank you Mr. Bing and thank you all of you  
8 for listening to me and I would like to just ask that you not  
9 interrupt me until my time is truly gone because I've heard  
10 other people be interrupted. I appreciate that. I timed it and  
11 it is just three minutes exactly.

12 MR. BING: No problem.

13 MS. STOLLS: I will use the full three minutes.

14 MR. BING: Can you pull the microphone down a little bit.

15 MS. STOLLS: Thank you. I'm Sally Stoltz. That is  
16 spelled S-A-L-L-Y S-T-O-L-Z. My address is and has been for 32  
17 years 5 Lochness Court, Rockville, Maryland. I am a  
18 co-coordinator of dontwiden270.org and I do oppose this project  
19 and support the no-build.

20 I am a former CPA and Montgomery County Public Schools  
21 math teacher. I began researching this P3 project over two years

1 ago. I strongly oppose the project. I support the No-Build  
2 Alternative. This project has many fatal flaws. In my three  
3 minutes, I will list three. The written copy I am submitting  
4 details the sources of all my facts and quotes.

5 First, the whole DEIS should be redone to study  
6 alternative congestion relief measures. At this point,  
7 embarking on this project would be creating congestion where  
8 none exists. The pandemic has forced workers and employers to  
9 make teleworking work. Currently, traffic is only 85% of its  
10 pre-pandemic level and traffic congestion is essentially gone  
11 except for the northbound I-270 bottleneck north of I-370 which  
12 would become worse if the toll road were built. We have  
13 conquered congestion through telework and there is no going  
14 back. Teleworking works, is popular, saves workers thousands of  
15 dollars annually and can improve their quality of life and  
16 health. The DEIS never studied viable congestion relief  
17 alternatives such as teleworking or expanding transit. It began  
18 only with one goal in mind - adding a toll road. Since we know  
19 teleworking will stop congestion, the whole DEIS should be  
20 redone to study alternative congestion relief measures.

21 Second, the toll road is inequitable. The DEIS shows the

1 only reliable benefit of the toll road would be for toll road  
2 users; the wealthy people who could afford the very high tolls.  
3 Eighty-five percent to ninety percent of commuters on 270 will  
4 be in the regular lanes. The DEIS numbers show their commute  
5 will be unpredictable, unreliable, and slower than it is now.  
6 MDOT has been misleading the public. The DEIS shows  
7 insignificant and unreliable traffic reduction in the general  
8 lanes.

9 Third, most taxpayers will see no benefit from this  
10 project but bear huge costs and risks. Chapter 2 states it would  
11 cost from \$482 million to \$1 billion in taxpayer subsidies, and  
12 the DEIS doesn't even consider the \$1 to \$2 billion for  
13 relocating WSSE pipes or the huge secondary expenses for  
14 Rockville and other communities. And, what if there are  
15 problems such as the Purple Line is experiencing? Risky  
16 business. The collapse of the Purple Line has demonstrated how  
17 risky P3s are. The pandemic has drastically altered Maryland's  
18 finances. The state is already facing \$3 billion in possible  
19 transportation cuts over the next six years, MTS Administrator  
20 Kevin Quinn reported, and financing the remaining Purple Line  
21 construction would require the state to divert money from other

1 transit systems. MDOT is desperate for budget cuts. Cut here.  
2 It would be a dereliction of duty to put Maryland taxpayers at  
3 such dire financial risk for a project which is so inequitable  
4 and will do immeasurably more harm than good.

5 Thank you very much for listening.

6 MR. BING: Thank you very much. That is the only person  
7 who has signed up to provide public testimony for this 1:30 to  
8 3:00 session, or at least the only person who has actually come  
9 to provide the testimony. So, we will go into recess. We will  
10 come back from recess as soon as someone comes into the hearing  
11 room to provide testimony.

12 I will come back with an update in about thirty minutes.  
13 Maybe at about 2:20 I will come back with an update, but at this  
14 point, we will remain in recess and thank you.

15 (In Recess)

16 MR. BING: We're going to come back from recess right now.  
17 It's actually 2:00 on the button. We do have someone who has  
18 signed up to provide public testimony. We are going to take  
19 that testimony right now.

20 Gary Hodge, if you could come up to the microphone. We  
21 have cleaned that. Please state your name, spell your name and

1 provide your address. You will have your time to provide your  
2 public testimony. Go ahead.

3 MR. HODGE: Thank you. My name is Gary Hodge, spelled  
4 G-A-R-Y- H-O-D-G-E. P.O. Box 148, White Plains, Maryland, and  
5 I'll be speaking today as a citizen of Maryland.

6 I oppose the 490/270 Managed Lanes Project and I support  
7 the no-build option.

8 On June 5th, 2019, I gave testimony to the Maryland Board  
9 of Public Works in Annapolis. I said there were three questions  
10 that needed to be answered before the state decides to move  
11 forward.

12 First, will it work? Second, is it worth the risk? And  
13 third, is it the best we can do?

14 The governor said these were good questions. Today, a  
15 year later, the answer is still no. It won't work. It's not  
16 worth the risk and it's not the best we can do. The draft EIS  
17 hasn't changed that. It's merely confirmed it.

18 This project would result in more traffic congestion, not  
19 less, defeating the stated purpose and need. In spite of  
20 assurances, the P3 will need to be subsidized by Maryland  
21 taxpayers after all. Even if one accepts the optimistic cost

1 estimate of \$9.6 billion, the few minutes saved in commute times  
2 are hardly worth the price of the ordeal that lies ahead.

3 Years of construction delays, detours and traffic snarls,  
4 building new exit and entrance ramps, interchanges and bridges,  
5 and new traffic patterns followed by high tolls to use the  
6 express lanes. How much longer will the thousands of  
7 Marylanders who live in the shadow of this project be dangling  
8 on tenterhooks waiting for the Sword of Damocles to fall on  
9 them, their homes, their neighborhoods, their security, and  
10 their daily lives?

11 Maryland isn't the only state being seduced by the siren  
12 song of free money. The truth is there's no such thing as free  
13 money. One way or another, sooner or later, Marylanders will  
14 pay either in tolls or taxes. The list of fatal flaws and risks  
15 of the proposed 495 P3 project is long and still growing. In  
16 the history of bad ideas, this scheme is still just a footnote  
17 that would be quickly forgotten. Don't make it a whole chapter.  
18 Take a cold, hard look at the critical mass of facts, including  
19 your own analysis, disenthral yourselves and let go.

20 This new round of hearings on the draft DEIS is merely  
21 bouncing the rubble to borrow a phrase from Winston Churchill.

1 The only thing preventing this dubious scheme from collapsing is  
2 the rubble and debris of unconvincing justifications piled up  
3 around it. Not even 20,000 pages and a million words can change  
4 that.

5 This isn't the best we can do. A successful strategy for  
6 the 21st Century means investing in a seamless, interconnected,  
7 fast, safe and accessible rapid transit system as the backbone  
8 of our future economy. Let's clear the decks for action and  
9 build the transportation system our people need and want. Thank  
10 you.

11 MR. BING: Thank you, Mr. Hodge.

12 At this time, we do not have anyone else registered to  
13 hear to provide testimony. So, we are going to go back into  
14 recess. Again, this session will remain open until 3:00 p.m.  
15 Right now, it is 2:06 p.m. I will come back at 2:30 or sooner  
16 if we have someone come into the room to provide testimony, but  
17 if not, I will come back at 2:30 to provide an update. We are  
18 in recess. Thank you.

19 (In Recess)

20 MR. BING: It is 2:30. We are in recess. Just giving a  
21 quick update. We do not have any individuals who have entered

1 the Hearing Room to provide public testimony. We are going to  
2 remain in recess. This session, Session 2, of the September 10  
3 Public Hearing will go until 3:00. If we do not have anyone to  
4 come in to provide testimony between now and 3, I will come back  
5 at 3 and close out that session and then we will start Session 3  
6 which is the 3:00 to 4:30 session. Again, we are in recess.

7 (In Recess)

8 MR. BING: It's just about 3:00. We are going to end  
9 Session 2 which was our 1:30 to 3:00 session and we are going to  
10 move into Session 3 which will run from 3:00 to 4:30. We will do  
11 that in a couple minutes, but for now, we are going to close out  
12 Session 2 and I will be right back to start our Session 3 of our  
13 Public Hearing on September 10th. Thank you.

14 (In Recess)

15 MR. BING: It's just after 3:00. We're going to start  
16 Session 3 of our September 10th Public Hearing. This will run  
17 from 3:00 to 4:30. I'm just going to read in a statement and one  
18 of our agency members will also read in her statement and then  
19 we will take public testimony assuming there are people in the  
20 audience looking to provide testimony.

21 Good afternoon. I am Andrew Bing with the Maryland

1 Department of Transportation, State Highway Administration,  
2 abbreviated MDOT SHA. Today is the last of six joint public  
3 hearings that MDOT SHA will be conducting for the I-495 and  
4 I-270 Managed Lanes Study Draft Environmental Impact Statement  
5 or D-E-I-S, the Draft section 4(f) Evaluation, and Joint Permit  
6 Application, or J-P-A.

7 I'm going to restart this portion of the hearing on a  
8 couple minutes. We did have someone just come in to provide  
9 public testimony. For their benefit, since we haven't gone too  
10 far, I'm going to start over when that person comes into the  
11 Hearing Room. So, we will stay in recess now for just a minute  
12 or two until they enter the Hearing Room. Thank you.

13 MR. BING: We're going to continue now and I'm going to  
14 read in the statement.

15 Good afternoon. I am Andrew Bing with the Maryland  
16 Department of Transportation, State Highway Administration,  
17 abbreviated MDOT SHA. Today is the last of six joint public  
18 hearings that MDOT SHA will be conducting for the I-495 and  
19 I-270 Managed Lanes Study Draft Environmental Impact Statement  
20 or D-E-I-S, the Draft section 4(f) Evaluation, and Joint Permit  
21 Application, or J-P-A.

1 Let me just say it is 3:08 p.m. as we start this  
2 statement.

3 I will be the Hearing Officer and am responsible for  
4 running today's public hearing. Today's public hearing is being  
5 held jointly by MDOT SHA, the Federal Highway Administration,  
6 and the Maryland Department of the Environment (MDE). On behalf  
7 of these agencies and the Federal Highway Administration as the  
8 lead agency, I welcome you.

9 The purpose of this hearing is for interested parties to  
10 provide official testimony and comments on the Study's proposed  
11 alternatives and associated impacts as detailed in the DEIS, and  
12 the floodplain, waterway and nontidal wetland impacts detailed  
13 in the Federal/State JPA.

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15 Study background and the aquatic resource impacts documented in  
16 the JPA. I will introduce the panelists and identify ways for  
17 you to comment on the DEIS and JPA. Some panelists will then  
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20 to provide testimony.

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1 to develop a travel demand management solution or solutions that  
2 addresses congestion, improves trip reliability on I-495 and  
3 I-270 within the study limits, and enhances existing and planned  
4 multimodal mobility and connectivity. The needs for the Study  
5 are: Accommodate existing traffic and long-term traffic growth;  
6 enhance trip reliability; provide additional roadway travel  
7 choices, improve the movement of goods and services; and  
8 accommodate Homeland Security.

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10 incorporate alternative funding sources to achieve financial  
11 viability and environmental responsibility.

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13 Washington Memorial Parkway in Fairfax County, Virginia,  
14 including improvements to the American Legion Bridge over the  
15 Potomac River to west of MD 5 and along I-270, from I-495 to  
16 north of I-370, including the east and west I-270 spurs in  
17 Montgomery and Prince George's Counties, Maryland.

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19 Build Alternatives under consideration for improvements within  
20 these limits. Alternatives 8, 9, 9 Modified, 10, 13B and 13C.

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4 floodplains.

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7 hearing materials, including the online narrative display  
8 materials, are available on the Program website  
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11 official transcript of the Joint Public Hearing testimony will  
12 become part of the Project record and will be available for  
13 public review on the Program website.

14 I will now introduce representatives of MDOT SHA, FHWA and  
15 MDE who are in attendance for today's hearing:

16 Lisa Choplin, I-495 & I-270 P3 Program Director, MDOT SHA.  
17 Jeff Folden, I-495 & I-270 P3 Program Deputy Director, MDOT  
18 SHA. Caryn Brookman, I-495 & I-270 P3 Program Environmental  
19 Program Manager, MDOT SHA.

20 Shabnam Izadi, Title VI Coordinator, MDOT SHA. Shabnam is  
21 listening live to the hearings remotely. Jeanette Mar, FHWA

1 Project Delivery/Environment Team Environmental Manager, and  
2 Amanda Sigillito, Nontidal Wetlands Division Chief, Maryland  
3 Department of the Environment.

4 On behalf of Shabnam Izadi, the Title VI Officer for  
5 today's public hearing, I will explain the significance of Title  
6 IV and how it relates to the transportation project planning  
7 process.

8 Title VI of the Civil Rights Act of 1964 was put into  
9 effect to prohibit discrimination on the basis of race, color,  
10 or national origin. To support the Act, the United States  
11 government designated additional statutes, laws, regulations and  
12 executive orders to provide guidance for the effective execution  
13 of the objectives of Title VI.

14 As a recipient of federal funds, MDOT SHA is responsible  
15 for upholding the principles of Title VI of the Civil Rights Act  
16 of 1964 and related guidance. MDOT SHA's policies and programs  
17 should not discriminate against people on the grounds of race,  
18 color, national origin, sex, age, English proficiency, income  
19 level, or disability. The MDOT SHA policies and programs should  
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3 involved in the planning process.

4 With that said, MDOT is required to capture this data to  
5 demonstrate its compliance with Federal Regulation 23 CFR 200.9  
6 (b) (4), and more importantly, to consider the transportation  
7 needs of the community by hearing from you. Compliance is  
8 voluntary.

9 However, in order to demonstrate compliance with the  
10 federal regulations, the information requested must be  
11 documented when provided. It will not be used for any other  
12 purpose, except to show that those who are affected by the  
13 project or have an interest in the project have been given an  
14 opportunity to provide input throughout the planning process.

15 We invite you to take our Voluntary Demographic Survey.  
16 This survey will help us to ensure that we are reaching the  
17 communities that are affected by the I-495 and I-270 Managed  
18 Lanes study. If you have questions or need assistance, call  
19 410-545-0377. For more information regarding Title VI of the  
20 Civil Rights Act of 1964 and other non-discrimination laws,  
21 review the civil rights under Title VI brochure.

1 Both the survey and brochure can be found on the Program  
2 website by visiting the Participate and Provide Feedback page,  
3 as well as at the registration table.

4 Any member of the public has the right to file a  
5 discrimination complaint against MDOT SHA if she or she feels  
6 MDOT SHA does not comply with Title VI of the Civil Rights Act  
7 of 1964 and the related statutes. The process for filing a  
8 complaint is outlined in the Title VI brochure located on the  
9 website and also at the registration table.

10 Lastly, if you or someone that you know speaks limited  
11 English and may need translation services to get project  
12 information, please call 833-858-5960 for assistance.

13 At this time, I will now turn the proceedings over to  
14 Amanda Sigillito with MDE to provide her statement.

15 MS. SIGILLITO: Hello and good afternoon. My name is  
16 Amanda Sigillito and I am the Chief of the Nontidal Wetlands  
17 Division at the Maryland Department of the Environment,  
18 abbreviated MDE. I am the Panelist representing MDE at this  
19 public informational hearing for the I-495 & I-270 Managed Lane  
20 Study Joint Permit Application. MDE appreciates both your  
21 interest and participation in the public comment process.

1 It is the responsibility of MDE to evaluate applications  
2 that propose impacts to nontidal wetlands, the nontidal wetland  
3 buffer and waterways, including the 100-year nontidal  
4 floodplain.

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7 regulatory program has specific and unique issues and impacts  
8 that must be considered in relationship to weighing the  
9 potential benefits and detriments of the Project.

10 MDE is neither a proponent nor opponent of any project.  
11 This public informational hearing is being conducted pursuant to  
12 subsection 5-204 of the Environment Article and Code of Maryland  
13 Regulations 26.23.02.02 and 26.17.04.13.

14 The purpose of this public informational hearing is to  
15 provide the applicant with an opportunity to present an analysis  
16 of impacts that may be associated with the proposed activity.

17 In addition, the hearing provides MDE with an opportunity to  
18 solicit additional information from interested persons.

19 This public informational hearing is for the Nontidal  
20 Wetlands and Waterways Permit Application No.

21 20-NT-0114/202060649 submitted by the Maryland Department of

1 Transportation, State Highway Administration for the proposed  
2 construction of managed lanes along the I-495 and I-270  
3 corridors within Montgomery and Prince George's Counties.

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5 permit application, the accompanying information will be sent to  
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7 that time, MDE's decision will be a final agency determination.  
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9 Any person withstanding who is either the applicant or who  
10 participated in the public participation process through the  
11 submission of written or oral comments may petition for judicial  
12 review in Circuit Court. The petition for judicial review must  
13 be filed within 30 days of the publication of MDE's permit  
14 decision. At this time, I will be turning the proceedings back  
15 to Mr. Bing. Thank you.

16 MR. BING: Thank you Amanda. There are multiple ways to  
17 comment on the DEIS and JPA. You can provide oral testimony  
18 through the public hearing or leave your testimony by voicemail.  
19 You can also complete a Comment Form online or send an email or  
20 written letter.

21 Details on ways to comment can be found on the Program

1 website by visiting the Participate and Provide Feedback page.  
2 Comments on the DEIS must be received before 11:59 PM on November  
3 9, 2020. Comments related to the JPA can be mailed or emailed  
4 to USACE Baltimore District or MDE Wetlands and Waterways  
5 Program by October 8. Please continue to visit the Program  
6 website, 495-270-P3.com/DEIS for updates. All comments  
7 received, whether at the hearing through oral testimony or  
8 through other methods such as a Comment Form, a voicemail, an  
9 email or a letter, will be given equal consideration.

10 Again, the purpose of this public hearing is to allow  
11 interested parties to provide public comments on the DEIS and  
12 JPA. Today's joint public hearing is available to listen live  
13 by phone. Call-in information is available in the hearing  
14 brochure.

15 My role as the Hearing Officer is to run a professional  
16 and orderly joint public hearing. I understand how important  
17 the issues are related to the DEIS and the JPA and I take my  
18 role as Hearing Officer seriously.

19 I am committed to providing members of the public an  
20 opportunity to provide comments in an organized, fair,  
21 professional and orderly manner. Offensive or profane language

1 will not be allowed.

2 I also want to let everyone know that the Agency  
3 representatives as well as myself will not be answering  
4 questions or responding to any comments made during the hearing.  
5 Responses to comments will be included in the Final  
6 Environmental Impact Statement.

7 If you have joined us today to listen to the public  
8 hearing and would like to provide testimony, you may leave  
9 recorded testimony via voicemail by calling 855-432-1483.  
10 Registration is not required to leave recorded testimony via  
11 voicemail.

12 The panelists are interested in hearing comments about the  
13 Study from all interested individuals. Please remember that we  
14 are recording this hearing, speak directly and clearly into the  
15 microphone, and provide your full name, address and any  
16 organization you may represent.

17 To ensure all will be heard, there will be a three-minute  
18 time limit for public testimony and a five-minute time limit for  
19 elected officials. Your time will start after you introduce  
20 yourself. As a Hearing Officer, if you are unable to conclude  
21 your comments at the end of your time period, I will ask you to

1 finish up your testimony.

2 At this time, we do not have anyone who is ready to  
3 provide public testimony. This session of our Public Hearing  
4 today will remain open until 4:30. If someone does come in  
5 wishing to give public testimony, we will come back from recess  
6 to do that. Right now, it is 3:20. I will come back at 3:45 to  
7 provide an update or sooner if we have someone ready to provide  
8 testimony. So, we are in recess.

9 (In Recess)

10 MR. BING: It is just about 3:45. We will remain in  
11 recess. This session will continue until 4:30. Once someone  
12 comes in who would like to provide public testimony, we will  
13 come back from recess and take that testimony, but for right now  
14 we remain in recess. I will come back with an update at  
15 approximately 4:10 or sooner if we have somebody who wants to  
16 provide testimony. Thank you.

17 (In Recess)

18 MR. BING: It's just after 4:00. We're going to come back  
19 from recess. We do have someone who is in attendance who would  
20 like to make public comment. Our next speaker will be Bill  
21 Orleans. Mr. Orleans, you will have three minutes. Please

1 state your name, spell your name and provide your address and go  
2 ahead.

3 MR. ORLEANS: Bill Orleans. B-I-L-L O-R-L-E-A-N-S, P.O.  
4 Box 292, Greenbelt, 20768. I'm sorry for this last-minute desire  
5 to make a very short statement necessitated to bring people back  
6 into the room.

7 For the record, I'd like to state orally what I requested  
8 last week in Prince George's County and will be doing so again  
9 once I receive a letter that apparently is necessary to make  
10 that request official.

11 I wasn't really planning on speaking today for a second  
12 time, but in spending a few minutes in the next room looking at  
13 the DEIS very quickly and asking a question about where there is  
14 a discussion of the financing other than a referenced P3s, being  
15 told that it's not really a document discussing financing. It's  
16 an environmental impact statement. Then looking at some of the  
17 elements that were on the table. Supporting the DEIS. There's  
18 reference to this being part of a broader state program to  
19 engage the private sector in order to increase capacity on 495  
20 and 270 without stating why. So, then I asked and was given a  
21 tablet with a little one-minute video from our former secretary

1 explaining that the merits of this project, which I find  
2 lacking, aside, the State can't afford to do this project on its  
3 own. So, it necessitates engaging the private sector in this P3  
4 process.

5 I've returned only to say that I think P3s, as we've come  
6 to know it, is a bit of a fraud. P3s should be renamed and  
7 renumbered. It's a partnership in which the public sector, the  
8 public, pays more to assure a profit to the private sector. It  
9 should be renumbered as P5s.

10 I think this is a bad project on its own merits. I think  
11 it's a bad project made worse by employing the private sector to  
12 build it, of course, without further State funds other than the  
13 initial \$60 million plus that was expended to initiate the  
14 process. In addition to opposing the project on its merits, I  
15 oppose the project because of its financing mechanisms. Thank  
16 you very much.

17 MR. BING: Thank you, Mr. Orleans.

18 We are going to go back into recess at this time. We  
19 don't have anyone here who would like to provide testimony. It  
20 is 4:07 p.m. This session of the Public Hearing will remain  
21 open until 4:30. At 4:30, we will close out this session and

1 then there will be a one hour break. There will be two other  
2 sessions. One from 5:30 to 7:30 tonight and one from 7:30 to  
3 9:00.

4 So, for right now, we are in recess until 4:30 unless  
5 someone else comes into the room to provide testimony. Thank  
6 you.

7 (In Recess)

8 MR. BING: It's 4:30. This concludes Session 3 of our  
9 September 10th Public Hearing. Again, this Public Hearing does  
10 run from 12:00 to 9:00 tonight. We have broken it up into  
11 different sessions to try to accommodate people coming in to  
12 provide public testimony. It is now 4:30. We will be in recess  
13 until 5:30. We are taking a one hour break. We will come back  
14 at 5:30 and start Session 4. That session will run from 5:30 to  
15 7:30 and then our final session will run from 7:30 to 9:00. We  
16 are in recess until 5:30. Thank you.

17 (In Recess)

18 MR. BING: We're going to come back from recess. It is  
19 5:30 p.m. Just as a reminder for anyone who may be listening.  
20 This Public Hearing will go until 9:00 tonight. We have broken  
21 the remaining hours into two sessions. This session, Session 4,

1 will run from 5:30 to 7:30. Then we will conclude with a  
2 session from 7:30 to 9:00 at night.

3 Just a reminder to everyone if you could make sure your  
4 cell phones are turned off and a further reminder that on the  
5 other side of that partition, for those who are there, we do  
6 have some of our technical staff who can answer that you might  
7 have after you're done testifying.

8 We are going to move forward. I am going to read a  
9 prepared statement. One of our agency representatives is going  
10 to read a prepared statement, and then we will get to your  
11 public testimony.

12 Good evening. I am Andrew Bing with the Maryland  
13 Department of Transportation, State Highway Administration,  
14 abbreviated MDOT SHA. Today is the last of six joint public  
15 hearings that MDOT SHA will be conducting for the I-495 and  
16 I-270 Managed Lanes Study Draft Environmental Impact Statement  
17 or D-E-I-S, the Draft section 4(f) Evaluation, and Joint Permit  
18 Application, or J-P-A.

19 I will be the Hearing Officer and am responsible for  
20 running today's public hearing. Today's public hearing is being  
21 held jointly by MDOT SHA, the Federal Highway Administration,

1 and the Maryland Department of the Environment (MDE). On behalf  
2 of these agencies and the Federal Highway Administration as the  
3 lead agency, I welcome you.

4 The purpose of this hearing is for interested parties to  
5 provide official testimony and comments on the Study's proposed  
6 alternatives and associated impacts as detailed in the DEIS, and  
7 the floodplain, waterway and nontidal wetland impacts detailed  
8 in the Federal/State JPA.

9 Today I'll provide a brief overview of the Managed Lanes  
10 Study background and the aquatic resource impacts documented in  
11 the JPA. I will introduce the panelists and identify ways for  
12 you to comment on the DEIS and JPA. Some panelists will then  
13 give statements on behalf of their agency. Finally, I will  
14 review the hearing procedures and start calling on participants  
15 to provide testimony.

16 The purpose of the I-495 and I-270 Managed Lanes Study is  
17 to develop a travel demand management solution or solutions that  
18 addresses congestion, improves trip reliability on I-495 and  
19 I-270 within the study limits, and enhances existing and planned  
20 multimodal mobility and connectivity. The needs for the Study  
21 are: Accommodate existing traffic and long-term traffic growth;

1 enhance trip reliability; provide additional roadway travel  
2 choices, improve the movement of goods and services; and  
3 accommodate Homeland Security.

4 In addition, two goals were identified for the Study;  
5 incorporate alternative funding sources to achieve financial  
6 viability and environmental responsibility.

7 The study limits include I-495 from south of the George  
8 Washington Memorial Parkway in Fairfax County, Virginia,  
9 including improvements to the American Legion Bridge over the  
10 Potomac River to west of MD 5 and along I-270, from I-495 to  
11 north of I-370, including the east and west I-270 spurs in  
12 Montgomery and Prince George's Counties, Maryland.

13 In addition to the no-build alternative, there are six  
14 Build Alternatives under consideration for improvements within  
15 these limits. Alternatives 8, 9, 9 Modified, 10, 13B and 13C.

16 Aquatic resource impacts would range from between 155,229  
17 and 156,948 Linear Feet of streams, between 16.1 and 16.5 acres  
18 of nontidal wetlands, between 52.7 and 53.6 acres of wetland  
19 buffers, and between 116.5 and 120 acres of FEMA 100-year  
20 floodplains.

21 Detailed impacts by alternative can be found in the DEIS,

1 the JPA and the JPA Public Notice. Please be reminded that all  
2 hearing materials, including the online narrative display  
3 materials, are available on the Program website  
4 495-270-p3.com/DEIS.

5 Today's public hearing is being audio-recorded. The  
6 official transcript of the Joint Public Hearing testimony will  
7 become part of the Project record and will be available for  
8 public review on the Program website.

9 At this time, I will now introduce representatives of MDOT  
10 SHA, FHWA and MDE who are in attendance for today's hearing:

11 Lisa Choplin, I-495 & I-270 P3 Program Director, MDOT SHA.  
12 Jeff Folden, I-495 & I-270 P3 Program Deputy Director, MDOT  
13 SHA. Caryn Brookman, I-495 & I-270 P3 Program Environmental  
14 Program Manager, MDOT SHA.

15 Shabnam Izadi, Title VI Coordinator, MDOT SHA. Shabnam is  
16 listening live to the hearings remotely. Jeanette Mar, FHWA  
17 Project Delivery/Environment Team Environmental Manager, and  
18 Amanda Sigillito, Nontidal Wetlands Division Chief, Maryland  
19 Department of the Environment.

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21 today's public hearing, I will explain the significance of Title

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2 process.

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4 effect to prohibit discrimination on the basis of race, color,  
5 or national origin. To support the Act, the United States  
6 government designated additional statues, laws, regulations and  
7 executive orders to provide guidance for the effective execution  
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10 for upholding the principles of Title VI of the Civil Rights Act  
11 of 1964 and related guidance. MDOT SHA's policies and programs  
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16 populations and low-income populations.

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18 other interested parties with reasonable opportunities to be  
19 involved in the planning process.

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21 demonstrate its compliance with Federal Regulation 23 CFR 200.9

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4 website and also at the registration table.

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8 At this time, I will now turn the proceedings over to  
9 Amanda Sigillito with MDE to provide her statement.

10 MS. SIGILLITO: Hello and good afternoon. My name is  
11 Amanda Sigillito and I am the Chief of the Nontidal Wetlands  
12 Division at the Maryland Department of the Environment,  
13 abbreviated MDE. I am the Panelist representing MDE at this  
14 public informational hearing for the I-495 & I-270 Managed Lane  
15 Study Joint Permit Application. MDE appreciates both your  
16 interest and participation in the public comment process.

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18 that propose impacts to nontidal wetlands, the nontidal wetland  
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4 potential benefits and detriments of the Project.

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7 subsection 5-204 of the Environment Article and Code of Maryland  
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14 elected officials. Your time will start after you introduce  
15 yourself. As a Hearing Officer, if you are unable to conclude  
16 your comments at the end of your time period, I will ask you to  
17 finish up your testimony.

18 That's the end of our prepared statements. We are now  
19 going to move into taking public testimony from those people  
20 that are here and we'll go in order that the cards were given to  
21 me.

1 Just so everyone knows, we do clean the podium, the  
2 microphone, and we have a different cover for the microphone  
3 between each speaker.

4 Our first speaker will be Amy Thaler. Amy, you can go up  
5 to the microphone. You will have three minutes. Please state  
6 your name, spell your name and provide your address.

7 MS. THALER: With mask?

8 MR. BING: Yes, you can take your mask off to provide  
9 testimony.

10 MS. THALER: Thank you. My name is Amy Thaler. A-M-Y  
11 T-H-A-L-E-R.

12 MR. BING: Amy, hold on for one second. We're going to  
13 raise your microphone up just so we can capture. Start over,  
14 okay?

15 MS. THALER: My name is Amy Thaler. A-M-Y T-H-A-L-E-R. I  
16 live at 9709 Bellevue, B-E-L-L-E-V-U-E, Drive, in Bethesda.

17 I bought my house in 2014 from the heirs of the original  
18 owner who had recently passed. I'm considered a newbie in our  
19 neighborhood as most have lived there 20, 30, 40 years. I  
20 bought it because it had good bones and because of the large  
21 backyard, or as I call it, dog yard, because I raise guide dogs

1 for the blind and visually impaired; volunteer work I've been  
2 doing for over 20 years.

3 For our purposes today, my house backs to the Beltway and  
4 is located in Area 7, NSA2-07. If you look at Map 64 of the  
5 DEIS study, which shows the majority of the alternatives, you  
6 will see that the LOD comes within about 10 feet of my house and  
7 takes about a third of my property. The plan calls for the  
8 sound barrier to be reconstructed and extended, and apparently  
9 one wall is not sufficient, so the plan is to build two.

10 The study states that no NSAS will experience a  
11 substantial increase and where noise abatement was warranted for  
12 consideration, additional criteria were examined to determine if  
13 abatement is feasible and reasonable, which means it is  
14 physically possible to build an abatement measure that achieves  
15 a minimally, acceptable level of noise reduction considering  
16 three primary factors--acoustics, safety and access, and site  
17 constraints.

18 Nowhere in the impact analysis does it address or even  
19 elude to the human impact. The impact to the home owner, the  
20 taxpayer or the occupant of the home that will have to endure  
21 the noise and disruption of not only the construction or this

1     questionable project, but also the ongoing noise of the Beltway  
2     now being literally in the backyard.

3     My house is significantly impacted by the majority of the  
4     alternatives, yet it is not one of the homes that has been  
5     reported as being taken under eminent domain for the project.  
6     No amount of equitable relief will compensate for this kind of  
7     impact.

8     Therefore, it leaves me to conclude, in part, that my  
9     property will be completely devalued if this project moves  
10    forward if it hasn't already just by the map being published. I  
11    will literally be living on the edge of a construction zone for  
12    years. Published reports state there will be no sound wall  
13    during construction, thus presenting serious health and safety  
14    consequences and the current storm water issues that exist on  
15    Montgomery County portions of my property, potentially State  
16    property, will become exponentially more problematic.

17    With respect, I thought Maryland wanted to be known as a  
18    state of innovation and leadership in technology. The recent  
19    pandemic has demonstrated that our workplaces are changing.  
20    Facebook, Twitter and Apple have all indicated that the remote  
21    policies will extend into the future. Pinterest just paid

1 nearly \$90 million to terminate their lease on 490,000 square  
2 feet of office space. The art of the possible with respect to  
3 how and where we work and, by extension, how we get there is  
4 shifting.

5 So, why is it we are looking at 20th Century solutions to  
6 21st Century and beyond issues. We should be showing our  
7 ability to lead, innovate and collaborate not just within our  
8 state but with experts, innovators from around the country and  
9 our global community. We are better than this and we can  
10 do better than this. We shouldn't just be Maryland strong, we  
11 should be Maryland smart. Thank you.

12 MR. BING: Thank you very much for your comments. We're  
13 going to go to our next person which is Linda Herman. Linda,  
14 hold on for one second. We're going to clean that area, get a  
15 new cover for the microphone and then we'll have you go on up.  
16 And you can lower your mask to make your comments.

17 Again, if you could state your name, spell your name and  
18 provide your address, and then you'll have three minutes.

19 MS. HERMAN: My name is Linda Herman. H-E-R-M-A-N, 9711  
20 Bellevue Drive, Bethesda, Maryland.

21 Most residents in our neighborhood have owned our homes

1 for 20 plus years and purchased the homes based on the location  
2 and surroundings at the time of purchase. To find out now after  
3 living in our homes 20, 30 or 40 years, and paying taxes and  
4 upgrading our properties, that part of our property is being  
5 taken, our health is being compromised, both air quality as well  
6 as noise, and our yards are being turned into freeways, is  
7 beyond comprehension to say the least.

8 To respond to these studies that were completed well  
9 before the COVID-19 virus and prior to most businesses,  
10 including Montgomery County government, which has 10,000  
11 employees and is one of the largest employers in the county,  
12 realizing that teleworking by their employees at home was not  
13 only feasible, but resulted in substantial cost savings to the  
14 employer as well as the employee.

15 The single event has changed the lives of so many people.  
16 Since the virus began, studies have shown that companies are not  
17 renewing leases for office space, retail establishments have  
18 filed for bankruptcy and are closing their stores, and  
19 20-somethings that are renting apartments are now moving back  
20 home in with their parents to work from home.

21 None of these known facts are documented by the studies

1 conducted by the State to expand the Beltway. They should be  
2 ashamed of themselves. The federal government has reported  
3 numerous times in their studies that the consolidation of their  
4 office presence in and around Washington D.C., Maryland and  
5 Virginia, has removed more individuals to working remotely from  
6 home.

7 Companies in Bethesda and other local jurisdictions are  
8 using hoteling, the practice of providing only shared office  
9 space to their employees as needed and allowing them the  
10 opportunity to work from home.

11 Again, these known facts do not appear to have been  
12 studied as part of the widening of the 495 project.

13 In addition, the COVID-19 virus has resulted in the state  
14 revenues being severely impacted. Where has this been factored  
15 into the study? How can the State support such a project and  
16 still pay for schools, retirement and health insurance  
17 liabilities for thousands of retirees? Where has this been  
18 factored into the studies?

19 The State's reports reflect the environmental impact of  
20 widening the Beltway results in parkland being taken, air  
21 quality being reduced, and noise level increased all for what

1 purpose? All so that people are not impacted by these events  
2 can save 30 minutes a day in their daily commute. You're going  
3 to do that to homeowners. Is that the value the State places on  
4 property owners' lives and the benefits of our park system  
5 providing?

6 The State needs to ask themselves who it is they're trying  
7 to help and whether a possible 30-minute change per day in  
8 commuting time really helps anyone's life versus the lives that  
9 it is hurting. The State was unable to confirm what the  
10 current noise level is in my backyard. How can they state that  
11 the new wall with an additional two to four lanes of traffic  
12 will result in lower level of noise? The State study appears to  
13 imply the new walls being built will stop the noise level.  
14 However, my property has the highest noise level in the entire  
15 area being studied.

16 Thank you for the opportunity to provide comments on this  
17 matter.

18 MR. BING: Why don't you stay up there for a second,  
19 Linda. Our next person is Lydia Thorndyke. But Lydia has  
20 provided a Power of Attorney to Linda Herman to make comments  
21 for her. Linda, if you could spell your name and then spell

1 Lydia's name and then provide the address as well just for the  
2 record, and then you can make comments on behalf of Lydia.

3 MS. HERMAN: My name is Linda Herman, H-E-R-M-A-N. I'm  
4 speaking on behalf of Lydia Thorndyke, T-H-O-R-N-D-Y-K-E, who  
5 lives at 9713 Bellevue Drive at Bethesda, Maryland.

6 MR. BING: Go ahead. You have three minutes.

7 MS. HERMAN: Lydia asked me to let you know that Linda  
8 Herman is her Power of Attorney. She's 94 years old and cannot  
9 attend this session in person although she would have loved to  
10 look at everybody in the face and ask what are you doing to my  
11 life and my property?

12 She has lived in her home for 44 years and to find out now  
13 after 40 plus years of living there that part of her property is  
14 being taken, her health is being compromised, both in air  
15 quality as well as the noise level, her yard is being turned  
16 into a freeway, is enough to send her to her grave. All of this  
17 for what? For someone to save thirty minutes a day in their  
18 commute.

19 To respond to the studies that were completed well before  
20 the COVID-19 virus and prior to most businesses teleworking  
21 their employees were not part of the study that was conducted.

1 The single event of COVID-19 has changed so many people's lives.

2

3 Since the virus began, studies have shown that companies  
4 are not renewing leases for their office space, retail  
5 establishments have filed for bankruptcies and are closing their  
6 stores and 20-somethings that were renting apartments are now  
7 moving back home to live with their parents. None of these now  
8 known events are documented by the studies conducted by the  
9 state to expand the Beltway.

10 The report reflects that the State did not consider the  
11 impact of these events on their proposal to widen the Beltway.  
12 In addition, the COVID-19 virus has resulted in the state  
13 revenues being severely impacted. Where was this factored into  
14 the study? How can the State support such a project and still  
15 pay their other expenses? Where has this been factored into the  
16 studies?

17 I and my fellow Locust Hill residents cannot support the  
18 project because of the potential instability of the public  
19 private partnership P3 funding mechanism which has become very  
20 evident with the problems with the Purple Line noted weekly on  
21 the news and in the press. These are substantiated facts that

1 the State must address before any decision is made about the  
2 expansion of the Beltway.

3 As stated earlier, the State needs to study the changes in  
4 traffic patterns due to teleworking before it can say that the  
5 expansion of the Beltway is still needed. This has not been  
6 done, but absolutely must be done before any decision is made.

7 As the saying goes, the cart has been put before the horse  
8 in this matter. Thank you.

9 MR. BING: Thank you very much. We are going to go to our  
10 next speaker. We're going to clean the podium and microphone.

11 Our next speaker will be Justin Gallardo. Justin as you  
12 come up, you can remove your mask and you will have three  
13 minutes. If you could just state your name, spell your name and  
14 provide your address.

15 MR. GALLARDO: Good evening. I hope you all can hear me.  
16 I am Justin Gallardo. J-U-S-T-I-N. Last name G-A-L-L-A-R-D-O.  
17 I live at 3409 ½ East Joppa, J-O-P-P-A, Road, Parkville,  
18 Maryland 21234.

19 You're probably already asking why I came so far to speak.  
20 I speak because I greatly oppose the expansion of I-270 and  
21 I-495 and support a no-belt option.

1       Montgomery County and Prince George's County are of my  
2 favorite places to visit in the state. I am a graduate of the  
3 University of Maryland College Park after all. I spend a lot of  
4 time bonding with friends, exploring its history, and its  
5 forever changing culture, and I strongly praise the embracing of  
6 urbanism park space, environmental activism and ecological  
7 conservation in this area.

8       Last year, as a member of the Chesapeake Conservation  
9 Corps, I had the wonderful opportunity to do a stream evaluation  
10 of Rock Creek with the Audubon Naturalist Society in Chevy  
11 Chase. The evaluation showed that the water quality was poor.  
12 This DEIS doesn't analyze how it will reduce storm water impact  
13 for these counties already struggling with it, and as our  
14 friends in California are struggling with wildfires, this is the  
15 perfect time to bring up the fact that DEIS fails to acknowledge  
16 the increase of carbon emissions and other greenhouse gases  
17 during the construction phase and once the project is complete.

18       It needs to acknowledge the rise of telecommuting as that  
19 has greatly increased since the COVID-19 outbreak. It seems  
20 this form of labor is moot for any need to expand the interstate  
21 system.

1 It brings me to this final point. Every time I pump gas, I  
2 expect that that tax money goes towards capital projects that  
3 will improve transit equity and benefit the next generation.  
4 Specifically, one that cannot afford an automobile. The DEIS  
5 doesn't explain how this will benefit low income families who  
6 already have to pay expensive tolls and that's a big proportion  
7 of anyone's budget.

8 This proposal is a solution for a bygone era. The  
9 pandemic, racial justice summer and ongoing climate crisis tells  
10 us we can do better. For a state that has the Purple Line and  
11 the Flash Bus Rapid Transit under construction and is the  
12 process of shutting down coal power plants and improving our  
13 energy efficiency, I refuse to accept that widening is the only  
14 solution. I refuse to accept a waste of a capital project that  
15 will only benefit the well-off and be a stab to the heart to all  
16 the environmental progress made in this state.

17 I support a no-build option. Thank you for your time.

18 MR. BING: Thank you, Justin. We're going to go to our  
19 next speaker after we get the microphone area cleaned.

20 We are going to hear from Montgomery County Executive Marc  
21 Elrich. County Executive Elrich, please come on up. You will

1 have five minutes. If you could just state your name, spell  
2 your name, and provide an address.

3 MR. ELRICH: I think you'll hear me better if I remove  
4 this for the time being.

5 MR. BING: Hold on for one second. We're going to raise  
6 the microphone a little bit for you. Someone's coming behind  
7 you to help out.

8 MR. ELRICH: Thank you for giving me a chance to speak  
9 today. My name is Marc Elrich. M-A-R-C E-L-R-I-C-H. I'm the  
10 County Executive from Montgomery County.

11 I think you guys are going to be familiar with the  
12 territory I'm going to cover today. We are not supporting going  
13 forward as it stands right now. We find that the State has  
14 structured this as an all-or-nothing project inspired by ruling  
15 out transit and other alternatives.

16 It's left us with either you support tollings or you don't  
17 support doing anything, and we've never believed that was the  
18 alternatives. We think that there should've been other options  
19 studied and this sets the project up. It's really going to be  
20 in opposition to what most of the public thinks should be done  
21 right now. I think it leads unnecessarily to conflict.

1       There are a lot of people, for example, who separate what  
2 you could do on 270 and the American Legion Bridge, you'd be  
3 hard put to find anybody who said don't improve the American  
4 Legion Bridge or make some improvements along 270, which is way  
5 different than how people feel about the Beltway. But we're  
6 given again this kind of all-or-nothing approach to things which  
7 we think is unfortunate.       It's confusing for the public the  
8 DEIS that's under review isn't even the DEIS for the project  
9 that's going to be built. I don't know how you reviewed the  
10 DEIS if it's not for the project that you're being asked to  
11 build. So, we view that as another major problem. And, our  
12 comments, you'll be hearing more from us, when we actually get  
13 to see the final documents you have which I can't comment on  
14 because we haven't seen them yet.

15       Like other parties you've heard from, we believe there are  
16 better uses of resources and we do believe in the necessity of  
17 moving people, but we think there are other ways of dealing with  
18 these bottlenecks and we would urge you to think about that.

19       The project claims to improve traffic, but the analysis  
20 itself finds that in many cases, the managed lanes barely  
21 perform better than general purpose lanes. I know that

1 northbound, when the managed lanes end, they created major  
2 congestion problems going north in the afternoon. This is not a  
3 complete solution to a problem which we think merits a more  
4 complete solution.

5 The general lanes themselves worsen in most segments. So,  
6 basically you're taking the people who can least afford to use  
7 the managed lanes and worsening their commute out of what's  
8 supposed to be a public road. You're denigrating the quality of  
9 travel on a public road to privileged people who can pay for the  
10 toll lanes, and you have to charge high enough prices on the  
11 toll lanes in order to keep people who are using the public road  
12 from being able to use the toll lanes.

13 It's kind of counterintuitive and it certainly is an  
14 equity issue in terms of who benefits and who doesn't benefit  
15 from this project. There's been no detailed evaluation of the  
16 interchanges in connections to local arterials. The DEIS  
17 doesn't consider what will happen to roads like [Gudi],  
18 Connecticut Avenue, and Colesville Road when more traffic is  
19 sent to them faster.

20 I point out that I live near Georgia Avenue. At one  
21 point, there was one lane coming off of the Beltway onto Georgia

1 Avenue and the traffic backed up to the bridge that we used to  
2 call the Surrender Dorothy Bridge. After adding a second lane  
3 to that exit, the traffic still backs up on the Beltway, and  
4 sometimes impairs the flow of the thru-lane.

5 So, even adding two exits to that have not solved the  
6 problem because Georgia Avenue does not work. So, speeding up  
7 people around the Beltway so they can get off at Georgia Avenue  
8 and Connecticut Avenue when those roads aren't moving does not  
9 solve the problem and the State does not have a complete  
10 solution that ties not only the improvements to this project to  
11 what you would need to move traffic and create capacity on the  
12 roads that this project feeds into.

13 I guess although we consider I-270 and I-475 vital, they  
14 certainly already impact the environment and have serious  
15 impacts on Rock Creek Park. While those impacts haven't been  
16 addressed for decades, this project certainly threatens to make  
17 those impacts worse. We're all baffled by the claim that this  
18 is an environmentally friendly project when the likelihood is  
19 that it induces more people to drive. It totally favors driving  
20 over transits. It doesn't even attempt to create a balanced  
21 transit system, and while we are working with the State and

1 trying to negotiate what would be the payments or how they would  
2 handle tolls, we have no assurance that we would get adequate  
3 money from the State in any toll arrangement that would allow us  
4 to build transit that might otherwise mitigate some of this  
5 impact.

6 I'll just close as I see I'm running out of time.

7 MR. BING: You can take extra time if you need it.

8 MR. ELRICH: Thank you. I wanted to say something about  
9 contracting and financing. A lot of work was done on the Purple  
10 Line before that contract was ever let. We obviously saw how  
11 that played out today. Not very well and not all the delays  
12 were caused by court cases. Some of it had to do with unforeseen  
13 things in that project. The pipes under WSSE, the crash wall  
14 next to the Metro, they're just part of some of the problems  
15 that were encountered.

16 This project, which is ready to go to P3, has had none of  
17 the scrutiny and study that was done on the Purple Line. We  
18 don't have a lot of confidence that the State is able to manage  
19 this project. We don't have a lot of confidence based on the  
20 way the P3 was structured that the State could manage a second  
21 P3 in a way that doesn't ultimately leave the State vulnerable

1 to what essentially is blackmail. Somebody can walk off a  
2 half-done job because they didn't get the money they wanted, and  
3 there is no process that requires a mandatory reaching of an  
4 agreement by neutral arbiter. Then there is no way you don't  
5 put yourself in a position to be abused, and the State has  
6 experienced that today. We don't have the level of confidence  
7 the State's ready to manage a P3 at this magnitude and with as  
8 many things that are likely to be unknown on this project that  
9 dwarf the scale of the project that was the Purple Line.

10 If this is the predetermined view of the State, they're  
11 going to go through with this anyway. We're going to continue  
12 to work with you. One of my staff members is on the committee,  
13 but we need a look at everything from the environmental impacts,  
14 to the impacts on the roads this thing is going to empty into,  
15 to certainty about how the local jurisdictions will receive  
16 tolls in order to pay for alternative infrastructure, and  
17 frankly, we all think you ought to go back and look at the  
18 drawing board.

19 In the world of COVID, there's no guarantee. Look at us  
20 today. There's no guarantee people are going back to work in  
21 offices in the numbers they went to before. You could very

1 easily be building for a world that existed the day before  
2 COVID, but won't exist when this is over with.

3 Thank you very much for your indulgence. Say hi to Greg.

4 MR. BING: Thank you Mr. County Executive. At this time,  
5 there are no other people who have registered at the  
6 registration table to provide testimony. We are going to go  
7 into recess. This session will remain open until 7:30. Right  
8 now, it is approximately 6:10. We are going to go into recess.  
9 I will come back with an update at 6:30 or sooner if someone  
10 arrives who wants to provide testimony. At this point, we are  
11 in recess.

12 (In Recess)

13 MR. BING: It's 6:30. We are in recess. Right now we do  
14 not have anyone who has entered the Hearing Room to provide  
15 public testimony so we will remain in recess. Again, it's 6:30.  
16 This session will remain open until 7:30 and then we will have  
17 a final session from 7:30 to 9:00. I will come back at 7:00 to  
18 provide an update unless we have someone enter the Hearing Room  
19 to provide testimony. We remain in recess.

20 (In Recess)

21 MR. BING: It is approximately 7:00. We are still in

1 recess. We have not had anyone else come to enter the Hearing  
2 Room to provide public testimony. We will stay in recess. If  
3 someone does come in, we will take their testimony, but if not,  
4 I will come back at 7:30 to close out this Session 4.

5 Again, our hearing is running from 12 to 9:00, but we have  
6 broken them into sessions. Our fifth and final session will  
7 start at 7:30 and run from 7:30 to 9:00. We remain in recess.

8 MR. BING: It's 7:30. We are going to end our Session 4  
9 and we do have one more session left that starts at 7:30 and  
10 will run until 9:00. We are going to take a one or two-minute  
11 break and then we will begin this session. This will be the  
12 last session for today's Public Hearing which does end at 9:00  
13 tonight. We will take a quick break and we will be right back  
14 to reading our prepared statement and then taking any public  
15 testimony if anyone does show up to provide it. Thank you.

16 (In Recess)

17 MR. BING: We are back. It's 7:30 p.m. We are going to  
18 start our final session for the September 10th Public hearing.  
19 I'm going to read in some prepared statements and then we will  
20 hear from one of our agency representatives. Then if we do have  
21 anyone who shows up, we will take their public testimony.

1 Good evening. I am Andrew Bing with the Maryland  
2 Department of Transportation, State Highway Administration,  
3 abbreviated MDOT SHA. Today is the last of six joint public  
4 hearings that MDOT SHA will be conducting for the I-495 and  
5 I-270 Managed Lanes Study Draft Environmental Impact Statement  
6 or D-E-I-S, the Draft section 4(f) Evaluation, and Joint Permit  
7 Application, or J-P-A.

8 I will be the Hearing Officer and am responsible for  
9 running today's public hearing. Today's public hearing is being  
10 held jointly by MDOT SHA, the Federal Highway Administration,  
11 and the Maryland Department of the Environment (MDE). On behalf  
12 of these agencies and the Federal Highway Administration as the  
13 lead agency, I welcome you.

14 The purpose of this hearing is for interested parties to  
15 provide official testimony and comments on the Study's proposed  
16 alternatives and associated impacts as detailed in the DEIS, and  
17 the floodplain, waterway and nontidal wetland impacts detailed  
18 in the Federal/State JPA.

19 Today I'll provide a brief overview of the Managed Lanes  
20 Study background and the aquatic resource impacts documented in  
21 the JPA. I will introduce the panelists and identify ways for

1 you to comment on the DEIS and JPA. Some panelists will then  
2 give statements on behalf of their agency. Finally, I will  
3 review the hearing procedures and start calling on participants  
4 to provide testimony.

5 The purpose of the I-495 and I-270 Managed Lanes Study is  
6 to develop a travel demand management solution or solutions that  
7 addresses congestion, improves trip reliability on I-495 and  
8 I-270 within the study limits, and enhances existing and planned  
9 multimodal mobility and connectivity. The needs for the Study  
10 are: Accommodate existing traffic and long-term traffic growth;  
11 enhance trip reliability; provide additional roadway travel  
12 choices, improve the movement of goods and services; and  
13 accommodate Homeland Security.

14 In addition, two goals were identified for the Study;  
15 incorporate alternative funding sources to achieve financial  
16 viability and environmental responsibility.

17 The study limits include I-495 from south of the George  
18 Washington Memorial Parkway in Fairfax County, Virginia,  
19 including improvements to the American Legion Bridge over the  
20 Potomac River to west of MD 5 and along I-270, from I-495 to  
21 north of I-370, including the east and west I-270 spurs in

1 Montgomery and Prince George's Counties, Maryland.

2 In addition to the no-build alternative, there are six  
3 Build Alternatives under consideration for improvements within  
4 these limits. Alternatives 8, 9, 9 Modified, 10, 13B and 13C.

5 Aquatic resource impacts would range from between 155,229  
6 and 156,948 Linear Feet of streams, between 16.1 and 16.5 acres  
7 of nontidal wetlands, between 52.7 and 53.6 acres of wetland  
8 buffers, between 116.5 and 120 acres of FEMA 100-year  
9 floodplains.

10 Detailed impacts by alternative can be found in the DEIS,  
11 the JPA and the JPA Public Notice. Please be reminded that all  
12 hearing materials, including the online narrative display  
13 materials, are available on the Program website  
14 [495-270-p3.com/DEIS](http://495-270-p3.com/DEIS).

15 Today's public hearing is being audio-recorded. The  
16 official transcript of the Joint Public Hearing testimony will  
17 become part of the Project record and will be available for  
18 public review on the Program website.

19 I will now introduce representatives of MDOT SHA, FHWA and  
20 MDE who are in attendance for today's hearing:

21 Lisa Choplin, I-495 & I-270 P3 Program Director, MDOT SHA.

1 Jeff Folden, I-495 & I-270 P3 Program Deputy Director, MDOT  
2 SHA. Caryn Brookman, I-495 & I-270 P3 Program Environmental  
3 Program Manager, MDOT SHA.

4 Shabnam Izadi, Title VI Coordinator, MDOT SHA. Shabnam is  
5 listening live to the hearings remotely. Jeanette Mar, FHWA  
6 Project Delivery/Environment Team Environmental Manager, and  
7 Amanda Sigillito, Nontidal Wetlands Division Chief, Maryland  
8 Department of the Environment.

9 On behalf of Shabnam Izadi, the Title VI Officer for  
10 today's public hearing, I will explain the significance of Title  
11 IV and how it relates to the transportation project planning  
12 process.

13 Title VI of the Civil Rights Act of 1964 was put into  
14 effect to prohibit discrimination on the basis of race, color,  
15 or national origin. To support the Act, the United States  
16 government designated additional statues, laws, regulations and  
17 executive orders to provide guidance for the effective execution  
18 of the objectives of Title VI.

19 As a recipient of federal funds, MDOT SHA is responsible  
20 for upholding the principles of Title VI of the Civil Rights Act  
21 of 1964 and related guidance. MDOT SHA's policies and programs

1 should not discriminate against people on the grounds of race,  
2 color, national origin, sex, age, English proficiency, income  
3 level, or disability. The MDOT SHA policies and programs should  
4 avoid disproportionately high or adverse impacts on minority  
5 populations and low-income populations.

6 MDOT SHA seeks to provide citizens, stakeholder groups and  
7 other interested parties with reasonable opportunities to be  
8 involved in the planning process.

9 With that said, MDOT is required to capture this data to  
10 demonstrate its compliance with Federal Regulation 23 CFR 200.9  
11 (b) (4), and more importantly, to consider the transportation  
12 needs of the community by hearing from you. Compliance is  
13 voluntary.

14 However, in order to demonstrate compliance with the  
15 federal regulations, the information requested must be  
16 documented when provided. It will not be used for any other  
17 purpose, except to show that those who are affected by the  
18 project or have an interest in the project have been given an  
19 opportunity to provide input throughout the planning process.

20 We invite you to take our Voluntary Demographic Survey.  
21 This survey will help us to ensure that we are reaching the

1 communities that are affected by the I-495 and I-270 Managed  
2 Lanes study. If you have questions or need assistance, call  
3 410-545-0377. For more information regarding Title VI of the  
4 Civil Rights Act of 1964 and other non-discrimination laws,  
5 review the civil rights under Title VI brochure.

6 Both the survey and brochure can be found on the Program  
7 website by visiting the Participate and Provide Feedback page,  
8 as well as at the registration table.

9 Any member of the public has the right to file a  
10 discrimination complaint against MDOT SHA if she or she feels  
11 MDOT SHA does not comply with Title VI of the Civil Rights Act  
12 of 1964 and the related statutes. The process for filing a  
13 complaint is outlined in the Title VI brochure located on the  
14 website and also at the registration table.

15 Lastly, if you or someone that you know speaks limited  
16 English and may need translation services to get project  
17 information, please call 833-858-5960 for assistance.

18 At this time, I will now turn the proceedings over to  
19 Amanda Sigillito with MDE to provide her statement.

20 MS. SIGILLITO: Hello and good evening. My name is Amanda  
21 Sigillito and I am the Chief of the Nontidal Wetlands Division

1 at the Maryland Department of the Environment, abbreviated MDE.  
2 I am the Panelist representing MDE at this public informational  
3 hearing for the I-495 & I-270 Managed Lane Study Joint Permit  
4 Application. MDE appreciates both your interest and  
5 participation in the public comment process.

6 It is the responsibility of MDE to evaluate applications  
7 that propose impacts to nontidal wetlands, the nontidal wetland  
8 buffer and waterways, including the 100-year nontidal  
9 floodplain.

10 MDE's authority is found in Subtitles 5 and 9 of the  
11 Environment Article. Each application received through our  
12 regulatory program has specific and unique issues and impacts  
13 that must be considered in relationship to weighing the  
14 potential benefits and detriments of the Project.

15 MDE is neither a proponent nor opponent of any project.  
16 This public informational hearing is being conducted pursuant to  
17 subsection 5-204 of the Environment Article and Code of Maryland  
18 Regulations 26.23.02.02 and 26.17.04.13.

19 The purpose of this public informational hearing is to  
20 provide the applicant with an opportunity to present an analysis  
21 of impacts that may be associated with the proposed activity.

1 In addition, the hearing provides MDE with an opportunity to  
2 solicit additional information from interested persons.

3 This public informational hearing is for the Nontidal  
4 Wetlands and Waterways Permit Application No.  
5 20-NT-0114/202060649 submitted by the Maryland Department of  
6 Transportation, State Highway Administration for the proposed  
7 construction of managed lanes along the I-495 and I-270  
8 corridors within Montgomery and Prince George's Counties.

9 Please note that when MDE issues its decision on the  
10 permit application, the accompanying information will be sent to  
11 the interested persons list, as well as to the applicant. At  
12 that time, MDE's decision will be a final agency determination.  
13 There will be no further opportunity for administrative review.

14 Any person withstanding who is either the applicant or who  
15 participated in the public participation process through the  
16 submission of written or oral comments may petition for judicial  
17 review in Circuit Court. The petition for judicial review must  
18 be filed within 30 days of the publication of MDE's permit  
19 decision. At this time, I will be turning the proceedings back  
20 to Mr. Bing. Thank you.

21 MR. BING: Thank you Amanda. There are multiple ways to

1 comment on the DEIS and JPA. You can provide oral testimony  
2 through the public hearing or leave your testimony by voicemail.  
3 You can also complete a Comment Form online or send an email or  
4 written letter.

5 Details on ways to comment can be found on the Program  
6 website by visiting the Participate and Provide Feedback page.  
7 Comments on the DEIS must be received before 11:59 PM on November  
8 9, 2020. Comments related to the JPA can be mailed or emailed  
9 to USACE Baltimore District or MDE Wetlands and Waterways  
10 Program by October 8. Please continue to visit the Program  
11 website, [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS) for updates. All comments  
12 received, whether at the hearing through oral testimony or  
13 through other methods such as a Comment Form, a voicemail, an  
14 email or a letter, will be given equal consideration.

15 Again, the purpose of this public hearing is to allow  
16 interested parties to provide public comments on the DEIS and  
17 JPA. Tonight's joint public hearing is available to listen live  
18 by phone. Call-in information is available in the hearing  
19 brochure.

20 My role as the Hearing Officer is to run a professional  
21 and orderly joint public hearing. I understand how important

1 the issues are related to the DEIS and the JPA and I take my  
2 role as Hearing Officer seriously.

3 I am committed to providing members of the public an  
4 opportunity to provide comments in an organized, fair,  
5 professional and orderly manner. Offensive or profane language  
6 will not be allowed.

7 I also want to let everyone know that the Agency  
8 representatives as well as myself will not be answering  
9 questions or responding to any comments made during the hearing.  
10 Responses to comments will be included in the Final  
11 Environmental Impact Statement.

12 If you have joined us today to listen to the public  
13 hearing and would like to provide testimony, you may leave  
14 recorded testimony via voicemail by calling 855-432-1483.  
15 Registration is not required to leave recorded testimony via  
16 voicemail.

17 The panelists are interested in hearing comments about the  
18 Study from all interested individuals. Please remember that we  
19 are recording this hearing, speak directly and clearly into the  
20 microphone, and provide your full name, address and any  
21 organization you may represent.

1 To ensure all will be heard, there will be a three-minute  
2 time limit for public testimony and a five-minute time limit  
3 for elected officials. Your time will start after you introduce  
4 yourself. As a Hearing Officer, if you are unable to conclude  
5 your comments at the end of your time period, I will ask you to  
6 finish up your testimony.

7 At this time, we are done with our prepared statements.  
8 We do not have anyone who has entered the Hearing Room to  
9 provide public testimony. We will be in recess. This hearing  
10 will remain open until 9:00. I will come back and provide an  
11 update at 8:00 and then, obviously, if we have anyone who shows  
12 up we will take their testimony, but we will be in recess until  
13 8:00. Thank you.

14 (In Recess)

15 MR. BING: It's 8:00. We still have not had any people  
16 who have come in to provide public testimony. So, we will  
17 remain in recess. I will come back at 8:30 to provide an  
18 update. We remain in recess.

19 (In Recess)

20 MR. BING: It is approximately 8:30 and we still do not  
21 have any members of the public here to provide public testimony.

1 This public hearing will remain open until 9:00. We will come  
2 back and close out the hearing. If someone does come in, we  
3 will allow them to make their public comments, but until then,  
4 we are in recess. Thank you.

5 (In Recess)

6 MR. BING: It is approaching 9:00. We are going to close  
7 today's public hearing. This is the last public hearing for the  
8 Draft Environmental impact and JPA. We appreciate everyone who  
9 came out today to provide testimony. We thank our panelists.  
10 We thank all the staff who put on this event and this hearing is  
11 closed. Thank you very much.

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CERTIFICATE

I certify that the foregoing is a correct transcript from the electronic sound recording of the proceedings in the above-entitled matter.

Vivian Saxe

September 15, 2020

VIVIAN SAXE, CERT\*\*D 631

DATE

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1 I-495 AND I-270 MANAGED LANE STUDY

2  
3  
4 JOINT PUBLIC HEARING

5  
6  
7  
8 Thursday, September 10, 2020

9  
10 3:00 pm

11 HOMEWOOD SUITES BY HILTON

12 9301 BASIL COURT

13 LARGO, MARYLAND 20774

14  
15  
16  
17  
18  
19  
20 Reported by:

21 Conrad A. Ragone, Notary Public

## 1 P R O C E E D I N G S

2 (3:00 p.m.)

3 MR. CARLISLE: My name is George  
4 Carlisle, G-E-O-R-G-E, C-A-R-L-I-S-L-E. My  
5 primary residence is at 11501 Manor Stone Lane  
6 Columbia, Maryland, 21044.

7 I'm grateful for the detailed information  
8 that has been provided by MDOT to help the public  
9 understand the dimensions of this potential  
10 project. I've browsed and read over 20,000 pages.

11 After reading these documents I have  
12 decided to vote for the No Build option. My  
13 summary decision comments are based on the  
14 following concerns: One, the solutions presented  
15 are temporary fixes. We will never have enough  
16 roads in Maryland as long as we keep developing  
17 homes and apartments.

18 No. 2, Trans Urban. I'm unsettled about  
19 their business practices with the current Maryland  
20 Administration, and whether they should be given a  
21 monopoly on Virginia and Maryland roadways.

1           No. 3. In my opinion this project has  
2 too many hidden costs and the project costs are  
3 too low.

4           No. 4. This project is too big and long  
5 for true accountability. No. 5. Due to COVID-19,  
6 I think the traffic models in the reports are  
7 questionable now.

8           No. 6. Due to COVID-19 I have watched  
9 the Purple Line construction, another big Maryland  
10 Project, enter a period of near collapse due to  
11 delays.

12           What if this happens on the 270 and 495  
13 P.3 and the cost balloon. Ultimately I feel the  
14 most practical solution is to reduce the number of  
15 cars on Maryland roads.

16           We need to take a page from Virginia's  
17 Transit Playbook and boldly expand the Metro  
18 Subway Line to Frederick County, Maryland.  
19 Expanding will allow accelerated wealth creation  
20 in ease commuting to Frederick, Carroll,  
21 Washington, Allegany, Western Howard Counties, and

1 parts of West Virginia.

2 I have given a three-minute summary of my  
3 detailed comments. I will submit detailed  
4 comments before the new deadline. Thank you for  
5 taking my comments.

6 MR. VAGHI: Yes, my first name is Nino,  
7 N-I-N-O. The last name is Vaghi, V as in  
8 Virginia, A-G-H-I, 4225 Dresden Street,  
9 Kensington, Maryland. Thank you very much for  
10 inviting me here. I just gave my testimony  
11 earlier today, and my testimony essentially was  
12 that I'm against the two additional lanes,  
13 actually four lanes. We're talking two on each  
14 side of the Beltway.

15 I live off of Connecticut Avenue and  
16 Connecticut Avenue is a nightmare. I went down  
17 Connecticut Avenue 50 years ago when I was a  
18 student at St. John's College High School. So I  
19 went down to St. John's and the traffic was  
20 terrible. It was terrible.

21 Today it's terrible and now we're talking

1 about adding two additional lanes to the Beltway  
2 and when you increase the speed of cars, let's say  
3 you go from, let's say right now it's 10 miles an  
4 hour. When the construction is finished, let's  
5 say we get to 40 miles an hour. So we go from 10  
6 to 40 and when you increase the speed, you would  
7 increase the number of cars that are going to exit  
8 off these roads. And I use Connecticut Avenue as  
9 an example.

10 So you're going to get an increase in the  
11 number of cars. The report if I read it right,  
12 said it's not going to increase. And I'm confused  
13 on why they believe that way.

14 But when you increase the traffic, I  
15 don't know what's going to go. There's no more  
16 room. So what happens, the traffic is going to  
17 back up onto the Beltway again. They never really  
18 fixed the initial problem with fixing the traffic  
19 problem.

20 That's true with all of Georgia, New  
21 Hampshire Avenue, Route 29. If the traffic goes

1 up to 40 miles an hour, the number of cars driving  
2 by it have been increased twofold or threefold and  
3 there's no place for the cars to go.

4 As I mentioned in my prepared testimony  
5 this morning, the lanes that go from inside the  
6 City were all designed over 229 years ago by  
7 Pierre Lafont. Those roads were all three-lane  
8 highways. That was 229 years ago. So all these  
9 roads heading downtown from the Beltway, they're  
10 all three lanes. Today there are three lanes.  
11 Five hundred (500) years from now it will still be  
12 three lanes.

13 So you can't widen those roads because a  
14 lot of the buildings and homes are built right up  
15 to the roadside, so it's impossible to expand  
16 those roads. Pierre Lafont, he had visions that,  
17 you know, I'll do three lanes. That will be good  
18 for the mix, whatever, 200 years.

19 But in a nutshell, I'm against that. I'm  
20 against this expansion because it's not going to  
21 fix anything. It's just going to put more roads,

1 more cars on the roads. It's not going to fix  
2 anything. We'll be smelling more Co2 and more  
3 pollution. What do we do another 30 years from  
4 now? Do we add another two lanes? Nobody is  
5 fixing the problem.

6 The consultants and the engineers, they  
7 ought to be ashamed of themselves for not thinking  
8 something different, and the different is taking  
9 cars off the road. We're all green, we all want  
10 cars off the road. I drive a Tesla. I haven't  
11 been to a gas station in years. I love it.

12 Now, that was my prepared testimony this  
13 morning. So how do we fix it? Well, I have a  
14 solution. It's called Park & Rail. It is a  
15 unique solution that will take the cars off the  
16 Beltway, not only in Washington, D.C., but in 200  
17 other cities around the world.

18 It works with a subway system and there's  
19 only 200 cities in the world that have subway  
20 systems. In the United States we have 15 systems;  
21 in China there's 42, I believe. And in the United

1 States, there's only, the oldest is New York and  
2 the youngest is L.A. So for this to work you need  
3 to have to work with the Subway.

4 If you look at Route 270 which is right  
5 near us where we're talking today, cars come down  
6 270 from Frederick. There's no place for those  
7 cars to exit off of 270 and to get onto a Subway.  
8 There's only one stop. That's Shady Grove Road  
9 filled by 6 o'clock in the morning. It's two and  
10 a half miles, so you can't get off 270 for two and  
11 a half miles, find out it's full and then you go  
12 back two and a half miles and you're going to be  
13 late for work.

14 So I picked five Interstates that come  
15 down into the Beltway area. None of these have  
16 exits to a Subway stop. Zero. These cars are  
17 stuck on the Beltway or heading downtown. They  
18 are stuck. There's no way you can do it. The  
19 same way with 66. There's no parking off 66 to  
20 hop on a Subway and head downtown, none at all.

21 95 over in Virginia, heading down from

1 the south up until the D.C. area there's no place  
2 for commuters and there's probably 200,000  
3 commuters a day that drive this parking lot or  
4 road heading toward D.C. Again, there's no Subway  
5 for these people to hop off.

6 Over into Maryland, Route 50 is the same  
7 way. You come up from Annapolis, there's no place  
8 to get off. New Carrollton is the only one that's  
9 full, are I'm proposing to build one of these five  
10 garages on New Carrollton, Route 50, and the last  
11 one will be Interstate 95 from Baltimore heading  
12 south.

13 So the idea is to build five large  
14 parking garages on these five highways. Now  
15 people say well, how are you going to fit 40,000  
16 cars and that's my goal is to get 40,000 cars into  
17 each of the garages.

18 How do you get 40,000 cars going 55 miles  
19 an hour, coming from Frederick heading downtown,  
20 how do you get them into a garage that sits on top  
21 of 270. It would be built on top of 270 and Sam

1 Eig Highway. That section, I beg everybody to go  
2 there and take a look at that intersection. It is  
3 absolutely perfect. It was designed for this.

4 So it would be a huge garage to park  
5 40,000 cars. The Subway will be built into that  
6 facility. All you do is you extend the Shady  
7 Grove Road exit and Metro, you extend it over into  
8 the parking facility on top of 270.

9 So we have the garage. We have the  
10 Subway at each of these stops, there are five of  
11 them. And now how do people park their cars  
12 quickly and get into a Subway car and get downtown  
13 with no headaches. It is absolutely as easy as  
14 could be and the way the parking garage works is  
15 it's a large structure, oval shape. From  
16 Frederick as you're driving toward D.C. off in the  
17 distance you'll see an exit and that exit will be  
18 a four or five-lane car highway that rises on the  
19 outside of this parking garage and goes up at the  
20 same time.

21 So as you're rising up your car has

1 different options. Exit 1, Exit 2, Exit 3, Exit  
2 4. The top could be the last exit.

3 So I'm not using internal ramps. Internal  
4 ramps are dangerous and time consuming and people  
5 won't go up ramps. They want to get out of their  
6 car and on a Subway and get to work. So this is  
7 one ramp, very wide, on the exterior of this oval  
8 shape parking garage and as you come down the  
9 opposite side in the afternoon, the commuters exit  
10 off the other side and head back into the  
11 Frederick area. All right. So that's what  
12 happens. That's how this works. As you go up,  
13 you exit whatever level you want to exit into. As  
14 you come down in the afternoon, head back to  
15 Frederick. All right.

16 Forty thousand (40,000) cars, the Subway  
17 is on the main concourse. People make their way  
18 down to the main concourse and there's different  
19 nice facilities for them. When they arrive, they  
20 can belong to a club like you'd have a beer line,  
21 the American Airlines Club at the airport. You

1 can belong to a club. We would have an area that  
2 should work. You can have a coffee shop.

3 There could be banks there. It could be  
4 all the airlines could be located there. The  
5 departure times and relevant times for all the  
6 airlines in the D.C. area will be there. Amtrak  
7 time will be there, everybody will be represented  
8 in this concourse area.

9 So it's a gathering place. It's a place  
10 to park your car, a place to stop burning fuel.  
11 Every day each car is probably going to save a  
12 gallon and a half. You can do the math. It's  
13 huge. It's a green solution. And we're finally  
14 taking cars off the road. We need to take the  
15 cars off the road. Talk about making two more  
16 lanes on the Beltway. What are we going to do in  
17 40 years? Add two more lanes. No. You have to  
18 take the cars off the roads.

19 So that's pretty much what this is. It's  
20 a parking facility. It's called Park & Rail, Park  
21 & Rail, and the way of getting commuters off the

1 road into a parking space on the concourse area,  
2 hopping a train right away and head downtown. You  
3 can get yourself a cup of coffee, whatever you  
4 want to do before that.

5 Now the nice thing is, and saving the  
6 best for last is that if you are a Marylander and  
7 I am, of 50 -- 68 years, we've been talking about  
8 how to build a bridge, one from Maryland over into  
9 Virginia. They've been talking about it. I just  
10 talked to the mayor of Rockville and I figured  
11 that also. She said what are you going to do, what  
12 are you going to do. And when I told her it was  
13 this, it was real simple. I'm having the subway  
14 come from Shady Grove to this large oval-shaped  
15 parking garage that can park 40,000 cars.

16 When it's time and the local governments  
17 find money, they can extend that Red Line over,  
18 down under the Potomac River on into Virginia and  
19 right down to Dulles Airport. So now I just  
20 solved another problem here and again this is a  
21 commuter facility and we've got people into

1 Virginia. We don't need (inaudible) and a bridge.  
2 We'll never get permission to build a bridge  
3 anyway. Too many people are against it.

4 So the next best thing is just to extend  
5 this out under the Potomac River. And pretty much  
6 that's what the idea is. It's the idea that it's  
7 going to save. It's a green solution. I'm taking  
8 tons of Co2 out of the air. There's 200 subway  
9 systems around the world. We now become green  
10 again. Maryland is very pro-green. Taking the  
11 Co2 out of the air, it's huge, the numbers are  
12 huge. Each day we're going to save 250 gallons of  
13 gas just in D.C. alone; 250 gallons. You know,  
14 there's no reason to -- close to 200,000 cars is  
15 because the cars on the Beltway can now start  
16 traveling at normal speeds. So I'm not just  
17 saving 250,000 gallons of fuel in each of these  
18 garages, but I'm going to save huge number of  
19 gallons because the people on the Beltway, now the  
20 traffic is flowing again. The traffic is flowing  
21 again.

1     Going down D.C. and Interstate 95, the traffic is  
2     beginning to flow again.

3             And most important is right now people  
4     get off these roads and they hop on these back  
5     roads where families live, where they have homes.  
6     For many homes they bypass the Connecticut Avenue  
7     and they go to these back roads, and that will  
8     only get worse with the expansion they're  
9     proposing for the Beltway.

10            I hope I didn't talk too long. That's  
11     all I have, and again it's a green solution and  
12     one final thought, I'd like to add one more thing.  
13     Corona Virus, it's been pretty bad, but I think it  
14     gave us a blessing in a way in that soon  
15     afterwards nobody was driving, airplanes were not  
16     flying. And I'd go outside. It was cool and it  
17     was crystal clean outside and it was cooler. If  
18     somebody can look up the average temperature  
19     during those early months I guarantee it was  
20     cooler. And we took all that Co2 out of the air.  
21            Nobody's driving, nobody's flying. It

1 was a cool spring. And I think that's going to  
2 tell us that hey, maybe there is something here.  
3 Maybe there is something here.

4 When you take all this stuff and all this  
5 fuel, I'm going to leave you the one other  
6 thought. The thought that I borrowed from Elon  
7 Musk and I want to read it to you.

8 It says finally I would like to quote Elon Musk  
9 who's worked on many projects in the traffic  
10 solution space.

11 He was recently quoted as saying either  
12 we try something new or we will all be stuck in  
13 traffic hell for the rest of our lives. Thank you  
14 very much for listening to me.

15 My name is Nino Vaghi. I live on Dresden  
16 Street, in Kensington, Maryland. I'd like to  
17 continue my testimony for a minute or two.

18 The best of my idea of Park & Rail which  
19 will park 40,000 cars off the highway times five,  
20 that's 200,000 cars, maybe 250,000 cars in the  
21 D.C. area, is the cost. Right now Maryland is

1 proposing to spend \$11 billion to build two  
2 additional lanes and that will be a construction  
3 site about 15 miles long. That will be about  
4 five, 6 years in the making.

5 So they budgeted \$11 million. Park &  
6 Rail doesn't cost you anything. It's free. And  
7 my concern is one half mile long. So you have one  
8 half mile construction site versus Maryland  
9 building two lanes on the Beltway which is  
10 approximately 15 miles long.

11 And when I see it's free it's because the  
12 parking garage itself which would be large enough  
13 to park 40,000 cars and have shops. We build at a  
14 cost of around \$2 billion. The costs were paid  
15 for by the taxes and municipal bonds for the State  
16 of Maryland and the costs of extending the Subway  
17 from New Carrollton to the parking garage, the  
18 Park & Rail Garage at 270 and Sam Eig Highway.  
19 That's about a billion dollars.

20 Buy new cars. There's a lot of costs of  
21 doing that. But there's no cost to the taxpayer.

1 They issue tax-exempt municipal bonds for the  
2 building and for the cars, the Metro cars, and the  
3 consumers pay for it. So as they go into the  
4 parking garage and pay another \$6 to \$7 a day and  
5 they take the Subway down there. They pay for the  
6 Subway.

7 So the costs will be paid for by the  
8 folks who use the system every day and it's used  
9 260 days a year and I've seen on weekends also,  
10 but there's plenty of money to pay for this thing  
11 vs. \$11 billion, they talk about building two  
12 additional lanes on the Beltway, a construction  
13 site 15 miles long built over 5 years. It's a  
14 disaster, disaster, and it would cost \$11 billion.  
15 I think that that \$11 billion can be used to help  
16 Maryland pay for some of the Corona Virus costs  
17 that we've incurred over the last 6, 7 months, and  
18 I think the money could be better served by making  
19 up those deficits that we need to pay for, and  
20 every state in the country is having a tough time  
21 paying for these costs.

1           So Park & Rail, there will be five of  
2 these around the D.C. area that pay for  
3 themselves, and it's green. Green, green, green.  
4 Green. With very little Co2 in the air. We're  
5 taking a lot of the Co2 out of the air and I  
6 honestly believe this can be used at the 200  
7 subway systems around the world. That's how many  
8 there are.

9           There's only 15 in the United States that  
10 pay for themselves so we're fixing the problem if  
11 it pays for itself in 200 of the major cities.  
12 And that's all there is, only 200 subways around  
13 the world. There's only 15 in the United States.  
14 New York City is the oldest. L.A. is the  
15 youngest.

16           The other thing that I want to bring up  
17 and the last thought I had was with this working  
18 you now have additional states, additional cities  
19 that now can afford building a subway system  
20 because now they have guaranteed users. And I  
21 think we only have 200 now. I think you could get

1 another hundred over the next 10, 15 to 20 years.

2 If this works, there will be states  
3 saying hey, you know what, the numbers work. Let's  
4 build a subway. Let's use the Park & Rail and  
5 let's get the cars off the road. We got to get  
6 the cars off the road. I own a Tesla. I haven't  
7 been to a gas station in three years. I love it.  
8 I used to drive a lot when I was working and I  
9 filled the car with gas and I'm tired of that.  
10 We're just burning too much fuel, too much fuel.

11 That's it. That's all I have. Thank you  
12 very much for listening to me today. Thank you.

13 MS. HERMAN: My name is Linda Herman,  
14 H-E-R-M-A-N. I reside at 9711 Bellevue Drive,  
15 Bethesda, Maryland in the Locust Hills  
16 subdivision. I'm here to speak against the  
17 widening of the 495 Capitol Beltway. I think that  
18 the studies that have been conducted need to be  
19 revised. The studies were done prior to the  
20 COVID-19 virus and therefore do not reflect the  
21 new attitude of employers in the Tri-state area in

1 Washington, D.C., the State of Maryland and  
2 Virginia.

3 Montgomery County, one of the largest  
4 employers with 10,000 employees, is now requiring  
5 employees to telework and to telework for the  
6 foreseeable future. Factors like this have not  
7 been incorporated into the study done by Maryland.

8 Since the virus began, studies have shown  
9 that companies are not renewing leases for office  
10 space, retail establishments have filed for  
11 bankruptcies, and are closing their stores, and  
12 20-somethings that were renting apartments, are  
13 now moving back in with their parents to work from  
14 home and save money.

15 The Federal Government has reported  
16 numerous times in their studies that consolidation  
17 of their office presence in and around Washington  
18 D.C., the State of Maryland and Virginia as they  
19 move more individuals to working remotely from  
20 home.

21 These known facts were not studied as

1 part of the widening of the Beltway Project. The  
2 State of Maryland taxpayers have spent \$140  
3 million on a study that now needs to be  
4 re-studied. This ongoing study needs to be  
5 revised and needs to be redone and it needs to  
6 incorporate the new world into it. Thank you.

7 (Proceedings adjourned.)  
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1 STATE OF MARYLAND SS:

2 I, a Notary Public of the State of  
3 Maryland, do hereby certify that this transcript  
4 is as true a record of the proceedings as is  
5 audible on the recording.

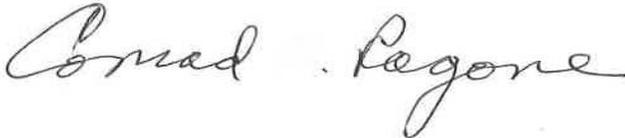
6 I further certify that I am not of  
7 counsel to any of the parties nor an employee of  
8 counsel nor related to any of the parties nor in  
9 any way interested in the outcome of this action.

10 As witness my hand and notarial seal this  
11 15th day of September, 2020.

12 My commission expires:

13 September 21, 2020

14

15   
16

17 Notary Public

18

19

20

21

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