

**I-495 AND I-270 MANAGED LANES STUDY**

**JOINT PUBLIC HEARING**

**Thursday, September 3<sup>rd</sup>, 2020**

**Morning Session: 9:00 am to 12:00 pm**

**Virtual/Online**

**ANDREW BING:** Good morning everyone, and welcome to our September 3<sup>rd</sup> public hearing. Before I make some opening remarks and have one of our panelists makes some opening remarks, I just want to make a couple of quick announcements. First of all, if you are listening to us right now and you have not registered to provide testimony and would like to, you go to the Program website at [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS). You click on the 'joint public hearings' button, you then click on the 'click to register to provide virtual public testimony' button, and from there you can register to provide public testimony. You can also leave a voicemail testimony by calling 855-432-1483. There is no registration required in order to leave recorded testimony. And my final instruction is, if you have registered and you are calling in to provide testimony, you do call the number 855-925-2801 and you will enter your access code, and then you need to listen to the entire welcome message. There will be a welcome message and you must listen to the entire welcome message and then you'll hear, 'for more options, press the star button'. At that point, press the star button, and then when prompted, press the number 3 to enter the speaker queue and that'll get you into the queue to be able to provide public testimony.

So at this point, I'm gonna move forward my prepared statement and there will be a statement from one of our agency representatives and then we will take public testimony. So, good morning, I am Andrew Bing with the Maryland Department of Transportation State Highway Administration, abbreviated MDOT SHA. Today is the fifth of six public hearings that MDOT SHA will be conducting for the I-495 & I-270 Managed Lanes Study, Draft Environmental Impact Statement, or DEIS, the Draft Section 4(f) Evaluation, and Joint Permit Application, or JPA. I will be the Hearing Officer and I am responsible for running today's public hearing. Today's hearing is being held jointly by the MDOT SHA, the Federal Highway Administration, and the Maryland Department of the Environment. On behalf of these agencies and the Federal Highway Administration as the legal lead agency, I welcome you.

The purpose of this hearing is for interested parties to provide official testimony and comments on the Study's proposed alternatives and associated impacts as detailed in the DEIS and the floodplain, waterway, and nontidal wetland impacts detailed in the Federal/State JPA. I will provide a brief overview of the Managed Lanes Study background and aquatic resource impacts documented in the JPA. I will introduce the panelists and identify ways for you to comment on the DEIS and JPA. Some panelists will then give statements on behalf of their agency. Finally, I will review the hearing procedures and open the phone line for live testimony.

The purpose of the I-495 & I-270 Managed Lanes Study is to develop a travel demand management solution or solutions that addresses congestion, improves trip reliability on I-495 and I-270 within the study limits, and enhances existing and planned multimodal mobility and connectivity.

The needs for the Study are:

- Accommodate existing traffic and long-term traffic growth;
- Enhance trip reliability;
- Provide additional roadway travel choices;

- Improve the movement of goods and services; and
- Accommodate Homeland Security.

In addition, two goals were identified for the Study: incorporate alternative funding sources to achieve financial viability and environmental responsibility. The study limits include I-495 from south of the George Washington Memorial Parkway in Fairfax County, Virginia, including improvements of the American Legion Bridge over the Potomac River to west of MD 5 and along I-270 from I-495 to north of I-370, including the east and west I-270 spurs in Montgomery and Prince George's counties, Maryland.

[00:04:24] In addition to the No Build alternative, there are six build alternatives under consideration for improvements within these limits. Alternatives 8, 9, 9 Modified, 10, 13B, and 13C.

Aquatic resource impacts would range from:

- Between 155,229 and 156,948 linear feet of streams;
- Between 16.1 and 16.5 acres of nontidal wetlands;
- Between 52.7 and 53.6 acres of wetland buffers;
- Between 116.5 and 120 acres of FEMA 100-year floodplains.

Detailed impacts by alternative can be found in the DEIS, the JPA, and the JPA Public Notice. Please be reminded that all hearing materials, including online narrated display materials, are available on the Program website: [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS). Today's public hearing is being live-streamed and audio-recorded. The official transcript of the joint public hearing testimony will become part of the project record and will be available for public review on the Program website. I will now introduce representatives of MDOT SHA, the Federal Highway Administration, and the Maryland Department of the Environment, who are in attendance for today's hearing.

Lisa Choplin, I-495 & I-270 P3 Program Director, MDOT SHA; Jeff Folden, I-495 & I-270 P3 Program Deputy Director, MDOT SHA; Caryn Brookman, I-495 & I-270 P3 Program Environmental Program Manager, MDOT SHA; Shabnam Izadi, Title VI Coordinator, MDOT SHA; Jeanette Marr, FHWA Project Delivery Environment Team Environmental Manager; Amanda Sigillito, Nontidal Wetlands Division Chief, Maryland Department of the Environment. And now on behalf of Shabnam Izadi, the Title VI Officer for today's public hearing, I'll explain the significance of Title VI and how it relates to the transportation project planning process.

Title VI of the Civil Rights Act of 1964 was put into effect to prohibit discrimination on the basis of race, color, or national origin. To support the Act, the United States government designated additional statutes, laws, regulations, and executive orders to provide guidance for the effective execution of the objectives of Title VI. As a recipient of Federal Funds, MDOT SHA is responsible for upholding the principles of Title VI of the Civil Rights Act of 1964 and related guidance. MDOT SHA's policies and programs should not discriminate against people on the grounds of race, color, national origin, sex, age, English proficiency, income level or disability. The MDOT SHA policies and

programs should avoid disproportionately high or adverse impacts on minority populations and low-income populations. MDOT SHA seeks to provide citizen stakeholder groups and other interested parties with reasonable opportunities to be involved in the planning process.

With that said, MDOT is required to capture this data to demonstrate its compliance with Federal Regulation 23 CFR 200.9, Subsection (b)(4). And more importantly, to consider the transportation needs of the community, by hearing from you. Compliance is voluntary, however, in order to demonstrate compliance with the federal regulation, the information requested must be documented when provided. It will not be used for any other purpose except to show that those who are affected by the project or have an interest in the project have been given an opportunity to provide input throughout the planning process. We invite you to take our Voluntary Demographic Survey. This survey will help us to ensure that we are reaching the communities that are affected by the I-495 & I-270 Managed Lanes Study. If you have questions or need assistance, call 410-545-0377.

For more information regarding Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, review the Civil Rights under Title VI brochure. Both the survey and brochure can be found on the Program website by visiting the 'Participate and Provide Feedback' page. Any member of the public has the right to file a discrimination complaint against MDOT SHA if he or she feels MDOT SHA does not comply with Title VI of the Civil Rights Act of 1964 and the related statutes. The process for filing a complaint is outlined in the Title VI brochure located on the website. Lastly, if you or someone you know speaks limited English and may need translation services to get project information, please call 833-858-5960 for assistance. At this time, I will turn the proceedings over to Amanda Sigillito with the Maryland Department of the Environment to provide her statement.

**AMANDA SIGILLITO:** Hello and good morning. My name is Amanda Sigillito. I'm chief of the Nontidal Wetlands Division at the Department of the Environment, abbreviated MDE. I am the panelist representing MDE at this public informational hearing for the I-495 & I-270 Managed Lanes Study Joint Point Permit Application. MDE appreciates both your interest and participation in this public comment process. It is the responsibility of MDE to evaluate applications, the proposed impacts to nontidal wetlands, the nontidal wetland buffer and waterways, including the 100-year nontidal floodplain. MDE's authority is founded Subtitles 5 and 9 of the Environment Article. Each application received through our regulatory program has specific and unique issues and impacts that must be considered in relationship to weighing the potential benefits and detriments of the project. MDE is neither a proponent nor opponent of any project. This public informational hearing is being conducted pursuant to Subsection 5-204 of the Environment Article and code of Maryland Regulations 26.23.02.02 and 26.17.04.13. The purpose of this public informational hearing is to provide the applicant with an opportunity to present an analysis of impacts that may be associated with the proposed activity. In addition, the hearing provides MDE with an opportunity to solicit additional information from interested persons. This public informational hearing is for the Nontidal Wetlands and Waterways Permit Application No. 20-NT-0114/202060649, submitted by the Maryland Department of Transportation State Highway

Administration for the proposed construction of managed lanes along the I-495 and I-270 corridors within Montgomery and Prince George's counties.

Please note that when MDE issues its decision on the permit application, the accompanying information [will be sent to] the interested persons lists, as well as to the applicant. At that time, MDE's decision will be a final agency determination. There will be no further opportunity for administrative review. Any person withstanding who is either the applicant or who participated in the public participation process through the submission of written or oral comments may petition for judicial review in Circuit Court. The petition for judicial review must be filed within 30 days of the publication of MDE's permit decision. At this time, I will be handing the proceedings back to Mr. Bing. Thank you.

**ANDREW BING:** Thank you, Amanda. There are multiple ways to comment on the DEIS and JPA. You can provide oral testimony through the public hearing or you can leave your testimony by voicemail. You can also complete a comment form online or send an email or written letter. Details on the ways to comment can be found on the Program website by visiting the 'Participate and Provide Feedback' page. Comments related to the JPA can be mailed or emailed to the U.S. Army Corps of Engineers – Baltimore District or Maryland Department of the Environment Wetlands and Waterways Program. Comments must be received before 11:59 PM on November 9<sup>th</sup>, 2020. Please continue to visit the Program website, [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS), for updates. All comments received, whether at the hearing through oral testimony or through other methods such as a comment form, a voicemail, an email, and/or a letter will be given equal consideration. Again, the purpose of this public hearing is to allow interested parties to provide public comments on the DEIS and JPA. Today's joint public hearing is available for viewing online and also available by phone. The panelists and hearing officer will be visible on the screen and will be listening to all public comments. Although you may not see all panelists on screen at one time, all of the panelists will be listening to the testimony. My role as the Hearing Officer is to run a professional and orderly joint public hearing. I understand how important the issues are related to the DEIS and the JPA and I take my role as Hearing Officer seriously. I am committed to providing members of the public an opportunity to provide comments in an organized, fair, professional, and orderly manner. Offensive or profane language will not be allowed. After one warning, if offensive or profane language continues, the call will be ended. I also want to let everyone know that the agency representatives, as well as myself, will not be answering questions or responding to any comments made during the hearing. Responses to comments will be included in the Final Environmental Impact Statement. If you have joined us today to listen to the public hearing and would like to provide live testimony but have not yet registered, please go to the Program website at [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS) to register. You may also leave recorded testimony via voicemail by calling 855-432-1483. Registration is not required to leave recorded testimony via voicemail.

The panelists are interested in hearing comments about the study from all interested individuals. Please remember that we are recording this hearing. Speak directly and clearly into your phone and provide your full name, address, and any, any organization you may represent. To ensure all will be heard, there will be a 3-minute time limit for public testimony and a 5-minute time limit for

elected officials. The time will start after you introduce yourself. A single tone will sound when there are 30 seconds remaining. A double tone will sound when you have 10 seconds remaining. And at this point, you should wrap up your testimony. As the Hearing Officer, if you're unable to include your comments at the end of your time period, I will end the call and move on to the next person in the queue. So, at this time, we are done with our prepared statements and we're going to move on to receiving our public testimony. I do want to apologize in advance if I mispronounce anyone's name. And again, as a reminder, the caller and only the caller will hear that the tones when there's 30 seconds remaining and 10 seconds remaining. So, at this time, we are going to move to our first person in the queue. The first person we have up is Bob Hackman. After Bob will be Robert Sarang.

So, Bob, after the automated message, you'll have three minutes. Please state your name, spell your name and state your address.

**ROBERT HACKMAN:** morning. My name is Robert Hackman, R-O-B-E-R-T H-A-C-K-M-A-N. I'm a professional engineer registered in Maryland. My address is 9705 Oriole Court, Ellicott City, Maryland 21042. My testimony is as follows: the I-495 I-270 P3 program is a much needed improvement for managing current traffic congestion and future traffic growth in Maryland and has the full support of the Maryland Ready Mix Concrete Association. The Association members supply concrete, as an essential central construction product, resilient infrastructure projects across Maryland. The P3 Program is another opportunity for our members to build 'Maryland Strong'. The concrete industry as represented by Maryland Ready Mix Concrete Association is in full support of the P3 Program and its members are available as a resource for the participants, as well as MDOT SHA. Thank you.

**ANDREW BING:** Thank you, Robert. Our next person to provide public testimony will be Robert Soring. After Robert will be a phone number. We don't have a name associated with it. It's a phone number, 1052. So, Robert, after the automated message, you'll have three minutes. Please state your name, spell your name, and state your address.

**ROBERT SORENG:** My name is Robert Soaring, R-O-B-E-R-T S-O-R-E-N-G. My address is 5506, Uppingham Street, Chevy Chase, Maryland, 20815.

Can you hear me?

**ANDREW BING:** Yes, we can. Go ahead.

**ROBERT SORENG:** I am opposed to the highway expansion project. I support the No Build option. None of the presented DEIS alternatives are acceptable. I am a professional botanist and field biologist with a Bachelors, Masters and Ph.D in Science. I'm also a member of the Washington Biologists' Field Club, WBFC.science. I'm also testifying on behalf of the Washington Biologist Field Club. WBFC purchased the property known as Plummers Island and the adjacent mainland up to the C&O Canal Towpath in 1901 for a meeting place and research station. The Club has been

meeting on Plumbers Island continuously for nearly 120 years. The Club gave the property to the National Park Service on July 24, 1959, with a written understanding that the Club retained the right to maintain the island as a natural wild area for its use, for scientific research, for meetings of the Club and to purchase, pursue the studies in field biology and natural history. The American Legion Bridge was constructed immediately to the west of the island starting in 1962. That construction led to many invasive plants infesting the island and disturbing the water flow to its flanking wetlands. Plumbers Island is known as the most thoroughly studied island in North America and perhaps the world. Since 1901, nearly 400 scientific publications have focused on the island's biota. Birds, fish, mammals, reptiles, amphibians, plants, insects and others who'd been stated that the Potomac Gorge is a gem among our national parks. And I would say Plumbers Island is a crown jewel in that. The plant and animal diversity are tremendous, with many rare species and long-term ongoing research projects. I and many other biologists have walked and observed every nook and cranny of this topologically diverse island with its rocky hills and cliffs, including the globally and state rare Potomac River bedrock terrace [INAUDIBLE] forest and sensitive wetland bottoms. We love this place. Rebuilding and expanding the American Legion Bridge on the island would destroy much of it. I and all other WBFC members beg you to preserve this national treasure. Please visit our website [WBFC.science](http://WBFC.science). We will present more detail on our written testimony. Thank you.

**ANDREW BING:** Thank you, Robert. Our next caller is a phone number. We don't have a name identified with it. It's the last four digits, 1052. After this person, it will be Jim Lawrenson. Again, the person with the number 1052 after the automated message.

You'll have three minutes. Please state your name, spell your name, and state your address.

**ELIZABETH MALONE:** My name is Elizabeth Malone. E-L-I-Z-A-B-E-T-H M-A-L-O-N-E. I live at 423 Mansfield Road, Silver Spring. I live near downtown Silver Spring and within a mile and a half of two Beltway entrances/ exits. I oppose the addition of lanes on the I-270 and I-495 interstates and support the No Build option. My main negative comments about, the about the project are about, can be summarized under the heading of narrowness. First, the narrowness of thinking that produced a project focused solely on adding lanes to interstate highways that are already difficult to drive on and to maneuver on. The problem statement seems to be how to add lanes, not to, for example, enable people to get to work, which would be a more societally helpful kind of problem to look at. And since the solutions are so narrow, no wonder the build options are so similar in results. Other options, of course, exist, such as approving improving traffic flow on secondary roads, enhancing public transportation – there are brief mentions of the Intercounty Connector and Purple Line, but that's about it. And alternatives such as bicycling, better coordinating bus services to actual commutes people want to take and ensuring that buses run on time, encouraging work anywhere. Arrangements providing appropriate housing close to job sites, which would entail some urban and suburban planning. Any or all of these might work better at less cost than a project that promises years of construction disruption and environmental impacts. And do we really believe that it will only be five years and it may ease traffic for a few years until more cars come as they do inevitably in these types of projects, and clog the interstates again.

Moreover, there is little attention to uncertainty in the future. There is only one scenario of the future. There are no uncertainty bands around the projected impacts of having lanes. So you get the feeling that the, you know, there's a certainty about this, about this, that there really, that really doesn't exist. Another objection involves the literal marinus of thinking that the quarter mile on each side of the interstates will be enough to analyze for impacts. Feeder roads to both the exits that I live close to often has substantial lines of vehicles waiting to get through stoplights and so on to get to and from the Beltway. So these are kinds of some serious quality of life, quality of life issues that need to be analyzed thoroughly and I would like to see them analyzed like that in the Final EIS.

**ANDREW BING:** OK. Thank you very much, Elizabeth. Our next speaker will be Jim Laurenson. After Jim, will be James Titus. Jim, again, you'll have three minutes after the automated message. Please state your name, spell your name, and state your address.

**JAMES LAURENSEN:** Hi, my name is James Laurenson, it's J-A-M-E-S L-A-U-R-E-N-S-O-N. I am at 5916 Melvern Drive Bethesda. I'm the chair of the Land Use and Legislation Committee of the Wyngate Citizens Association of Bethesda, Maryland, and co-founder of the Montgomery County Faith Alliance for Climate Solutions in the Cedar Land Ecosystems Study Group, a member of several local environmental and public interest groups. In December, I emailed the State to express Wyngate's support of the non-concurrent expressed by the Park and Planning Commission of the ARDS. Sadly, these issues still exist and now there are more. Many of which, others have gone into in great, great detail. The DEIS fails to conduct and display the required hard look at the potential for adverse health and environmental, including environmental justice effects, especially in light of recently curtailed national air pollution, fuel efficiency and other rules, which thus violates rules allowing the public to understand and comment, and allowing relevant agencies to completely consider impacts and litigations.

Second, it uses an overly narrow set of options, which are simply variations on a theme of highway expansion and polls with no meaningful variety, and especially any locals serving transit and related options, which thus violates EIS rules regarding the need for a reasonable range of alternatives as clearly described in cases such as NRDC versus Mortin, 1972.

Third, it fails to address the pandemic's effects, and per 40 CFR 1502.9C1, which states that agencies shall prepare supplements if there are significant new circumstances or information and it does not do this. This is a monumental omission that demands a full stop to the process until adequate supplements are developed and given proper public review.

Fourth, it will not pay for itself as claimed, and rather, will cost the state billions, especially given the pandemic's long-term effects. And yet no itemized budget has ever been shared, which is yet another violation of the rules. And fifth, perhaps the most significant issue of all – lacks any consideration of county, state, or international climate crisis plans without even one mention of climate effects in the DEIS and with flawed and laughable assumptions that just little or no increase in VMT. Let me be clear. This failure ignores the very real and existential impact on our

shear existence and that of every other species, which would be, and this is no exaggeration, a crime against humanity and nature. Therefore, I, and those I represent do not support the 495 270 Managed Lanes P3 Program. And instead, because we have no other choice, support the No Build option. Federal and state employees – do the right thing. That should be why you joined government work. And in any case, that is what we pay you for. Thank you.

**ANDREW BING:** OK. Thank you very much, James. And then we'll go to James Titus. After James Titus will be Pamela Liptak. James, again, you'll have three minutes after the automated message. Please state your name, spell your name, and state your address. James Titus, are you there?

**JAMES TITUS:** Yeah, it just unmuted, sorry. Ok, great. James G Titus, James G. Titus, 6718 Glenn Dale Road in Glen Dale, Maryland 20769.

**ANDREW BING:** And if you could just spell your name before you start, James.

**JAMES TITUS:** I'm sorry. James Titus, that's spelled T-I-T-U-S.

**ANDREW BING:** Ok, go ahead, you have three minutes.

**JAMES TITUS:** The Draft EIS misstates. Ok. The Draft EIS misstates the impact of widening the Beltway on Henson Creek and the Henson Creek Trail, and the 4(f) Evaluation doesn't try to limit those impacts, building the Beltway, burying Henson Creek and floodplain in a culvert. In the 1990s, Park and Planning built a trail along the Creek from Broad Creek to Temple Hills Road planning to extend it across the Beltway to the Branch Avenue Metro Station. They did design work and asked SHA for permission to run the trail through the culvert, but MDOT said the risk of a flash flood made that too dangerous. Yet on January 14, 2009, MDOT Secretary John Porcari wrote Park Director Ronnie Gathers, "If the culverts at Henson Creek are replaced by a bridge, we could certainly reinstate discussions regarding a trail crossing during the project planning process." Ashley Halsey had just published a long article in The Post explaining that the Beltway roadbed needed to be rebuilt, which would be the time to replace the culvert with the bridge.

Here we are talking about rebuilding the Beltway. The draft says that the environmental impact of the build scenarios is simply the extension of the existing culvert. But that is only true if we assume that under the No Build scenario, the existing culvert will remain. If we believe the letter from the MDOT Secretary, then the actual environmental impact is that instead of Henson Creek running under a bridge with a trail, it will run through a culvert with no trail. Correctly specified, the No Build scenario for the Creek is not what we see today, but rather what it will look like with the improvements that are expected. The draft build alternative simply extends the culverts so the net impact is that we get a culvert with no trail instead of a bridge and a trail. So the draft is wrong to say that the impact is simply a longer culvert. Granted, there is some uncertainty about the bridge replacing the culvert, but that is not a justification for ignoring it in the EIS. The EIS is supposed to handle uncertainty. The No Build analysis doesn't ignore unproved future development or increases in traffic, and it should not ignore uncertain future stream remediation.

If replacing the culvert with a bridge was not a realistic expectation, MDOT [INAUDIBLE] in a letter documenting a decision. The 4(f) Evaluation has the same problem. It doesn't consider the potential for replacing this culvert with a bridge to limit the impact of widening the footprint over Henson Creek. Even if MDOT had not previously said the culvert could be replaced with a bridge, doing so is clearly a way to limit the impact on this Creek and mitigate the impact of widening the development elsewhere. Title VI. In Montgomery, in Montgomery, major creeks with nice trails cross under Beltway bridges. Sligo Creek in Rock Creek. In Prince George's all creeks are confined to culverts. This project gives Montgomery a pedestrian bridge over the Potomac River. At the very least, Prince George's should get restored creeks that would make trails possible across the Beltway. I had more time. If I had more time, other creeks in my county have the same problem.

**ANDREW BING:** Well, thank you James. And of course, there are other ways that you can comment, such as common forms and emails so you can feel free to provide other comments through those methods. Our next speaker will be Pamela Liptak. After Pamela will be Tina Slater. Pamela, after the automated message, you'll have three minutes. Please state your name, spell your name, and state your address.

**PAMELA LIPTAK:** Morning. Hope everyone's staying healthy. My name is Pamela Liptak. That's P-A-M-E-L-A L-I-P, P like Peter, T like Tom, A-K and I live at 8121 Lily Stone Drive, Bethesda, Maryland, 20817. This is a statement in support of Beltway noise and pollution mitigation from the Carderock Springs Elementary School Educational Foundation.

The Carderock Springs Elementary School Education Foundation is committed to fostering a healthy, positive and effective teaching and learning environment for every student at Carderock Springs Elementary School. At CSES, we are situated in close proximity to Interstate 495, the Beltway. Traffic noise emanating from the Beltway can be heard throughout the school grounds at significant volume. Scientific studies have demonstrated that prolonged exposure to traffic noise has numerous harmful impacts on children, including impaired cognitive, attentional span, reading comprehension, speech intelligibility, memory learning, and problem solving, as well as increased frustration. The current proposal will cause detrimental harm to the children of CSES if the additional noise and air pollution that the proposed expansion will cause are not addressed. In addition, the playing field of Carderock Springs Elementary School are publicly accessible to the larger community and used by both the larger area and the local community. No analysis of the project's impact to CSES has been provided in Draft Section 4(f), even though the school and its grounds will be directly impacted. The foundation believes that as public educational institution is being directly affected, the current proposals neglect to take into consideration the disparate impact the expansion will have on this community's school. Must be pleased addressed. We thank you for your time and consideration and hope you'll have a lovely day. Take care.

**ANDREW BING:** Thank you, Pamela. Our next speaker will be Tina Slater. Tina, again, after the automated message, you will have three minutes. Please state your name, spell your name, and state your address.

**TINA SLATER:** Hi, I'm Tina Slater. S-L-A-T-E-R. I live at 402 Mansfield Road in Silver Spring 20910. I'm testifying as an individual. Thank you very much for this opportunity. For the record, I do not support the I-495 270 Managed Lanes Project. I support a No Build option. Yes, the plan would improve trip reliability, but only for those who can afford the high toll. This does not promote social economic equity. We all know that the COVID-19 has impacted the study and right now we do have traffic, but we do not have congestion. Telework has taken that little bit off the top that has made all the difference. But lack of congestion is a total company's worst nightmare. Without congestion pushing people onto toll lanes where the revenue generated by the project payback, the P3 builders. Researchers at University of Maryland Maryland Transportation Institute now believe that the State can achieve significant improvements in commute times by getting a relatively small percentage of people to work from home on a long-term basis. The panel is looking at how telework, which has skyrocketed to unprecedented levels since the COVID outbreak, can be sustained to reduce fuel use, time spent in traffic, and pollution. Comparing 2019 traffic volume with this year's data, the Transportation Institute researchers conclude that just a five percent reduction in travel demand could lead to a 32 to 58 percent reduction in traffic congestion on major freeways.

Note also that during remarks at a recent transportation industry event on August 13, Secretary Slater said COVID-19 has made it difficult to plan for the future. I would say that this suggests that forging ahead with this multi-billion dollar plan is a rash gamble of huge proportions. Promoting partial telework would support Maryland's commitment to the Greenhouse Gas Reduction Act that was passed in 2009. In 2015, Governor Hogan signed an updated version of the law requiring a 40 percent reduction of emissions by 2030 to help address climate change. We can achieve congestion reduction – not by building more highway lanes, but by focusing on getting a portion of residents to telework one or two days a week. We will reduce the cars on the road during peak period and reduce congestion. I do appreciate the opportunity to register my comments. Thank you.

**ANDREW BING:** Okay. Thank you, Tina. OK. This time we do not have any additional people that have entered the speaker's queue. We do have some people who have registered to provide testimony during this 9:00 to 12:00 morning session, but they have not entered the speaker queue yet. So, we will go into recess. Before we do, just a couple reminders to anyone who may be watching or listening to this hearing. If you would like to provide oral testimony and have not yet registered, you just need to go to the Program website at [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS). You click on the 'joint public hearings' button and then click on the 'click to register to provide virtual public testimony' button. And again, you can also leave your testimony by voicemail by calling 855-432-1483. And there is no registration that's, that's required. So at this time, it is 10:39, and as I said, we'd not have any other speakers in the speaker queue. This session will remain open, but in recess until we have someone enter the speaker queue or the session concludes at 12:00. I'm sorry, I think I gave the wrong time, it's, it's 9:40, so I apologize if I gave the wrong time. There are two more sessions today. There is an afternoon session that goes from 1:00 to 4:00 and an evening session that goes from 5:00 to 8:00. So you can register to provide testimony during those sessions as well. So, at this point, we are in recess. Thank you very much.

[IN RECESS]

**AUTOMATED MESSAGE:** Thank you for attending the I-495 & I-270 Managed Lanes Study public hearing. Today's sessions begin at 9:00 AM, 1:00P M, and 5:00 PM. Thank you for your patience.  
[REPEATS]

**ANDREW BING:** OK, good morning. It is 10:00 AM. We still do not have any speakers who have entered the speaker queue, so we will remain in recess. This morning session will remain open from 10:00 to 12:00. We will have an afternoon session from 1:00 to 4:00 and an evening session from 5:00 to 8:00. So we will remain in recess. I will come back every 20 minutes approximately to provide an update, and obviously, we will come back sooner if we do get a speaker who enters the speaker queue to provide testimony. So, we are in recess. Thank you.

[IN RECESS]

**AUTOMATED MESSAGE:** Thank you for attending the I-495 & I-270 Managed Lanes Study public hearing. Today's sessions begin at 9:00 AM, 1:00P M, and 5:00 PM. Thank you for your patience.  
[REPEATS]

**ANDREW BING:** Ok, it is 10:20 AM. We are still in recess. We have not had any additional people enter the speakers queue, so we will remain in recess. I will come back on at 10:40 to provide an update unless we receive someone entering the speaker's queue and then we will come on sooner. But we are in recess at this time. Thank you.

[IN RECESS]

**AUTOMATED MESSAGE:** Thank you for attending the I-495 & I-270 Managed Lanes Study public hearing. Today's sessions begin at 9:00 AM, 1:00P M, and 5:00 PM. Thank you for your patience.  
[REPEATS]

**ANDREW BING:** OK. Good morning again everyone, it is 10:40 AM. We are in recess, recess. We have not had anyone enter the speaker's queue so we will remain in recess. I will come back at 11:00 to give another update or sooner if we have someone enter the speaker's queue, so we will remain in recess. Thank you.

[IN RECESS]

**AUTOMATED MESSAGE:** Thank you for attending the I-495 & I-270 Managed Lanes Study public hearing. Today's sessions begin at 9:00 AM, 1:00P M, and 5:00 PM. Thank you for your patience.  
[REPEATS]

**ANDREW BING:** OK. It is 11:00 AM. We still do not have any speakers in the speaker queue. This session will remain open from 11:00 to 12:00. There will be a break and then there will be an

afternoon session from 1:00 to 4:00. There'll be another break and then the evening session will run from 5:00 to 8:00.

For those of you who may be listening and are interested in providing testimony, you can call directly 855-925-2801. You will then need to enter your access code, which is 6775. You will then listen to the entire welcome message and then press the star button, and then when prompted, press the 3. So again, if you're interested in providing testimony, I'll give you the way that you can do it right now. Just call 855-925-2801 and the access code is 6775. You must listen to the entire welcome message and then you'll press the star button and then the 3 button. If you are interested in leaving testimony by voicemail, you can call 855-432-1483.

There is no registration required in order to do that. So we will remain in session, but in recess until 12:00. I will come back on at approximately 11:20 to provide another update. Thank you very much.

[IN RECESS]

**AUTOMATED MESSAGE:** Thank you for attending the I-495 & I-270 Managed Lanes Study public hearing. Today's sessions begin at 9:00 AM, 1:00P M, and 5:00 PM. Thank you for your patience.

[REPEATS]

**ANDREW BING:** Good morning, it's 11:20. We remain in recess. We have not had anyone enter the queue, to the speaker's queue, so we will remain in recess. Again, if you are interested in providing testimony. If you are interested in providing testimony, you can call the number 855-925-2801 and enter the access code 6775. That will bring you directly into the queue. After listening to the entire welcome message, you will press the star button, and then when prompted, the number 3. This session will remain open for the next 40 minutes until 12:00. And I will come back on at 11:40 for one final update unless we get someone entering the speaker queue. In that case, we will come back and take their testimony. So we remain in recess. Thank you.

[IN RECESS]

**AUTOMATED MESSAGE:** Thank you for attending the I-495 & I-270 Managed Lanes Study public hearing. Today's sessions begin at 9:00 AM, 1:00P M, and 5:00 PM. Thank you for your patience.

[REPEATS]

**ANDREW BING:** OK, it's a proximately 11:40 AM. This will be our final update for the 9:00 to 12:00 session of today's public hearing. Again, we still do have 20 minutes and we are here to listen to public testimony. So if anyone would like to provide that public testimony, you can just call 855-925-2801 and then enter the access code, which is 6775. That is the access code only for this morning session. Once you listen to the entire welcome message, you will hear, 'for more options, press the star button'. Press that star button, and then when prompted, press the number 3 to

enter the speaker queue. Again, we will remain in recess for the next 20 minutes. I will come back at 12:00 to close this session out. Thank you very much.

[IN RECESS]

**AUTOMATED MESSAGE:** Thank you for attending the I-495 & I-270 Managed Lanes Study public hearing. Today's sessions begin at 9:00 AM, 1:00P M, and 5:00 PM. Thank you for your patience.  
[REPEATS]

**ANDREW BING:** OK, it is now 12:00 noon on September 3rd. This concludes the morning session of our public hearing. We will be in recess until 1:00, which is when we will resume with our 1:00 to 4:00 session. And then we also have our 5:00 to 8:00 session tonight. As a reminder, the public comment period will remain open until November 9th, 2020. So, you can make comments up until that point on the DEIS and the JPA. So at this point, we will close out the morning session of the hearing and go into recess. We thank everyone who did join us either to provide testimony or to listen. And we are in recess. Thank you.

**I-495 AND I-270 MANAGED LANES STUDY**

**JOINT PUBLIC HEARING**

**Thursday, September 3<sup>rd</sup>, 2020**

**Afternoon Session: 1:00 pm to 4:00 pm**

**Virtual/Online**

**ANDREW BING:** OK. Good afternoon, everyone. It is 1:00. We are about to start our 1:00 to 4:00 session of our September 3rd public hearing. Before I make some opening statements and before one of our agency representatives makes her opening statement, I did want to just provide a couple of quick notes for anyone who is joining us. If you have not registered to provide public testimony, you can register by going to the Program website at [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS). Once you get there, you will click on the 'joint public hearings' button and then click on the 'click to register to provide virtual public testimony' button. If you are interested in leaving your testimony by voicemail, you can call 855-432-1483, and there is no registration necessary to leave recorded testimony via voicemail. And one final note, if you have registered to provide testimony, what you will do is call 855-925-2801. You will then enter the access code. At this point, it is important that you listen to the entire welcome message, and once that welcome message concludes, you will hear 'for more options, press the star button'. You will then press the star button, and then when prompted, press the number three to enter the speaker queue.

So, at this point, I'm going to move forward and read those opening statements. And then when we are done, we will go to our callers in order in which they came into the speaker queue for their public testimony. So good afternoon, I am Andrew Bing with the Maryland Department of Transportation State Highway Administration, abbreviated MDOT SHA. Today is the fifth of six joint public hearings that MDOT SHA will be conducting for the I-495 & I-270 Managed Lanes Study, Draft Environmental Impact Statement, or DEIS, the Draft Section 4(f) Evaluation, and Joint Permit Application or JPA. I will be the Hearing Officer and am responsible for running today's public hearing. Today's hearing is being held jointly by MDOT SHA, the Federal Highway Administration and the Maryland Department of the Environment, or MDE. On behalf of these agencies and the Federal Highway Administration as the lead agency, I welcome you.

The purpose of this hearing is for interested parties to provide official testimony and comments on the Study's proposed alternatives and associated impacts as detailed in the DEIS and the floodplain waterway and nontidal wetland impacts detailed in the Federal/State JPA. I will provide a brief overview of the Managed Lanes Study background and the aquatic resource impacts documented in the JPA. I will introduce the panelists and identify ways for you to comment on the DEIS and JPA. Some panelists will then give statements on behalf of their agency. Finally, I will review the hearing procedures and open the phone line for live testimony.

The purpose of the I-495 & I-270 Managed Lanes Study is to develop a travel demand management solution or solutions that addresses congestion, improves trip reliability on a I-495 and I-270 within the study limits and enhances existing and planned multimodal mobility and connectivity.

The needs for the Study are:

- Accommodate existing traffic and long-term traffic growth;
- Enhance trip reliability;
- Provide additional roadway travel choices;

- Improve the movement of goods and services; and
- Accommodate Homeland Security.

In addition, two goals were identified for the Study: incorporate alternative funding sources to achieve financial viability and environmental responsibility. The study limits include I-495 from south of the George Washington Memorial Parkway in Fairfax County, Virginia, including improvements to the American Legion Bridge over the Potomac River to west of MD 5 and along I-270 from I-495 to north of I-370, including the east and west I-270 spurs in Montgomery and Prince George's counties, Maryland.

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

Aquatic resource impacts would range from:

- Between 155,229 and 156,948 linear feet of streams;
- Between 16.1 and 16.5 acres of nontidal wetlands;
- Between 52.7 and 53.6 acres of wetland buffers;
- Between 116.5 and 120 acres of FEMA 100-year flood plains.

Detailed impacts by alternative can be found in the DEIS, the JPA, and the JPA Public Notice. Please be reminded that all hearing materials, including online narrated display materials, are available on the Program website, which is [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS). Today's public hearing is being live-streamed and audio-recorded. The official transcript of the Joint Public Hearing Testimony will become part of the project record and will be available for public review on the Program website. I will now introduce representatives of MDOT SHA, the Federal Highway Administration, and the Maryland Department of the Environment, who are in attendance for today's hearing.

Lisa Choplin I-495 & I-270 P3 Program Director, MDOT SHA; Jeff Folden I-495 & I-270 P3 Program Deputy Director, MDOT SHA; Caryn Brookman I-495 & I-270 P3 Program Environmental Program Manager, MDOT SHA; Shabnam Izadi, Title VI Coordinator, MDOT SHA; Jeanette Mar FHWA Project Delivery Environment Team Environmental Manager; and Amanda Sigillito Nontidal Wetlands Division Chief, Maryland Department of the Environment. And now on behalf of Shabnam Izadi, the Title VI officer for today's public hearing. I'll explain the significance of Title VI and how it relates to the transportation project planning process.

Title VI of the Civil Rights Act of 1964 was put into effect to prohibit discrimination on the basis of race, color or national origin. To support the Act, the United States government designated additional statutes, laws, regulations and executive orders to provide guidance for the effective execution of the objectives of Title VI. As a recipient of Federal Funds, MDOT SHA is responsible for upholding the principles of Title VI of the Civil Rights Act of 1964 and related guidance. MDOT SHA's policies and programs should not discriminate against people on the grounds of race, color, national origin, sex, age,

English proficiency, income level or disability. The MDOT SHA's policies and programs should avoid disproportionately high or adverse impacts on minority populations and low-income populations. MDOT SHA seeks to provide citizens, stakeholder groups and other interested parties with reasonable opportunities to be involved in the planning process.

With that said, MDOT is required to capture this data to demonstrate its compliance with Federal Regulation 23 CFR 200.9, Subsection (b)(4). And more importantly, to consider the transportation needs of the community, by hearing from you. Compliance is voluntary, however, in order to demonstrate compliance with the federal regulation, the information requested must be documented when provided. It will not be used for any other purpose except to show that those who are affected by the project or have an interest in the project have been given an opportunity to provide input throughout the planning process. We invite you to take our Voluntary Demographics Survey. This survey will help us to ensure that we are reaching the communities that are affected by the I-495 & I-270 Managed Lanes Study. If you have questions or need assistance, call 410-545-0377.

For more information regarding Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, review the Civil Rights under Title VI brochure. Both the survey and brochure can be found on the Program website by visiting the 'Participate and Provide Feedback' page. Any member of the public has the right to file a discrimination complaint against MDOT SHA if he or she feels MDOT SHA does not comply with Title VI of the Civil Rights Act of 1964 and the related statutes. The process for filing a complaint is outlined in the Title VI brochure located on the website. Lastly, if you are someone you know speaks limited English and may need translation services to get project information, please call 833-858-5960 for assistance. At this time, I will turn the proceedings over to Amanda Sigillito of the Maryland Department of the Environment to provide her statement.

**AMANDA SIGILLITO:** Hello and good afternoon. My name is Amanda Sigillito and I am the chief of the Nontidal Wetlands Division at the Maryland Department of the Environment, abbreviated MDE. I am a panelist representing MDE at this public informational hearing for the I-495 & I-270 Managed Lanes Study Joint Permit Application. MDE appreciates both your interest and participation in the public comment process. It is the responsibility of MDE to evaluate applications that propose impacts to nontidal wetlands, the nontidal wetland buffer and waterways, including the 100-year nontidal floodplain. MDE's authority is found in Subtitles 5 and 9 in the Environment Article. Each application received through our regulatory program has specific and unique issues and impacts that must be considered in relationship to weighing the potential benefits and detriments of the project. MDE is neither a proponent nor opponent of any project. This public informational hearing is being conducted pursuant to Subsection 5-204 of the Environment Article and Code of Maryland Regulations 26.23.02.02 and 26.17.04.13. The purpose of this public informational hearing is to provide the applicant with an opportunity to present an analysis of impacts that may be associated with the proposed activity. In addition, the hearing provides MDE with an opportunity to solicit a additional information from interested persons. This public informational hearing is for the Nontidal Wetlands and Waterways

Permit Application No. 20-NT-0114/202060649, submitted by the Maryland Department of Transportation State Highway Administration for the proposed construction of managed lanes along I-495 and I-70 corridors within Montgomery and Prince George's counties.

Please note that when MDE issues its decision on the permit application, the accompanying information will be sent to the interested persons lists, as well as to the applicant. At that time, MDE's decision will be a final agency determination. There will be no further opportunity for administrative review. Any person with-standing who is either the applicant or who participated in the public participation process through the submission of written or oral comments may petition for judicial review in circuit court. The petition for judicial review must be filed within 30 days of the publication of MDE's permit decision. At this time, I will turn the proceedings back to Mr. Bing. Thank you.

**ANDREW BING:** Thanks, Amanda. There are multiple ways to comment on the DEIS and JPA. You can provide oral testimony through the public hearing or leave your testimony by voicemail. You can also complete a comment form online or send an email or written letter. Details on ways to comment can be found on the Program website by visiting the 'Participate and Provide Feedback' page. Comments related to the JPA can be mailed or emailed to the United States Army Corps of Engineers - Baltimore District or Maryland Department of the Environment Wetlands and Waterways Program. Comments must be received before 11:59 PM on November 9th. Please continue to visit the Program website [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS) for updates. All comments received whether at the hearing through oral testimony or through other methods such as a comment form, voicemail, email and or letter will be given equal consideration.

Again, the purpose of this public hearing is to allow interested parties to provide public comments on the DEIS and JPA. Today's joint public hearing is available for viewing online and also available by phone. The panelists and hearing officer will be visible on the screen and will be listening to all public comments. Although you may not see all panelists on screen at one time, all of the panelists will be listening to the testimony. My role as a Hearing Officer is to run a professional and orderly joint public hearing. I understand how important the issues are related to the DEIS and the JPA and I take my role as hearing officers seriously. I'm committed to providing members of the public an opportunity to provide comments in an organized, fair, professional, and orderly manner. Offensive or profane language will not be allowed. After one warning, if offensive or profane language continues, the call will be ended. I also want to let everyone know that the agency representatives as well as myself will not be answering questions or responding to any comments made during the hearing. Responses to comments will be included in the Final Environmental Impact Statement. If you have joined us today to listen to the public hearing and would like to provide live testimony but have not yet registered, please go to the Program website at [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS) to register. You may also leave recorded testimony via voicemail by calling 855-432-1483. Registration is not required to leave recorded testimony via voicemail.

The panelists are interested in hearing comments about the study from all interested individuals. Please remember that we are recording this hearing. Speak directly and clearly into your phone and provide your full name, address, and any organization you may represent. To ensure all will be heard, there will be a 3-minute time limit for public testimony and a 5-minute time limit for elected officials. The time will start after you introduce yourself. A single tone will sound when there are 30 seconds remaining. A double tone will sound when you have 10 seconds remaining. And at this point, you should wrap up your testimony. As the Hearing Officer, if you are unable to conclude your comments at the end of your time period, I will end the call and move on to the next person in the queue. So that completes the opening statements that we have before we take the public testimony. I do want to apologize in advance if I mispronounce anyone's name. Just a reminder that when there are 30 seconds left, the caller will hear one tone and when there are 10 seconds left, the caller will hear two tones. And again, that will indicate that you should be wrapping up. At this point, I'm going to move on to our list that's been provided to me.

So, we are going to first hear from Nancy Soreng after Nancy will be a phone number, with the last four digits, 1193. Nancy, after the automated message, you'll have three minutes. Please state your name, spell your name, and state your address. Nancy, are you there? OK, Nancy, one more time, are you there? OK, I'm not hearing you, so we are going to, shall we move on to the next person? Just give us one moment. Ok Nancy, we will come back to you, but we are going to try to move on to the next person, which again is the phone number 1193. After that person, it will be phone number ending 1223.

So, phone number 1193 after the automated message, you'll have three minutes. Please state your name, spell your name, and state your address. Ok, I'm not hearing you, are you there? Ok, I'm guessing we're having some technical difficulties. So, I do ask that all those who are in the speaker's queue just remain there. We are going to try to work through this briefly and we will make sure that everyone has their full allotted time to provide their testimony. Let me just check with my technical crew. Ok so, I think what we're gonna do, again, if all of our people in the speaker queue could just remain where they are. We are going to take a quick break to try to work through the technical issues that we're having. And then I'll come back on in a minute or so and provide an update so you won't be hearing from me for a little bit, but we'll work through these technical issues and be right back. So, everyone just stay tight. I'll be right back.

[IN RECESS]

**AUTOMATED MESSAGE:** Thank you for attending the I-495 & I-270 Managed Lanes Study Public Hearing. Today's sessions begin at 9:00 AM, 1:00 PM, and 5:00 PM. Thank you for your patience.

**ANDREW BING:** OK, welcome back. We are sorry for those technical difficulties. We are going to try to get into our speaker queue now. We are going to stay with 1193 first and then Nancy Sarang will be the second caller because we have 1193 ready to go. So, if you are that person, when you come on, you

will hear the automated message, you will have three minutes. Please state your name, spell your name, and state your address. Ok again, if you are the last four digits, 1193. Ok so, keep going you have three minutes. I don't know your name. I apologize, but just hold on for one moment. We are, I am not hearing you, and so we need to make sure I can hear you before we get your testimony. Again, I can assure everyone we have a few people who are here dedicated to trying to fix the technical issues. We have plenty of time to hear your testimony.

We are sorry for the inconvenience it is causing you, but we do want to hear you. So just stay patient and we will get these worked through and then we will listen to your testimony.

Ok, I'm sorry about that and sorry for not communicating for the last minute. Caller 1193, there is someone who can hear you through the listen line, but we are not able to hear you and we want to make sure that your testimony is fully recorded for the project record. So, what we're going to need to do, unfortunately, is take another couple minute break. I will come back on. It's about 1:26 right now. I'm going to come back on at 1:30. We do ask that everyone who has dialed into the speaker queue and let me read some names just so you know you're in the speaker queue. We have that caller 1193, then Nancy Soreng, then last four digits 1223, then we have Mark Holt, Barry Carterton, Jason Stanford, Patricia Jackman, Kara Kinsman, Charles Skinner. A phone number ending 4311, Rodolfo Perez, Ross Kapone, and Amien Ramene. We do have you all in the speaker's queue. So, if you could all just hang tight. We're going to work through these technical issues, and we will make sure we get to you to provide your public testimony. So, I'm going to go on pause. You may hear music, or you may not hear anything, but I'll come back on in about two or three minutes to provide an update.

Ok, we're back again. I'm sorry for that. We think we have worked through the technical issues, but of course we won't know until we give it a shot here. So, we are going to start with the last four digits, ending 1193. Again, after the automated message, you will have three minutes. Please state your name, spell your name, and state your address.

Can you hear me?

**TECHNICAL STAFF:** Yes, we can.

**ANDREW BING:** I'm sorry about that. This is the most anticipated public testimony we've had.

**KYLE HART:** No worries, no worries. My name is Kyle Hart, K-Y-L-E, H-A-R-T and I live at 1714 13th Street, Northwest Washington, D.C., 20009. Today, I'm speaking on behalf of the National Parks and Conservation Association, NPCA. I am also a regular user of the dozens of local parks that this proposal would impact. NPCA works daily to protect and enhance America's National Parks system and preserve it for present and future generations. We have over 70,000 members and supporters in the Maryland, Virginia, and D.C. region. NPCA fully opposes the proposed widening of I-495 and I-270 as written in the

DEIS. At this time, Alternative 1, No Build is the only considered alternative that we could support. This proposal will directly impact 47 parks, including six distinct units of the National Park System, Greenbelt Park, Chesapeake and Ohio Canal, George Washington Memorial Parkway, Clara Barton Parkway, the Suitland Parkway, and Baltimore Washington Parkway. It will also indirectly impact Rock Creek Park and all of the other numerous National Park units downstream of this proposal all the way into the Chesapeake Bay. In total 100 acres of the National Park, about 100 acres of the National Park land fall within the limit of disturbance. This is of course, not to mention the numerous more acres of local and regional parks under threat. Parks in developed areas are now more important than ever. COVID lockdowns have pushed people in this region to parks in droves. And any attempt to turn 130 acres of these park lands into pavement is simply unacceptable in our eyes. The Department of Transportation Act of 1966, Section 4(f) stipulates that all DOT agencies cannot approve the use of land from publicly owned parks and recreation areas unless there is no feasible and proven alternative to the use of the land.

However, many alternatives to this massive highway expansion were not studied in depth in this DEIS. They were scratched at the very, very outset. Alternatives 2, 12a, 12b, 13a, 14a, 14b, 14c, and 15 would all likely have negligible impacts on park lands and reduce traffic to some degree. Therefore, NPCA urges MDOT SHA to go back to the drawing board and fully study the numerous alternatives that were scratched in the very beginning of this DEIS. The public deserves to know what those alternatives could look like, their potential for traffic reduction and their impacts to park and community resources. Only then should MDOT move forward on making a final decision on this project. NPCA looks forward to submitting more comments in depth on this proposal in the future and continuing to participate in this process. Thank you for your time.

**ANDREW BING:** And again, Mr. Hart, we thank you, and we thank you for your patience and hanging in there and providing your comments. Our next caller is Nancy Soreng. After Nancy will be caller ending in the last four digits 1223. Nancy, after the automated message, you will have three minutes. Please state your name, spell your name, and provide your address.

**NANCY SORENG:** Hi, can you hear me?

**ANDREW BING:** I can. Yes. And again, Nancy, thank you for your patience. We can hear you. So just state your name, spell your name, and provide your address and then you'll have three minutes.

**NANCY SORENG:** Sure, I'm Nancy Soreng, N-A-N-C-Y, S-O-R-E-N-G. I live at 5506 Uppingham Street, Chevy Chase, Maryland. Today, I'm testifying on behalf of the League of Women Voters of Maryland and our nearly 1,500 members statewide. My remarks are based on the league's positions in support of transparency, equity, environmental protection, and sound physical policy. We oppose this highway expansion project and the only option in the DEIS that we can support is No Build. Based on the league's position of transparency in government, we are concerned that this project has been framed as a

progressive, predevelopment, public private partnership. That means most of the engineering will be left to the winning bidders, so the public really doesn't know the projects to true monetary and environmental costs. A preferred alternative should not be picked without understanding and analyzing the impacts of our land and commute to our land and communities and cost to our taxpayers.

We are very concerned that the DEIS does not adequately address impacts to economically challenged population and social equity as required by NEPA. In one place, the DEIS concludes that everyone will benefit. Well given that the managed lanes are intended only for those with the ability to pay and depend on congestion and the free lanes to be financially viable, how can that be a benefit to all? The limit of disturbance defined in the DEIS is based on a rudimentary planning as determined by MDOT and SHA's very preliminary planning designs. Without detailed engineering and constructability analysis, how can there be an accurate evaluation of what culturally significant sites, including cemeteries, parks and schools will be affected? A good project should be fiscally prudent. Can a private company default and leave the taxpayers with the [INAUDIBLE] liabilities? We've been at hearings and briefings where SHA made assurances that the bondholders, not the taxpayers, would assume responsibility for completion of the project should the concessionaire walk away? Well that certainly has not been the case with the Purple Line. Will the tolls be so high that drivers choose not to use the managed lane, just thus reducing revenue projections, as happened in Virginia? And the DEIS doesn't address how the increased use of telecommuting in the future will impact the financial feasibility of paying for this project solely with toll revenue. Commuters turned to their computers instead of their cars during COVID. And we will likely do that when these highways are torn up by construction. Will we ever return to using our cars the way we did pre-pandemic? If not, doesn't that make all the traffic projections invalid? Protection of natural resources and environment is a high priority for the League of Women Voters. The stormwater management and the DEIS is insufficient and [INAUDIBLE] this is already been caused. Thank you for the opportunity to present my concerns.

**ANDREW BING:** Ok, thank you, Nancy. Just a reminder for all of our callers, as you're providing your testimony, when there are 30 seconds left, you will hear one tone. When there are 10 seconds left, you will hear two tones. We are going to go to our next caller. That is the last four digits 1223. After this person will be Mark Holt. So, caller 1223, after the automated message, you will have three minutes. Please state your name, spell your name, and state your address.

**JANET GINGOLD:** My name is Janet Gingold. That's J-A-N-E-T, G-I-N-G-O-L-D. My address is 13107 Whiteholm Drive, W-H-I-T-E-H-O-L-M Drive, Upper Marlboro, Maryland. I oppose building more lanes on the Capital Beltway. I support the No Build option. The Draft Environmental Impact Statement with many adverse effects in the immediate vicinity of this project, including loss of dwindling park land and tree canopy, as well as impacts on waterways and wetlands and stormwater problems with extreme weather events. I live in Prince George's County between Route 214 and Route 202 a few miles east of the limit of disturbance of the proposed project. I am concerned about problems that will occur downstream and downwind. I urge you to look beyond the construction zone and consider the larger

consequences of highway expansion. Climate change is happening now. Our actions now, especially regarding infrastructure that we build to the next half century, will determine the severity of the change that occurs. The health disparities exposed by the COVID-19 pandemic, making it all the more important to decrease air pollution, especially in our equity emphasis areas near the Capital Beltway. Communities which have experienced the most morbidity and mortality from this pandemic and it suffered the most from our long history of racial and environmental injustice also faced disproportionate risk if we do not act now to mitigate climate change.

Maryland can't meet its greenhouse gas reduction commitments without major changes in our transportation system. This DEIS tells us that the alternative is an [INAUDIBLE] will increase throughput by thousands of vehicles per hour. More throughput means more products of combustion, even more with recent federal rollbacks, fuel efficiency standards. That's not what we need. We need infrastructure that helps phase out single occupant gas powered vehicles and diesel trucks and makes it easier for us to get where we need to go without polluting the air that we breathe. There's no such thing as a free highway. Even if a private partner can be found to assume financial risks, the environmental costs of this project are too high. Don't build this road. Put people to work building a multi-modal system for a sustainable future with a robust transit system powered by renewable energy and complete streets that are safe for pedestrians and bicyclists starting in our equity emphasis areas. Thanks.

**ANDREW BING:** Thank you, Janet. Our next caller is Mark Holt after Mark will be Barry Carterton. Mark, again, you'll have three minutes. Please state your name. After the automated message, please state your name, spell your name, and provide your address.

**MARK HOLT:** Hi. This is Mark Holt, M-A-R-K, H-O-L-T 13413 Krisran Court, K-R-I-S-R-A-N Court, Fort Washington, Maryland 20744. So, shall I start?

**ANDREW BING:** Yes, go ahead, you'll have three minutes.

**MARK HOLT:** Can you hear me?

**ANDREW BING:** Yes.

**MARK HOLT:** Thank you for this opportunity to provide recommendations on the I-495 and I-270 widening project. My comments focus on the critical needs for improved bicycle and pedestrian access in southern Prince George's County and the environmental effects of the project on Hensen Creek. The Beltway widening project provides a unique opportunity to literally break through a major barrier to bicycle and pedestrian access in our community. That barrier is the Beltway itself. For decades, the Beltway has prevented the extension of our area's primary multi-use trail, the Henson Creek Trail, to connect with the Branch Avenue Metro Station, the main station serving Southern Prince George's

County. Ten years ago, our county's trail planners spent a lot of effort to prepare a 30 percent design for this high priority trail connection. The extended trail would have crossed under the Beltway using the existing 10-foot box culverts, which carry the streamflow of Henson Creek. The idea was rejected by the State Highway Administration. But since that set back, the state has spent millions of dollars to encourage bicycle and pedestrian access to the Branch Avenue Station, especially with a new bike ped bridge over the Branch Avenue, which had been another major obstacle. Connecting the Henson Creek Trail to the new Branch Avenue crossing, would vastly increase its potential users. Thousands of households in Camp Springs, Temple Hills, Oxon Hill, and Port Washington would for the first time have convenient bicycle and pedestrian access to Metro.

This connection would also allow people from all over the Washington area to take their bikes on Metro to the Branch Avenue Station and ride to Prince George's County scenic Potomac River attractions such as Fort Hood, Fort Washington and the National Colonial Farm. The only thing blocking this crucial trail extension is, as always, the Beltway. The Beltway widening project, which would seem to create an even bigger trail barrier, could instead provide the long-sought solution. The solution is to have the newly widened Beltway cross Henson Creek on a bridge rather than over a longer version of the existing concrete culverts. The Beltway bridge over Henson Creek would include an upper level area underneath the trail expansion. Replacing the Beltway culverts with a bridge would also prevent the undergrounding of more than 100 additional feet of Henson Creek. It would further allow the restoration of the 300 feet of the creek currently sealed in the existing cut and culverts. Restoration of Henson Creek under the Beltway would connect an additional three quarters of a mile of the creek inside the Beltway with the rest of the creek and flowing freely to the Potomac River. Moreover, a bridge would preserve wetlands along Henson Creek that would have to be filled if the existing box culverts were extended.

**ANDREW BING:** Keep going, you have 30 seconds left.

**MARK HOLT:** To comply with federal law, both ok. To comply with federal law both the DEIS and the section 4(f) evaluation must be revised to address these impacts and mitigation opportunities. Please make the right design choices on the Beltway crossing over Henry - Henson Creek. And thanks for this opportunity to make a statement.

**ANDREW BING:** Ok, thank you, Mark. Our next caller will be Barry Caterton after Barry will be Jason Stanford. Again, just as a reminder, just so it doesn't distract people, when there are 30 seconds left, you will hear one tone. You can just keep going. That's just an indicator that there's 30 seconds left. And when you have 10 seconds left, you'll hear two tones. That is the indicator that you should start wrapping up. So, again, we'll hear now from. Ok, Barry Caterton and then Jason Stanford. Barry after the automated message, you'll have three minutes. Please state your name, spell your name, and state your address.

**BARRY CATERTON:** Good afternoon, my name is Barry Caterton. It's B-A-R-R-Y, C-A-T-E-R-T-O-N. My address is 5909 Oak Twin Court in Linthicum. I'm a lifelong Maryland resident. I work for Specialized Engineering. A Maryland based firm that is based in Frederick, located at 4845 International Boulevard. We are local small business that provides construction inspection, geotechnical engineering design, and construction material lab testing to ensure materials perform long-term for the project owner. We employ a variety of Marylanders from diverse backgrounds with education backgrounds that vary from high school up to doctorate degrees. We perform our work on bridge, roadway, private developments, high rise buildings and other structures. We rely mostly on roadway and bridge projects such as the 495 270 projects. Like many businesses, we've been impacted greatly by the pandemic and the reduction in state and local government spending. This makes the 495 270 projects so crucial for Specialized Engineering and our industry as a whole. We feel it is in state's best interest to utilize the P3 approach, which has been successful in state closest to Virginia with great success to complete this desperately needed work without the cost impact of a typical funding approach.

As we all know, the work is desperately needed to reduce congestion and ensure that these bridges and roadways remain safe to drive on. As roadways deteriorate, they become less safe to drive on, particularly when wet. It's not just the seat of the pants, smooth ride issue, it's a safety issue. It's also an economic issue. How many more people would choose to live in the 495 270 corridor or Maryland as a whole if there were less congestion and safe and smooth roads and bridges to drive along in those areas? Thank you for this opportunity to express my personal and professional support of the 495 270 P3 project and the significant benefits the work will provide for Specialized Engineering and 95 employees and their families, many other small businesses and their families, the civil engineering and the construction [INAUDIBLE] and all Maryland citizens who utilize these roads and bridges, and who would benefit from the positive physical and economic impact that this work will definitely bring. We have excellent engineers, construction contractors, and inspectors in our state and throughout the region to help ensure that this work is carried out successfully. Thank you again for this opportunity.

**ANDREW BING:** Thank you, Barry. Our next caller will be Jason Stanford. After Jason will be Patricia Jacklin. Jason, you will have three minutes. After the automated message please state your name, spell your name, and state your address.

**JASON STANFORD:** My name is Jason, J-A-S-O-N, Stanford, S-T-A-N-F-O-R-D. My address is 8260 Greensborough Drive, McClain, Virginia. Thank you for the opportunity to comment on the 495 270 Managed Lanes Study today, I am the Executive Director of the Northern Virginia Transportation Alliance. For more than 30 years, the Alliance has been the visionary leader, advancing regional transportation solutions that improve our community's quality of life and economic prosperity. On behalf of the Alliance's members and partners in the Northern Virginia Transportation Business Coalition, which includes many of the largest Chambers and business organizations across Northern Virginia. I'm here today to reaffirm our strong support for this project, which is vital to the future of our region. In fact, the region's Transportation Planning Board adopted a Regional Express Lanes network

as one of its top aspirational goals in 2018. Furthermore, we strongly urge you to move forward with Alternative 9, which will create a seamless connection with Virginia's HOT Lanes network dramatically increased travel reliability, reduce regional congestion and delays, and incentivize carpooling and transit ridership. According to the DEIS, Alternative 9 would reduce delays on 495 and 270 by 34 percent in both the AM and PM peak and local road network delays by seven percent in 2014. That translates into an average annual time savings of 72 hours for Maryland commuters. Even commuters in the non-toll lanes will see a significant time savings when compared to the No Build scenario and delays will be considerably less than under current conditions all the way out to 2040.

Moreover, congestion managed lanes create a new option for a faster, more reliable trip. Reliability is extremely important to economic development decisions, as well as the decision to carpool or take public transportation. In fact, reliability is a key driver of transit ridership, which is why Maryland is already working with Virginia to study and improve regional transit options using the new express lanes over the American Legion Bridge. This project will also inject \$9 to \$11 billion dollars of private funding into our economy at a time when we need it the most. This will result in tens of thousands of new jobs in our entire region over the next several years. Alternative 9 is also likely to lead to a windfall of \$1 to \$2.7 billion dollars from Maryland that could be used to further improve transit service and other transportation needs in this vital corridor. Doing nothing is not an option the No Build alternative leads to unacceptable levels of congestion that are not sustainable from an economic, environmental or quality of life standpoint. It's time for Maryland to move forward with improvements to the American Legion Bridge 495 and 270 that will benefit our community now. Thank you.

**ANDREW BING:** Ok, thank you, Jason. I'm just going to read off, take a quick break here just to read off the names of the people who are in the queue and then we will go back to going in the order. So, we have Patricia Jackman, Kara Cunzeman, Charles Skinner. We have a phone number ending in 4311, Rodolfo Perez, Ross Capone, Amin Ramin, a phone number ending 8718, Eliza Cava, and then Shekar Murkute. Again, if I apologize if I mispronounce someone's name. So, we're gonna go back to the top of our list. If you did not hear your name, but you are listening and think that you're in the speaker's queue, unfortunately you're not. So, what you need to do is call the phone number 855-925-2801 and then enter the access code that you were provided. You need to then listen to the entire welcome message. Once the welcome message ends, you will hear 'for more options press the star button'. At that point, press the star button, and then when prompted, press the number three to enter the speaker's queue. So, we are going to go back and continue with our list. Our next caller is Patricia Jackman. After Patricia will be Kara Cunzeman. Patricia, you will have three minutes after the automated message. Please state your name, spell your name, and provide your address.

**PATRICIA JACKMAN:** Good afternoon. My name is Patricia Jackman. P-A-T-R-I-C-I-A, J-A-C-K-M-A-N. I live at 5813 Lamonte Drive, New Carrollton, Maryland in Prince George's County. I do not support this Beltway Expansion proposal. I will only support the No Build alternative presented in the Draft Environmental Impact Study. The DEIS model admits that the project has the potential to increase

traffic along arterial roads leading to the Beltway. Yet there is no analysis of the strain this potential increase may place on those roads or the communities they serve. I am concerned for New Carrollton. I fear drivers will avoid the construction and forced tolls [0:54:10.0]. This will cause drivers to exit the Beltway near Route 450, 193, or 201 and cut through city streets. The extra traffic will impact our calm and safe community. Over 550 acres of new impervious surfaces will be added for the whole project. Drastically increasing stormwater runoff, pollution, and flood risks for local communities. The added Beltway lanes on the northeast side of our city will generate huge amounts of polluted stormwater runoff into resident's backyards and the system. This will impact the city's storm drainage canal and Brier's Mill Creek, which flow into the Anacostia River and eventually drain into the Chesapeake Bay.

The DEIS does not address polluted stormwater mitigation for communities and further downstream. The entire goal of this project is to increase highway capacity, encouraging more vehicles on the road and according to the DEIS, this will lead to increased greenhouse gases for decades to come. There is little mention of mass transit alternatives nor climate change mitigation. This moves Maryland backwards in efforts to reduce global warming at a time when action is critical. P.G. County is developing a climate action plan to reduce greenhouse gas emissions, reduce vehicle use, preserve our forested areas, and to abate polluted stormwater runoff. Logically, the county needs to reduce the number of cars on highways. The DEIS did not consider how COVID 19 would impact the traffic growth patterns on the Beltway, nor could provide those traffic models. The pandemic has changed how people across the country work and travel. And they have transitioned to permanent telework. Telework has proven efficient and there is a marked reduction of vehicles on the road. Do we even need this expansion? I do not support the Beltway Expansion project nor a governor that wants an \$11 billion dollar P3 with a 50 year funding commitment. I only support the No Build alternative.

**ANDREW BING:** Ok, thank you for your testimony. Thank you, Patricia. We are now going to go to Kara Cunzeman after Kara will be Charles Skinner. Kara, after the automated message, please state your name, spell your name, and provide your address.

**KARA CUNZEMAN:** Hello, my name is Kara K-A-R-A, C-U-N-Z-E-M-A-N. I live at 8009 Cypress Grove Lane in Cabin John, Maryland. Thank you for providing me an opportunity to express my concerns today about the 495 270 expansion. I appreciate your full attention in these three minutes. The highway expansion, as proposed, is continuing to encourage 20th century transportation. A hundred years later, and we are still proposing more lanes and little other solutions to fix congestion issues. I view this proposal as a complete failure of innovation of our government. There have been numerous studies citing that expansions don't really solve the problem in the long run. What we should be focused on is a more comprehensive approach to alleviating congestion, helping reduce the impact on the environment, and providing cost effective and diverse solutions that can uplift our communities and personal lives. How might clean energy, autonomous vehicles, public transportation, and telecommuting play into a more holistic addressing of the problem at hand? Are there ways we can incentivize employers, for example, at more telecommuting, giving the ongoing situation with the

pandemic? The current plan, if we are lucky, if the 5 to 10 year fix and those in office making decisions today won't have to face the realities of the near future, that we aren't really addressing the root of the problem. The world is moving towards clean energy. We know climate change is an issue, and what do we create? More lanes. What messages are we sending to our kids by encouraging and worsening behavior we know is not playing well for our planet. Where is the leadership? We are also concerned that such models have been used with data that it is two over two decades old. They do not accurately reflect today's conditions, let alone account for the disruptions we are experiencing today from the pandemic that could totally change the future outlook. In what world are important decisions made with data over 20 years old? In addition, we expect real answers to how the pandemic might change outcomes of an initial study. Perhaps it's a new opportunity for us to reevaluate our activities and incentivize meaningful changes. Without answers to these questions, how can we [INAUDIBLE] project that is going to cost the taxpayer millions of dollars? I'll move on to my last point. I live in the Evergreen community in Cabin John, and we will be gravely impacted by the expansion. We are glad to see the construction of the noise barriers included in the plan, but we are really concerned about the extensive and enduring disturbance. We asked that a more detailed plan be put together that mitigates negative consequences to our properties, local wildlife, and the environment, during and after construction. Thank you again for your time and consideration. We look forward to having the community's concerns addressed in the team's revision.

**ANDREW BING:** Thank you, Kara. Our next caller is Charles Skinner. After Charles will be the phone number ending in 43 excuse me, 4311. Charles, after the automated message, you will have three minutes. Please state your name, spell your name, and provide your address.

**CHARLES SKINNER:** Hello, my name is Charles Skinner, C-H-A-R-L-E-S, S-K-I-N-N-E-R. My address is 606 Stoneleigh Road, Towson, Maryland 21212. I have many concerns about the Draft Environmental Impact Study and the proposed projects themselves. My biggest immediate concerns on which I focus today are 1: no longer valid traffic volume projections and 2: costs and risks to taxpayers and citizens. A significant expansion of 495 and 270 prior to the outbreak of the current COVID-19 pandemic and justified based on existing congestion levels and expected traffic growth, both of which have been reduced greatly by the pandemic. The lockdowns are the immediate cause, but the consequences will be lasting because as many experts and studies are showing, remote working was already a growing trend that has been dramatically accelerated. According to the major consulting firm KPMG, "working from home and online shopping have become the new normal and that will reduce driving in the U.S. by up to 270 billion miles a year". Maryland's workforce lends itself to remote work more than most states, so the effect will be disproportionately large here. We will see a sustained drop in miles further versus the increases that these projects and the DEIS are based on. If the traffic problem is much less than projected, the benefits by definition will also be much less, if any. Secondly, the pandemic has also devastated Maryland's budget. Hard tradeoffs lie ahead. False promises that older people pay for the projects are increasingly being exposed. For example, billions of taxpayer dollars will be needed to fund water and sewer infrastructure relocations and for adequate environmental mitigation. As the DEIS

shows one billion or more of additional risk faces taxpayers in the form of possible subsidies to the developer. Lastly, all citizens, and especially those in our environmental justice communities in the region will be hit with significant public health costs and suffering from increased air, greenhouse gas and stormwater pollution. Hundreds of acres of reduced green space and elevated heat islands. The DEIS should be rejected and the highway expansion project shelved due to the outdated traffic projections and the costs and risks to taxpayers and public health. Only the No Build option makes. Thank you.

**ANDREW BING:** Thank you, Charles. Our next caller will be the phone number ending in 4311, after that will be Rodolfo Perez. So, caller 4311 after the automated message, you will have three minutes. Please state your name, spell your name, and provide your address.

**PETER PLACKE:** Hi, my name is Peter Placke, P-E-T-E-R, P-L-A-C-K-E. I represent the Maryland Transportation Builders and Materials Association. As a past Chairman, and I'm also the Vice President Senior Estimator for Gray and Son Incorporated. The address is 430 West Padonia Road, Timonium, Maryland 21093. Our association and members support the P3 Program solution for the I-495 270 expansion. The traffic congestion here in Maryland especially around the DC area and those counties is a major problem for commuters and also for Maryland's economic health. Not only will this project solve the biggest concern being traffic, but it has other benefits than it think this program is expected to create somewhere between 117,000 and 143,000 new jobs, which are high paying, high quality, highly skilled jobs, which is very important, especially with the shape our economy is in right now. This project, I know, is supposed to be somewhere, I believe, in the \$9 to \$11 billion dollar range, and we all know that the Maryland Department Transportation itself cannot possibly fund this type of investment so that the most financially. The P3 Program solution is probably the most financially viable and fastest method and most efficient method to reduce the traffic congestion. Thank you for your time.

**ANDREW BING:** Ok, Peter, thank you. Our next caller is Rodolfo Perez, after Rodolfo is Ross Capone. Just a couple of quick reminders again, when there are 30 seconds remaining, you will hear one tone. The caller will when there are 10 seconds remaining, you will hear two tones. Again, you can continue until your time is up. You'll have three minutes Rodolfo after the automated message. Please state your name, spell your name, and provide your address.

**RODOLFO PEREZ:** My name is Rodolfo Perez, R-O-D-O-L-F-O, P-E-R-E-Z. I live at 6 Manor Spring Court in Silver Spring. I am a civil engineer with over two decades of experience in auditing major transportation projects at the USDOT, and in 2000, I served pro-bono in the Montgomery County Transportation Policy Task Force. I oppose the construction of toll lanes in the I-495 and I-270 corridors because that solution ignores the assessment of regional initiatives for this corridors that the Transportation Planning Board of the Metropolitan Council of Governments conducted in 2017. The Transportation Planning Board compared a network of express toll lanes and a suite of initiatives like transit, rail extensions, regional land use balance and travel demand management relative to the same baseline used in the Managed

Lanes Study. That comparison dismantled the myth that toll lanes are the best solution for the study corridors. For example, the Travel Demand Management and Regional Land Use Balance initiatives reduced daily vehicle hours of delay by 24 and 18 percent, respectively, while the toll lanes network reduced the delay by eleven percent. Even for automobile measures of efficacy, like travel time gains by single occupancy vehicles and by HOV, the Travel Demand Management and Regional Land Use Balance initiative perform better than the toll lanes network. The Managed Lanes Study disregard of the Planning Board's findings, and it's a slam towards solutions that provide more highway travel instead of solutions that provide more ways to travel are contrarian to modern transportation planning and shortchanged the taxpayers. The pandemic has reduced both travel and gas tax revenues for infrastructure maintenance and [INAUDIBLE] by a billion dollars directly needed to keep what is built in a state of good repairs. The 11 billion Managed Lanes project will impair Maryland's ability to face urgent infrastructure priorities. The nation's infrastructure report card of the American Society of Civil Engineers gave Maryland an overall C grade because its roads, bridges, mass transit, dams, drinking water, and storm management water systems are in mediocre condition require attention. I cannot cover all my concerns in this testimony and we'll see that later. Thank you.

**ANDREW BING:** Thank you, Mr. Perez. We'll now go to Ross Capon after Ross will be Ramin Amin. Ross you will have three minutes. After the automated message, please state your name, spell your name, and provide your address.

**ROSS CAPON:** I'm Ross R-O-S-S, Capon C-A-P-O-N. I live 24 years at 9220 Shelton Street, Bethesda. Former president of Wingate Citizens Association, which abuts the Beltway, I'm testifying on their behalf. The association supports the No Build option, not the toll lanes project. Investments that encourage idle commuting would worsen our serious air quality and global warming problems and our ability to compete with regions which are adhering to sustainability principles. Some of the recent shift to telecommuting is likely permanent. So, this is the wrong time for big investments and expanded highway capacity. An article posted today at Maryland Matters says if just 50 percent of drivers take the toll lanes, congestion would disappear. This is nonsense. Since congestion avoidance is the primary incentive to use the toll lanes. The same commentary is silent on environmental issues and on the recent continuing improvements being made to 270 and presumes that more road capacity is the only meaningful transportation investment. Some early promises are invalid. This project will impose big dollar costs on taxpayers and WSSC ratepayers. A recent report cites the roughly \$1 trillion dollar shortfall over the next decade facing US surface transportation and continues, "P3's are often mentioned as a solution to this shortfall. This idea is simply wrong as the US Treasury Department notes, all infrastructure investments ultimately depend on either user fees, government tax revenues or a combination of the two. Second, the project will not remain within the existing highway footprints there will be major takings. Moreover, it will increase pressure to widen the Beltway east through Silver Spring and beyond, where more substantial takings will be required. The DEIS identifies loss of park land, 15 hundred acres of tree canopy, impacts to 1,500 properties, and the taking of up to 34 homes. Moreover, Parks and Planning says the limits of disturbance are not realistic and the impacts could be

greater, especially regarding parks and open space. Chapter four notes increased flood risk in adjacent communities, impacts on 47 parks, removal of trees and landscaping that buffer parks, decrease in available wetland and waterway habitat and plant and animal species in those areas, and destruction of 21 known national historic properties. It would be financially irresponsible for Maryland to undertake this project when two huge transit needs and replacement of the aging Bay Bridge must be addressed. And with MTA proposing big cuts to transit service with no clear plan duration, we need a transportation system that reduces economic inequality, not increases it, and that system will provide jobs if we just get the right leadership and direction. Thank you very much for your time.

**ANDREW BING:** Thank you, Mr. Capon. Our next speaker will be Ramin Amin after Amin will be phone number ending 8718. Amin, you will have three minutes after the automated message, please state your name, spell your name, and provide your address.

**RAMIN AMIN:** Can you hear me?

**ANDREW BING:** Yes, we can. Go ahead with your name.

**RAMIN AMIN:** Oh Ok. My name is Ramin Amin. I live on 4819 Broad Brook Drive Bethesda, Maryland 20816.

**ANDREW BING:** Sir, if you could just spell your name and then I'll give you your full three minutes after you do that.

**RAMIN AMIN:** R-A-M-I-N, the last name is A-M-I-N. I live on 4819 Broad Brook Drive, Bethesda Maryland 20816. Today, I'm testifying against and oppose to the 495 270 expansion project, which to date has reached \$11 billion dollars of taxpayers money and will continue to rise due to many factors that have not been considered today. As an engineer for many years of experience in civil and construction, I can assure you that this project will not achieve the goals due to the fact that expanding the highway will not remedy the traffic issues that we have currently have. But promote more vehicles and the cycle will continue in a few years from now. This is only a bandage. In addition, the survey that was taken for the current traffic was prior to the great pandemic that we have. Today many companies, including Federal Government, has successfully tested the telework and continue on this path, regardless of future cures for the COVID-19. This new great strategy has reduced the traffic as I have personally experienced it myself. Last, I encourage instead of spending billions of taxpayer's money on highway expansions for the government to promote additional tax benefits to corporations for exercising the telework program and our aging transit system, such as monorail or current metro systems. The corporations can also benefit the tax incentives to provide not only telework, but flexible work hours and compressed hours. I'm sure if we exercised the options, we can reduce the traffic without much cost to the taxpayer. As a result, I'm totally against a plan that has not studied properly the current conditions that we are living with and the nice package of different options that they

provided is just an icing, like an icing on the cake. It's all outdated. It's from 1970s and it doesn't factor any future that we are progressing into the future for other means. As a result, I'm not in favor of this program.

**ANDREW BING:** Ok, thank you. And again, I apologize, I had your name sort of backwards there, Mr. Amin. We're going to go to our next caller, which is the phone number ending in 8718. After that will be Eliza Cava. So, speaker 8718 after the automated message, you will have three minutes. Please state your name, spell your name, and provide your address.

**SUSAN SHIPP:** Well, I'm very confused.

**ANDREW BING:** Ok, I can hear you. Just say.....

**SUSAN SHIPP:** Hello?

**ANDREW BING:** Yep, I can hear you. So just say your name, spell your name and provide your address and then you'll have three minutes.

**SUSAN SHIPP:** For some reason, you have the wrong name for me, which is why I'm totally confused. Ok, let me let me start. My name is Susan Shipp, it's S-U-S-A-N, S-H-I-P-P. I live at 7725 Tomlinson Avenue in Cabin John. As the president of the Cabin John Citizens Association, I'm providing comments today on behalf of the Cabin John community. We will be submitting more specific written comments prior to the November nine deadline. Cabin John, a bucolic, historic community with some 2,200 residents located in the triangle created by Cabin John Parkway, the CNO Canal and I-495 from the American Legion Bridge to just past the bridge over Seven Locks Road. Cabin John's Evergreen neighborhood, which backs up to the Beltway, is directly threatened by this project and the Citizens Association stands united with these families in opposition to property takings as part of this project and with the need for effective noise barriers and stormwater management, which has never been addressed despite more than a quarter million vehicles using this stretch of I-495 every day. We also agree with the other very critical concerns they are raising in their testimony, also backing up to the Beltway is the Moses Hall and cemetery property, historically significant for the role it played in Cabin Jones African-American community during the segregated post slavery era. This property is also directly linked to the current Cabin John residents who have family buried in the cemetery. The Draft EIS says that the properties, including grave locations, is adversely affected by all six build alternatives. This is unacceptable to the community, as is the inadequate study of this site that has been conducted today under Section 106 and Section 4(f).

The construction of a flyover ramp from the managed lanes to River Road would adversely impact the Evergreen Homes. The Moses Hall and cemetery property and nearby parklands highly utilized by the community. It also would have adverse visual impacts for the Cabin John community as a whole. The

draft EIS does not evaluate this in any meaningful way. Another major concern is the traffic impacts both during construction and longer term. The Environmental Resource Mapping Appendix B appears to indicate that both the Persimmon Tree Lane Bridge over I-495 and the I-495 bridge over Seven Locks Road will need to be replaced. The construction period information presented in the draft EIS does not adequately describe the disruptions that residents will experience. Even more alarming, the traffic analysis technical report Appendix C indicates that both the River Road and the Clara Barton Parkway, two major thoroughfares used by the community to access Washington, will see a greater than 10 percent increase in delay with managed lanes on I-495. This is a major adverse impact for Cabin John residents. Evidence that the DEIS documents the impacts on critical local connector roads, including Persimmon Tree Road, Seven Locks Road, MacArthur Boulevard, which is Cabin John's Main Street, and where commuter traffic has already slows to a crawl due to the historic one lane Union Arch Bridge. The impacts to these roads must be thoroughly evaluated and final mitigation incorporated through improvements to these roadways. Thank you very much for your consider, excuse me, your consideration.

**ANDREW BING:** Thank you, Susan. And we thank you for your patience. I know you were trying to get into the queue when we first started this afternoon session, and we appreciate that you stayed with it and we appreciate your comments. Our next caller will be Eliza Cava after Eliza will be Shekhar Murkute. Eliza, you will have three minutes after the automated message. Please state your name, spell your name, and provide your address.

**ELIZA CAVA:** Hello, my name is Eliza Cava, E-L-I-Z-A, C like Charles, A-V-A and I'm the Director of Conservation at the Audubon Naturalist Society, located 8940 Jones Mill Road in Chevy Chase, Maryland. I'm also the Co-Chair of the Storm Water Partners Network of Montgomery County, a coalition of 37 organizations committed to healthy watersheds. As an organization and as a co-chair of the network, I do not support the Beltway and I-270 expansion project. The Audubon Naturalist Society and our 10,000 members stand in favor of the No Build option for the following reasons. In addition to those previously said by my colleagues [INAUDIBLE] and Lisa Alexander. Mainly in the DEIS and MDOT and SHA mitigation measures were vague, insufficient and let me see. I will detail a few examples around stormwater. First, the DEIS fails to include stormwater management requirements in Virginia by omitting Fairfax County and VDOT from Section 2.7.2. This is inappropriate as all impacts should be considered in the environmental impact study. Second, at this high-level stage of NEPA planning a proper impacts evaluation should be overly conservative rather than optimistic. Instead of, the DEIS assumes very optimistically that all shoulders and twenty five percent of existing lanes will need to be reconstructed. Really, the project should assume that all lanes will be reconstructed and stormwater management applied accordingly and then plan to scale back and reduce budget expectations later during more detailed design. Not doing so creates a potentially very large hidden costs that will need to be paid for later. As an engineer might say get all your pipes done at once. Don't make Montgomery and Prince George's counties continue to pay for the damage caused by old state highway infrastructure, when if you're going to be working on the highway, you can fix it now. Third, the DEIS

fails to consider the locations that upgrade needs, even of existing stormwater management facilities. The treatment and storage of any existing facilities within the limits of disturbance, such as those with the traffic lights where I-270 meets Monocacy Boulevard, which you can see on Appendix D map 99 may need to be replaced, moved or upgraded. Those impacts and costs are not included in the DEIS.

And finally, there is no mention of the increased need for stormwater management due to heavier and more frequent rainstorms due to climate change. Adding more pavement, even treated to current standards would degrade water quality in our streams. An Environmental Impact Study should take this extra impact into account and clearly this one does not. Without adequate stormwater management now, we will fail to protect the health of our people and our streams in the future. I want to mention one more concern out of many that go beyond stormwater and that is climate change. Many have made this point before, but it is, frankly, the height of societal irresponsibility to be increasing our reliance on highways, single passenger vehicles, the fossil fuels. We are in a climate emergency and we need to act like it. The DEIS Appendix I, page 110 said in general greenhouse gas emissions are expected to increase for all screened alternatives when compared to the No Build conditions for 2040. That is more truthful than what the Hogan administration said last year. When MDE Secretary Grumbles told the Board of Public Works. We believe you're going to see some improvements in the right trajectory in greenhouse gas emissions, including with this large project. That statement was unbelievable at the time. And as the DEIS now finally makes clear, it is shameful to see a government supposedly committed to fighting climate change, instead trying to ram through this giant highway project. In summary, on behalf of Audubon Naturalist Society [INAUDIBLE] pursue sustainable transit alternatives that reduce traffic congestion without exacerbating climate change or harming critical wildlife habitat and greenspace that people in our region need more than ever now. Thank you.

**ANDREW BING:** Thank you, Eliza. Our next speaker will be Shekhar Murkute. After that will be Michele Riley. Shekhar, you will have three minutes after the automated message. Please state your name, spell your name, and provide your address.

**SHEKHAR MURKUTE:** Hi, my first name is Shekhar, S-H-E-K-H-A-R, last name, M-U-R-K-U-T-E. My address is 4532 Chews C-H-E-W-S Vineyard, V-I-N-E-Y-A-R-D, Ellicott City, Maryland 21043.

**ANDREW BING:** Ok, go ahead, you'll have three minutes.

**SHEKHAR MURKUTE:** Thanks for the opportunity to testify for I-495 & I-270 Managed Lanes Study Joint Public Hearing. I am the owner of Pioneer Civil Engineering Services, which is an MDOT certified MBE/DBE/SBE/SBR Company. The services offered are mainly architectural and engineering services like construction management, inspection, pavement design, pavement asset management, highway design, surveying, partnering with the asphalt, concrete aggregate industry. We are a relatively new company, and one of the reasons for starting a company was to get involved in one of the largest Public Private Partnership, P3, which was announced by Governor Larry Hogan. And it has received a national and international attention. I have work for MDOT collectively for 18 plus years as a former division

chief, former design team leader, former onsite consultant, along with working as a director for a private firm for a design and CMI before branching out and starting my own company. Most of my work for 18 plus years with MDOT was concentrated on state owned roadways in Montgomery and Prince George's County, including 495 and 270. I was part of the P3 Purple Line, numerous Design Build, Progressive Design Build, and a lot of major projects. All these projects have benefited not only public but also to a lot of MBE/DBE and smaller companies in Maryland. As these smaller companies have worked on this project, they have gained a valuable experience and are looking forward to bigger and better projects from MDOT and Maryland county. Also, there are a lot of new minority companies who are coming forward who are eager to learn and compete. As we all know, the competition brings not just a good quality but also innovation and which is what we are expecting in this P3. All these companies, whether they're minority or small companies or big brand companies, they have very well trained personnel and are willing to train the additional personnel, which will require more infrastructure projects, and that can lead to more competition and innovation. There is no better way to utilize all this talent to make them part of the biggest and historic P3 project. Currently, the infrastructure spending is kind of on the decline and the P3 will definitely help. Thanks for this opportunity and again, we testify in support of Public Private Partnership, P3, that will help relieving the traffic congestion for the Capital Region on 495 270. Thanks.

**ANDREW BING:** Thank you, Mr. Murkute. Just a couple quick announcements, we do have three more speakers in the speaker's queue. We'll next go to Michele Riley, then Melvin Tull, and then Janet Waxman. I do want to let people know that if they are listening and they would like to provide testimony, they can sign up by going to the website, the Program website at [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS). You can also leave testimony by voicemail at 855-432-1483. We will now continue with Michelle Riley. Michelle, after the automated message, please state your name, spell your name, and provide your address.

**MICHELE RILEY:** My name is Michele Riley. M-I-C-H-E-L-E, R-I-L-E-Y. My address is 416 Hillmoor Drive, H-I-L-L-M-O-O-R Drive in Silver Spring 20901. I'm a resident of the Woodmore neighborhood in the Four Corners area of Silver Spring and a member of the board of the Woodmore Pine Crest Citizens Association, which has over 1,100 homes. Our association will be providing more comprehensive written comments on the DEIS to be submitted prior to the close of the public comment period. Our neighborhoods boundaries are I-495, University Boulevard, Colesville Road, and the northwest branch of the Anacostia. This project would cut through the heart of our community. Our association supports the No Build option for the Beltway east of I-270 because of the significant direct and indirect impacts to our neighborhood and surrounding community, including 1.) the limits of disturbance that would be required for any of the build alternatives will likely be much broader than characterized in the DEIS. 2.) the Silver Spring YMCA would be forced to leave the neighborhood area. This facility is a longstanding and tremendous community resource for our area, providing fitness classes, workout facilities and two swimming pools, as well as day care and summer camps for area families, and the loss of the YMCA in this densely populated area would be devastating. 3.) Our neighborhood high school, Montgomery

Blair, the largest high school in Maryland, would lose athletic field space, which is already very constrained. Blair High School is home to a very diverse population of over 3,200 students and 400 staff who would be ill served by losing space currently dedicated to sports and recreational activities to this beltway expansion. The students at Blair High School represent underserved communities and deserve to be able to play sports at school on the currently existing field. Moreover, the intense construction activity and noise immediately adjacent to the school and the resulting additional emissions would surround the school for years, impacting the health and well-being of students and staff. 4.) The eventual widening of Colesville Road in the Four Corners area would devastate our robust commercial district. The numerous neighborhoods surrounding Four Corners rely on the shops and restaurants in this district, which is a mix of walkable commercial and residential property that is so desired by the planners in our region and by residents. 5.) Dozens of homes in our neighborhood would lose property to the beltway expansion project. And 6.) the loss of adjacent park land and irreplaceable tree canopy would have a negative impact on the health and environment of the surrounding area. There would not be room in the immediate area for replacement of the trees lost. For these reasons, the Woodmore Pine Crest Citizens Association supports the No Build option. We encourage MDOT to reconsider this project and evaluate other alternatives that are less impactful and reflect the fact that congestion and vehicle miles traveled have dropped significantly due to the global pandemic. These changes may be permanent due to significant increases in adoption of telework by many employers. Thank you for your time.

**ANDREW BING:** Thank you, Michele. Our next caller will be Melvin Tull after Melvin will be Janet Waxman. Melvin, after the automated message, you will have three minutes. Please provide your name, spell your name, and state your address.

**MELVIN TULL:** Good afternoon. This is Melvin Tull, M-E-L-V-I-N, T-U-L-L. I live at 19101 North Pike Creek Place in Montgomery Village and I'm calling as just a simple commuter, commuting on I-270 into Silver Spring after day for the last 30 years and now doing some commuting into Frederick as well. My message is build it, it's time, it's needed. After listening to some of the other callers sounding like progressives against progress, I really have to say we need this thing. Build it. Bus and transit hasn't been working during this, well, the shut down and in Silver Spring, we can see that the metro gets shut down even without a pandemic. We need this flexibility of being able to drive a car, and as much as we need to look at the future, we're going to see electric vehicles and solar power driving those vehicles, powering those vehicles that will give flexibility for people to get where they want to go. As you know, Montgomery County wants to add tens of thousands of households over the next dozen years or so because we need workers and people are going to want to move around to go shopping to get to their jobs. Not everybody is going to be able to stay home and work on a computer in their private office. We need to build it. Get it done, guys. It's time to build this thing. Thank you.

**ANDREW BING:** Thank you, Mr. Tull.

**MELVIN TULL:** I still have some time left. But. Thank you.

**ANDREW BING:** You're welcome. Ok, thank you. We're now going to go to Janet Waxman, Janet, again after the automated message, you will have three minutes. Please state your name, spell your name, and provide your address. Janet, are you there? Janet, I think I can hear you just say something. Janet, are you there? Janet, can you hear me? I think you're on the phone and you are in the queue. We're just waiting for you to recognize that. If it's not, if I have the wrong name, is it phone number ending 2797?

**SARAH LESHAR:** No, I am 2797.

**ANDREW BING:** OK.

**SARAH LESHAR:** My name is not Janet Waxman.

**ANDREW BING:** OK. We – we it by error, so we have you on. If you could just provide your name and then spell your name and state your address and then you can go and provide your testimony.

**SARAH LESHAR:** Hello, my name is Sarah Leshar. That's spelled S-A-R-A-H, L-E-S-H-E-R, and I live at 9728 Sedan Drive in the Oakview District of Silver Spring, which is a neighborhood right next to the I-495 just west of New Hampshire Avenue.

**ANDREW BING:** Ok, we apologize for having the wrong name there Ms. Leshar. I'm sorry to interrupt you there. I'm sorry we had your wrong name, but we do have you recorded now. You'll have three minutes, so you can start now.

**SARAH LESHAR:** All right. I do not support the I-495 I-270 Managed Lanes Public Private Partnership P3 program, I support the No Build option. The fundamental problem with a Public Private Partnership is that the private partner is interested only in maximizing profits by minimizing costs and maximizing return. A publicly funded infrastructure program such as the highway must take into account the extra analyses, the costs to the wider community of such a project. A well-designed project will consider all the extra analyses, both of the current government regulations require a project to consider, like the ones included in this DEIS and others not yet qualified by important but important for the well-being of a community. Such effects include economic and health effects passed on to members of the community that don't benefit from and may in fact suffer from a project, including respiratory conditions made worse because the increased heat of road surfaces causes an increase in ground level ozone, nitrogen oxide and volatile organic compounds. The impact of these gases on asthma and other respiratory conditions is worse and economically challenged neighborhoods where the incidence of such diseases is already elevated. Highways are less likely to be used by the residents of such neighborhoods who can't afford the tolls and often can't afford cars, but these highways contribute

disproportionately to their health problems. There is no mention of asthma in the DEIS. The heats from Los Angeles highways increases ozone 10 to 15 percent, increasing medical expenses by \$350 million dollars, and that was a calculation made in 1997. It must be much, much greater now.

At the first public workshop for the Managed Lanes Study that I attended, the first question I asked was what is the impact of removing all the trees currently on the shoulders or otherwise adjacent to these highways? They'll be replaced, I was told. Where I asked? Elsewhere in Maryland, he said. But planting trees in cities is considered to be far more effective for combating climate change than planting them in forests because the trees help with cooling, local cooling. And I'm not going to be cool by a tree planted in western Maryland. A single mature tree produces enough evaporative cooling to counteract the heating effect of eight hours of 100, 100-watts of incandescent lights. Not the cool LED 100-watt equivalent. That's enough energy to run a whole house of AC for more than 24 hours. If trees are removed over a large urban area, and the I-495 I-270 project will remove trees along roughly a 100 miles of highway. The increased need for AC can mean more electrical power. Increased heat from more pavement flanked – flanked by fewer trees, no mention of heat pollution in the DEIS. Thank you for your attention. There is a trees also manage stormwater runoff, but only if they are adjacent to paved surfaces, not if they are miles away. A truly valid DEIS, would examine the importance of all these issues. Thank you.

**ANDREW BING:** Ms. Leshner.

**SARAH LESHNER:** Thank you for your attention.

**ANDREW BING:** Thank you very much. Ok, well that is all the people that we have in our speaker's queue. We do want to just say again, thank you to everyone who did just testify and bared with us as we experienced some technical issues at the beginning of our testimony, but we did get through everyone who entered the speaker queue. So right now it is to 2:42. We are going to go into recess until we have someone else enter the speaker's queue. A couple quick reminders again, if you would like to, if you're listening and you'd like to provide testimony and have not yet registered, you can do that by going to the Program website, which is [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS). You can also leave testimony by voicemail by calling 855-432-1483. This afternoon session will remain open until 4:00, so we still have an hour and 15 minutes. We also will have an evening session which will run from 5:00 to 8:00 tonight. So, we will go into recess. I will come back at three o'clock with an update. Thank you.

[IN RECESS]

**AUTOMATED MESSAGE:** Thank you for attending the I-495 & I-270 Managed Lanes Study Public Hearing. Today's sessions begin at 9:00 AM, 1:00 PM, and 5:00 PM. [REPEATS]

**ANDREW BING:** Ok, Good afternoon everyone, it is 3:00 PM. We are we- we are open until 4:00 for this public hearing. We will then take a break and the evening session will start from five to eight. It is 3:00. We do not have any additional speakers in the speaker queue, so we remain in recess. I did want to provide some additional information for people in case they are listening and interested in providing public testimony. If you are, I'm just going to provide you the information for you to do that. You will call the number 855-925-2801 and then you'll enter the, you'll enter the access code, which is 7614. So, for the remainder of this afternoon session, the access code is 7614. You will then need to listen to the entire welcome message once that ends, you'll press the star button and then when prompted, you'll press the three to enter the speaker queue. So again, if you are interested in providing public testimony, you can do it by calling 855-925-2801 and then enter the access code, which is 7614. You'll then press the star button and then the number three. If you're interested in providing testimony by voicemail, you'll call 855-432-1483 and there is no registration needed in order to do that. So again, this afternoon, session will remain open as we wait for any additional people to enter the speaker's queue, but we will be in recess right now. I will come back on it 3:20 to provide an update. Thank you.

[IN RECESS]

**AUTOMATED MESSAGE:** Thank you for attending the I-495 & I-270 Managed Lanes Study Public Hearing. Today's sessions begin at 9:00 AM, 1:00 PM, and 5:00 PM. [REPEATS]

**ANDREW BING:** Ok, good afternoon, everyone. It is approximately 3:20. We are in, still in recess. We have not had anyone else enter the speaker's queue looking to provide testimony. So, we will remain in recess. One more reminder that you can directly call in and provide testimony. We will provide the access code just for this afternoon session. That number is 855-925-2801 and the access code is seven 7614. So, if you are listening and you would like to provide testimony, you just call that phone number and provide the access code 7614. We will remain in recess. I will come back at 3:40 to provide an update. Thank you.

[IN RECESS]

**AUTOMATED MESSAGE:** Thank you for attending the I-495 & I-270 Managed Lanes Study Public Hearing. Today's sessions begin at 9:00 AM, 1:00 PM, and 5:00 PM. [REPEATS]

**ANDREW BING:** Ok, it's 3:40, we are still in recess, we have not had any additional people enter the speaker's queue to provide testimony, so we will remain in recess. One last time just in case there is someone out there listening and – and you decide at the last minute that you would like to provide testimony during this afternoon's session, if you would like to do that, you just call 855-925-2801 and then you enter the access code, which again, just afternoon session is 7614. So that access code is only good for the next 20 minutes. You will have to listen to the entire welcome message and then you will press the star button and then the number three in order provide testimony. So, we will be in recess

unless we have someone enter the speaker's queue between now and 4:00. As a reminder, we will take a brief break from 4:00 to 5:00, but there will be an evening session from five to eight where people can sign up to provide testimony at that time. Thank you, we are in recess.

[IN RECESS]

**AUTOMATED MESSAGE:** Thank you for attending the I-495 & I-270 Managed Lanes Study Public Hearing. Today's sessions begin at 9:00 AM, 1:00 PM, and 5:00 PM. [REPEATS]

**ANDREW BING:** Ok, it is 4:00. This concludes the afternoon session of our September 3rd Public Hearing. We thank all those people who took the time to call in today to provide the public testimony, and we especially appreciate the patience people showed, as we did have a little bit of technical problem, but we worked through it quickly and we were able to get everyone's testimony. Just a couple reminders. One, the public comment period does remain open through November 9th, 2020. So, in addition to these public hearings, you can submit emails and comments through our comment notice. We will have an evening session of this public hearing that will start at 5:00 today and run from 5:00 to 8:00 so people can register to provide public testimony at that time. So, we will be in recess for one hour until we will come back at 5:00 and begin our evening session. Again, thank you, everyone, and we are in recess. Sessions begin at 9:00 AM, 1:00 PM, and 5:00 PM. Thank you for your patience.



**I-495 AND I-270 MANAGED LANES STUDY**

**JOINT PUBLIC HEARING**

**Thursday, September 3<sup>rd</sup>, 2020**

**Evening Session: 5:00 pm to 8:00 pm**

**Virtual/Online**

**ANDREW BING:** Good evening and welcome to our evening session of our September 3rd public hearing, this session will run from 5:00 to 8:00 PM. I do want to make a couple of quick announcements before I read a prepared statement and before we have one of our agency representatives make a prepared statement, and then after those prepared statements, we will go to our callers who have entered the speakers queue. I wanted to let everyone know that if you are listening and would like to provide testimony but have not yet registered, you need to go to the program website, which is [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS). Once there, you click on the joint public hearings button and then you click on the click to register to provide virtual public testimony button. If you are interested in leaving testimony by voicemail, you call 855-432-1483. There is no registration that is required to leave recorded testimony via voicemail. One final instruction. If you have registered to provide testimony and you are calling the number to gain access into the queue, you must listen to the entire welcome message. So after you dial the phone number 855-925-2801, you enter your access code. You then need to listen to the entire welcome message and once that welcome message ends, you will press the star button and then it will prompt you to press the number three to actually enter the speakers queue. So thank you for letting me do that. And now I'm going to read the prepared statement as we start our evening session of the public hearing. Good evening, I am Andrew Bing with the Maryland Department of Transportation, State Highway Administration, abbreviated MDOT SHA. Today is the fifth of six joint public hearings that MDOT SHA will be conducting for the I-495 and I-270 Managed Lanes Study Draft Environmental Impact Statement or DEIS, the draft section 4(f) Evaluation and Joint Permit Application or JPA. I will be the hearing officer and I'm responsible for running tonight's public hearing. Tonight's hearing is being held jointly by MDOT SHA, the Federal Highway Administration, and the Maryland Department of the Environment. On behalf of these agencies and the Federal Highway Administration as the lead agency, I welcome you. The purpose of this hearing is for interested parties to provide official testimony and comments on the studies proposed alternatives and associated impacts as detailed in the DEIS and the Floodplain Waterway and Nontitle Wetland Impacts detailed in the Federal State JPA. I will provide a brief overview of the Managed Lanes Study background and the aquatic resource impacts documented in the JPA. I will introduce the panelists and identify ways for you to comment on the DEIS and JPA. Some panelists will then give statements on behalf of their agency. Finally, I will review the hearing procedures and open the phone line for live testimony. The purpose of the I-495 and I-270 Managed Lanes Study is to develop a travel demand management solution or solutions that addresses congestion, improve trip reliability on I-495 and I-270 within the study limits and enhances existing and planned multimodal mobility and connectivity. The needs for the study are, accommodate existing traffic and long term traffic growth, enhance trip reliability, provide additional roadway travel choices, improve the movement of goods and services, and accommodate Homeland Security. In addition two goals were identified for the study, incorporate alternative funding sources to achieve financial viability and environmental responsibility. The study limits include I-495 from south of the George Washington Memorial Parkway in Fairfax County, Virginia, including of improvements the American Legion Bridge over the Potomac River to west of MD-5. And along I-270 from I-495 to north of I-370, including the East and West I-270 Spurs in Montgomery and Prince George's County, Maryland. In addition to the no build alternative, there are six build alternatives under

consideration for improvements within these limits. Alternatives 8, 9, 9- modified, 10, 13B and 13C. Aquatic resource impacts would range from between 155,229 and 156,948 linear feet of streams between 16.1 and 16.5 acres of nontidal wetlands between 52.7 and 53.6 acres of wetland buffers, between 116.5 and 120 acres of FEMA 100 year flood plains. Detailed impacts by alternative can be found in the DEIS, the JPA and the JPA Public Notice. Please be reminded that all hearing materials, including online narrated display materials, are available on the program website [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS).

Tonight's public hearing is being live streamed and audio recorded. The official transcript of the joint public hearing testimony will become part of the project record. It will be available for public review on the program Web site. I will now introduce representatives of MDOT SHA, the Federal Highway Administration and the Maryland Department of The Environment, who are in attendance for tonight's hearing. Lisa Choplin I-495 and I-270 P3 Program Director MDOT SHA, Jeff Folden I-495 and I-270 P3 Program Deputy Director MDOT SHA, Caryn Brookman, I-495 and I-270 P3 Program Environmental Program Manager MDOT SHA. Shabnam Izadi, Title VI Coordinator MDOT SHA. Jitesh Parikh, FHWA Project Delivery Environment Team Leader. Amanda Sigillito, Nontidal Wetlands Division Chief, Maryland Department of the Environment. And now on behalf of Shabnam Izadi, the Title VI officer for tonight's public hearing. I will explain the significance of Title VI and how it relates to the transportation project planning process. Title VI of the Civil Rights Act of 1964 was put into effect to prohibit discrimination on the basis of race, color or national origin. To support the act, the United States government designated additional statutes, laws, regulations and executive orders to provide guidance for the effective execution of the objectives of Title VI. As a recipient of federal funds, MDOT SHA is responsible for upholding the principles of Title VI of the Civil Rights Act of 1964 and related guidance. MDOT SHA's policies and programs should not discriminate against people on the grounds of race, color, national origin, sex, age, English proficiency, income level or disability. The MDOT SHA policies and programs should avoid disproportionately high or adverse impacts on minority populations and low-income populations. MDOT SHA seeks to provide citizen stakeholder groups and other interested parties with reasonable opportunities to be involved in the planning process. With that said, MDOT is required to capture this data to demonstrate its compliance with Federal Regulation 23 CFR 200.9 Subsection b(4) and more importantly, to consider the transportation needs of the community by hearing from you. Compliance is voluntary, however, in order to demonstrate compliance with the federal regulation, the information requested must be documented when provided. It will not be used for any other purpose except to show that those who are affected by the project or have an interest in the project have been given an opportunity to provide input throughout the planning process. We invite you to take our voluntary demographic survey. This survey will help us to ensure that we are reaching the communities that are affected by the I-495 and I-270 Managed Lanes Study. If you have questions or need assistance, call 410-545-0377. For more information regarding Title VI of the Civil Rights Act 1964 and other nondiscrimination laws, review the Civil Rights under Title VI brochure. Both the survey and brochure can be found on the program website by visiting the participate and provide feedback page. Any member of the public has the right to file a discrimination complaint against MDOT SHA if he or she feels MDOT SHA does not comply with Title VI of the Civil Rights Act of 1964 and the related statutes. The process for filing a

complaint is outlined in the Title VI brochure located on the website. Lastly, if you are someone that you know speaks limited English and may need translation services to get project information, please call 833-858-5960 for assistance. At this time, I will turn the proceedings over to Amanda Sigillito from the Maryland Department of the Environment to provide her statement.

**AMANDA SIGILLITO:** Hello and good evening. My name is Amanda Sigillito and I am the Chief of the Nontidal Wetlands Division at the Maryland Department of the Environment, abbreviated MDE. I am the panelist representing MDE at this public informational hearing for the I-495 and I-270 Managed Lanes Study Joint Permit Application. MDE appreciates both your interest and participation in the public comment process. It is the responsibility of MDE to evaluate applications that propose impacts to Nontidal Wetlands, The Nontidal Wetland Buffer and waterways, including the 100 year Nontidal Floodplain MDE's authorities founded in Subtitles 5 and 9 of the Environment Article. Each application received through our regulatory program has specific new issues and impacts that must be considered in relationship to weighing the potential benefits and detriments of the project. MDE is neither a proponent nor opponent of any project. This public informational hearing is being conducted pursuant to Subsection 5-204 of the Environment Article and Code of Maryland Regulations 26.23.02.02 and 26.17.04.13. The purpose of this public informational hearing is to provide the applicant with an opportunity to present an analysis of impacts that may be associated with the proposed activity. In addition, the hearing provides MDE with an opportunity to solicit additional information from interested persons. This public informational hearing is for the Nontitle Wetlands or Waterways Permit Application number 20-NT-0114\202060649 submitted by the Maryland Department of Transportation State Highway Administration for the proposed construction of Managed Lanes along I-495 and I-270 corridors within Montgomery and Prince George's counties. Please note that when MDE issues its decision on the permit application, the accompanying information will be sent to the inter-interested persons list as well as to the applicant. At that time, MDE's decision will be a final agency determination. There will be no further opportunity for administrative review. Any person with standing who is either the applicant or who participated in the public participation process through the submission of written or oral comments petition for judicial review in circuit court. The petition for judicial review must be filed within 30 days of the publication of the MDE's permit decision. At this time, I will turn the proceedings back to Mr. Bing. Thank you.

**ANDREW BING:** Thank you, Amanda. There are multiple ways to comment on the DEIS and JPA. You can provide oral testimony through the public hearing or leave your testimony by voice mail. You can also complete a comment form online or send an email, or written letter. Details on ways to comment can be found on the program website by visiting the participate and provide feedback page. Comments related to the JPA can be mailed or emailed to the United States Army Corps of Engineer Baltimore District or Maryland Department of Environment, Wetlands and Waterways Program. Public and agency comments on the DEIS will be accepted through 11:59 PM on November 9<sup>th</sup> 2020. Comments on the JPA will be accepted through 11:59 PM on October 8<sup>th</sup> 2020. Please continue to visit the program website [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS) for updates. All comments received whether at the hearing through oral testimony or through other methods such as the comment form, voice mail, email and or letter will be given equal consideration. Again,

the purpose of this public hearing is to allow interested parties to provide public comments on the DEIS and JPA. Tonight's Joint Public Hearing, tonight's public hearing is available for viewing online and also available by phone. The panelists and hearing officer will be visible on the screen, will be listened to all public comments. Although you may not see all panelists on screen at one time, all of the panelists will be listening to the testimony. My role as the hearing officer is to run a professional and orderly joint public hearing. I understand how important the issues are related to the DEIS and the JPA, and I take my role as hearing officer seriously. I am committed to providing members of the public an opportunity to provide comments and an organized, fair, professional and orderly manner. Offensive or profane language will not be allowed, after one warning, if offensive or profane language continues, the call will be ended. I also want to let everyone know that the agency representatives as well as myself, will not be answering questions or responding to any comments made during the hearing. Responses to comments will be included in the final Environmental Impact Statement. If you have joined us tonight to listen to the public hearing, and would like to provide live testimony but have not yet registered, please go to the program website at [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS) to register. You may also leave recorded testimony via voicemail by calling 855-432-1483. Registration is not required to leave recorded testimony via voicemail. The panelists are interested in hearing comments about the study from all interested individuals. Please remember that we are recording this hearing, speak directly and clearly into your phone and provide your full name, address and any organization you may represent. To ensure all be heard there will be a three minute time limit for public testimony and a five minute time limit for elected officials. The time will start after you introduce yourself. A single tone will sound when there are 30 seconds remaining. Double tone will sound when you have 10 seconds remaining, and at this point, you should wrap up your testimony. As the hearing officer, if you are unable to conclude your comments at the end of your time period, I will end the call and move on to the next person in the queue. So that concludes the prepared statements. I'm just gonna make a couple other quick, quick notes. First of all, I do apologize in advance if I mispronounce anyone's name. Again, don't be distracted when you hear those tones. The single tone will sound when there's 30 seconds left. A double tone will sound when there's 10 seconds left. But just continue and just use those as a guide to know how much time you have left. Okay, we're gonna head into taking public testimony at this time, so the first person on our list is the town of Berwyn Heights Mayor Amanda Dewey. After the town of Berwyn Heights, Mayor Amanda Dewey will be Prince George's County Council member Dannielle Glaros. So town of Berwyn Heights, Mayor Dewey, you will have five minutes for testimony after the automated message, please state your name, spell your name and provide your address.

**AMANDA DEWEY:** Good evening, my name is Amanda Dewey, I'm the mayor of the town of Berwyn Heights. My last name is spelled D-E-W-E-Y and my address is 6216 Quebec Place. And forgive me in advance, we're in a tornado warning and in the basement, so sorry about any background noise. I'll say that in addition to my elected office as mayor, I am a PhD candidate with specialization in environmental sociology and expertise in environmental policy. I first want to clearly state that I do not support this project and support a no build option. First, I'll say that a preferred alternative should not be chosen until all of the true financial and environmental costs are known. To do otherwise would be deeply flawed. MDOT SHA also failed to consider other

alternatives for study that I think cannot be ignored, including public transit, telecommuting, and these were not considered in depth. Our current pandemic context has demonstrated the importance of considering these more relevant, safe, healthy and cost-effective alternatives. To move forward with this project without considering these is irresponsible and shortsighted. I also want to say that mitigation measures in the DE - DEIS in my view, were insufficient. The NEPA analysis in many cases notes that the project's impacts are unknown because project details are unknown. But this is contrary to the spirit and purpose of NEPA and entirely insufficient. To determine an alternative and then to come up with detailed impacts later is inexcusable, insufficient and does a disservice to our community. The study segmentation also constrict the scope of evaluation. In my view, data use has been flawed throughout this process, including faulty data used to establish the problem state impacts. For example, air quality and accurate use of revoked, fuel efficient - fuel efficiency standards, and in accurate use of data to predict traffic outcomes. I am not convinced that this project would even see the traffic outcomes that it predicts. I am concerned with air pollution from this project would have an impact on the health of residents of my community who live, work, play, worship and learn near the proposed expansion. The community struggles with stormwater quality and quantity issues that could be impacted by this project. Cultural resources of importance to our community would also be impacted, including many, many acres of protected park land. This 90 day public comment period is too short for our community to understand the impact that our projects would have. While I understand that there has been a brief extension, it is still not enough time for our community to truly understand, evaluate and comment on this project, especially in a COVID-19 context. This project has continuously displayed errors and logic, seeming to have a predetermined outcome leading to widening the Beltway, that hasn't seemed to change in the face of evidence and public comment. So many people have pointed out the problems with the project. It is time that we focus our attention on healthy and appropriate transit solutions that are actually relevant, such as public transit, telework incentives and allowing people to work closer to where they live, as opposed to outdated views that focus only on vehicle traffic. This would protect our residents and natural resources without coming to an extreme cost to our community, and I asked MDOT SHA to move forward with no build option. Thank you very much.

**ANDREW BING:** Thank you, Mayor Dewey. Next up, we will have Prince George's County Council member Dannielle Glaros Council Member, Glaros, you will have five minutes after the automated message, please state your name, spell your name and provide your address.

**DANNIELLE GLAROS:** Hi, this is County Council Member Dannielle Glaros. I'm a Prince George's County Council Member representing District 3, which includes many of properties that would be affected under the proposal for the I-495 270 P3 project. On this act across Prince George's County, about a 169.4 acres have been identified for acquisition between all of the different options that have been put out. And today I am speaking on behalf of myself, I know our county council will be reviewing the documents further and will be taking a position later, but today I'm calling in, speaking on behalf of my residents of District 3 in support of the no build option. And in fact, you just heard from one of the mayors I represent, Mayor Dewey from Berwyn Heights. There's a multitude of reasons that I have deep concerns about this project. Many of you also are

familiar with my district because the Purple Line 10, 9 of the 11 stops in Prince Georges County are in District 3, the district I represent. I'm well familiar with the challenges actually that have occurred around P3 projects here in the state of Maryland, which actually leads me to be even more concerned about what I see in front of us and the draft DEIS that's in front of us today. So far, the DEIS excludes a lot of the costs that I think we are going to incur. One, we know that the Washington Suburban Sanitary Commission has already estimated that moving the water and sewer pipes along these proposed alignment's and expansions would be much more expensive than what MDOT predicts. As was also mentioned in the DEIS, it admits that upwards of one billion in state subsidies might be needed to complete the project. The reality is, and this is mentioned as well in the DEIS, that there is a lot of impacts associated with this project that we don't yet know. Yes, there's 1,500 properties, homes that would be affected. But today, we still don't know the details about how much those properties would be affected. They may be losing a few feet of their backyard. They may be losing 15 feet of their backyard. That matters to the livelihood and the viability of those properties moving forward. So I believe that we've actually, at this point underestimated the number of properties that might be impacted and the number of properties that actually might need to be appropriately acquired to ensure people's safety. Local communities would definitely be hit hard by this proposal, but also would our environment. And that is everything from thinking about particulate matter to carbon monoxide to global warming, but I think in Prince George's County, what I'll highlight the most is that the county itself, based on this proposal in front of the state today, would be responsible for mitigating the effect of increased impervious surface on flooding and stormwater management. Across the entire project. across two counties, 550 acres of new and pervious services would be added depending on the options chosen. But it's just simply unacceptable, given the challenges we already have with flooding and stormwater management in our jurisdiction. We have numerous parks that would be affected on there, including Greenbelt Park, but also some neighborhood parks in communities along the route. And the forest canopy will be affected. A total of 1,500 acres of forest canopy will be removed. From the start I've had deep concerns about the DEIS review process and I do believe it's been flawed. And I think from day one, the challenge has been that the state has favored an extensive build option and has used advice really early on for potential P3 partners to guide their project proposal. In Prince George's County there is no examination of 495 of the link between the Woodrow Wilson Bridge and Route 5. No one can explain why that incredibly important and portion in 495 has been left out. In addition, you have the challenges associated with interchanges at 450 or at Route 1 that would need to conform to this wider alternatives being proposed. And as far as I can tell, and I will admit, I haven't read every piece of every page yet of the analysis. This has not yet been fully analyzed and it must be fully analyzed, so we move forward. There is so many lessons that the state needs to learn in regard to the shortcomings that have happened with the Purple Line P3 project. That would be incredibly irresponsible for the State of Maryland to move forward with any option this time besides a no build option. In conclusion, this project is terrible for our local communities and the environment, and it is a not a wise use of state taxpayer dollars. Thank you for your time, I appreciate it, and thank you for your work ahead.

**ANDREW BING:** Thank you, Council member Glaros. At this time, I'm just going to read the names of everyone that we have in the speaker's queue just so that people know that they're in there

and this will be the order that we're going to go. So it's Hannah Wald and then the phone number ending 8043. Then a phone number ending 4961. Then Daniel Flores, Ron Bialik, Charlotte Troup Leighton, Andrew Gallant, Magalie Roman Salas, and then a phone number ending 2439. And then Bill Sandmeyer. So that just can give everyone an idea of what the order is and who is in the speaker queue. If you did not hear your name or phone number mentioned, you must enter the speaker queue in order to provide public testimony. You do that by entering the access code that was sent to you and then waiting for the entire welcome message to play. And then you'll hear for more options, press the star button and then press the number three to enter the speaker queue. So at this time, we're going to go to the next person on our on our list, which will be Hannah Wald. After Hannah will be phone number 8043. Hannah, you will have three minutes after the automated message to state your name, spell your name and provide your address.

**HANNAH WALD:** Hi there, my name's Hannah Wald, that's H-A-N-N-A-H, W-A-L-D and I live at 632 Azalea Drive. That's A-Z-A-L-E-A Drive in Rockville, Maryland, zip code 20850. And I want to clarify that I don't support increasing I-270's footprint at all. And I support the no build option. I earlier wrote a letter to Comptroller Franchot about my concerns with the proposed widening recently, and he sent me back a form letter where he incidentally misspelled my name. And I'm going to summarize the concerns that I had in that letter for my comments tonight. So I live close to 270. The sound barrier is a stone's throw from my back door. So I'm one of those people who's concerned about how my property would be affected by widening and since they can't widen the other side of the highway here because of a shopping center on the other side, they probably have to take my house. But that's not the only reason that I think this project is a bad idea. A lot of these P3 style highway widening projects elsewhere in the company and a country kind of end up as a big boondoggle. So, like, after my house is taken and I have to move, I'm probably going to be on the hook along with all other Maryland taxpayers, when toll revenues don't meet projections and the- the company, the contractor demands its money and we all have to pay up. And that outcome seems even more likely now than it did in the past because we're almost certainly going to have a long term rise in telework unless commuting post COVID that, that work from home tendency is going to stick around. And also all of us in Maryland are going to have to fork up some money on the front end of this anyway. I mean, the Governor Hogan and MDOT have claimed that, oh, no, that this isn't going to cost any taxpayer money. But the draft EIS for the project says differently. It says we could end up paying, you know, up to a billion dollars of taxpayer money for this on top of whatever penalty, we end up paying the company, whatever contractor later. And there's also that two billion dollars that WSSC says will be needed for storm water and sewer infrastructure as part of the highway project. Somehow, when MDOT made their initial estimate of the costs for the project, that was overlooked. That's a pretty significant oversight. It makes me really concerned about the quality of MDOT's estimates and projected impacts because, you know, how you miss that? And, you know, people in Moco and Prince George's counties are going to be paying that off for decades and our water bills. So that's on top of you know the- the taxes that cover everything else. And last but not least, we have the cautionary tale of the Purple Line. Also, a P3 project. That's a big mess right now to the state. And the private partner are arguing over who's supposed to pay for cost overruns. And a state government with any sense would not be jumping eagerly into another project of this kind. After what's going on with the Purple Line,

and the final tally could be even higher than estimates suggest, like it was with the Purple Line. And I really hope our state government is going to grow some sense soon and see what a bad idea this is and how it could all go wrong. Anyway, thank you. I yield the rest of my time.

**ANDREW BING:** Ok, thank you Hannah. Before we go to our next caller, I do want to just point out, you- you may have heard the mayor of Berwyn Heights, Mayor Dewey mentioned the tornado warning. We also where we are located, where we are running the virtual hearing from are also under a tornado warning. We don't anticipate, hopefully, having to interrupt the hearing. But if there arises the need where we have to seek immediate shelter, we will pause the hearing, and then as soon as it's safe, we will come back on and continue with the public hearing. So, again, we're going to keep going. The next caller up is last four digits 8043. After that would be last four digits 4961. So caller 8043, again you will have three minutes after the automated message, please state your name, spell your name and provide your address. Ok, caller 8, last four digits of your phone number 8043, are you there? Ok, apparently that person has left the speaker queue. So if you are still listening and if you do intend to provide public testimony, call back in. We will bring you back to the top of the line, because there might have been a technical issue that kicked you out of the speaker queue. Hold on we're just one moment I'm getting some instruction here to see who we're going to go to next.

Ok, we're gonna just take a one minute break here to just clear up a couple of technical issues. I will come back on in approximately 60 seconds and give everyone an update. Please, if you are in the speaker queue, stand pat. We will come right back to you. Ok, I do apologize for that brief technical issue. We are going to go to the next person and our speaker queue. That is the phone number ending 4961. After that will be Daniel Flores. But phone number 4961, you will have three minutes after the automated message, please state your name, spell your name and provide your address.

**FIROOZ GIDFAR:** Good evening, my name is Firooz Gidfar, F-I-R-O-O-Z, G-I-D-F-A-R and I live at 7511 Hamilton Swing Road in Colorado Springs, Maryland 20817. Our community is gravely concerned about the negative impact of the highway and our health and property values. Carderock Springs, a citizens association, has commented on each step of SHA's process, talking to the public and requested in multiple letters that one sound barriers must be installed, two: SHA shouldn't carry forward any alternatives that would add two names in each direction and three: SHA should minimize impacts of the beltway expansion on arterial roads. Since my neighbors have given testimony [INAUDIBLE] I will mainly discuss the first two points. We were surprised to learn in the SHA public workshop on April 13th 2019 that SHA's plans to add an elevated ramp to connected to connect the Managed Lanes with River Road. This solution will significantly expand the areas impacted by noise from the Beltway. We were assured at the same meeting by SHA staff that the SHA would provide necessary and other assistance in order to plan for effective noise abatement. Unfortunately, the current DEIS fails to do this, do so. We request that such analysis be provided an effective noise abatement be planned and built. Despite our request to not proceed with alternatives that are adding two lanes in each direction. SHA proceeded only with these options. Four lanes with greatly increased disturbances in our neighborhood. We request

that the need for adding four lanes be reevaluated to better reflect current changes in travel needs and future automotive technological advances that will allow for more efficient use of current infrastructure. If we add four lanes, if we generate more revenue, it shouldn't proceed. LOD and the EIS for our area is overly optimistic as it appears to be nearly overlapping with the location of the noise barrier. We request SHA review the appropriate LOD in this corridor and, where property impacts are shown, the final EIS should be clear on how SHA will eliminate the need for property acquisition. Furthermore, Carderock Springs Elementary School provides a publicly accessible playing fields and therefore qualifies as a public recreation area for Section 4(f) review under 23 CFR 774.17. We reminded that Section 4f analysis of Carderock Springs Elementary School be provided in the final EIS. In general, I would also like to voice my opposition to this project. Highway expansions have historically proven to be ineffective as long-term solutions to commute time reduction the minimal predicted impact in due time savings will end up being zero if policies are not undertaken that lead to a reduction of the number of commutes by single occupant vehicles. The solution is not increased arterial capacity. If that were the case, we wouldn't be going through these exercises every few years. Thank you again for providing the Carderock Community with an opportunity to voice our concerns and require us, have a good evening.

**ANDREW BING:** Thank you, Mr. Gidfar. Our next speaker will be Daniel Flores. After Daniel will be Ron Bialik. Daniel, again, you'll have three minutes. Just as a reminder, you will hear a tone when there are 30 seconds left and you'll hear two tones when there's 10 seconds left. But after the automated message, you'll have three minutes. Please state your name, spell your name and provide your address.

**DANIEL FLORES:** Good afternoon, my name is Daniel Flores D-A-N-I-E-L, F-L-O-R-E-S. I am at 800 hundred Connecticut Avenue North West in Washington DC. I am the President of the Greater Washington Board of Trade. I am here in support of the Managed Lane Expansion and I'm also past resident of Montgomery County. I live in the county for well over 30 years, most of them in Gaithersburg, and have experience the I-270 and I-495 daily traffic tie ups that led me to move to Virginia. Many companies and new residents that look to relocate here to look for good schools, jobs and good transit and road networks systems that will get them to a destination in a reasonable time and not to spend two plus hours in traffic every day, as I did for much of my 30 years in Maryland. Now, alleviating traffic congestion in greater Washington to reduce the costs of congestion and to attract and retain qualified employees, keep businesses and attract new ones, is one of our Board of Trade priorities. On the infrastructure side, we support the transit and bridges and funding needed to secure improvements for roads. Examples of water trade priorities such included. the Intercounty Connector and a regional system of hot lanes complementing those now in Virginia and more. We highly recommend that Maryland proceed with Alternative 9, which will add two new hot lanes, high occupancy lanes, connecting those in Virginia that want to improve mobility, increase travel reliability, reduce congestion and incentivize carpooling and transit ridership. Virginia's plan to expand these HOT lanes network to the American Legion Bridge and with the potential matching lanes on the Maryland side in both directions, will create a seamless express network in the greater Washington region. Moreover, allowing you to be in transit

vehicles to use the Managed Lanes for free, will encourage people to carpool [INAUDIBLE] take transit. We are the fifth most congested region in the country and the 21st most congested in the world. Increasing the average travel speeds will reduce per vehicle greenhouse gas emissions. The I-270 and I-495 Managed Lanes project is critical to the quality of life and mobility in greater Washington region. In addition to reduction of delays on 495 and 270, Maryland will increase reliability for all modes of transportation. This project will infuse 9 to 11 billion of private funding into Maryland's economy, create tens of thousands of much needed new jobs for the next several years. We believe ultimately that the entire region interstate highway system needs to be upgraded and modernized in the new Managed Lanes and express bus transit service for the entire network. Thank you for the opportunity to testify today.

**ANDREW BING:** Thank you, Mr. Flores. Our next speaker will be Ron Bialek. After Ron will be Charlotte Troupe Leighton. Ron after the automated message, you'll have three minutes. Please state your name, spell your name and provide your address.

**RON BIALEK:** Good evening, my name is Ron Bialek, B-I-A-L-E-K. My house abuts the Beltway at 3419 Glenmore Drive, Chevy Chase, Maryland. I am a public health professional more than 35 years of experience, including 10 years on the faculty of Johns Hopkins School of Public Health and 25 years as CEO of the Public Health Foundation. Well, we've helped one of 500 organizations around the country in their efforts to achieve healthier communities. I support the no build option moving forward with any of the alternatives retained and evaluated in this EIS will impact my health, my family's health and the health of individuals and communities in and around the study area and areas not studied, such as roads to and from the Beltway and 270. By law and reinforced by the CDC, an EIS must consider human health. Simply stating in the EIS, quote, human health has been considered end quote, with no backup fact, no data, data sources being provided does not meet the legal requirements for considering human health. The study must be redone using facts and data, respected valid and reliable data sources and modeling of impacts of human health. I know what it means to consider human health in the study and how agencies can skirt the issue when they don't want damaging information exposed. The study is either negligent and not adequately considering human health or a decision was made to hide the facts. One of the most grievous examples of how human health was not adequately considered is found in Chapter four in Appendix 8, both addressing environmental justice and the impact on minority communities. The study notes that there are 199 black groups within the Environmental Justice Analysis area and 107 have minority populations equal to or greater than 50 percent. Unfortunately, the health impacts of minority communities have been excluded from the document. Chapter four in Appendix E states that excess emissions may be reduced. Even in the unlikely event this is true, those emissions will be closer where people live and play with many fewer trees to filter the pollutants. And what about emissions increases on the roads to and from the Beltway to 270? In Chapter four, there are 61. The following statement is made. Information is currently incomplete or unavailable to credibly predict the study's specific health impacts. This is an inaccurate statement. Valid and reliable data exist and science exists to model and predict health impacts. Unfortunately, none of these are addressed in the study. And looking at the study team of over 70 individuals, I was unable to find a single individual with an MPH degree in epidemiology, with the

expertise to analyze the data and human health impacts. The absence of facts, data and data sources about the impacts on human health and no evidence sound public health science has been used in developing D- DEIS is unacceptable and is an embarrassment to the state and to the citizens. In the event that any of the global trends continue to be considered, this DEIS must be redone. That is a legal requirement. Thank you.

**ANDREW BING:** Thank you, Mr. Bialek. Let me just read off the names that we have right now in the speaker's queue, just so everyone can have an idea of where they fall in that list. So next up will be Charlotte Troup Leighton and then Andrew Gallant. Magalie Roman Salas, phone number ending 2439. Bill Sandmeyer, Charles Whitaker, Daniel Marcin, Kris Hannah, Linda Herman and then Lynn Marble. So that's who we have right now in the speaker queue just to give everyone idea of where they're falling. So we are going to go to the next person in the queue. That will be Charlotte Troupe Leighton. After Charlotte will be Andrew Gallant. Charlotte, you will have three minutes. After the automated message, please state your name, spell your name and provide your address.

**CHARLOTTE TROUP LEIGHTON:** My name is Charlotte Troup Leighton, and that's spelled LEIGHTON. I live at 8005 Cypress Grove Lane in Cabin John, Montgomery County, Maryland. I'm a member of the Friends of Moses Hall 88 Consulting Party for the Section 106 process. I am also here representing Evergreen and neighborhood of 27 households immediately to the south of I-495 off of Seven Locks Road in Cabin John. Many of my neighbors, as well as the historic African-American Moses Hall, Morningstar Cemetery and Gibson Grove Church sites backup to the I-495 right of way and are within the limits of disturbance. We appreciate your careful consideration of my community's concerns, which will further, will be further articulated in a formal written response. Notwithstanding our overarching concerns about the negative impacts, fiscal looked viability and the short-sighted approach of the Managed Lanes plan, our community has four primary areas of concern based on the material in the draft DEIS. For storm water and runoff, our community experiences existing runoff and erosion conditions due to the highway. The expansion will create more impervious surface and more runoff. The DEIS does not provide information regarding the stormwater management strategy in our area. None of the typical sections shown explain what the stormwater management approach would be in conjunction with noise barriers. The stormwater management strategy must be further refined in the final EIS and the approach that SHA takes must address existing and future runoff. Second, we are glad to see noise barriers proposed for our community. These noise barriers are a necessary mitigation for the noise impacts we will experience and must be committed, committed to in the final EIS and Record of Decision. However, the placement and design of those noise barriers needs to be refined. The property impacts associated with the barriers placed as shown in Appendix D would have major negative consequences for our community. The barriers should be placed in a way that avoids property impacts and minimizes tree impacts. Their design should be compatible with our residential community. Third, the construction of a flyover ramp from the Managed Lanes to Maryland 190, which is River Road, would create new visual impacts for a community and adjacent cultural resources. These visual impacts are not adequately evaluated in the draft EIS. To reduce visual and other negative impacts to Evergreen and avoid the Moses Hall historic site, the flyover should be

replaced with an at grade access option, as is provided at Clara Barton Parkway. Fourth, the construction impacts associated with the project are insufficiently and improperly defined. We are concerned that the limits of disturbance close proposed noise walls at this level of design. The impacts to Seven Locks Road from the reconstruction of the I-495 overpass are not defined. We are greatly worried about extended noise impacts as the project is built. These are real impacts for our community that will affect our quality of life and property values. We look forward to these issues being affirmatively addressed in the final EIS. Thank you again for your time and consideration.

**ANDREW BING:** Thank you, Charlotte. Our next speaker will be Andrew Gallant after Andrew will be Magalie Roman Salas. Andrew, you will have three minutes after the automated message, please state your name, spell your name and provide your address.

**ANDREW GALLANT:** G-A-L-L-A-N-T, I live at 664 Azalea Drive in Rockville. My background includes systems analysis, engineering operations and technical consulting. I do not support this project. I support the no build alternative. I live 170 feet from a noise barrier. It separates our community of townhomes from a wide roadway with twelve lanes of traffic, plus additional entrance exit lanes and shoulders. A number of the units I list are than 50 feet from the noise barrier. All of us and those units in particular will experience significant disturbance from new roadwork associated with this project, but that is not my major concern. Indeed, I believe workable traffic improvements are needed and I applaud MDOT's nearly completed upgrades to parts of I-270. My major concern is that the Managed Lanes Study, which is part of the larger P3 program, the RFQ and the DEIS, which is part of the NEPA process, are based on flawed assumptions, are mismatched in their scope. Incorporated faulty selection criteria and put the state of Maryland in harm's way. Unless there is integrity in the whole review process, we will be left with preordained alternatives that will damage Rockville, will not solve the congestion problem, and will leave Maryland in a position of great financial risk. Here are three specific examples of fundamental issues with the overall program. First, the P3 funding vehicle was based in from the very beginning of the program. In fact, it's called the I-495 I-270 P3 program. The program's needs and goals are flawed. Not one of the five needs has a financial component. One of the two goals mentioned financial viability, yet there is only the P3 approach. So second, the selection criteria leads to preordained outcomes. The only alternatives that passed were those that could pay for themselves. And then there is the problem of scope. So third, what exactly is phase one? The DEIS and the RFQ phase one corridor's do not match. The major course correction announced in June 2019 changed the fazing proportions of the Beltway and 270. Worse, the current DEIS does not include upper to 270. In fact, there are public statements. Then improvements to upper 270 could not pay for themselves, but lower 270 improvements would. I strongly urge the decision makers and the DEIS reviewers to reset the whole process and delay the so-called P3 program until the following two basic sensible measures are taken. Deliver a study that fully integrates all of the traffic corridors, including upper 270. Second, decouple the analysis of roadway congestion alternatives from financial methods. Do not force P3 as the only overall solution. Consider a workable mix of technical and financial. If there is no such thing as a free lunch. Thank you.

**ANDREW BING:** Thank you, Andrew. Our next speaker will be Magalie Roman Salas. After that will be phone number ending 2439. Magalie, please, when after the automated message, you'll have three minutes. Please state your name, spell your name and provide your address.

**MAGALIE SALAS:** Good evening, my name is Magalie Salas, M-A-G-A-L-I-E, last name is S-A-L-A-S, and my address is 2301 Seminole Street and Abell Drive 20783. Thank you for the opportunity to comment on the DEIS for the Managed Lanes Study. Because the environmental justice analysis is incomplete, I must support the no build option. I am an attorney, but now in my retirement years I am more involved in the issues affecting my community and the region. The amount of information in the documents, impressive and it will take anyone a lot of time to provide sound feedback about the full document. Therefore, I commend your recent decision to extend the comment period until at least November 9. What I do want to briefly share one important factor I noticed. I delved into Chapter four, Section 21, Appendix E, and Appendix P in particular, which highlights the efforts you have made to provide meaningful involvement by low income and minority populations in project planning and development. At page 69, Appendix B states that demographic data was used to identify locations for additional engagements of EJ populations and other underrepresented populations in these locations included schools with significant participation in free meal programs, places of worship and affordable housing complexes. I saw two familiar places. The Housing Complex Victory also Saint Camillus and St. Francis International School located next to Victory Road. But I also saw one glaring omission. Saint Camillus Catholic Church, which is located within feet of the other two entities. This is the church I attend. It is one that three Coalwood received an average of 4,000 people for weekly worship services. It is a church that is small to the Latino community in the Silver Spring area. Similarly, there was no engagement with several schools in the Adelphi area that primarily serve the Latino community. This casts doubt in my mind and grassroots. No one should doubt that this community is a major force in the economy of the area. They work hard and must commute to their jobs, whether by car or public transportation. Given the circumstances, this community should have a visible seat at the participation table and more over this community should have real and meaningful access to any benefits resulting from this study. Thank you for considering these comments.

**ANDREW BING:** Thank you, Magalie. The next caller will be phone number ending 2439. After that, we'll be Bill Sandmeyer, phone number 2439. After the automated message, please state your name, spell your name and provide your address.

**ELLEN RYAN:** My name is Ellen Ryan R-Y-A-N. I'm at 826 Azalea Drive in Rockville, Maryland, 20850. As you might guess from my address in the heart of Montgomery County. I'm just I'm along I-270 and I'm intimately familiar with the interstate, this widening issue and the many problems with expanding the interstate again. Adding toll lanes to I-270 and the Beltway is a financially disastrous plan. I can give you three brief examples here tonight. First, as you've seen in the draft Environmental Impact Statement and coverage in the media, this boondoggle that was supposed to cost [INAUDIBLE] nothing and bring in millions in revenue could cost us between 482 million and one billion dollars. That doesn't account for some two billion in relocating WSSC lines or more millions to rebuild every bridge and overpass along a I-270 just in Rockville. Here's a second

financial problem to consider. Virginia's 200, 2012 contract with suburb Transurban specifies that the state compensate the company for any loss total revenue caused by future widening of I-95 just six years later, Virginia saw congestion and wanted to widen I-95 south of Occoquan, but if it did, it would have to pay this foreign company. So now it has the same congestion ahead before a 73 year contract and wider highways with sky tie tolls. Contracts favor the toll company, not the state, always. A third financial problem, studies have already shown that corporations and agencies are going to continue with telework even after the pandemic subsides. Less traffic will be on the highways at rush hour. We do not need more lane capacity. So why rush to widen our highways? The state will not recoup the costs. There is no pot of gold for the state to make here. I haven't even gotten to nine financial reasons to stop this project, of which you're well aware. We already have a pending disaster in the Purple Line. You want to be saddled with this P3 mess as well? This is why I oppose to P3 Managed Lanes plan and support the no build option and urge you to do the same. Thank you.

**ANDREW BING:** Thank you, Ellen. Our next caller will be Bill Sandmeyer. After Bill will be Charles Whitaker. Bill, after the automated message, you'll have three minutes. Please state your name, spell your name and provide your address. Bill, are you there?

**BILL SANDMEYER:** Yes. Bill Sandmeyer, 3908 Carsons Road, Chevy Chase, Maryland 20815. I'm on the board of directors.

**ANDREW BING:** And Bill, I'm going to interrupt you before you get started. Bill, if you could just spell your name, I still will make sure you'll get a full three minutes after you're done doing that.

**BILL SANDMEYER:** Oh, thank you. Apologies. Sandmeyer S-A-N-D-M-E-Y-E-R.

**ANDREW BING:** OK, go ahead.

**BILL SANDMEYER:** How's that? Thank you. I'm on a board of directors, which represents the Chevy Chase Recreation Association, CCRA, in Chevy Chase, Maryland. CCRA is a property and a community just south of the Beltway and Connecticut Avenue junction. On the property there's a certified historic section on which sits Fairchild House, which houses the outdoor nursery school owned and cared for by CCRA. The other section is a CCRA recreational facility. There are about 600 permanent and 300 temporary membership families who belong to CCRA. And there are many more families associated with the outdoor nursery school. All told, thousands of people are associated with CCRA in some way. We believe the following points are not only in the best interests of our community, but also of many other communities affected by this proposed project. Our position in descending hierarchical order are: one, the no build scenario for several reasons. One is negative natural environmental impact by construction, infrastructure, pollution, climate [INAUDIBLE] and more. Another is traffic impact, either not impact or worsened impact. Some perspectives claim the teleworking smart development may reduce traffic demand in the future. Another perspective includes many examples in history of how adding bridges, highways and traffic lanes induces demand for more traffic. Read the Wikipedia discussion titled induced demand with international examples from the last century. We have other concerns that

economic costs and risk and uncertainty about P3 success. In short, we prefer the no build scenario.

Two, in the unfortunate instance that the project progresses, CCRA prefers Alternative 9M. That limits lane expansion to only one lane around the middle north section of the Beltway. In addition to natural environment and [INAUDIBLE], another concern is noise. Alternative 9M might induce less noise near CCRA and the adjoining neighborhood of about 60 homes.

Three, for Alternative 9M to be actualized, CCRA requests an extension to the noise wall already present near the historic part of the CCRA property. We appreciate the details that were put into the DEIS to assess noise at eight points on the CCRA property as done with many other properties that reveal noise close to, but not over the 66 decibel threshold required for consideration of noise mitigation. Still the noise on the [INAUDIBLE] part of the property remains significant, as if getting a second opinion will measure decibel levels ourselves and follow up with you. Four, if Alternative 9M is actualized with or without noise wall mitigation we request at the very least using planting of noise, screening trees to help mitigate noise. Again, our first position is the No-build scenario. Thank you.

**ANDREW BING:** Thank you, Bill. We still have five more callers who are in the speakers queue. But it is just after 6:00. So I just wanted to give a quick update for anyone listening if you still would like to provide testimony. We will. The session will continue until 8:00, which is when today's public hearing will conclude. If you are listening and you would like to provide oral testimony, you go to the Program website to register. That's at [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS). You click on the joint public hearings button and then you click on the click to register to provide testimony button. You can also leave your testimony by voicemail by calling 855-432-1483. And finally, if you are registered to testify and provide public testimony and you are trying to enter the speaker's queue, you dial 855-925-2801. You then enter the access code. You must listen to the entire welcome message. After that, you'll press the star button and then when prompted, press the number 3 to enter the speaker queue. So we're now going to continue on with our speakers. Next up is Charles Whitaker. After Charles is Daniel Marcin. Charles, you will have three minutes after the automated message please state your name to spell your name and provide your address.

**CHARLES WHITAKER:** My name is Charles Whitaker, C-H-A-R-L-E-S, W-H-I-T-A-K-E-R. I live at 11505 Monongahela Drive, Rockville, Maryland 20852. Expanding vehicular highways in an era of climate breakdown is as reckless as it is short sighted. According to the IPCC, we have 10 years to have our emissions where to keep the planet safe and habitable for future generations. Many leading scientists think that the IPCC predictions are dangerously conservative and that we may have already crossed critical threshold towards climate instability and climate collapse. Inaction would be catastrophic and irresponsible in this historic moment. These are Maryland is one of the most at risk communities the sea level rise in the nation. Warmer oceans will lead to stronger hurricanes and reduce fish stocks. Heat waves will make working outdoors dangerous in the summertime. All of these events are exacerbated by global heating and will shrink Maryland's economy or otherwise cause economic damages of an increasing magnitude over time. The plan

to expand I-270 and I-495 with dedicated toll lanes is myopic, ineffective and inequitable. Governor Hogan has said that increased electric vehicle traffic and decreased travel times will decrease our emissions but has provided no framework to realistically decrease vehicular emissions to the extent that it is needed. Studies have corroborated the finding that more vehicle lanes do not correspond to a decrease in traffic, but rather increase it due to induced demand. Investment and public transportation, not highway expansion, has historically proven to be the best way to remove vehicles from the road. Reducing both congestion and vehicular emissions. Additionally, the very nature of toll roads preclude economically vulnerable people and creates so-called luxury lanes for the wealthy who can afford to use them. At precisely the time when we need to be reimagining the human landscape beyond the car, programs lane expansion proposal takes us backwards. I support the no build option. Thank you, and I yield the rest of my time.

**ANDREW BING:** Thank you, Charles. The next speaker will be Daniel Marcin. After Daniel will be Kris Hannah. Daniel, after the automated message. You will have three minutes. Please state your name, spell your name and provide your address.

**DANIEL MARCIN:** Hi, I'm Daniel Marcin, D-A-N-I-E-L M-A-R-C-I-N. I live at 1910 West Chester Drive, Silver Spring, Maryland 21902 or Wheaton, if you like. Hello, I'm Daniel Marcin, economist living in Wheaton, Maryland. I'm calling today to suggest a different course of action. Instead of this plan which will take land, pave over it until only new lanes. We should not add lanes to either I-495 or I-270, and we should toll the lanes that already exist. To clarify, I'm saying that there should not be expansion, but that there should be tolls. Federal policy does allow for tolling in certain circumstances. Robert Kirk of the Congressional Research Service has written 'Tolling U.S. Highways and Bridges' and a number of other publications giving a summary of federal policy on U.S. tolling in CRF publication R 44910, last updated August 2017. Additionally, the U.S. Department Transportation solicited tolling conversion projects in the Federal Register at 82 FR 48878 on October 20, 2017. DOT is registered notice included a summary of several tolling options available to the states. They include the Interstate System Reconstruction and Rehabilitation Pilot Program, ISRRPP, which was the program that the solicitation and the Federal Register was for, but also conversion of free bridges to toll bridges and the Value Pricing Pilot Program, VPPP, formerly known as the Congestion Pricing Pilot Program. The state should abandon plans to expand and should instead look to toll the existing lanes under these federal authorities. For example, the state could toll the American Legion where participating value pricing for the entire length of these highways. Clearly, the governor agrees that tolls are effective. They encourage carpooling. They create an incentive to change the time of travel, if tolls are variable and they discourage unnecessary highway trips. For comparison WMATA 2020 budget, Metro announced plans to set fares based on a rate of 33 cents per mile at peak hours and 22 cents per mile during off peak hours. By comparison, the cost per mile of highway travel in this state is zero dollars per mile or possibly one to two cents per mile, if you consider the gas tax. This plan continues the free ride for highway users when instead this date should end it. I want to thank all the panelists. I really appreciate that everybody can sit through 13 hours of hearings multiple times, so I thank all the panelists who are listening and I yield my time. Thank you.

**ANDREW BING:** Thank you, Daniel. Our next speaker will be Kris Hannah. After Kris will be Linda Herman. Kris, after the automated message, you will have three minutes. Please state your name, spell your name and provide your address.

**KRIS HANNAH:** My name is Kris Hannah, K-R-I-S, H-A-N-N-A-H and I live at 7 Whippoorwill Court, Rockville, Maryland 20852. I'm right at the southeast intersection of 270 and Montross Road. In the wide strip of forest behind my house, we see foxes, deer, raccoons, coyotes and all kinds of birds of prey. There's a stream that runs through the woods and feeds into the Potomac. In the summer we can only see one tiny opening for the trees onto 270 and in winter we can see the sign for the Montrose exit. This is a healthy patch of forest. It's a tranquil buffer between this side of the neighborhood and the highway. We do not support this expansion project. Personally, it means losing nearly half the forest and our property values will drop. Almost 50 houses around the corner from us already you have the 270 found wall in their backyard. A wider road does not result in more efficient transport of people. Studies show it means more solo drivers in their cars. More congestion within a few years. We need to convert more lanes to HOV and encourage car-pooling, among other things. If you just expand the highway, forget about ever expanding bus and rail lines because there won't be any money left for that. During construction the impact on local roads in this area will be felt for years and cause cascading problems in our communities. Once built, the toll lanes will be affordable only for the richest residents of this area. This plan seriously hurts the environment and public health. Despite the global global climate crisis, the area's air pollution could potentially skyrocket, which will increase asthma, heart disease, cancer and respiratory diseases. We'll all have to pay for those things, too, eventually. Noise pollution will also plague every neighborhood up and down 270. The cost of the project will be obscene in the next few generations will pay for it. In the short term, Montgomery County and P.G. residents will eventually see their water bill triple in response to the cost of moving water and sewer pipes. I believe that following this COVID crisis, the concept of working five days a week in an office will be shattered. I think commuting rates will drop significantly for years to come if companies decide to stop paying for expensive office space for full time occupancy, instead go on more than 100 percent as we're doing now or use a hybrid model. Any road widening will be a colossal waste of resources. This expansion plan is a car centric vanity project for the governor. And this isn't the 1950s. It feels like his plans are steamrolling all reasonable options, despite how much is at stake. So I ask you, please, please listen to the voices of the people this impacts. Thank you for your time.

**ANDREW BING:** Thank you, Kris. Our next speaker will be Linda Hermann. After Linda will be Lynn Marble. Linda, after the automated message, you'll have three minutes. Please state your name, spell your name and provide your address.

**LINDA HERMAN:** My name is Linda Herman, H-E-R-M-A-N. I live at 9711 Bellevue Drive in Bethesda, Maryland. Most residents in our neighborhood, which is Locust Hill Estate, have owned our home for 20 plus years and purchased the home based on the location and surroundings at the time of purchase. To find out now after living in our homes for 20, 30 or 40 years and paying taxes and upgrading our properties, that part of our property is being taken. Our health is being compromised, both air quality as well as noise level. Our yards are being turned into freeways is

beyond comprehension, to say the least. We find studies that were completed well before the COVID-19 virus and prior to most businesses, including Montgomery County government, which have 10,000 employees and it's one of the largest employers in the country telling everyone to telework work from home now and in the future. This single event has changed the lives of so many people. The federal government has reported numerous times in their studies that come consolidation of their office presence in and around Washington, D.C. and the state of Maryland and Virginia. As more and more individuals are working remotely from home, companies in Bethesda and other local jurisdictions are using hoteling, the practice of providing only shared office space to their employees as needed to reduce the office footprint. Again, these known facts do not appear to have been studied as part of the widening 495 project. I don't see anywhere in the report that reflects the state considered the impact of these events on their proposal to widen the Beltway. In addition, the COVID-19 virus has resulted in the state revenue being severely impacted, which has been, has this been factored into the study? How can the state support such a project and still pay for school, retirement and health insurance liability for the thousands of retirees? Where has this been factored into the study? The state reports reflected the environmental impacts of widening the beltway results in park funding taken, air quality being reduced and the noise level increased. All for what purpose? Also, that people who are not impacted by these events can save 30 minutes on their daily commute. Is that the value the state places on property owners lives and the benefits our park system provides? The state needs to ask themselves who is going to help and where possible 30 minute change per day commuting time really helped anyone's life versus the lives that it is hurting. I am the Locust Hill resident cannot support the project because of the potential instability of the Public Private Partnership P3 funding mechanism, which has become very evident with the problems with the Purple Line, noted weekly on the news and in the press. These are substantiated facts that the state before any decision is made about the expansion of the Beltway. Thank you for the opportunity to provide comment.

**ANDREW BING:** Thank you, Linda. Our next caller will be Lynn Marble. Lynn, after the automated message, please state your name, spell your name and provide your address.

**LYNN MARBLE:** I'm Lynn Marble, L-Y-N-N, M-A-R-B-L-E. I live at 844 Azalea Drive in Rockville. I'm opposed to the P3 project that would add toll lanes to I-270 and I support the no build option. My home is just a stone's throw from 270 and I've lived there for 27 years and I've followed the saga of the P3 project closely. I think the addition of toll lanes obviously was a foregone conclusion and so-called public outreach activities have been pretty much pro forma and that the fate of the project can turn on a dime based on the whims of one public works board member strikes me as absurd. Lots of people more knowledgeable and more articulate than I have time and again spelled out fact based arguments against proceeding with this project. For me, one argument stands out the folly of undertaking massively disruptive and intrusive changes in densely populated areas south of 370, instead of first implementing far more straightforward fixes north of 370. But at this moment in time, the strongest reason for not proceeding with this project is the pandemic. No one knows what work life will be like in the foreseeable or distant future. No one. What possible sense can it make to proceed with a project that doesn't take into account probable changes in commuting patterns? And why add to the turmoil of the pandemic by starting highway

construction work that will disrupt thousands of lives and cause traffic chaos. MDOT Secretary Greg Slater, when he was asked how soon we would see toll lanes on 270, said the important thing here is not the detail, but providing congestion relief to Marylander's as quickly as possible with the least amount of disruption to their lives. That's great, except I disagree with the first part of his statement. Details are important. People live in the details and it's in the details that communities and neighborhoods and individual citizens will suffer if the state moves forward with this project. I urge you to abandon the P3 for more sensible options, and I wish I could demand that at the very least, you pause the project while we deal with the pandemic and its aftermath. Of course, I can't demand. I can and will vote. But I can implore you to let common sense in the public interest, not politics, prevail in this issue. And I just wanted to mention that I mistakenly left my my comments on voicemail because I couldn't get through to the option for getting on the queue. So please forgive the duplication and and thank you for your time. Bye.

**ANDREW BING:** Thank you, Lynn. At this point, we do not have any other speakers in the speaker queue, so we will go into recess. Just a couple of quick notes. It is 6:20 PM right now. This session of the hearing and the rest of today's hearing will be open until 8:00, so if any speakers come into the speaker queue between now and 8:00, we will take them and listen to their public testimony. We, if you are listening and would like to register to make public statements, you go to the public website, the program website at [495-270-P3.com/DEIS](http://495-270-P3.com/DEIS). Or you can leave your testimony by voice mail by calling 855-432-1483. Again, we will be in recess. I will come back in 20 minutes at 6:40 to provide an update if we have not had anyone entered the speaker's queue. But until then, we are in recess.

[IN RECESS]

**AUTOMATED MESSAGE:** Thank you for attending the I-495 & I-270 Managed Lanes Study public hearing. Today's sessions begin at 9:00 AM, 1:00P M, and 5:00 PM. Thank you for your patience.  
[REPEATS]

**ANDREW BING:** Good evening, everyone. It is approximately 6:40. We have not had any additional individuals enter the speakers queue, so we are going to remain in recess. I will come back at 7:00 for the next update. Thank you very much.

[IN RECESS]

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[REPEATS]

**ANDREW BING:** Good evening, everyone, it's 7:00. We still don't have any callers who have entered the speakers queue, so we will remain in recess. I did want to give just a few updates. First of all, if you are listening and you would like to provide public testimony, I'm going to give you the phone number and the access code. So you know that. So you will not have to register you just for

tonight, you can go to 855-925-2801 and enter the access code 7630. Again, I'll give you that phone number again. It's 855-925-2801. And the access code is 7630. You must listen to the entire welcome message and once that concludes, you press the star button. And then when prompted, press the number 3 to enter the speaker queue. So, again, that is good for the next hour. We will remain open until 8:00. And if you would like, you can follow those instructions and enter the speaker's queue. Or you can provide testimony by voice mail by calling 855-432-1483. And again, no registration is required. We are in session until 8:00, so you can feel free to call anytime between now and then. But we will remain in recess and I will come back on at 7:20 to provide an update. Thank you.

[IN RECESS]

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**ANDREW BING:** OK. We're going to come back from recess, it is 7:05 PM and we do have someone who has entered the speaker's queue. So we're going to go to that person. The person is Cecile O'Connor. Cecile, just a couple of reminders. You will have three minutes to provide your testimony. You will hear a couple of tones. There will be a single tone when there are 30 seconds remaining and you'll hear a double tone when there are 10 seconds remaining. After the automated message please state your name, spell your name and then provide your address.

**CECILE O'CONNOR:** Hi, this is Cecile (C-E-C-I-L-E) O'Connor (O'-C-O-N-N-O-R). My address is 9107 Watson Road, Silver Spring, Maryland, 20910. And I have a couple, I guess very preliminary comments on that DEIS. My first is the Purpose and Need. I think the Purpose and Need is way too narrow. It's unreasonably narrow. It allows highways, Federal Highways and Maryland DOT to screen out alternatives. And some of them are spread pretty good alternative. And I think the way the Purpose and Need is drafted, it's also used to circumvent the 4(f) analysis. And the one example I have for that just right now is during the 4(f) analysis, the analysis of the Transportation System Management Program. Which is a good program. It gets rejected in part because it doesn't provide additional travel choice. I mean, how could it? And it doesn't provide a revenue source. How could it? So you used Purpose and Need to also set up the 4(f) analysis so that you don't have to give full consideration to 4(f) properties. My second point is I think the whole project induces demand. You're gonna bring more and more traffic to the Beltway to 270 and to the areas adjacent to the Beltway. The area where I live and it's about a mile from the Colesville Road intersection with the Beltway and Montgomery County has been trying to study the corridor and increase mobility and reliability on US 29. I don't think that they're considering that your project and I don't think your project is considering Montgomery County's efforts to increase mobility and reliability on US 29. The Four Corners area, which would be one of the exit and ingress entrance points, that is a slow moving area. That is a bottleneck. So any time that is saved on the Beltway- and I don't think there will be time saved on the Beltway- will be lost. You can't you can't make up time in the Four Corners area. My other points are I was looking at the DEIS trying to figure out the

third party contracts that were involved. So I went to think it's page 8-2, and there's at least 18 different contractors listed. But I wanted to see who selected them. Highways, MDOT and I wanted to see their disclosure statements, which wasn't there. And then just finally, I just think it's a real shame that you're even considering using the amount of 4(f) properties in parklands. Thank you.

**ANDREW BING:** Thank you, Cecile. At this time, we do not have anyone else who has entered the speaker's queue. It is 7:10. I will come back and provide an update at approximately 7:35. So in 25 minutes. Obviously, if we get anyone who enters the speaker's queue in the meantime, I will come back from recess and we will take their testimony. But we will remain in recess until 7:35. Thank you.

[IN RECESS]

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[REPEATS]

**ANDREW BING:** Okay, I'm going to bring us back from recess. It is just before 7:30. And we do have someone who has entered the speaker's queue. So we're gonna go to that person. I only have a first name. Her name is Kate. Kate, I just want to give you a couple reminders. Number one is you will have three minutes. Number two, as you will hear some tones as reminders of how much time you have left. The first tone will indicate there's 30 seconds left. And if you hear two tones, that means there are 10 seconds left. After the automated message please state your name, spell your name and provide your address.

**KATE SMITH:** Hi, my name is Kate Smith. Kate (K-A-T-E) Smith (S-M-I-T-H) . I live at 800 West Broad Street Falls Church, Virginia, 22046. I'd like to offer testimony on the 495 proposed expansion. I'm strongly opposed to this expansion. Two primary reasons I object to additional toll lanes being placed- those roads are for those people's livelihoods and to now place a levy on people's livelihoods. It's difficult. There are a lot of people who are living here now, including me. So I object to these tolls. I will also say that the panel might be aware the toll sometimes going from 495, 66 into D.C., for example, has been at 40 dollars, \$50 for one way, one commute. And so we... there's also been studies with this triple P3 partnerships that don't actually pan out in the end. So that's the first thing I'm opposed to the tolls because I think that we will now start to eliminate certain types of people using that road. If we've already looked at the 495 Express lane by the Australian company. Go from 395 up to Tyson. We've seen that that has not been used as heavily as projected even before COVID. Similarly with the interconnector above 270. The other reason logic to this is we need to reconsider the dynamics of driving, given that telework is now proven to be a viable option, especially here in the Beltway. We've already had mass assaults in the number of commuters and productivity that many of the businesses that serve the Beltway would still be coming. So I strongly, strongly object to the Beltway expansion, the toll on that road, and as a side note, to the environmental impact. Let me add that the 18,000 page document on

this expansion is a disservice to people who actually need to really make an assessment of that. We can put together 20,000 pages and try to have that read this in three months. But I think that that's not reasonable. And one wonders if that is part and parcel of why it is nearly 20,000 pages. So we don't want anyone to pull the wool over our eyes here. I think the expansion is detrimental to the environment in that area. Oh, I got a tone here. So, again, just strongly objecting to the expansion for the tolling. I think that's a poor decision. I myself and many people refuse to live in areas where you're required to take the toll lanes, for example, in Herndon, Virginia. And I think the fact that, you know.

**ANDREW BING:** You have 10 seconds left.

**KATE SMITH:** Ten seconds left, a final comment that I strongly opposed this tolling expansion. Thank you for listening.

**ANDREW BING:** Thank you, Kate. So at this time, it is about 7:33 PM. We don't have any other callers in the speakers queue, but we will remain in recess until 8:00 when this hearing closes. We are getting some additional people to call in. So I do want to once again and one final time, provide some information about how you can call and directly come in to provide public testimony. So if you're listening and you still want to provide public testimony, call 855-925-2801 and then enter the access code 7630. Once you've listened to the entire welcome message, you will then press the star button and then the number 3. So again, if you're listening, that is how you can call in directly to provide public testimony. At this time, we will remain in recess. I will come back on if we get any additional callers. But if not, I will come back on at 8:00 to close out this hearing. So we are in recess. Thank you.

[IN RECESS]

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[REPEATS]

**ANDREW BING:** OK, it is 7:55 PM and we did have someone just enter the speakers queue, so we are going to go to that person for them to provide public testimony. This person is Blake, Dewey. Blake, just a couple reminders before we have you testify. Number one, you will have three minutes. Number two, there will be a tone when there's 30 seconds remaining and a double tone when there's 10 seconds remaining. So after the automated message, please state your name, spell your name and provide your address. Blake, are you there?

**BLAKE DEWEY:** Yes I am.

**ANDREW BING:** OK, great. Oh. Three minutes. Go ahead. I'm actually sorry. Please state your name, please state your name, spell your name, and then provide your address and then you'll have three minutes.

**BLAKE DEWEY:** OK. My name is Blake Dewey (B-L-A-K-E D-E-W-E-Y). I live at 6216 Quebec Place in Berwyn Heights, Maryland. Hi, my name is Blake Dewey. I'm a resident of Berwyn Heights, Maryland, just inside the Beltway. I'm a doctoral student in engineering at Johns Hopkins University in Baltimore. I'd like to be very clear this evening. I do not support moving forward on this project and am in full support of the no build option. It's clear to me that MDOT SHA has not properly evaluated alternatives for detailed study. I do not believe that any alternative should be chosen until costs and benefits have been totally and completely studied. My experience so far with this process the MDOT SHA has provided very little compelling information that shows that this will be a successful endeavor worth the substantial monetary and environmental cost. I am profoundly disappointed in the bullheaded nature in which this proposal has been pushed through without adequate research and preparation. For example, mass transit proposals were outright dismissed as potential alternatives early in the process, seemingly due to the instinctive feeling that citizens would prefer more high... highway. Not only is this untrue, but it's also short sighted that other expansion projects have only led to increased spread of human development. Increased load from additional development soon met the increased capacity without any money provided to get people off the roads and into the metro area without driving a car. This is an environmental shortfall on a number of levels. It cannot be allowed to continue. We must think beyond the next five to 10 years of traffic as our metro area becomes increasingly more populous. To summarize, I would like... to I will only support the no alternative at this stage in the process. It is foolish and shortsighted to ignore the environmental and other long term impacts. I yield the rest of my time.

**ANDREW BING:** OK. Thank you, Blake. Right now, we do not have any other callers in the speaker's queue. It is 7:59. We are going to just hold tight for one minute. Just in case someone were to enter the speaker's queue. And then we will close the hearing at 8:00. So we're not going to go into recess, but you won't hear anything for a few seconds until the clock turns 8:00.

OK, let me just make a couple announcements and then we'll close this hearing out at 8:00 o'clock. The next session, the next public hearing will take place in Montgomery County on September 10th. That will be our final public hearing. As a reminder, the comment period for the DEIS will remain open through November 9th, 2020. And the comment period for the JPA will remain open through October 8th, 2020. At this point, it is 8:00 PM and we are going to close the hearing. I would like to thank all the panelists. I would like to thank all the technical staff who helped get these virtual public hearings, get us through them. And most of all, I'd like to thank all of the people who took the time to both listen to the public testimony and those who called in to provide public testimony. So at this point, this public hearing for today is closed and we will see people on September 10th. Thank you very much.