

**ADDITIONAL VOICEMAIL TESTIMONY**  
**ADDED TO THIS FILE ON OCTOBER 23, 2020**

***(see pages 11-28)***

**Name:** Wilson Holly

**Joint Public Hearing Date:** N/A— 07/15/20

**Type:** Voicemail

**Transcription:**

Yes, good morning Wilson Holly calling from Chevy Chase.

Regarding the 495 270 Managed Lane Study. Ahh - referring specifically to Highway 270. Why don't they do all of the construction at night? Like every other state on the west coast does? Idaho does it - California does it - Oregon - does it - Washington state does it - Montana does it - Nevada does it. I don't know - I don't understand why you can't do it at night. You've got the halogen lights to illuminate the area. So I would hope that you would get serious consideration of doing it at night as opposed to messing up all of the highway traffic that 270 takes during the daytime. And you can't flip Lanes on 270 because that doesn't work. Any - any questions, concerns, or comments? Call me [redacted]. Thank you.

**Name:** Garine Magary

**Joint Public Hearing Date:** 8/18/20

**Type:** Voicemail

**Transcription:**

Hi, my name is Garine Magary. I live at 4803 Broad Brook Drive in Bethesda, Maryland 20814.

I have heard from multiple sources that it is very difficult to even leave a message - um - for live testimony. So I'm just making sure you guys are aware of this and it's not a great thing that people can't leave their testimony - and who wants to come in person with this pandemic. So maybe you want to look into that and adjust your messages. Thanks.

**Name:** Garine Magary

**Joint Public Hearing Date:** 8/18/20

**Type:** Voicemail

**Transcription:**

Good morning. My name is Garine Magary and I live at 4803 Broad Brook Drive in Bethesda, Maryland 20814.

Um - My first comment is that this whole plan is completely antiquated and irresponsible. This is an opportunity to change the course for the better, for the longevity of our population, the local economy, the environment, and more. Um - You can look to European and dense US cities. What do they invest in? It certainly is not wider roads. It's trains. It's different modes of transport. You have to really put your thinking caps on and not just build, build, build. Number two - the Coronavirus. I don't understand why this is even still a consideration when much of the area is still working from home and probably for the foreseeable future. Companies are realizing that is manageable and even more productive than having people come into school - I'm sorry - come in to work. Even if school were to open next year, it still would not fill the roads and it's just not responsible for Maryland to do this. Number three - the Purple Line. This is a complete foreshadowing of what will happen with this P3 Project. The Purple Line is unfinished because of a financial dispute. Who pays this bill? The taxpayers do - and this huge sum of this Project is not going to go unpaid by people who live in Maryland. This is just irresponsible financially. Also, people who claim to be using these tolls will routinely - routinely go out of their way to avoid these tolls. If they are high and unmanageable to pay for, who is going to pay for these? No one will be taking these roads. Number three - sorry - Number four - Water Management. Have you accommodated for the intense rain fall that is the norm for summers in DC? I don't think you have. Current drainage is problematic all along 495, especially Rock Creek, and when you remove the ground that absorbs that water, where does all the new water go? And it's the same in the wintertime. If we have melting snow or an ice storm - all that water needs to go somewhere. So, the surrounding roads and the trails flood - and this will only be exacerbated by building more lanes. Number five - Where are your plans to restore the old canopy of trees that line the Beltway now and what about other environmental disruptions that will happen. Will you move quickly and accurately to resolve these - or will you push them under the rug and not deal? Number six - Noise Walls. Right now, we live behind the Beltway right now and it is loud. Probably about 20 decibels above recommended average noise levels. What are your plans to re-establish noise absorption and deflection? This needs to be a hard commitment - not a potential - that we need to have this in concrete writing to the residents who... [recording ends].

**Name:** Garine Magary

**Joint Public Hearing Date:** 8/18/20

**Type:** Voicemail

**Transcription:**

Hi, this is Garine Magary again.

I got cut off. I guess my comments are too long. Part two - Noise Walls. It is loud right now with about 20 decibels above the recommended average noise - and I would like to know concrete plans to re-establish these noise walls. Um - A suggestion or a possible promise are not enough. This needs to be in writing and it needs to be guaranteed to the residents who line this massive roadway. And my last point - the disruption. Historic homes and neighborhoods line the Beltway now - they have been here before the existing Beltway was built in a 60's. Expanding the Beltway will destroy the vitality and spirit of these neighborhoods. Playgrounds, basketball courts, and green spaces will be bulldozed and because there's not a lot of land to spare, they will not be replaced. So what are the kids and the residents of these areas supposed to do? I would like to know these questions answered. Thanks for your time.

**Name:** Kathleen Michels

**Joint Public Hearing Date:** 9/10/20

**Type:** Voicemail

**Transcription:**

Hello, my name is Kathleen Michels (K-a-t-h-l-e-e-n-M-i-c-h-e-l-s) - Kathleen Michels.

I'm calling -um - to register my comments against the 495--widening of the 495/295. Ah -The number one - the impacts on parkland and adjacent communities is unacceptable for the - the arguable - um - benefits. Um - And actually, it will just increase congestion because - um - will encourage more people to be in the cars and those people will be most - um - especially people who can afford to pay. So, uh - wealthy people who can afford to pay large amounts and don't care, will whiz by on these expanded lanes while everybody else will still be stuck in congestion. Um - So I want um - the environmental costs are unacceptable. The incredible cost of moving the, uh - the infrastructure - underground infrastructure - um, has not been factored in adequately. The impacts of the north - Northwest Branch, and Sligo – um- Sligo Creek , and the Anacostia ultimately, again, are unacceptable. I live at 1701 Ladd (L-a-d-d) Street, Silver Spring, Maryland 20902 and my phone number is [redacted]. Thank you.

**Name:** Michael Sakata

**Joint Public Hearing Date:** 8/18/20

**Type:** Voicemail

**Transcription:**

Michael Sakata - Maryland Transportation Builders and Materials Association - Hearing for the P3 Program Joint Public Hearing.

Hi. Michael Sakata, President and CEO of Maryland Transportation Builders Materials Association, which has been and continues to serve as a voice for Maryland Transportation Industry since 1932. Our association is comprised of over 200 members and it promotes and protects the needs of transportation construction and materials industry. Our association, and its members, support the I-495/270 P3 Program and are ready to supply the workforce and materials needed to get Maryland moving again. I don't think anyone doubts the traffic concerns around I-270 and I-495 are terrible and cause an insurmountable amount of stress to Maryland residents any time they get on those roads - or really any of the surrounding roads. We desperately need a solution and this Project is the proven answer. In reference to the recent TRIP report, we have the second-worst congestion in the country. Maryland's interstate system is vital to Maryland's transportation network and the backbone of the state's economy. More than 80 percent of the length of Maryland's urban interstate is congested. Travel on Maryland's interstate highway is increasing at a rate nine times faster than the rate at which new lane capacity is being added. Not only will this solve - this project - solve our biggest concern, that being traffic, but has so many other additional benefits. The Program is expected to create 117,000 to 143,000 new jobs - high paying, high quality, highly skilled jobs. MDOT has planned a robust inclusion requirement, which requires that Maryland residents do the construction. In a recent project in Atlanta, Georgia where they implemented express toll roads, they found that rush hour speeds on the highway have doubled - more than 28 miles per hour to 40 miles per hour. Private involvement will alleviate the maintenance cost of a new construction, saving the state millions of dollars to the future. Just to maintain the current road that I-495/I-270, the State will need to invest 1.7 billion dollars that comes - that comes with no congestion relief. Instead this Project will free up that 1.7 billion dollars for other vital projects in the state. Congested, costing our local economy, 1.3 billion dollars in added cost per year. This drives up the cost of doing business, causing residents and taxpayers foot the bill. Please support the I-495/270 P3 Program. Once again, Michael Sakata, Maryland - President and CEO, Maryland Transportation Builders Materials Association. Thank you for your... [recording ends].

**Name:** Vicky Torrance

**Joint Public Hearing Date:** 9/10/20

**Type:** Voicemail

**Transcription:**

Hello, my name is Vicky Torrance. I'm a resident of Prince George's County. I live in Upper Marlboro, Maryland. I'm also a commuter - um - and use, ah- use the Beltway on a regular basis. I worked in Virginia - in Herndon, Virginia to be exact - um, for six years and - um - in doing so I've had to do commuting back and forth, often times utilizing the, um - the, um toll lanes to get here from Upper Marlboro to Herndon. And though there tolls were set up to - I guess - help with the traffic flow, traffic is still heavy. Getting on those lanes may save time, but it can also cost a lot of money. Um, our area does have a lot of traffic - and um, if anything, I think it's a hardship - hardship - on the - on the - um - commuters. Um - I don't think that - um - if this is the way that the Planned Options are - um - set up for these anticipated - um - toll lanes for 495 to 270 and which the um - the tolls that would be it would be instituted would be - um - go up in - cost due to traffic - or the amount of traffic. Um - I just - there's got to be a better way, to me. I think that I would rather see something introduced with HOV lanes um - to um - add those if that's what you want on the greater part of 495 versus those that I think oh right now are showing up on 270. Um, ah - also being a resident of Prince George's County, um - I'm also not for - um - the fact that so many of us from the county leave the county and have to commute whether it's around the Beltway - um - one way or the other. Um - As I said, I commute back and forth to work - um - from here to work from Herndon, Virginia. I'm mainly a remote employee because the hardship really - um - was ahh - was - it was making an impact whether I would keep my job due to the tolls that were taking place - or that do take place - in between um-um Virginia's 495 and - and 95 and - and then I-66 - um and so I'm grateful to be able to work remotely. Um - I still do a lot of work that takes me outside my home -um for my - my job as well as just within my community - um - with volunteerism and - ah - with church activities and activities for my - um - family and... [recording ends].



**Name:** Vicky Torrance

**Joint Public Hearing Date:** 9/10/20

**Type:** Voicemail

**Transcription:**

Hello, I'm not sure if my comment went through or not. So, I'll just repeat it one more time. My name is Vicky Torrance. I'm a resident in Prince George's County, um- Maryland. Um - I'm in Upper Marlboro. I just want to say for the record that I am not pleased with the idea that they would be toll roads on 495 - um - and I-270. I just feel like that's an extreme, um - especially since we've never even done HOV on this section of 495. Um - Pennsylvania Avenue is the area where um - I get off most often um - to do - to go to work when I've had to work um - um outside of my home as well as for any of the community and church activities that I do. Um - and um - so I'm not in favor of tolls. Um - For the record, I do - my main office for my job is in Herndon, Virginia and I've been working for federal government for six - six years. Um - During that time, I was commuting back and forth and um - between two rush hours of Maryland and Virginia and then getting on I-66 um - and um - often times took the toll because the traffic was so heavy even with the tolls - um and trying to leave accordingly either super early in the morning or super late at night didn't always work. And so, I - it just became a hardship to work - um and was looking to leave my job because of um - either being to work late or having to pay tolls to get to and from work and so my job has allowed me to work remotely now and um - but as I said - my - when I think about 495 and 270 and tolls, I just feel like there's got to be a better way. I wasn't pleased with the fact that - you know the kind of tolls - that we are considering would be tolls that would actually cost more as traffic goes up. We have um ah - traffic delays here. There's lots of - um ah - there's accidents -there's a lot of things that happen around the Beltway of 495 that impact um - our traffic - and so the idea that we would um - have to pay more just to do - to get to and from work and activities just seems ah - a bit harsh to me. Um - we're not even doing toll roads at this end of 495 - I'm on the end of 4- um of um- Pennsylvania Avenue. So HOV hasn't been tried - nothing like that. So I feel like um - to go to a toll system that would actually penalize workers - especially Prince George's County residents with most of us leaving the county to go to work whether it be in DC, further up in Maryland... [recording ends].

**Name:** Vicky Torrance

**Joint Public Hearing Date:** 9/10/20

**Type:** Voicemail

**Transcription:**

My name is Vicky Torrance. I'm from Prince George's County Maryland. Um - I'm not sure if the messages are gone through so I pardon -pardon me. Um - if you've seen this message again, I will say please accept this message the third time because it's probably the most concise um - that I'll be - if it had gone through. Um - I am not for or 495/I-90 - 270 tolls. I feel like most of us in Prince George's County leave the county to go to work, do our activities, um and - it was - ah - very punitive in the way that these tolls are anticipated take place. Um - and especially with the fact that we do have heavy traffic - there can be accidents - and um-um - at this point the heavier the traffic and tolls being used, the higher the cost. And at a time of pandemic when so many of us have been affected by our work -um and um - and the ability to get to work in terms of our incomes - um-um - I just think that that is the wrong thing to do and Prince George's County residents would be unfairly um-ah-ah treated in this manner and bear the brunt of taxes - of tolls just to get to and from um - the activities and work and-and-an church that we - that we do. We haven't even tried HOV lane at this level - or this portion of the Beltway. And so, I feel like before we would go to tolls that should at least be something that is tried as we - um - have on Route 50 and even on other areas of - um - Montgomery County - um-uh 270. Um - and so, I'm not a fan. I did work in - I do work in Herndon, Virginia. My job is - allowed me to be remote right now. I still leave my job - my home - to- um to go to work on - um - other activities, but I don't have to have that commute back and forth to Herndon. And so, for four years, I was doing that - two rush hours in Maryland and Virginia and paying tolls -um on - um I-66 to get to Herndon, Virginia. Um - traffic was bad - and still bad whether you have the tolls or not - um - and since the - ah- increase in traffic cause toll prices to be higher and going super early or staying super late wasn't always um - an option, um - not a good idea to me. So that's not my vote that we go for tolls on 495 - 270. I feel like if we want to reduce traffic, let's try HOV lanes first. And if we're going to do tolls - not do something that penalizes most Prince George's County residents and um - having to pay high tolls just to get to and from, especially during a time when we have - um - our economy affected, our jobs affected, and now we're going to have... [recording ends].

**Name:** Vicky Torrance

**Joint Public Hearing Date:** 9/10/20

**Type:** Voicemail

**Transcription:**

I'm not for 270 and 495 tolls. Um - it is cost prohibitive to most - um - Prince George's County residents. We - most of us leave the area - um - to work whether it be going to - um - DC - um - Virginia or around the Beltway on 495. Um - We have tried toll lines - um, excuse me - we haven't tried HOV lanes at the southern part of - uh - 495. Um - I'm off of Upper Marl... um - Pennsylvania Avenue, Upper Marlboro, Maryland, and before something as - um as drastic as tolls would take place, I think that we should see if HOV would be - um - another option. Um - also during this pandemic, many folks have lost jobs - um - have had to - um - or if they haven't then members of their family have - and so we're impacted financially and a toll system that would be punitive due to traffic -um - and more people possibly using lanes because of traffic - I think is, again, the wrong message that Prince George's County would say that they care for their - um - um that Maryland would be saying in terms of the care for their residents. So, I'm not for that system. I did work in Herndon Virginia - um for - ah- four years and of that time frame, - uh - I more often than not play - paid - um - I paid a lot of - um ah -tolls because the - uh - cost of get - getting from Upper Marlboro to - um - Herndon, taking I-66 and tolls - um - was very - could be very high. Um - And um - going to work earlier - getting off work later was not always the option - um and um - regardless of the tolls, there are a lot of people being negatively impacted - um - on the 495 stretch around the Beltway um-um and the toll system that's set up - and just the traffic. So, I'm not sure that toll sets - settled anything. So, I'm not in favor of that. I'd like to see something done - um - differently that does not impact, again, our citizens of Prince George's County - um - except- especially when most of us leave our county to go to work elsewhere...elsewhere - otherwise during rush hour times as well as any of the work in times that we would need to travel back and forth. Um - So, thank you.

**Name:** Arthur Katz

**Joint Public Hearing Date:** 8/18/2020

**Type/Session:** Voicemail

**Transcription:**

My name is Arthur Katz, A-R-T-H-U-R, K-A-T-Z, and at 2 Stevenage S-T-E-V-E-N-A-G-E Circle Rockville, Maryland 20850. I wanted to leave a correction of my testimony because they seem to be a garbled in the, in the transmission. First, in, in one place in the middle of when I talked about myth two, I said, somehow said 2014 instead of 2040 in the sentence, 'in 2040 traveling in the non-toll Lanes will be only two minutes faster than the no-build option.' I would like that corrected in the transcript and in the myth three it seems to be totally dropped a couple of places in terms of being able to hear and understand so I'm going to repeat that. If you are a 270 commuter from I-370 to the Beltway the expansion will change will change your life. No. The reason it's worth so little is the non-toll lane trip will be four minutes faster than a no-build in the morning towards Virginia, but will be one to six minutes slower on I-270 in the afternoon afternoon round trip time savings for ninety percent of the drivers about zero. Even the toll lanes users only save four minutes round trip because the afternoon trip to I-370 isn't any faster than the no-build trip. The costs hundreds of million dollars in construction transportation chaos during construction because all of the interchanges and bridges along I-270 will have to be rebuilt to accommodate the toll road profoundly disrupting the I-270 communities, especially the city of Rockville. Thank you.

## **Voicemail Testimony added to file on Oct. 23, 2020**

Joint Public Hearing— August 18, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

**Name:** Alice Schindler

**Joint Public Hearing Date:** 8/18/2020

**Type/Session:** Voicemail

### **Transcription:**

Hello. My name is Alice Schindler. It's A-L-I-C-E. Last name is Schindler, S-C-H-I-N-D-L-E-R. I live at 9812 Bristol Avenue in Silver Spring, Maryland. The draft EIS of the 495 and 270 plan failed to study the full range of impacts that the highway plan could have on environment health and communities. I do not support the project, and I support a no-build option. MDOT SHA's mitigation measures are vague insufficient or altogether missing. My life and that of my neighbors will be negatively affected by the beltway widening. My home is slated to be demolished. I will lose my home, my garden, my large, fenced yard that has allowed me to foster over a hundred and fifty dogs and puppies for OPH Rescue. My neighborhood, Argyle Park next to Sligo Creek Park, was built in 1946. The neighborhood is prone to flooding. Replacing green space with non-absorbent material such as asphalt will significantly increase stormwater runoff and flooding. The DEIS has not addressed these concerns nor have they described methods to mitigate them. My neighbors and I are concerned about increased levels of air pollution, noise pollution, pollution from stormwater runoff, destruction of homes, flora, and fauna. The Sligo Creek Park is a Montgomery County public golf course, which will be destroyed. The Schweinhaut Senior Center at 1004 Glen Road in Silver Spring, its tennis courts basketball courts and playgrounds will be negatively impacted. The shopping center at 535 Forest Glen Road in Silver Spring that includes a barbershop, the Forest Glen Deli, dry cleaners, and a plumbing company that has been there for 30 years will be torn down leading to loss of resources to residents and loss to local economy. The YMCA at 9800 Hastings Drive in Silver Spring is also slated to be significantly impacted, with land taken up by road expansion and possible demolition of the building itself. These local resources provide area residents with community health, job training. I'm sorry, these local resources provide area residents with community... [recording ends].

**Name:** Alice Schindler**Joint Public Hearing Date:** 8/18/2020**Type/Session:** Voicemail**Transcription:**

My name is Alice Schindler. I live at 9812 Bristol Avenue in Silver Spring. MDOT SHA'S mitigation measures are vague, insufficient, or altogether missing. My life and that of my neighbors will be negatively affected by the beltway widening. My home is slated to be demolished. I will lose my home, my garden, my large, fenced yard that has allowed me to Foster over a 150 dogs and puppies for Operation Pause for Homes Rescue. My neighborhood Argyle Park next to Sligo Creek Park was built in 1946. The neighborhood is prone to flooding, replacing green space with non-absorbent material such as asphalt will significantly increase stormwater runoff and flooding. The DEIS not addressed these concerns nor have they described methods to mitigate them. My neighbors and I are concerned about increased levels of air pollution, noise pollution, pollution from stormwater runoff, destruction of homes, flora, and fauna. The Sligo Creek Park is a Montgomery County Golf Course, which is public and slated to be destroyed. The Schweinhaut Senior Center on 1000 Forest Glen Road in Silver Spring, its tennis courts, basketball courts, playgrounds, will be negatively impacted. The shopping center at 535 Forest Glen Road, that includes a local barber shop, the Forest Glen Deli operated by a local family for the past 30 years, dry cleaners, and plumbing company will be torn down leading to a loss of resources to residents and a loss of local economy. The YMCA at 9800 Hastings Drive in Silver Spring is also slated to be significantly impacted with land taken up by road expansion and possible demolition of the building itself. These local resources provide area residents with community support through services focused on critical areas such as child welfare, community health, job training, environmental education, quality of life, and family services. The DEIS does not offer rebuild options for these resources. In summary, the draft environmental impact statement on I-495 and I-270 plan failed to adequately study the full range of impacts that the highway plan could have on our environment, health, and communities. This incomplete review is based on outdated information and additional data analysis and alternatives should be considered. Therefore, a no build option must be... [recording ends].

## **Voicemail Testimony added to file on Oct. 23, 2020**

Joint Public Hearing— August 20, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

**Name:** Robert Buchanan

**Joint Public Hearing Date:** 8/20/2020

**Type/Session:** Voicemail

### **Transcription:**

My name is Robert E Buchanan. I live at 11544 Springridge Road, Potomac, Maryland 20854. And I am speaking on behalf of myself as an individual as well as I am president of the 2030 Group, which is a regional organization comprised of Business Leaders throughout the Maryland, Virginia and DC area. My comments today are that this is an economic imperative and I appreciate the need for the formality of the of the various environmental impact statements, etc. But, if we don't have a sense of urgency on the need for these critical corridors to be improved and the requirement for the appropriate investment in the infrastructure improvements, our region will suffer greatly when it comes to the attraction and retention of the workforce that we've been so proud of over the years that have caused us to be one of the higher developed regions in the country. Unfortunately, we have not been tending to our transportation infrastructure and the tendency in the past to have transit be the be-all-and-end-all is going through a real transition now due to the pandemic and it will be sometime I feel before we truly know what the balance could and should be for our transportation system. But, in the meantime, we have to look at the key corridors such as 270 and the Beltway, especially in Maryland and I truly believe that we're in a period of limbo and no one really understands how we're going to, how the recovery is going to be resolved in a successful manner. There's a lot of doubt, a lot of uncertainty still and we're going through a major transformation, but no matter what, there will be three key elements of a recovery: transportation, housing, and workforce development. Transportation is first and foremost and we must be able to have people get from where they live to where they work. We must be able to have people feel that we're being proactive about the needs for economic development in the future. So I appreciate this opportunity to speak. I hope that you appreciate a sense of commitment to this and and please move with all due haste because this area needs to show how proactive it is in solving some of the issues that have been great challenge.

**Name:** Seth Glinski

**Joint Public Hearing Date:** 8/20/2020

**Type/Session:** Voicemail

**Transcription:**

This is Seth Glinski (G-L-I-N-S-K-I). I live at 8808 Earl Court in Bethesda 20817. In looking at the map of potential limited disturbance boundaries, our house, our property, the property to the south of us and the property to the south of them seem to be affected by an odd bump where if you follow the sound wall along the western side of the Beltway between Bradley Boulevard and River Road. There's an odd space where the limited disturbance juts out towards the west. It takes about 10% into my property about twenty-five or thirty percent of my next door neighbor's property to the immediate south and about fifty percent of the property to the south of them. My house is not perfectly square to our lot. We actually face to the south, so by doing that to our neighbor's property and the property next door that will potentially remove the house two houses away and move the Beltway sound wall, if that is indeed the final location. So close to our front door that our house will become borderline unoccupiable. So even though our property is only affected by about 10% in the rear, the Beltway sound wall would be creeping upon our front door in such a manner that our house would be so impacted that it's difficult to explain without showing a map and looking at an overhead view of how we are arranged here. I also wanted to point out that there are probably a hundred tulip poplar trees and within the limited disturbance against the Beltway sound wall that are probably between 30 and 100 years old and probably between you know fifty and a hundred feet tall and I'm concerned that the disturbance of that area would remove these trees. So not only would we have the Beltway sound wall come closer to our property, but we would also lose our forest conservation area of tulip poplars, which is, you know, our primary means of separation between us and the highway. Again, this is Seth Glinski (G-L-I-N-S-K-I). My address is 8808 Earl Court (E-A-R-L Court) in Bethesda, Maryland 20817.



## **Voicemail Testimony added to file on Oct. 23, 2020**

Joint Public Hearing— August 20, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

**Name:** Thomas Janes

**Joint Public Hearing Date:** 8/20/2020

**Type/Session:** Voicemail

### **Transcription:**

My name is Tom Janes. I live in Prince George's County and I am for the 495 construction for the speeds reprogram. I just drove on 495 and going north on 495 is a parking lot. It's always been that way as far as I can remember as long as I've lived in Maryland my whole life and it's a problem that needs to be addressed. I just read a trip reports from 2000 and 2018. It says we're the second-highest congested interstate in the country. It's a problem. It's a problem that needs to be addressed. I think this is a good opportunity for us to address it and I think it's good that it's a P3. I say, let's move forward with the P3. Thank you.

## **Voicemail Testimony added to file on Oct. 23, 2020**

Joint Public Hearing— August 20, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

**Name:** Zaida Jocson

**Joint Public Hearing Date:** 8/20/2020

**Type/Session:** Voicemail

### **Transcription:**

Hi, my name is Zaida Jocson. I live in Silver Spring at 710 Guilford Court Silver Spring, Maryland 20901. I wanted to leave a comment about the the Beltway widening. Basically, I support a no-build option. I live really close to the Beltway overpass, within sight of it. We already have a lot of noise to deal with and I know it'll get much worse. Obviously, the pollution would get worse, the construction going on in our neighborhoods would be awful and would likely go on for years. In addition, I don't think we have enough information about the environmental and monetary cost of this project. Mitigation measures were vague, insufficient, or missing. I live close to Sligo Creek Park also which would be negatively impacted. We would have storm water and runoff issues worse than they are currently. Also. I'm a member of the Silver Spring YMCA which provides vital services to the community and it would likely have to be shut down because it's right next to the Beltway. I also just don't see the reasoning given that we don't know how commutes are going to be impacted at this point because of the pandemic, working from home is much more common. I question how necessary expanding the Beltway is right now. Thank you.

## **Voicemail Testimony added to file on Oct. 23, 2020**

Joint Public Hearing— August 20, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

**Name:** Francisco Lopez

**Joint Public Hearing Date:** 8/20/2020

**Type/Session:** Voicemail

### **Transcription:**

Good morning. My name is Frank Lopez. I live at 9918 Sutherland Road in Silver Spring. I'm okay with the HOT lanes going from Wilson Bridge to 95. I'm okay with the lanes going from American Legion Bridge to the spur and up 270. I do not agree with the lanes going from the spur around Connecticut, Georgia, New Hampshire to 95. I think if you were to put signage as you come over the American Legion Bridge directing people to Baltimore via 270 and Route 200 you would take a lot of the long-haul truckers which creates most of the problem off that section of beltway and you could also get the money on Route 200 from an underused highway. That way you wouldn't have to do the cost per mile to do the work from the spur to 95 is so much more than the rest of the construction. You could save that cost and you would still make the cost you would make money on the extra vehicles on Route 200. I'd like to talk to you more about it. You can call me at 40-372-3735. Thank you.

## **Voicemail Testimony added to file on Oct. 23, 2020**

Joint Public Hearing— August 25, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

**Name:** Diana Artemis

**Joint Public Hearing Date:** 8/25/2020

**Type/Session:** Voicemail

### **Transcription:**

Hello, my name is Diana Artemis. I've lived in the DMV area since 1985 and I want the no-build option. This, this is throwing more money away at roads when we need more public transportation options. We, I don't want to continue to damage our environment and our communities and raise taxes to pay for all of this and I definitely want you to not widen 270. We need reversible lanes not high-priced tolls. We need expanded transit and you need to fix the upper 270 bottlenecks first. Please don't continue to destroy the environment, make us pay more tolls, and harm the air quality of our region. And I ask you to select the no-build option. Thank you.

## **Voicemail Testimony added to file on Oct. 23, 2020**

Joint Public Hearing— August 25, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

**Name:** Janna Bialek

**Joint Public Hearing Date:** 8/25/2020

**Type/Session:** Voicemail

### **Transcription:**

My name is Janna Bialek and I live on Glenmoor Drive which backs onto the Beltway between Kensington Parkway and Beach Drive over passes in north Chevy Chase.

I am speaking in support of the No-build Alternative as I believe that no other Alternatives are even mildly realistic in addressing their stated goals. Specifically, the DEIS and JPA do not adequately consider the fact that the Beltway retaining wall in our section of the inner loop is stacked in two parts. An approximately 20 foot high barrier of fill that brings the road to grade and then another 20 feet of noise barrier. You can find this area in the Impact Plate 13A, Page 24 of Part 2 of the JPA. The LOD shown on this and other maps in the DEIS ignore, among many other things, the environmental sound pollution and engineering impact of bringing in this huge amount of fill. The specified 300 feet from baseline LOD does not seem realistic. While I am not an engineer, the results of this action hit close to home; in fact, right in my backyard. This Project would would impact my home at 3419 Glenmoor Drive and those of my neighbors. We have one of the last remaining spring-fed ponds in a neighborhood that used to have, before the Beltway and other development, an abundance of them. There was a wildlife corridor along the Beltway wall that extends the habitat possibilities of Rock Creek Park and the Audubon. I have discussed with Montgomery County biologists the importance of this area as a pathway habitat for the countless deer, birds, rabbits, and fox that are regularly seen here. It is heavily wooded with mature sycamore, oak, maple, and other trees. But more importantly, it has the increasingly rare thing that wildlife desperately needs to survive and thrive; a source of clean fresh water...one that will suffer further degradation from every Build Alternative in this Project. Believe it or not, this wildlife habitat and artisanal springs can be found right behind the Beltway wall. The 15 foot natural pond in my backyard is missing from the map I referenced in the JPA and feeds into a culvert under the Beltway and into the main stem of Rock Creek. Most of the other ephemeral and intermittent and water sources that dot this area are also missing from the map. The stream from my property is marked as intermittent; however, it is never, even in the driest years, dried up. The snakes, crayfish, birds, families of deer, and even occasional heron, testify to its importance as a reliable water source. Please don't ignore their needs by pursuing this ill-considered project.

**Name:** Linda Rosendorf**Joint Public Hearing Date:** 8/25/2020**Type/Session:** Voicemail**Transcription:**

Good morning. My name is Linda Rosendorf. L-I-N-D-A R-O-S-E-N-D-O-R-F. I live at 834 Azalea Drive in Rockville. I have lived there for thirty years. My townhouse backs on I-270 with only a narrow sliver of land between the sound wall and my back patio. I am seventy-three years old, retired. I had hoped to age in place in my home as long as possible. The noise and air pollution from the highway expansion, especially during the projected five years of construction, would have a serious impact on my health and probably force me to move. The value of my property will be diminished considerably making it harder to find a new place to live. I do not support the I-495 and I-270 Managed Lanes P3 program. I support the no-build option. None of the six proposed alternatives are acceptable. This project is bad for our residents, businesses, green space, and communities. It will cause significant environmental harm and increase greenhouse-gas emissions. It is not needed and will not prevent traffic congestion. All six build alternatives include tolling with profits going to the contractor. The tolls will be sky-high and the new lanes will benefit only those who can afford to pay the high tolls. As a retiree on a fixed income, the tolls would be prohibitive for me. The DEIS lists only the average daily toll road. Rush hour tolls will be much higher and will be unaffordable for lower and many middle-class drivers. If drivers pay the same rate as commuters pay in Virginia, they would pay upward of \$45 for the 25 mile trip from Frederick to Shady Grove and still higher from Frederick to the Beltway. NEPA requires that a proposed project address the impact to totally under-represented populations, such as communities of color and low-income communities. Environmental justice, EJ, means identifying disproportionately high adverse effects on these populations. The DEIS is claiming that the Managed Lanes project will benefit EJ communities is absolutely false because the expected high toll prices will disproportionately prevent low-income individuals from using these lanes. Congestion-pricing charges are regressive fees. Transit serves low-income and an increasing number of young workers, but transit options are not considered in Metro—in MDOT's traffic management plan.

**Name:** Mary Diaz

**Joint Public Hearing Date:** 9/03/2020

**Type/Session:** Voicemail

**Transcription:**

Hi, my name is Mary Diaz, long-time resident of Maryland in Prince George's County. I'm very disappointed that in the plans for the expansion there is no plans on expanding mass transit, especially having multimodal type transportation hub centers in place. This type of planning in expanding the roadways for more cars, more trucks, and more vehicles is not conducive to the environment and also for planning for a future. It's misguided. I think it's wasteful with our tax money and it doesn't serve the whole community. It really only serves those developers who have project plans in place for certain communities, and it doesn't allow for an equality type of planning or development that would help lift those in lower economic parts of the community and especially those of people of color. And really it should be more inclusive to those communities, as well as the whole community. And just putting all of our resources and money into expanding the highways is not the answer. We need to be more thoughtful of the future and having more mass transit embedded into our plans. Thank you. Again, my name is Mary Diaz, long-time resident of Maryland in the Prince George's County. Thank you.

**Voicemail Testimony added to file on Oct. 23, 2020**

Joint Public Hearing—September 3, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

**Name:** Fran

**Joint Public Hearing Date:** 9/03/2020

**Type/Session:** Voicemail

**Transcription:**

It's Fran. Please do not widen 270. It will just encourage more traffic and it'll lead to more tie-ups on the highway. We live in college Gardens. We moved here because it is quiet. It's ecologically safe. If you widen the highway, there's just going to be more gas fumes and the noise will be introduced into our community. We beg you not to widen the highway, please, for our health and safety. This is a horrendous idea.



## **Voicemail Testimony added to file on Oct. 23, 2020**

Joint Public Hearing—September 3, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

**Name:** Stephen John

**Joint Public Hearing Date:** 9/03/2020

**Type/Session:** Voicemail

### **Transcription:**

Yes, my name is Steven John. I live in New Carrollton, Maryland. I oppose any expansion of the 495-270 corridor. I only support the no-build alternative. There is no clear proof that this will actually reduce congestion. This project is an example of a 1970s solution to current traffic problems. This is an example of failure of innovation and of social irresponsibility. There would be massive disruptions during and after construction, such as environmental and social impacts, such as stormwater runoff, destroyed trees, parks, and green areas. Homes removed and/or yards decreased. More noise and more pollution and climate issues. I support and mass transit even including bicycle and other non-vehicle choices and I do not oppose—I mean, I do oppose— further road expansion with huge transportation projects that can be inevitable in substantial overrides of time and money. Look what's happening with the Purple Line. To summarize, I support only the no build alternative. Thank you.

## **Voicemail Testimony added to file on Oct. 23, 2020**

Joint Public Hearing— September 3, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

**Name:** Freda Mitchem

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Voicemail

### **Transcription:**

Freda Mitchem. [PHONE NUMBER REDACTED]. I'm trying to listen to the dialogue but I'm unable to get in to do so. That is my cellphone number. If anyone can put me in when the dialogue is taking place I would appreciate it. That's my home number. I live near in Montgomery, I-495 I-270 and I want to make sure that we're safe here in our home with our families and our neighbors. If you can give me a call and how I could tap in, it would be helpful. Thank you. [PHONE NUMBER REDACTED]. F-R-E-D-A M-I-T-C-H-E-M. I will share the information with the other forty or fifty homeowners in my neighborhood here. Thank you. Goodbye.

## **Voicemail Testimony added to file on Oct. 23, 2020**

Joint Public Hearing—September 3, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

**Name:** Helen O’Hay

**Joint Public Hearing Date:** 9/03/2020

**Type/Session:** Voicemail

### **Transcription:**

My name is Helen O’Hay. I live in Rockville, Maryland. I oppose the P3 Managed Lanes program and support the no-build option. I think we really don't need to widen the road at this time because the traffic is so much less. People are working at home. And I think our driving habits are changing. I think it should be re-evaluated in two years in 2022. I think that COVID has really changed our working patterns and people will be working from home and they will not be on the road. Since I live near 270, I can hear all the racing, the motorcycle racing, the car racing, in the evening around 10:00 and past that time and I think if we widen that road, we will have more problems with all of this reckless behavior, and I think it really will become a Hogan's Folly. So I really think it should be reconsidered at a later time when we know what the traffic patterns will be.

**Voicemail Testimony added to file on Oct. 23, 2020**

Joint Public Hearing— September 3, 2020—Voicemail

I-495 and I-270 Managed Lanes Study

**Name:** Carolina Walker

**Joint Public Hearing Date:** 9/3/2020

**Type/Session:** Voicemail

**Transcription:**

My name is Carolina Walker. I'm with Maryland Transportation Builders Materials Association. I am calling in support of the P3 program because Maryland has the second worst congestion in the country. Maryland's interstate highway system is vital to the transportation network and is the backbone of the state's economy. When 80% of the length of Maryland's urban interstates are congested, we need this P3. Thank you.

**Name:** Laurie Waller**Joint Public Hearing Date:** 9/3/2020**Type/Session:** Voicemail**Transcription:**

Hi, my name is Laurie Waller and I'm calling on behalf of Maryland Transportation Builders and Materials Association located in Glen Burnie, Maryland, which we continue to serve as a voice for Maryland's construction transportation industry since 1932. Our association here is comprised of around 200 members, which we encourage develop protect the prestige of the transportation construction material industry of Maryland by establishing and maintaining the respective relationships with federal, state, and local public officials. Our association's members support the I-495/270 P3 program and we are ready to supply the workforce and materials needed to get Marylander's continuing to move forward. I don't think anyone doubts that the traffic concerns around I-270 and I-495 are terrible and the cause of this amount of stress to Maryland residents has caused any time that they have to get on these roads or really any of the surrounding roads. We really need a solution for them to protect the way that they get to work, come back from work, all-in-all just everyday transportation issues. And recent we had a trip report in collaboration with MDOT and the trip community. We have found during this trip report that the second-worst congestion in the country is in Maryland. Maryland's interstate highway system is vital to Maryland Transportation Network and the backbone of this state's economy. More than 80% of the length of the Maryland's urban interstate are congested and travel on Maryland's interstate highway is increasing at a rate nine times faster than the rate of which through-lane capacity is being added. Not only will this project solve our biggest concern, traffic, but it has also so many other additional benefits to include a program that is expected to create an abundance of jobs anywhere between 120,000 to over 140 that are high paying, high quality, and high-skilled which our economy currently needs severely. MDOT has also planned a robust inclusion requirement which ensures that Maryland residents do the construction. In addition private involvement will alleviate the maintenance cost of the new construction saving the state millions of dollars in the future just to maintain the current roads on the 495/270. The state would need to invest 1.7 billion that comes with no congestion relief. Instead this project will free up that 1.7 billion for all the other vital projects in the state of Maryland. I appreciate your time and thank you.