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MARYLAND TRANSPORTATION AUTHORITY
PHASE 1 SOUTH TOLL RATE RANGE SETTING PROCESS
AMERICAN LEGION BRIDGE - I-270 to I-370
PUBLIC HEARING - AFTERNOON SESSION
JULY 12, 2021

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P R O C E E D I N G S

1
2 MR. BING: Okay. Good afternoon. I'm Andrew Bing,
3 and I will be the Hearing Officer for today's hearing
4 for the Maryland Transportation Authority, abbreviated
5 as M-D-T-A. The MDTA is conducting this first of two
6 in-person public hearing testimony sessions on the
7 toll rate range setting process for Phase I South:
8 American Legion Bridge: I-270 to I-370. As the Hearing
9 Officer responsible for running today's' public
10 hearing, and on behalf of the MDTA, I welcome you.
11 The purpose of this public hearing is for interested
12 parties to provide official testimony and comments for
13 the public record on the tolling proposal for Phase I
14 South: American Legion Bridge I-270 to I-370, which
15 includes proposed toll rate ranges, soft rate caps,
16 and escalation process and discounts. We hope you
17 have had the chance to review the public hearing
18 materials related to this tolling proposal in the
19 Virtual Information Room on the MDTA website. A copy
20 of the hearing materials is available for you to
21 review at the registration table if you have not had

1 the opportunity to do so.

2 Today, we will introduce the MDTA Board Members
3 present for the public hearing, explain Title VI and
4 the Civil Rights Act of 1964, and identify ways for
5 you to comment on the tolling proposal. I will then
6 review the hearing procedures and open the floor for
7 live testimony.

8 Today's public hearing is being livestreamed and
9 audio-recorded. The official transcript of the public
10 hearing testimony will become part of the tolling
11 hearing record and will be available for review -- for
12 public review on the MDTA's Phase I South: American
13 Legion Bridge I-270 to I-370 Toll Rate Range Setting
14 webpage.

15 I would like to now introduce the Executive Director
16 of the MDTA, Jim Ports. Executive Director Ports will
17 introduce the MDTA Bboard.

18 MR. PORTS: Thank you, Andrew. Good afternoon. My
19 name is Jim Ports, and I'm the Executive Director for
20 MDTA. I want to thank everyone for joining and for your
21 participation in the hearing.

1 I will now introduce the MDTA Board Members who are
2 in attendance for today's hearing. MDTA Chairman Greg
3 Slater, MDTA Board Member William Cox, MDTA Member William
4 Ensor, MDTA Board Member Mario Gangemi, MDTA Board Member
5 Cynthia Penny-Ardinger, MDTA Board Member Jeff Rosen, and
6 MDTA Board Member John von Paris.

7 Thank you, Andrew, and will you please continue with
8 the rest of the instructions of hearing?

9 MR. BING: On behalf of the MDTA Title VI Officer, I
10 will explain the significance of Title VI and how it
11 relates to the toll rate range proposal. Title VI of
12 the Civil Rights Act of 1964 was put into effect to
13 prohibit discrimination on the basis of race, color or
14 national origin. To support the act, the United
15 States Government designated additional statutes,
16 laws, regulations, and executive orders to provide
17 guidance for the effective execution of the objections
18 of Title VI.

19 MDTA is responsible for upholding the principles of
20 Title VI of the Civil Rights Act of 1964 and related
21 guidance. MDTA's policies and programs should not

1 discriminate against people on the grounds of race,
2 color, national origin, sex, age, English proficiency,
3 income level, or disability. The MDTA policies and
4 program should avoid disproportionately high or
5 adverse impacts on minority populations and low-
6 income populations.

7 MDTA seeks to provide citizens, stakeholder groups,
8 and other interested parties with reasonable
9 opportunities to be involved in the Toll Rate Range
10 Setting Process. We invite you to take our voluntary
11 demographic survey to help us to ensure that we are
12 reaching the communities that are affected by the toll
13 rate range setting process. If you have questions or
14 need assistance, call 410-537-6720. For more
15 information regarding Title VI of the Civil Rights Act
16 of 1964, and other nondiscrimination laws, please
17 review the Civil Rights under Title VI brochure.
18 Any member of the public has the right to file a
19 discrimination complaint against the MDTA if they feel
20 the MDTA does not comply with Title VI of the Civil
21 Rights Act of 1964 and the related statutes. Title VI

1 information can be found on the MDTA website at
2 mtda.Maryland.gov/ALB270TollSetting, or at the
3 registration table.

4 There are multiple ways to comment on the toll rate
5 range proposal. You can provide one-on-one or public
6 verbal testimony through today's in-person public
7 hearing testimony sessions. You may also provide
8 public verbal testimony via telephone during the call-
9 in public hearing testimony sessions which are
10 scheduled for this Wednesday, July 14, from 2:00 to
11 4:00 p.m. and from 6:00 to 8:00 p.m. To provide
12 call-in testimony, advanced registration is required
13 to be admitted to the phone queue. Registration for the
14 call-in testimony is available on the MDTA website or
15 by calling 888-725-0174. You may also provide call-
16 in testimony by calling 855-701-1977 and leaving a
17 voicemail message that is limited to three minutes.
18 Additionally, comment forms may be completed online or
19 sent to the MDTA via email or US mail. Comment forms
20 are also available at the registration table. More
21 details on ways to comment can be found on the MDTA

1 website at mtda.Maryland.gov/ALB270TollSetting.
2 Comments must be received before 5:00 p.m. on August
3 12, 2021. All comments received, whether at the
4 hearing through verbal testimony or through other
5 methods such as a comment form, email or US Mail, will
6 be given equal consideration.

7 Again, the purpose of this public hearing is to
8 allow interested parties to provide public comments on
9 the toll rate range proposal for Phase I South:
10 American Legion Bridge, I-270 to I-370, and my role as
11 the Hearing Officer is to run a professional and
12 orderly public hearing. I understand how important
13 the issues are related to the tolling proposal, and I
14 take my role as Hearing Officer seriously. I'm
15 committed to providing everyone an opportunity to
16 provide comments in an organized, fair, professional
17 and orderly manner. Offensive or profane language
18 will not be allowed. I also want to let everyone know
19 that we will not be answering questions or responding
20 to any comments made during the hearing.

21 We are interested in hearing comments from everyone.

1 Please remember that the hearing is being recorded.
2 Speak directly and clearly into the microphone and
3 provide your full name, address, and any organization
4 you may represent.

5 To ensure time for all to be heard, there will
6 be a three-minute time limit for public testimony and
7 a five-minute time limit for elected officials. The
8 time will start after you introduce yourself. I will
9 give you a signal when you have 30 seconds remaining,
10 and again when you have 10 seconds remaining, so you
11 can wrap up your testimony. As the Hearing Officer,
12 if you are unable to conclude your comments at the end
13 of your time period, I will ask you to wrap up your
14 testimony.

15 Okay. So that concludes my opening remarks.
16 We're now going to go to our testimony. Ken, if you
17 can make sure that microphone is on?

18 The first person is going to be Linda Rosendorf.
19 After Linda will be Brian Ditzler. Linda, you can
20 come on up, you can adjust the microphone; and again,
21 when you get up there please state your name, spell

1 your name, and provide your address and any
2 organization that you may be representing.

3 MS. ROSENDORF: My name is Linda Rosendorf,
4 that's spelled L-I-N-D-A R-O-S-E-N-D-O-R-F. I live at
5 834 Azalea Drive in Rockville. I am speaking today in
6 opposition to the I-495/I-270 public/private
7 partnership, hereafter referred to as the P3. I will
8 specifically be addressing the MDTA's toll rate
9 proposal. There are numerous reasons that the proposed
10 toll rate ranges are unacceptable. I would like to
11 focus on two issues. One, the toll rate proposed by
12 MDTA are (sic) exorbitant. Two, these high-priced
13 toll rates are inequitable. The tolls in the express
14 lanes will deliberately be set high to guarantee
15 profits for the toll company shareholders. They will
16 be much too high for average drivers on a daily basis.
17 The 2021 toll rate for a passenger vehicle with an
18 E-ZPass could reach nearly \$4.00 a mile, depending on
19 the traffic conditions. That means the toll from the
20 American Legion Bridge to I-370 could be over \$50.00
21 at peak time. The actual toll rates will be yet higher

1 when the road is operating, and will continue to
2 escalate every year for the 50 years of the contract.
3 This P3 plan turns public land over to private investors
4 and is a profit-making venture for foreign companies and
5 their shareholders. It favors wealthy commuters while
6 making congestion worse for people in the regular
7 lanes. Expensive toll roads are a regressive form of
8 taxation in which middle and low-income drivers may
9 spend a larger percentage of their income on tolls
10 than high-income drivers. Maximum toll rates should
11 be accessible to working class families.

12 In conclusion, this P3 is not an acceptable deal for
13 Maryland and its taxpayers. Good government demands
14 that full -- fiscal, environmental and social impacts
15 of this project be determined before locking into a
16 long-term exclusive contract. No contract should be
17 voted on, much less approved, until the Environmental
18 Impact Statement has been finalized. It is premature
19 to develop toll rate ranges at this point.

20 MR. BING: Okay, thank you. Our next speaker --
21 if you could hold off for one second, sir? We're just

1 going to clean the microphone and then we'll bring you
2 up, okay? But our next speaker will be Brian Ditzler.
3 After Brian will be Delegate Al Carr.

4 Again, please state your name, spell your name,
5 provide your address and any organization that you may
6 be representing.

7 MR. DITZLER: My name is Brian Ditzler. My
8 address is 1225 Noyce Drive in Silver Spring, Maryland.
9 I'm testifying here on behalf of Maryland Sierra Club.
10 We're concerned with the excessively high tolls
11 required under the proposal, the high social cost of the
12 toll with lanes, and the way this toll lane proposal will
13 deepen the inequities in Maryland and fail to serve the
14 public interest. When the toll lanes open, evening rush
15 hour toll can be as high as \$50.00 dollars for a passenger
16 car driving from the GW Parkway to I-370. The maximum
17 toll rate for a big rig trucker could be as much as \$42.00
18 per mile or \$297.00 for a 7-mile trip. Those tolls from
19 passenger car to big rig are unacceptably high, especially
20 on a daily basis, and Transurban wants to make the tolls
21 even higher according to a letter they sent to MDTA on

1 November 18, last year.

2 The claim that the toll lanes will be virtually no
3 cost to taxpayers is not true, because the people who will
4 pay the tolls are mostly Maryland taxpayers. Taxpayers
5 will also be forced to absorb the cost of billions of
6 dollars in utility relocations that will not be reflected
7 in the tolls. The cost of the highway expansion will also
8 be paid by individuals, school children in communities
9 harmed by significantly increased greenhouse gas, and other
10 health damaging air pollution, significantly increased
11 storm water runoff, and the loss of property value,
12 historic places, wildlife habitat, park land, and tree
13 canopy.

14 The private toll operators have a strong incentive (sic)
15 to maintain congestion on the free lanes so that people
16 will continue to pay their high tolls. Thus, the majority
17 of travelers will experience congestion the same or worse
18 than before. This toll lane proposal and the high tolls
19 will further deepen the regional East-West racial and
20 economic divide and societal inequities. This plan turns
21 public land over to private investors for the benefit of

1 the affluent, and tolls will not be affordable for working
2 class and economically disadvantaged populations.

3 We also believe this deal is not in the public
4 interest. Privatizing highways can lead to significant
5 control of regional transportation by private companies
6 accountable to their shareholders rather than to the public.
7 Transurban is on record saying its goal in our region is
8 maximize the tolls. Road and mass transit improvements
9 that would be good for our climate and desired by
10 Marylanders are considered undesirable by Transurban and
11 its shareholders.

12 MR. BING: Twenty seconds.

13 MR. DITZLER: This tolling proposal sets up a
14 perverse incentive for a private company and our own
15 government to lock in car dependency and act against the
16 public interest for generations.

17 In summary, we strongly disagree with the high tolls
18 that are proposed that surely will substantially increase
19 over time, with the high cost the project will have on our
20 health, environmental, in pocketbooks, and the way this
21 tolling proposal will deepen inequities in Maryland and

1 fail to serve the public interest.

2 MR. BING: Okay. And could you just spell your name
3 before you sit down for the court reporter?

4 MR. DITZLER: B-R-I-A-N D-I-T-Z-L-E-R.

5 MR. BING: Okay, thank you. Our next speaker will be
6 Delegate Al Carr. We'll just wait for the microphone to get
7 cleaned, and then after Delegate Carr will be the Mayor of
8 Rockville, Bridget Newton.

9 Okay. Delegate Carr, if you could just say your name,
10 spell your name, provide your address and, of course, the
11 organization you're representing.

12 MR. CARR: Okay, thank you. Good afternoon. My name
13 is Al Carr, A-L C-A-R-R, and I'm a member of the Maryland
14 House of Delegates. Good to see you all. Thank you for the
15 opportunity to testify on the toll rate setting process.

16 I would like to highlight the problems that already
17 exist with Maryland's tolling system, and voice my
18 concern that these might be perpetuated or worsened in
19 the process of partnering with a private company to
20 widen and introduce tolling on the American Legion
21 Bridge, Interstate 495 and Interstate 270.

1 The toll lanes themselves are not the only cost to
2 motorists. MDTA has collected enormous amounts of
3 revenue in recent years from video toll late fees.

4 The first cashless toll road in Maryland was the
5 intercounty connector, also known as the ICC or Route
6 200. It opened in 2014, runs between Montgomery and
7 Prince George's Counties. Our constituents here have
8 unfortunately borne the blunt of MDTA's failed tolling
9 policies. The entire system went cashless in 2020.

10 If you drive on a cashless toll road in Maryland, you
11 can pay using E-ZPass, or if you don't have an E-
12 ZPass transponder you can pay through the video
13 tolling process. With video tolling, the license
14 plate is photographed, a look up is done, and a toll
15 bill is sent in the mail to the registered owner. The
16 problems with this system, as practiced in Maryland,
17 are the punitive and predatory late fees and the
18 failure to address leakage, to collect non-E-ZPass
19 revenue from out-of-state vehicles.

20 For many years, the late fee in Maryland was
21 \$50.00 per transaction on a toll as low as \$1.50. On

1 a road like the ICC, it's very easy to rack up
2 thousands of dollars in toll debt in a very short
3 amount of time. The toll debt is comprised mostly of
4 the late fees, not the underlying tolls. If you have
5 a Maryland E-ZPass, you can still be subjected to the
6 video tolls at the higher rate, and hundreds or
7 thousands of dollars in late fees if a hiccup happens
8 with the associated credit card or bank account, and
9 the video tolling system relies on the US Mail, which
10 has become slower and more problematic since the
11 program's inception.

12 To their credit, to your credit, the MDTA did
13 reduce the late fee from 50 to \$25.00; however, a \$25.00
14 late fee on \$1.50 or \$3.00 toll is still too high, and
15 we still have an unfortunate policy of suspending
16 vehicle registrations for toll debt. Better model is
17 in Massachusetts. That state is able to collect tolls
18 using modest late fees and flagging of registrations.
19 Maryland should follow.

20 Maryland motorists are still recovering from
21 these failed policies. The garnishing of income tax

1 refunds began under our current government -- governor.
2 Our district courts are clogged with tens of thousands
3 of contested video toll late fee transactions. I'm
4 contacted on a weekly basis by Marylanders who have
5 been caught up in this broken system and owe thousands
6 of dollars. These are often working people who fell
7 through the cracks of our system. Recently, the MDTA
8 and the General Assembly missed an opportunity to
9 introduce departmental legislation that would have
10 prevented this onset of the ability to call back toll
11 debt from the central collections unit.

12 According to MDTA's own report to the General
13 Assembly, the most effective way to collect toll debt
14 from out-of-state motorists is through reciprocity
15 agreements with surrounding states. However, MDTA has
16 ignored their own advice. We've stubbornly resisted
17 the idea of working collaboratively with neighboring
18 states to establish reciprocity. The claim is that
19 negotiating reciprocity would be too complicated and
20 too difficult, but that's not stopping other states
21 from using this model with great success.

1 Massachusetts, New York, the New England states,
2 they've had reciprocity agreements for years and they
3 work well. More recently, Pennsylvania and Delaware
4 entered into reciprocity agreements. Instead,
5 Maryland wants to follow the predatory model used in
6 Texas and Georgia, in which the out-of-state toll debt
7 is sold to the highest bidder. We don't follow Texas
8 and Georgia when writing our voting laws, and we
9 shouldn't do it for our toll road policies.

10 Pennsylvania would be the ideal partner to begin a
11 toll road reciprocity pilot program. Virginia is a
12 little more complicated, but if the claim is true that
13 we're working with the Virginia government, governor,
14 on the American Legion Bridge, surely we can begin
15 discussing these challenges.

16 Another pro-consumer policy that Maryland could
17 and should adopt in Massachusetts is to allow three
18 years to dispute a toll transaction instead of 120 days.
19 I, unfortunately, recommend to my constituents that
20 they obtain their E-ZPass from Massachusetts for this
21 reason. Our airtight consumer policies, such as the

1 punitive late fees, aggressive debt collection, the
2 selling of out-of-state toll debt to private debt
3 collectors came from the private sector, such as
4 companies like --

5 MR. BING: Twenty seconds.

6 MR. CARR: My fear is that under a P3 model,
7 the private concessioner will have every incentive to
8 push Maryland and MDTA to perpetuate or expand harmful
9 and predatory tolling policies that hurt consumers but
10 fatten their bottom line. Thank you.

11 MR. BING: Okay. Thank you, Delegate Carr. Our
12 next speaker will be the Mayor of Rockville, Mayor
13 Bridget Newton. After Mayor Newton will be Hannah Wald.
14 Again, Mayor Newton, if you could just say your name
15 and spell your name, please?

16 MS. NEWTON: Sure. It's Bridget Donnell Newton,
17 B-R-I-D-G-E-T D-O-N-N-E-L-L N-E-W-T-O-N. I'm the Mayor
18 of the City of Rockville. The address is 111 Maryland
19 Avenue, 20850.

20 Good afternoon. I'm Bridget Donnell Newton,
21 Mayor of the City of Rockville. As an 11-year member

1 of the transportation planning board, as well as a former
2 chair of that board, I am a strong advocate for traffic
3 -- excuse me, for congestion relief for all. Thank you
4 for the opportunity to once again share the unanimous
5 agreement of the Rockville City Council and our staff that
6 this hearing is an example of government burying its head
7 in the sand, refusing to turn away from 20-year-old ideas
8 and a complete denial of climate change and social justice.

9 In 2015, on June 9, by the way, Governor Hogan said
10 that today's committee hearing only served to once again
11 demonstrate the huge disconnect between the politicians in
12 Annapolis and the rest of Maryland. Well, members of the
13 Maryland Transportation Authority, those words could have
14 been spoken today. And though you are not politicians in
15 Annapolis, you are being led down a path that will only
16 result in a debacle for the taxpaying residents of this
17 great state, a la, the LBJ Expressway in Dallas, the 460 in
18 Virginia, and the I-69 in Indiana, just to name a few. As
19 now Governor Hogan said in that speech in 2015, "tolls are
20 regressive tax hikes in disguise," and though the State of
21 Pennsylvania has used -- end quote -- and though the State

1 of Pennsylvania has used their state controlled and tolled
2 I-76 to build a better and safer road, Maryland's proposed
3 Phase I South: American Legion Bridge I-270 to 370 will
4 bring nothing back to the taxpayers of Maryland, and the
5 toll -- as the tolls will be going to a private
6 international corporation.

7 In 50 years, when this proposed contract is up, or
8 sooner if it fails, as history portends, the State of
9 Maryland Transportation Fund will have nothing, zero, zilch,
10 nada, with which to repair or improve this critical artery
11 between Frederick and Points West and the nation's capital.
12 I have long believed the government is there to provide
13 that which an individual alone cannot do. Well, why are you
14 all not providing safe and equitable transportation services
15 for all of the public in Montgomery County? Why should we
16 be forced to accept a toll road when the governor stated the
17 tolls in other parts of Maryland are regressive? This
18 congestion relief plan is not congestion relief at all. The
19 proposal removes a lane that is currently free 21 hours a
20 day on weekdays and free weekends and holidays, and turns it
21 into a hot lane which is a minimum of three people and

1 tolled 24/7; three people, 24/7, weekends and holidays.

2 As has been publicly discussed, MD -- I'm sorry, this
3 congestion relief plan brought to you by the former
4 Secretary of Transportation as a panacea for an agency long
5 deficient in forward-thinking solutions ignores the real
6 bottleneck on I-270, which is where the current six lanes go
7 to two going north, and increases from two lanes to six
8 going south. Have you ever tried to pour water from a
9 gallon jug into a water bottle? Same effect. Fix what is
10 broken first.

11 And oh, by the way, the title of the project was
12 originally called the I-270 and 495 traffic relief plan, P3,
13 and the plan was to consider transformative solutions for
14 users, including improvements to highways and transit.
15 They've excised the transit. And improvements for users
16 only include tolling, which is hardly Webster's definition
17 of transformative.

18 As has been publicly discussed, MDOT/SHA has also
19 changed
20 the title and scope once again to include the northern
21 portion of I-270, and they did it to garner the support of

1 the Transportation Planning Board vote on June 16, for
2 inclusion in and the scope of work for the air quality
3 conformity analysis for the 2022 update to visualize 2045,
4 and the F (inaudible) 2023 to 2026 T-I-P. That meeting
5 resulted in a protracted discussion and a final vote which,
6 at the request of the Deputy Secretary of Maryland
7 Transportation, was a way to vote. It failed 9.2 to 5.7.

8 On a personal note, I will say that the thousands of
9 emails that have been directed to those of us with the
10 courage to seek a forward-looking solution to the regions
11 traffic congestion have not once mentioned that they support
12 tolling. In fact, not one from Waldorf or Lorton or
13 Frederick all saying that they are my constituents -- I
14 never realized the great City (sic) of Maryland reached all
15 the way to Southern Maryland, Lorton, Virginia and Frederick
16 --

17 MR. BING: Twenty seconds.

18 MS. NEWTON: -- even mentioned that the state's
19 solution to the 270 problem was a toll road.
20 I'm honestly not sure why you're holding these
21 hearings today. Since there was a vote at TBB, there

1 is no process for moving forward at this time. Please
2 call off the emails and get to work finding an
3 equitable solution that addresses climate change,
4 social justice, and transformative traffic relief for
5 all. Thank you.

6 MR. BING: Okay, thank you. Our next speaker will be
7 Hannah Wald. After Hannah will be Benjamin Ross. Again,
8 if you could state your name and spell your name, provide
9 your address and any organization you may be representing.

10 MS. WALD: I'm Hannah Wald, H-A-N-N-A-H W-A-L-D. I
11 live at 632 Azalea Drive in Rockville, Maryland, and I
12 am opposed to the I-270 expansion project.

13 And what I wanted to ask about is, because of my
14 understanding about the peak time fares, or the
15 estimated peak time fares, 40 to even \$50.00 at peak
16 times is like, who are these toll lanes supposed to be
17 for? Because there are a lot of commuters who are
18 maybe like me who, you know, have their employer's
19 offices located in maybe Northern Virginia, who think,
20 you know, this is going to be good for them, they're
21 going to be able to get down there faster, but, you

1 know, even though I'm not, you know, a lower income
2 person, I make a pretty good living, I can't afford to
3 pay 40 or 50 bucks a pop at rush hour to - to go down
4 there. So like, who is this for? This is going to be
5 for richer people, I guess. But there aren't enough
6 of those people to pay enough of those fares to, you
7 know, pay all the money back to Transurban, or whoever
8 gets to build these lanes. So I guess people like me
9 are going to end up paying for the lanes anyway
10 because, you know, there's going to be a penalty to
11 fulfill the contract, and it's going to come out of
12 Maryland taxpayers' pockets.

13 And it's not just that. It's also going to be for,
14 you know, the sewers, I guess, for -- for all the
15 rainwater. Like, we're going to have to pay through
16 our water bills for that in Montgomery and Prince
17 George's County. And I can't afford to pay, you know,
18 40 or \$50.00 at rush hour, but I'm going to end up
19 paying anyway for other people to use these lanes that
20 I can't use. So, you know, who is this for exactly?
21 Not me, and not people like me.

1 Okay. That's all I have to say. I yield the rest of
2 my time. Thank you.

3 MR. BING: Okay, thank you. Okay. Our next speaker
4 is Benjamin Ross. After Benjamin will be Barbara Couful or
5 Cofall (ph), I'm sorry if I'm mispronouncing that. Mr. Ross,
6 please state your name and spell your name, provide your
7 address and any organization you may be representing.

8 MR. ROSS: Good afternoon. I'm Benjamin Ross, 4710
9 Bethesda Avenue, Apartment 819 in Bethesda; B-E-N-J-A-M-I-N
10 R-O-S-S. I'm representing the Maryland Transit
11 Opportunities Coalition. We are a coalition of transit
12 riders, transit advocates, and transit workers.

13 And what I want to say is these tolls are just plain
14 too high. The maximum toll from the GW Parkway to Shady
15 Grove starts at \$50.00 when the highway opens in 2026, and
16 it keeps going up every year. As proposed here, it hits
17 \$141.00. That's right, \$141.00 by the time Transurban's
18 contract runs out in 2076. And those are today's dollars.
19 The actual numbers will be even higher because they will be
20 adjusted for inflation. But these sky-high tolls still
21 aren't enough for Transurban. The company's demands are

1 revealed in a November letter that the MDTA didn't release
2 at all for months, and then buried in fine print on its
3 website. In that letter, that profit-hungry company told
4 the state what it really wants. The tolls need to be even
5 higher and go up even faster than the Hogan administration
6 proposes.

7 Now why does Transurban say that the tolls need to be
8 so high? It's "growth of congestion" after the new lanes
9 open. In other words, Transurban is banking on the idea that
10 this project will not fix congestion. Governor Hogan cannot
11 keep his promise of congestion relief. Transurban knows that
12 the traffic jams in the free lanes will get worse and worse
13 over the 50 years of this contract, if that's the way we go.

14 Drivers will have to sit and suffer or cough up the
15 exorbitant tolls needed to hit the company's profit targets.
16 This is what you get when you turn our highways over to a
17 company that, in its own country, gets called "an
18 untouchable blood-sucking monopoly". That's not from any
19 left-wing paper, that's from Joe Aston in the Australian
20 Financial Review.

21 In summary, this proposal is a betrayal of the public

1 interest. These tolls and the contract behind it must be
2 rejected. Thank you.

3 MR. BING: Okay, thank you. Hold on for one moment.
4 Okay. Our next speaker is Barbara Coufal. After Barbara
5 will be Arthur Katz. Please state your name, spell your
6 name, provide your address and any organization you may be
7 representing.

8 MS. COUFUL: Thank you. My name is Barbara Coufal,
9 it's B-A-R-B-A-R-A C-O-U-F-A-L. My address is 10112
10 Parkwood Drive, Bethesda 20814. I am co-chair of
11 Citizens Against Beltway Expansion.

12 I'll start by noting that the transportation authority
13 is understating the tolls by using 2021 numbers rather
14 than estimates of what drivers will actually pay in
15 2026 when the lanes would open up. MDTA could have
16 provided more honest toll numbers by adding in the
17 automatic annual increase of 2.1%, plus an adjustment
18 for inflation. I used the Federal Reserve's inflation
19 forecast. If you add these to the 2021 maximum toll
20 of \$3.76, you will discover that the maximum toll when
21 the lanes open up in 2026 would be closer to \$4.61.

1 Instead of a soft cap of \$1.50, the cap -- the soft
2 cap would be \$1.84. In 2026, the maximum toll for the
3 drive from George Washington Parkway to I-370 would be
4 \$50.00 in the 2021 dollars, but would be over \$61.00
5 in 2026. Why not be more forthcoming about the true
6 costs.

7 And now we learn that Transurban, in a letter, is
8 pushing for a soft cap that is 33% higher. The design
9 of the toll lanes make it difficult to leave the toll
10 lanes and transition directly to the general lanes.

11 This is unlike Virginia, where you can transition
12 between general and toll lanes at regular points. But
13 under MDOT's design, if you're on a toll lane when you
14 cross the American Legion Bridge and plan to drive all
15 the way to I-370, you can transition directly to the
16 general lanes only, only at Clara Barton Parkway. For
17 the rest of the trip up to I-370, the only way to exit
18 the toll lanes is to exit the highway altogether,
19 drive on local roads until you get to the next
20 entrance ramp for the general lanes. This kooky
21 design not only creates havoc on local roads, it will

1 lock some people into the toll lanes and force them to
2 give more of their dollars to Transurban.

3 Finally, I want to comment on the inequity of
4 private toll lanes. Privatized toll lanes are designed
5 to maintain congestion, not reduce it. Without
6 congestion in the general lanes, there is no market
7 for pricy toll lanes, so congestion in the general
8 lanes will continue, but wealthy drivers will be able
9 to escape it while most low and middle-income drivers
10 won't. This is fundamentally unfair and discriminatory.
11 I urge the state to go back to the drawing board and
12 develop an equitable transportation solution that will
13 actually reduce congestion. Thank you.

14 MR. BING: Okay. Thank you, Ms. Coufal. Our next
15 speaker will be Arthur Katz. Mr. Katz, just give us one
16 second to clean the microphone. After Mr. Katz will be
17 Edgar Gonzalez. Again, please state your name, spell your
18 name, provide your address and any organization you may be
19 representing.

20 MR. KATZ: My name is Arthur Katz, A-R-T-H-U-R
21 K-A-T-Z. I live at 2 Stevenage Circle, Rockville,

1 Maryland 20850. Thank you for the opportunity to speak
2 today. The MDTA board has been put in a difficult position
3 of being pressed to prematurely use board powers to -- its
4 board powers to proceed with toll setting actions that would
5 contribute to irrevocably approving the current 495-270
6 project. This project is a mess. It has become incoherent.
7 In contrast, MDOT is currently implementing a major traffic
8 management system on I-270 that could reduce future peak
9 travel times by up to 40%, but the board will not be able to
10 evaluate its effectiveness if it acts prematurely. MDOT
11 recently removed the Beltway toll lanes east of the I-270
12 spurs from current action. The new version of the project
13 is in many instances worse than doing nothing. It is likely
14 we will have toll -- excuse me, toll trips that are slower
15 compared to trips on the 495-270 highway without toll lanes,
16 the so-called no-build alternative. A recent post editorial
17 expressed concerns about a check point that the American
18 Legion Bridge causing serious problems if the toll road
19 isn't built, but the check point does not go away in MDOT's
20 truncated project, it simply migrates to a point on the
21 Beltway between the two I-270 spurs where six lanes must

1 become four, because the toll lanes east of the spurs must
2 vanish. It is likely -- the likely result is peak
3 congestion backing up at least to the 270-495 split. Drivers
4 making trips from the west of the spurs to east -- eastern
5 designations will experience serious slow downs at this
6 check point. With congestion building at the split, it is
7 very possible that the no-build peak travel times for
8 roundtrips involving 270, such as between I-370 and River
9 Road, or the Clara Barton exit, or Virginia, could be faster
10 than the non-toll lanes of the toll road where 85 to 90% of
11 the drivers travel, and even for the toll lanes themselves.
12 We haven't included the million -- hundreds of millions of
13 dollars in costs and the dramatic disruption to communities,
14 local economies, and the environment from rebuilding all the
15 interchanges and bridges along I-270 and the Beltway.

16 MR. BING: Twenty-five seconds.

17 MR. KATZ: Each of you have hand -- each of you have
18 been handed a dilemma. How can I fulfill my fiduciary
19 responsibilities to the people of Maryland, Montgomery
20 County and Prince George's County when I have no final
21 information from the Environmental Impact Statement to

1 weigh the pros and cons, benefits and costs of this
2 project? The fundamental question to be answered,
3 what are the appropriate tolls when the project
4 doesn't work? Please delay action on tolls and the
5 project and you can -- until you can make an informed
6 decision. Thank you.

7 MR. BING: Okay. Thank you, Mr. Katz. Our next
8 speaker will be Edgar Gonzalez. After Edgar will be Janet
9 Gallant. Mr. Gonzalez, please state your name and spell your
10 name, provide your address and any organization that you may
11 be representing.

12 MR. GONZALEZ: Thank you. Edgar Gonzalez, E-D-G-A-R
13 G-O-N-Z-A-L-E-Z, 14804 Soft Wind Drive, North Potomac,
14 Maryland, representing the Suburban Maryland
15 Transportation Alliance.

16 MR. BING: Go ahead.

17 MR. GONZALEZ: Good afternoon. I am Edgar Gonzalez,
18 Executive Director of the Suburban Maryland Transportation
19 Alliance. SMTA has been actively involved in supporting
20 this project, the partner selection, and the continuity of
21 a regional hot lane system. The implementation of the

1 project would benefit 300,000 individuals using this
2 corridor today, and will facilitate the implementation of
3 the only practical transit alternative to provide a direct
4 connection between Montgomery County and Northern
5 Virginia. The social and economic development benefits to
6 the county will be significant. Residents and businesses
7 will benefit by shorter travel times, less restriction with
8 traffic gridlock, and provide the reliability of trips
9 between locations, which is practically impossible today
10 with the current heavily congested conditions on this
11 highways. We acknowledge the fact that the state does not
12 have funding or bonding capacity to build this project and
13 supports the involvement of the private sector to do so.

14 However, as your staff moves forward in formulating
15 final recommendations on toll setting, we ask you to
16 consider and provide direction to start on the
17 following five issues:

18 One, the MDTA should play a key role in balancing
19 the rate setting with the protection of the cost to the
20 user of the toll lanes during the 50-year duration of
21 the contract. MDTA should have final authority on the

1 rate each year based on the input from the developer.

2 Two, there must be a clear explanation of
3 unpredictability of the rate to the rate users that
4 the amount they will pay at any point between the
5 minimum toll rate and the soft rate cap. As presented
6 before the soft rate cap be reached, a 12-mile trip to
7 a user could cost \$2.40 or \$18.00. This is a very
8 large range for a one-way trip, so MDTA should be --
9 should clearly establish in advance how the price for
10 that trip would be set so there can be a good idea of
11 the cost before they enter the toll lanes. Costs are
12 much better explained about the soft rate cap.

13 Three, the toll rates in the examples provided are
14 2021 dollars, but an escalation factor is presented, so
15 MDTA could be under heavy criticism when the facility
16 opens before rates are higher than advertised now. We
17 recommend the user rates be set for the year that the
18 facility opens.

19 MR. BING: Twenty seconds.

20 MR. GONZALEZ: Four, the toll rates are being set
21 at a time when total cost is still soft. Provisions

1 should be made that a final construction cost is less
2 than whatever estimates was used, and all three initial
3 rates should be adjusted.

4 Finally, the user's escalation factor is unclear and
5 no escalation cap established.

6 MR. BING: I need you to wrap up.

7 MR. GONZALEZ: You should have -- there should be some
8 collectability. We recommend also that a maximum cap be set
9 at 2% per year.

10 MR. BING: Okay, thank you.

11 MR. GONZALEZ: Thank you.

12 MR. BING: And just a reminder to everyone that you
13 can submit comments in writing. Obviously, we have
14 three-minute time limit and five-minute for elected
15 officials, but there are other ways that you can submit
16 your comments if you feel you have other things you need
17 to provide for the record.

18 So again, our next speaker will be Janet Gallant.
19 After Janet will be Richard Stolz. Janet, please state
20 your name, spell your name, provide your address and any
21 organization you may be representing.

1 MS. GALLANT: I'm Janet Gallant, J-A-N-E-T G-A-L-L-A-
2 N-T. I live at 664 Azalea Drive in Rockville. I'm one of
3 the coordinators of the volunteer organization
4 dontwiden270.org.

5 At your June 24 MDTA board meeting, Board Member Lee
6 Gaines (ph) asked if a recent regional transportation
7 planning board vote had effectively killed the tolling
8 project. That was a reasonable question. Mr. Gaines
9 was looking at this P3 project as a whole in its wider
10 context. The responses Mr. Gaines got at the meeting
11 were chilling. He was told that the toll setting
12 process is independent of the procurement process, is
13 independent of the environmental review process, that
14 they are independent tracks. In fact, they're tightly
15 woven together and all focused not on meeting people's
16 transportation needs but on maximizing revenue for
17 private international companies.

18 If this P3 is approved, the citizens you are
19 charged to serve will experience real harm. The vast
20 majority of people who regularly use I-270 and I-495
21 will find the toll lanes outrageously unaffordable.

1 The rush hour maximum when the toll lanes open will be
2 over \$4.00 a mile. The same people will find the free
3 lanes more congested than ever, and the cause of
4 social and economic justice set back.

5 Here is an example of how the needs of middle and
6 lower-income people were discounted in the toll setting
7 process from the beginning. Among the documents released
8 by MDTA is the study used to determine how much people
9 are willing to pay to take the toll lanes. Problem is,
10 only certain sorts of people were invited to be part of
11 the study. Of the 2,383 participants, 54% were male,
12 median age was 55 to 64, 43% live in two-person
13 households, fewer than 12% had an income of \$75,000 or
14 less.

15 The medium house -- the median household income was
16 between 125 and \$150,000 year. A whopping 23% earned
17 200,000 or more. Where are the majority of working
18 families in this study?

19 They aren't there because MDOT and MDTA never
20 intended the toll lanes for them, but that doesn't mean
21 lower-income and middle-income people don't have a

1 designated role in this toll lane scheme. They, we, are
2 the congestion fautor (ph). We are the people who fill
3 up the reduced number of free lanes until congestion is
4 so intolerable those who can afford to do so pay sky
5 high tolls to escape.

6 MR. BING: Twenty seconds.

7 MS. GALLANT: It's been baked in from the
8 beginning. The state is rushing ahead with this P3 that
9 by design will benefit only the wealthiest and those who
10 stand to profit from the toll lane project. This project
11 must not be approved. Thank you.

12 MR. BING: Okay, thank you. Our next speaker will
13 be Richard Stolz. After Mr. Stolz will be Sally Stolz.
14 Mr. Stolz, as you come up please state your name and
15 spell your name, provide your address, and any
16 organization you may be representing.

17 MR. STOLZ: My name is Richard Stolz, that's
18 R-I-C-H-A-R-D S-T-O-L-Z. I live at 5 Lochness Court,
19 Rockville, Maryland, and I represent myself. I could
20 say there's no relationship, but beside -- but there is.

21 If I had any -- any thunder, it has been stolen by

1 most of the people who have already spoken, so rather
2 than repeat a lot of the points that were made, I just
3 wanted to come back to the concept of the Civil Rights
4 Act and its purpose, and as was explained who it's
5 designed to protect. And it's hard to imagine that
6 given the -- even the most optimistic assumptions
7 about the rates that will be charged and the impact,
8 as Janet was discussing on moderate income people,
9 think about the people below the moderate level. And
10 if you would've asked LBJ or, you know, the other
11 authors of the Civil Rights Act, people who put that
12 law -- enacted that in Congress in 1964, how do you
13 feel about this idea? We're going to force people --
14 everyone we ask to go to work to pay these kind of
15 prices. Is this fair? Is this, you know, a good deal
16 for the people who are intended to be protected,
17 including low-income, in addition to those other
18 classifications of people who are covered by the Civil
19 Rights Act? But it would be -- I think there would be
20 astonishment and maybe some laughter and just, you
21 know, kind of blank stares at the notion that any

1 system that's going to create this high cost for
2 commuting would be in anyway equitable to the people
3 who the Civil Rights Act was designed to protect.
4 And my -- the last point is the people who oppose this
5 are not denying that there's a traffic issue, per se.
6 It's not a question of putting our heads in the sand
7 and thinking, well, there's no problem so why -- why
8 do we need this project? It's a question of what's
9 effective and what is truly needed that would be
10 economical and not put ourselves in jeopardy for the
11 financial implications of working a deal with a
12 company like Transurban? So there are -- the
13 --Montgomery County has a long-term plan that's been
14 supported for a long time. It involves alternative
15 approaches, reversible lanes north and south, so you
16 can add -- addition of a lane and have -- in each
17 direction have two lanes effectively north in the
18 evening, south in the morning, so there are other
19 approaches.

20 The improvements to Cabin John Bridge could be
21 funded probably by state and federal funds, especially

1 under the current infrastructure bill that is taking --
2 working its way through Congress, so there are other
3 alternatives that can be brought about with a much
4 longer time horizon and vision towards a long,
5 sustainable transportation solution for all
6 Marylanders, and in addition to all those who travel
7 through our highways. Thank you.

8 MR. BING: Thank you. Our next speaker is Sally
9 Stolz. After Sally will be Elliott Levin. Sally, as
10 you are able to get up to the microphone, please state
11 your name and spell your name, provide your address
12 and any organization you are representing.

13 MS. STOLZ: Hello. My name is Sally Stolz, and
14 that is spelled S-A-L-L-Y S-T-O-L-Z. I live at
15 5 Lochness Court, Rockville, Maryland. I am one of
16 the co-coordinators of dontwiden270.org.

17 I oppose the rates proposed for the managed lane
18 study because they are way too high. As others have
19 explained, to actually commute from Rockville to
20 Tysons Corner in rush hour, if these lanes are built,
21 would cost over \$20,000 a year if done each workday.

1 Who can afford \$20,000 a year for tolls? And that
2 doesn't include the additional tolls that people who
3 live North of Rockville would have to pay. MDOT says
4 that we will have a choice. We won't have to take the
5 toll lanes. They say we'll still be better off in the
6 general lanes than we are now. That is false. This
7 plan removes the two inside lanes, which are general
8 lanes for all but 15 hours a week. They are free
9 lanes 91% of the time. But they won't be free at all
10 of this toll road is built. They will be tolled or
11 HOV 3 24 hours a day, every day of the year.

12 And from Wootton Parkway south to the split,
13 there are currently seven lanes on each side plus the
14 merge lanes. The new plan has only five free lanes.
15 That is a reduction of two free lanes on each side
16 gone. So, when Governor Hogan says all free lanes will
17 remain free, that's not true. All free lanes will not
18 remain free. I say this to highlight that the plan
19 for the toll road is to create congestion in the free
20 lanes to force desperate people onto the toll lanes.
21 Transurban, the Australian company MDOT selected for

1 this project, needs congestion to make money. For
2 about 10 years, they prevented the Virginia Department
3 of Transportation from building an additional
4 southbound lane on I-95 at the Occoquan River Crossing
5 because it would relieve congestion. Yes, that's
6 right. They blocked it because it would relieve
7 congestion. Embedded in the fine print of their
8 contracts are noncompete clauses that block efforts to
9 relieve congestion. Anything the local government
10 wants to do to relieve congestion either incurs a huge
11 payment to Transurban or is completely blocked. For
12 Transurban, congestion brings profit.

13 Another example is the recent revelation that if
14 a rail line is built over the American Legion Bridge
15 and continuing in Virginia, Transurban would block it
16 or demand payment. The rail would reduce congestion
17 and therefore reduce profit. Who would design a
18 supposed traffic relief plan that incentivizes the
19 operator to maintain and increase congestion, not just
20 in the general lanes but also in the toll lanes? The
21 more congested they are, the higher the toll rate and

1 the higher the profit. This P3 is a soul crushing plan.

2 It is soul crushing to think anyone would want to
3 unleash it on us. It is not traffic relief and not
4 free. It's an unconscionable regressive tax, a wolf
5 in sheep's clothing. We absolutely must not let
6 Marylanders fall victim to it. Montgomery County
7 leaders have a much more effective solution and they
8 have had it for years; two reversible lanes on I-270 -

9 MR. BING: Ten seconds.

10 MS. STOLZ: Widen the American Legion Bridge with
11 federal infrastructure debt. Thank you.

12 MR. BING: Okay, thank you. Okay. Our next
13 speaker is Elliott Levin. Mr. Levin, please state your
14 name and spell your name, provide your address and any
15 organization you may be representing.

16 MR. LEVINE: Good afternoon. My name is Elliott Levin,
17 E-L-L-I-O-T-T, Levine, L-E-V-I-N-E. I live in Rockville at
18 7213 Old Stage Road. I come here today and speak in
19 opposition for approving a tolling plan for a 50-year
20 contract to pay for this highway expansion. My reasons are
21 as follows: The toll road's necessity has never been

1 sufficiently proven to be needed. Even prior to Covid, the
2 vehicle miles traveled calculations were considered suspect.
3 Post Covid, it's particularly important as most of corporate
4 America has gone to a Hybrid model with regard to work and
5 telework, obviating the need for this project.

6 Further, the final Environmental Impact Statement is
7 yet to be published. The environmental mitigation plans
8 have never been fully costed, the cost of moving WSOC water
9 and sewer lines have never been ascribed to the cost of
10 this project.

11 Further, a value for money analysis was promised in
12 2019 but never performed. The analysis was supposed to
13 compare the project costs of public versus private financing.
14 This essential document has never been delivered, and this is
15 unacceptable.

16 Further, all public surveys conducted show that even
17 those residents or travelers, commuters, that supported
18 this expansion were not willing to pay a toll to use it.

19 In conclusion, this is a very risky project for
20 Maryland taxpayers, and setting tolls without a tally of the
21 physical and environmental costs is inherently flawed. A P3

1 is not free money, and taxpayers should not be on the hook
2 for the likely shortfall. This project should be abandoned,
3 and at the very least deferred until more convincing
4 information is published and reviewed. Thank you.

5 MR. BING: Okay, thank you. I just want to remind
6 anyone who is here in the hearing room, if you wish to
7 provide public testimony and have not yet signed up to do so,
8 you can go out to the registration table, they'll bring me
9 in a card and I'll call you up, if there's anyone who hasn't
10 already gone, but I am going to go to our last person who has
11 signed up, which is Senator Cheryl Kagan.

12 Senator Kagan, again if you could just state your name
13 and spell your name for the record?

14 MS. KAGAN: Good afternoon. For the record, I'm Cheryl
15 Kagan, very proud to be the Senator for Rockville and
16 Gaithersburg. That's C-H-E-R-Y-L, Kagan, K-A-G-A-N, and
17 don't hold it against me, but I used to serve with Jim Ports
18 in the House of Delegates; 11 Bladen Street, 2 Miller West,
19 Annapolis, Maryland 21401.

20 It has been quite a journey to hear from literally
21 thousands of people who live in my district, and as

1 Mayor Newton indicated, from around the region with
2 their thoughts and concerns. Clearly, we have traffic
3 issues. It is hard to get to work, and then there was
4 Covid. Do we need solutions to our problems?
5 Absolutely. But I'm here to raise four fundamental
6 concerns that I hope are impetus for this board to
7 slow down the process.

8 First, everyone has talked about the tolls. I had
9 the experience when I was going to Virginia to speak at a
10 national 9-1-1 conference, but it was rush hour, there
11 was a lot of traffic, and signs were really unclear.
12 And Secretary Slater has heard this story, and I was
13 trying not to get into the toll lane, and I was
14 confused and freaked, and suddenly I end up getting on
15 my E-ZPass a charge for \$67.00.

16 Now, I was a very early and consistent supporter
17 of the ICC. The intercounty connector provides an
18 important service for people trying to get from my
19 district to the Baltimore area.

20 But for me it's a splurge, because I can't afford
21 to even pay the \$2.72, or whatever it is, even on off-peak

1 hours. The idea of \$67.00 to get to my conference in a
2 timely manner was insane.

3 I assure you that most of my constituents would not
4 be able to do that. I think many of my constituents, and
5 folks who have spoken today, have been very effective at
6 talking through the details, and with respect, Secretary
7 Slater, the details have been hard to find.

8 And you and I have had a number of conversations
9 about those, and though "we think" and "we hope", and "the
10 plans are unclear yet", is not sufficient to send this
11 forward. That's only issue one.

12 Issue two, the Environmental Impact Statement, which
13 I haven't heard very many people talk about but that's
14 because it's been around so long, EIS data should be
15 forthcoming, should be clear, should be reliable,
16 should be accurate before this project moves forward. It's
17 our responsibility to be the stewards of our environment.

18 Third, telework is something we have all gotten used
19 to. I was a few minutes late because I was on an
20 important zoom meeting that I couldn't leave. We are
21 all connecting with people in different ways. We are

1 all working different hours and different days. I
2 suspect, but like me, you are doing work into the late
3 evening and on weekends. We are not going to go back
4 to 9-5, Monday through Friday commuting, we're just
5 not. And so pulling the trigger now and pledging to
6 go forward with this project, when we don't know how
7 much teleworking will continue post-Covid and how many
8 people are actually going to go back to sitting on 270
9 and sitting on the Beltway in traditional work hours.
10 I think that would be irresponsible for us not to have
11 access to that data.

12 And then the fourth issue is, in Congress, the
13 Biden and the Biden/Harris administration is talking
14 about lots and lots and lots of federal funding for
15 infrastructure improvement. Why on earth would we
16 want to tax and toll Maryland residents in addition
17 to, in lieu of, a possible bonanza of funding that
18 could be coming through with that project. And even
19 the smaller project that was reduced from what the
20 President had proposed would still mean significant
21 funding, thanks to Congressman David Trone, now on

1 Appropriations, and our -- and other wonderful
2 leaders.

3 The last thing I'll just reference is that there
4 were terrific conversations about monorail. There's
5 the bus rapid transit. There's been inadequate
6 conversations about mass transit and the opportunities
7 that those present. We have got to be careful as we
8 -- as we do this, because I can tell you there are
9 constituents of mine who might happily pay \$67.00 to
10 ride in a fancy toll lane, but I assure you that as
11 you go farther north into Gaithersburg, into
12 Germantown, those folks, for the most part, are not
13 going to be able to afford the tolls, and yet they are
14 the ones who will be driving more miles and be paying
15 higher tolls.

16 I am for you. I am not against the concept of
17 solutions. I am not a never, never. I am a not now,
18 and not without the data we need. Thank you so much
19 for your attention and for holding this hearing in
20 Rockville, the heart of this project.

21 Thank you, Mr. Secretary. Thank you, Board

1 Members.

2 MR. BING: Okay. Thank you, Senator Kagan. At
3 this point, we do not have anyone else who has indicated
4 a desire to provide public testimony. This hearing is
5 open from 2 till 4; however, at this point, and it is 3:08,
6 we are going to go in recess until 3:30, or if we get
7 someone who signs up to provide testimony we're going to
8 come back as soon as that person provides their testimony.
9 So again, I'll provide an update at 3:30, unless we get
10 someone else to sign up. So at this point we are in
11 recess. Thank you.

12 [RECESS]

13 MR. BING: Okay. Just a quick update. It is 3:30
14 p.m. We still have not had anyone sign in to provide
15 public testimony, so we are going to remain in recess.

16 I will come back on at 3:45 to provide an update, or
17 sooner if we get someone who signs up to provide
18 testimony. So again, we remain in recess.

19 [RECESS]

20 MR. BING: Okay. It is 3:45. We still do not have
21 any additional people who have signed in to provide

1 testimony so we will remain in recess. This hearing
2 will close at 4:00, and then we will have our evening
3 session from 6:00 to 8:00 right here. So we remain in
4 recess.

5 [RECESS]

6 MR. BING: Okay. It is now 4:00, and this concludes
7 this public hearing session. The next public hearing
8 testimony session will take place today from 6:00 to
9 8:00 right here in this room.

10 As a reminder, the public comment period will remain
11 open until 5:00 p.m. on August 12, 2021. Please visit
12 mdta.Maryland.gov/ALB270TollSetting to submit your
13 comments. So again, thank you. We're going to need
14 people to leave this room so we can get set up for the
15 next hearing, and we will see everyone back at 6:00.
16 Thank you.

17 (Whereupon, the hearing was concluded.)
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TRANSCRIBER'S CERTIFICATE

I, Vivian Saxe, hereby certify that I transcribed from audio file the proceedings to the best of my ability in the foregoing-entitled matter; and I further certify that the foregoing is a full, true and correct transcript of the audio files produced.

IN WITNESS THEREOF, I have subscribed my name on July 28, 2021.

Vivian Saxe
Vivian Saxe

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