



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the September 2021 TPB Meeting
DATE: September 22, 2021

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), and phone. Comments are collected until noon on the Tuesday before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between the July 21, 2021 TPB meeting and noon on Tuesday, September 21, 2021, the TPB received 8 comments. Seven comments were submitted by email. One was submitted by phone. No comments were received through the online comment form.

The comments are summarized below. All full comments are attached to this memo.

PUBLIC COMMENT

Stewart Schwartz, Coalition for Smarter Growth – Email September 17, 2021

Schwartz submitted a letter to be included in the meeting materials for the September TPB meeting. The letter states that the region must significantly reduce per capita vehicle miles travelled and proposes to suggestions. A copy of this letter is attached.

Arlene Montemarano – Email – August 31, September 11, and September 19, 2021

Montemarano, resident of Silver Spring, sent three emails. The first, from September 19, was an exchange about the importance of health care if I-495/I-270 is constructed. The second, from September 11, included two articles about Transurban, the company selected to operated tolls on I-495/I-270. The third email, from August 31, was a link to an article advocating that roads should be fixed before new ones are built. A copy of each email is attached.

Tricia Tice – Email – August 11, 2021

Tice, resident of Rockville, sent a copy of a letter they wrote to the Maryland Board of Public Works about the impact of self-driving electric cars on the proposed I-495/I-270 expansion project. A copy of the letter is attached.

Maria Mudd – Phone message – July 26, 2021

Mudd, resident of Bethesda, said they strongly opposes the plan to add toll lanes to I-270. She said that they would harm both the environment and residents of the Washington region.

Maria Eugenia Bruchmann – Email – July 24, 2021

Bruchmann, resident of Bethesda, emailed a message to Chair Allen about possible impacts of the I-495 expansion on her community, including increased noise and air pollution, loss of trees and property, and impacts on a nearby school. A copy of the email is attached.

Clayton Cole – Email – July 22, 2021

Cole sent a message to the board encouraging them not to add the I-495/I-270 project back into the long-range plan. They said the public opposes congestion pricing and are concerned about Transurban. A copy of the email is attached.

September 16, 2021

Hon. Charles Allen
Chair, Transportation Planning Board

Re: TPB Climate Change Study initial results show the region must reduce VMT

Chair Allen and TPB Board members:

TPB staff presented two very important findings at last Friday's Technical Committee meeting:

- To meet its climate target, the DC region would have to achieve unrealistically high levels of electric vehicles on the road by 2030 - **between 50% and 75% of all vehicles would need to be electric by 2030 to achieve the region's climate target under *Visualize 2045*. (see slide 8)** For reference, the COG Climate Plan's ambitious electrification goal is for 34% of cars on the road to be electric by 2030, with lower percentages for trucks.
- Recent [vehicle registration data](#) show the challenges of achieving a rapid fleet turnover by 2030. According to TPB staff: "While the growth in electric and hybrid vehicles is encouraging, an **older vehicle fleet and a shift toward light duty trucks and away from light duty cars could lead to negative impacts on emissions** (in 2020, for the first time in our region, number of LD cars \approx number of LD trucks)."

It is clear that the region must significantly reduce per capita Vehicle Miles Traveled (VMT) as well as pursue ambitious adoption of electric vehicles. [Rocky Mountain Institute](#) has shown that to meet climate targets, the U.S. as a whole must reduce per capita VMT of passenger vehicles by 20% by 2030 compared to pre-pandemic levels, even with ambitious electrification of 25% of cars on the road by then.

In contrast, the most recent *Visualize 2045* would achieve only a 3 percent reduction in per capita VMT by 2045. Unfortunately, the currently proposed *Visualize 2045* looks to achieve largely the same results as the previous plan, investing \$32 billion in highway expansion compared to \$13 for expanding transit.

We ask TPB Board members to do two things:

1. Request that the staff and consultants for the TPB Climate Change Mitigation Study perform the relatively easy calculation of estimating how much per capita VMT reduction would be needed to meet our climate targets under the COG 2030 Climate and Energy Action Plan vehicle electrification goal. This calculation could be quickly done using the "top-down" analysis already completed, and it would provide invaluable, timely information to TPB board members who are making decisions in other venues (e.g., NVTAs, local government climate action plans and transportation decisions). This

calculation doesn't need to wait for the full scenario analysis results that will be presented in December.

2. Based on the answer to #1, establish VMT reduction targets in the current update to *Visualize 2045* for the years 2030 and 2045. The last *Visualize 2045* reported on VMT as a performance measure but set no target or goal for what the region should achieve.

Thank you for your dedication to the climate crisis. We have little time to waste.

Sincerely,

Stewart Schwartz
Executive Director

Bill Pugh
Senior Policy Fellow

TPB Comment

From: Arlene <mikarlgm@gmail.com>
Sent: Sunday, September 19, 2021 10:25 PM
Subject: "Stand with me to expand healthcare"

Here is a hard-hitting, (and clearly true), response to Franchot's campaign flyer, copied below. Thank you, Patty McGrath!

=====

On 9/18/2021 11:32 AM, 'pattymcgrath08' via Montgomery County Faith Alliance for Climate Solutions (w/IPL-DMV) wrote:

Many more people in our area are going to NEED healthcare because of the disastrous environmental effects of 495 and 270 highway expansions you voted to support. Air and water quality matter. Blacktop expansion is a major contributor to pollution and the climate emergency.

I'd need to see a retraction of that vote for highways before responding.

*Patty McGrath
202-250-0429 text, cell & voicemail
571-243-1856 cell & voicemail
301-299-6350
Sent from my iPad*

On Sep 17, 2021, at 2:04 PM, Peter Franchot <info@franchot.com> wrote:

FRANCHOT FOR GOVERNOR

SIGN IF YOU AGREE: We need to reduce the cost of prescription medication and expand affordable, quality healthcare coverage.

Dear Patricia,

No Marylander should have to choose between life-saving medications and putting food on the table. That's why if I'm blessed to be your next Governor, I'm going to lower the costs of healthcare and expand affordable primary and preventive care.

My healthcare policy will be centered on the principle that social determinants of health -- including poverty, access to transportation, good housing, and healthy food -- are the most significant inputs to the health outcomes for Marylanders. That's why I'll prioritize funding for primary and preventive care that proactively reduces chronic health conditions that lead to hospitalization. My plan will aim to reduce new instances of diabetes, hypertension, and asthma at least 20% by 2030.

But I also recognize that we must take bold steps to care for those who do require more advanced treatment -- which is why I'm going to explore an expansion of the Prescription Drug Affordability Board to full coverage of the existing market. Prescription drug prices have simply become too high for the average Marylander. It's time to fix that.

If you agree that we need to reduce the cost of prescription drugs and expand affordable, quality care, will you add your name to my petition? I'm looking to get 1,500 signatures from grassroots supporters by the end of next week to send the strong message that our healthcare system needs an urgent revamp.

For many of our friends, family and neighbors, particularly those belonging to our most vulnerable and disadvantaged communities, lack of affordable healthcare coverage has unfortunately led to deadly consequences during this once-in-a-generation public health crisis.

There are hundreds of thousands of Marylanders still living without health insurance. There are many more who are under-insured, or who are unable to afford the cost of services even with insurance. To all of them, I say that help is on the way.

I am urging you to stand with me in this fight to expand affordable coverage. Sign my petition if you agree that the next Governor needs to take bold action to reduce the cost of prescription drugs, and expand affordable primary and preventive care.

Thank you,

DONATE

By Authority: Friends of Peter Franchot; Tom Gentile, Treasurer

Friends of Peter Franchot
P.O. Box 6648

Annapolis, MD 21401
United States

If you believe you received this message in error or wish to no longer receive email from us, please unsubscribe.

We're building a grassroots movement -- so make sure to forward this email to a friend!

Want to receive email updates from Team Franchot? Then click here to sign up!

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Arlene Montemarano, 240-360-8691, Lawndale Drive

Please add your name to this petition indicating opposition to Hogan's private toll highway expansion plan: <https://sign.moveon.org/petitions/stop-toll-lanes-highway-widening-proposal-in-maryland>

The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

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Member of Citizens Against Beltway Expansion, cabe495.com

TPB Comment

From: arlene Montemarano <mikarlgm@gmail.com>
Sent: Saturday, September 11, 2021 8:13 AM
Subject: Why would we (Hogan) want anything to do with such a hated company?
Attachments: TransurbanLaminex.pdf; TransurbanBloodsuckingBastardry.pdf

If they are such a pariah in their own country, Australia, what makes anyone think they would suddenly become an honorable, trustworthy corporation over here?

These two articles are from the Australian Financial Review.

Epecially note: "Bastardry without pause from an untouchable, blood-sucking monopoly."

I have others that came from a CAFE member's relative who lives there and was moved by anger to clip and send stories from their local newspaper *about said Untouchable, Blood-sucking Monopoly*. (Thank you, Elaine!) Will send those upon request.

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Arlene Montemarano, 240-360-8691, Lawndale Drive

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Not fast or cheap, but the West Gate Tunnel project is out of control

By **Clay Lucas**

January 29, 2020 — 8.12pm

Treasurer Tim Pallas billed it as the multi-billion-dollar road deal that was too good to refuse: a massive new motorway through Melbourne’s west, to be delivered by Transurban at virtually no cost to taxpayers.

“The good news just keeps coming on and on,” Pallas said in 2015 of the “market-led proposal” that Transurban brought directly to him and that he shepherded through Cabinet.

Yet four years later, this project is a financial disaster, and there is every chance that Victorians will, once again, be called upon to bail out a public-private partnership gone wrong.

Will Victorian state governments never learn?

Announced by Pallas and Andrews soon after the pair dumped the East West Link in 2015, the project was meant to be a good news story in comparison to Denis Napthine’s disastrous money-pit.

Now, the entire West Gate Tunnel project may collapse as the builders signed up by Transurban threaten to walk.

It isn’t just an idle threat from the two contractors, CPB and John Holland, who are facing hundreds of millions of dollars in extra costs from soil contamination issues if they plough on.

Pallas, Andrews and Transport Infrastructure Minister Jacinta Allan are overseeing what they advertise as the “Big Build” to address the state’s infrastructure challenges.

It is rapidly turning into a big mess, with troubles mounting on their Metro Tunnel rail project and one bidder for their biggest road project, the North East Link, having walked away.

The West Gate Tunnel though, already close to a year behind schedule, is their most acute headache.

Transurban has said little about what it is going to do to get the project back on track - but has made it clear they will not be handing the builders bundles of extra cash.

Instead it has lawyered up, telling the stock market it expects the builders to continue their work under the contract they had struck.

The only likely way construction will begin again in some semblance of what was planned is if more cash is put on the table. Insider tip - there is one party that will now come under incredible pressure to pony up: the Andrews government, in a bid to save its reputation.

Wednesday's events were a very different reality to the glittering promise made by Transurban chief Scott Charlton in 2015. "No state funds are required, freeing up investment for other vital infrastructure projects, including public transport," he said at the time.

But today, even before Wednesday's mess was revealed, Victorian taxpayers were on the hook for \$2 billion for this road.

And as of last April, motorists who use CityLink are paying higher tolls to help Transurban pay its share of the West Gate Tunnel's \$6.7 billion budget.

Just how many times do Victorian state governments have to be taken for a ride by Transurban to realise it is usually Transurban that walks away the winner?

Or, as former NSW auditor-general Tony Harris put it in 2016: "When [Transurban] leave a negotiating room nothing is left on the table, not even the Laminex." They just have this reputation for being superb negotiators at the taxpayers' expense."

If the John Holland-CPB Contractors consortium does walk away from the project as they have threatened, a protracted legal battle will ensue over whether they did or did not encounter force majeure.

In the absence of the builder being forced back on the job, Transurban and the Andrews government would be forced to re-tender the contracts - and the cost of building the road would escalate exponentially.

On Wednesday, Jacinta Allan assured reporters work was continuing despite the latest blow on many aspects of the project, including freeway widening, piling near the Maribyrnong, and off-ramps continuing to be built.

Yet one key thing is not happening on the West Gate Tunnel: tunnelling. Not quite the good news Tim Pallas promised Victorians.

Sam Mostyn says one thing, Transurban does another

Rear Window



Joe Aston Columnist

These sure are fecund days for instances of regrettable timing, and next on our (extensive) list of businesspeople whose heartless actions have betrayed their valiant words is professional company director **Samantha Mostyn**.

Last Monday, March 30, the boardroom veteran [grandly predicted](#) "our community will not be the same" after the coronavirus crisis because "no longer will the headline growth of GDP be the barometer for the health and resilience of our society and the economy". The tender words of someone who never in her executive career ran a profit and loss statement.



Sam Mostyn is one of the rare directors with core experience in human relations.

"We should not lose this remarkable moment to collaboratively rebuild our uniquely Australian society and an economy that can deliver for all." Honestly, what does that even mean? Did she accidentally swallow a focus group?

"Our focus should be on how we work together now to ensure that we rebuild an economy that works for all including our most disadvantaged..."

These motherhood statements really are the pits. Australia is the land of Medicare, the NDIS and where, thanks to family tax benefits, circa 40 per cent of Australian households pay no net tax. Yet there needs to be greater social welfare, says, fair dinkum, the chairman of Citibank!

Mostyn made these remarks in the heady midst of corporate self-deprivation for the national interest: a cavalcade of boards has foregone directors' fees, Telstra lifted all broadband data caps and BHP gave \$50 million to COVID-19-affected mining communities, *et cetera*.

But two days later, Transurban – on whose board Mostyn has been perched since 2010 – proceeded with [scheduled toll increases](#) across its portfolio of freeways in the middle of an economic crisis. Bastardry without pause from an untouchable, blood-sucking monopoly. Why didn't Transurban's board intervene to cancel the price hike? Shouldn't Transurban be (as per the Mostyn memo) collaboratively rebuilding the economy for all those stony-broke motorists in outer Melbourne and Western Sydney? Oh, and Transurban directors – led by the [inimitable Lindsay Maxsted](#) – are yet to "work together" to propose any pay cut for themselves.

Mostyn's cheap words even extended to this old chestnut: "Our community will not be the same as the one that entered this crisis." Sorry, but what's with this mindless, *faux*-wise vibe *du jour* now emanating from rent-a-quotes everywhere that goes something like "we'll never be the same again"? Actually, we will be the same. Almost exactly the f---ing same. In a few months' time, life will revert to near normal, as it did at the conclusion of two world wars and the Great Depression they bookended, the 1987 crash, 9/11 and the 2009 financial crisis.

In the eye of the GFC, then prime minister **Kevin Rudd** even [wrote in *The Monthly*](#) (please set down any hot beverages before continuing) that "from time to time in human history there occur events of a truly seismic significance, events that mark a turning point between one epoch and the next, when one orthodoxy is overthrown and another takes its place... There is a sense that we are now living through just such a time." Which of course we weren't. Virtually nothing had changed at all. Except Labor's caucus did soon figure out Kevin, and wisely rissoloed the prick.

There's a dismal immaturity in this reflex to hyperbolise a changed future – especially in the newspaper, as 'thought leadership'. But the irony's in the one thing that will always be immutable: not even an alien invasion could stop Transurban screwing the travelling public.

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TPB Comment

From: Arlene <mikarlgm@gmail.com>
Sent: Tuesday, August 31, 2021 10:13 PM
Subject: The U.S. Needs to Fix Existing Roads, Not Build New Ones

If we paid for our road usage costs at the time that we actually use them..... Sticker shock.

(Bolding is mine)

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https://www.governing.com/now/the-u-s-needs-to-fix-existing-roads-not-build-new-ones?utm_term=READ%20MORE&utm_campaign=The%20U.S.%20Needs%20to%20Fix%20Existing%20Roads%2C%20Not%20Build%20New%20Ones&utm_content=email&utm_source=Act-On+Software&utm_medium=email

www.governing.com

The U.S. Needs to Fix Existing Roads, Not Build New Ones
Aug. 27th, 2021

As the bipartisan infrastructure bill wends its way through Congress, state and local politicians are salivating over the tens of billions of dollars that will likely soon be headed their way for road construction and maintenance.

New research published by the National Bureau of Economic Research measuring the social cost of damaged roads buttresses the case for prioritization of highway repairs.

“The rougher the roads are, there are substantial costs in terms of higher vehicle operating costs, longer travel times and less traffic safety,” says Margaret Bock, professor of economics at Goucher College. “Our estimates are a lot larger than previous estimates. We really need to be investing in fixing the roads.” Bock’s paper, written with Alexander Cardazzi and Brad Humphreys, finds that **even modest road damage slows average vehicle speeds by 11 percent** and increases the likelihood of crashes. (Although slower travel makes individual car crashes less likely and less deadly, the researchers looked at aggregate speeds over the course of a month, and they think that explains the disparity; it also looks at highways, not local roads with pedestrians.) The trio of researchers studied California’s highway system, because it is one of the largest and most geographically diverse in the nation. The state contains almost 400,000 road miles across a variety of climates, the second most expansive system in the nation (behind only Texas). California already spends an astronomical amount on its highways. In 2018-2019, the state’s Department of Transportation increased spending on road maintenance from \$421 million to \$576 million, and road rehabilitation from \$424 million to \$994 million. (The larger number includes additional costs beyond pavement, like guardrail installation and repair.) **Nationally, in 2017, highway maintenance cost the country \$51.4 billion. More than two times that amount was spent the same year on the construction of new roads.** In their paper, the authors argue that the wear and tear on our highway system has greater costs than were previously understood, “implying a need for more transportation infrastructure investment, especially for road maintenance.” Do the authors have any faith that the infrastructure bill, and the way state governments put its prospective bounty to use, will get the balance right? “Its really great Congress is proposing to shell out a lot of money for infrastructure repair,” says Bock. **“But some more of the money that’s going towards new road construction could be devoted to repair. Based on our paper, a lot of the costs associated with pavement damage have been**

underestimated.”David King, a professor of urban planning at Arizona State University, agrees with the conclusion that the country should have a **fix-it-first mentality when it comes to highway spending.** The infrastructure bill, however, still pushes a substantial amount of money to new road construction.

But the need for aggressive spending on new highways is not clear. King says that in many parts of the country, roadways are being abandoned or returned to gravel. **The principle of induced demand, meanwhile, has proven that expanding heavily used roadways will not affect traffic in the medium term. If you build it, drivers will fill it.**

“Road expansion is something that we do because there’s free money to do it,” says King. “There are forward-looking ways that cities, regions and states should be thinking about infrastructure spending [as opposed to policy] organized around road building to make sure that we’re set up for the 1980 economy.”Cardazzi and Bock’s paper notes in passing that “efficient user fees” should reflect the actual costs of transportation infrastructure use. But in much of America, the upfront costs of roads are free, with tolls relatively scarce and congestion pricing non-existent. That means **drivers and non-drivers alike pay on the back end in the form of taxes and publicly supported subsidies.**King says that there are myriad ways that user fees could be implemented. Much of the heaviest road damage is caused by large trucks, so a different fee structure for commercial and passenger vehicles makes a lot of sense.“There’s research looking at the major determinants of road deterioration and trucks are the main drivers of this,” says Alexander Cardazzi, Bock’s co-author, who teaches economics at West Virginia University. “Maybe truck tolls should be more expensive, because those are the things that are really damaging the pavement.”

The oft-proposed vehicle miles traveled fee could target its sanctions to specifically make it more expensive for big rigs to drive on local roads, where they cause worse damage, as opposed to freeways. Congestion pricing or more highway tolls would also better reflect the actual cost of keeping roadways in good repair, support transit options, and incentivize people to drive less.

Although driving has become a cornerstone of American life, the negative externalities of a mass motorized nation are immense. In the U.S., **transportation is the largest source of greenhouse emissions, pedestrian deaths have been rising and the downtowns of many cities and towns have been hollowed out by sprawling suburban development (which is also greenhouse gas intensive).**

Because automobiles are a largely unexamined part of everyday life, the infrastructure that supports them is unthinkingly extended and changes are met with political backlash that few politicians wish to face. As a result, vehicle miles traveled taxes and other user fees (like congestion charges) are largely non-starters.But an expert can dream.“User fees are a wonderful way to not just raise revenue, but to reflect the overall cost to society of the travel choices people are making,” says King. “If we could really get a system of user fees, that should also influence how [policymakers] spend their money and how their priorities are set within the funding and within the infrastructure bill itself.”

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Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

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Arlene Montemarano, 240-360-8691

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Member of Citizens Against Beltway Expansion, cabe495.com

TPB Comment

From: Tricia Tice <ptice17@gmail.com>
Sent: Wednesday, August 11, 2021 1:19 AM
To: TPBcomment
Subject: FYI..... Self-driving electric shared vehicles will replace most private automobiles by 2030

Categories: Blue category

National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

Below is a copy of the letter I sent to the Board of Public Works yesterday.

Maryland Board of Public Works
Louis L. Goldstein Treasury Building
80 Calvert St, Annapolis, MD 21401

Dear Governor Larry Hogan,
Treasurer Nancy K. Kopp, and
Comptroller Peter Franchot,

According to the new research report ***Rethinking Transportation 2020-2030: The Disruption of the ICE Vehicle and Oil Industries***, a historic revolution in transportation will end individual world's energy economy.

Ninety-five percent of U.S. car miles will be in self-driving, electric, shared vehicles by 2030 according to the report. "We are on the cusp of one of the fastest, deepest, most consequential disruptions of transportation history: the automobile replacing the horse across the nation in about 25 years.

Before you, the Board of Public Works, approve the first phase of the contract to widen I-495 and I-270, I urge you to review the report. You will learn that a convergence of technologies is gathering momentum. Investors recognize this, which is why the price of Tesla shares and similar investments have soared.

The report details how the approval of autonomous electric vehicles (A-EVs) will unleash the transportation revolution. A-EVs will abandon internal combustion engines for A-EVs for economic reasons. A-EVs engaged in transportation will account for 95 percent of U.S vehicle stock. As fewer cars travel more miles, the number of passenger vehicles will decrease from 100 million in 2020 to 44 million in 2030.

The expansion of I-495 and I-270 will be obsolete before it is completed.

I urge you to consider the findings of this report before you make a decision.

--
Patricia Tice

1615-C Piccard Drive
Apt 1425
Rockville, MD 20850

Making the transition to a plant-based diet may be the most effective way an individual can stop climate change. Thich Nhat Hanh

Voicemail received on July 26, 2021

Good morning. My name is Marian and I own a house in Bethesda.

I'm calling because I am opposed strongly to the I-270 plan to add toll lanes and I have been for a long time. And I would like to have my name added to the list of those strongly opposed to expanding the Beltway having toll lanes. I think they're destructive. And I think that this is just one more delay tactic to try to do something that I think will be harmful to the environment and the residents.

And my name is Marion Mudd.

Thank you for taking this call. I'm sure you are very busy with this.

Thanks again. Bye bye.

TPB Comment

From: Maria Eugenia Bruchmann <mebruchmann@gmail.com>
Sent: Saturday, July 24, 2021 12:20 PM
To: TPBcomment
Subject: Please consider a NO on the on the current I-495/I-270 Project

Categories: Blue category

Dear Chairman Charles Allen:

Please distribute this important information to your members before the re-vote on Wednesday. My name is Maria Eugenia Bruchmann and I live in Carderock Springs/South Carderock community, Bethesda, Maryland, that is intersected by the Beltway. Our community has repeatedly raised serious concerns about the Beltway expansion as it is currently planned by the State Highway Administration (SHA) in several community meetings and many comments letters. These concerns include increases in noise and air pollution; loss of trees along the right of way, potential loss of property as LOD and noise wall construction will be adjacent to private properties, direct impacts including severe pollution on Carderock Springs Elementary School, traffic congestion on connecting roads (River Rd, Seven Locks, MacArthur Blvd., Persimmon Tree Rd), and visual and noise impacts of proposed fly-over ramps to managed lanes from River Rd and connecting to Clara Barton Pkwy. As our County officials and transportation planners, we understand that the traffic relief could be achieved by much more environmentally friendly means than currently planned P3 is suggesting.

We urge you and TPB members to vote "No" on the current I-495/I-270 project until the Final Environmental Impact Statement is completed and the expansion plan is much more efficient and environmentally aware.

Sincerely, Maria Eugenia Bruchmann

TPB Comment

From: Clayton C <claytonc99@gmail.com>
Sent: Thursday, July 22, 2021 1:11 PM
To: TPBcomment
Subject: Listen to the vote

Categories: Blue category

The people and the Transportation Planning Board have already spoken, why are you letting Hogan try to strong-arm an unpopular plan just to bolster his accomplishment resume?

The MD DOT website itself acknowledges that 70% of people oppose congestion pricing-- at what percentage does the will of the people you are paid to represent start to matter? 80? 90? 99...?

I also think the ignoring of the public is especially shady considering Amanda N. Allen was a Hogan Administration Official and then immediately joined Transurban-- the same firm Hogan met with during his trip to Australia, where the CEO Jennifer Aument was present.

Between the personal interactions and the strategic lobbyist moves, surely you can understand why many of your constituents find this situation to be fishy. I hope that you and the TPB have the resolve to not succumb to the pressures undoubtedly put upon you and maintain your original decision.

Thank you,

Clayton Cole